



**CLARK COUNTY**  
**WASHINGTON**  
**PUBLIC WORKS**

**2023-2028**

# CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



Before



After

NE 10th Avenue (NE 149th Street - NE 154th Street)



2021 HMA Overlays  
(NE 36th Avenue)



NE 99th Street (NE 94th Avenue  
- Vicinity of NE 117th Avenue)



NE 182nd Avenue at SR 500  
(Intersection Improvement)



**2023 - 2028**

**TRANSPORTATION IMPROVEMENT PROGRAM  
( T I P )**

**Adopted: November 15, 2022**

**Clark County Public Works**

Post Office Box 9810

Vancouver WA, 98666-9810

(564) 397-6118

[www.clark.wa.gov/public-works/transportation-improvement-program](http://www.clark.wa.gov/public-works/transportation-improvement-program)

**CLARK COUNTY, WASHINGTON  
RESOLUTION NO. 2022-11-02**

**A resolution relating to adoption of the 2023-2028 Six-Year Transportation Improvement Program (TIP).**

**WHEREAS**, the Clark County Council held a duly noticed public hearing on the 2023-2028 Transportation Improvement Program at 6:00 P.M., Tuesday, November 15, 2022, in accordance with RCW 36.81.121 and WAC 136-15-050; and,

**WHEREAS**, a priority array of potential projects on the County's arterial system was prepared under the direction of the County Engineer and was available to the Clark County Council during the preparation of these programs in accordance with WAC 136-14-050; and,

**WHEREAS**, a written report with respect to deficient bridges was prepared under the direction of the County Engineer and was available to the Clark County Council during the preparation of these programs in accordance with WAC 136-20-060; and,

**WHEREAS**, this Transportation Improvement Program has been analyzed under the direction of the County Engineer to ensure consistency with the adopted Comprehensive Plan and adopted policies in the Community Framework Plan; and,

**WHEREAS**, this Transportation Improvement Program has been analyzed to ensure the County's financial capability to complete the projects that are contained within the Program in accordance with RCW 36.70A; and,

**WHEREAS**, the Clark County Planning Commission held a duly noticed public hearing on the 2023-2028 Transportation Improvement Program in accordance with RCW 36.70A; and,

**WHEREAS**, the Clark County Council finds that adoption of the proposed 2023-2028 Transportation Improvement Program is in the best public interests for the health, safety, and welfare of Clark County.

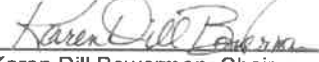
**NOW, THEREFORE**, the attached 2023-2028 Transportation Improvement Program, as submitted by the County Engineer, is hereby approved and adopted.

**RESOLVED** this 15<sup>th</sup> day of NOV, 2022 .

ATTEST:

  
Clerk to the Council

COUNTY COUNCIL  
CLARK COUNTY, WASHINGTON

By:   
Karen Dill Bowerman, Chair

Approved as to Form Only:  
Anthony F. Golik  
Prosecuting Attorney

By: \_\_\_\_\_  
Temple Lentz, Councilor

By: Bill Richardson  
Deputy Prosecuting Attorney

By: \_\_\_\_\_  
Julie Olson, Councilor

By: \_\_\_\_\_  
Gary Medvigy, Councilor

By: \_\_\_\_\_  
Richard Rylander, Councilor



**CLARK COUNTY, WASHINGTON**  
**RESOLUTION NO. 2022-11-03**

A **RESOLUTION** relating to adoption of the 2023 Annual Construction Program,  
an element of the 2023-2028 Six-Year Transportation Improvement Program (TIP).

**WHEREAS**, a public hearing on the 2023 Annual Construction Program was held at 6:00 P.M.,  
Tuesday, November 15, 2022, in accordance with RCW 36.81.121, WAC 136-16-010, and WAC 136-16-042;  
and,

**WHEREAS**, this is to certify that a priority array of potential projects on this County's arterial system  
was prepared under the direction of the County Engineer and Director of Public Works and was available to the  
Clark County Councilors during the preparation of these programs in accordance with WAC 136-14-050; and,

**WHEREAS**, this Annual Construction Program has been analyzed to establish its consistency with the  
adopted Transportation Improvement Program; and,

**WHEREAS**, this Annual Construction Program has been analyzed to establish Clark County's financial  
capability of completing the projects that are contained within the Program; and,

**WHEREAS**, WAC 136-16-042 requires that changes to the Annual Construction Program be approved  
by unanimous vote of the legislatures present; and,

**WHEREAS**, the Clark County Council is in regular session assembled this day.

**NOW, THEREFORE, BE IT UNANIMOUSLY RESOLVED BY THE CLARK COUNTY COUNCIL OF  
CLARK COUNTY, STATE OF WASHINGTON**, that the 2023 Annual Construction Program element of the  
2023-2028 Transportation Improvement Program, as submitted by the Director of Public Works and County  
Engineer and attached and incorporated by reference, is hereby adopted.

**RESOLVED** this 15<sup>th</sup> day of NOV., 2022.

Attest:

Rebecca Messinger  
Clerk to the Council

By: Karen Dill Bowerman  
Karen Dill Bowerman, Chair

Approved as to Form Only:  
Anthony F. Golik  
Prosecuting Attorney

By: William Richardson  
Digitally signed by William Richardson  
DN: cn=William Richardson,  
o=Prosecution Office, ou=Civil Division,  
email=will.richardson@clark.wa.gov,  
c=US  
Date: 2022.11.09 12:35:43 -08'00'



By: \_\_\_\_\_  
Temple Lentz, Councilor

By: \_\_\_\_\_  
Julie Olson, Councilor

By: \_\_\_\_\_  
Gary Medvigy, Councilor

By: \_\_\_\_\_  
Richard Rylander, Councilor

# 2023-2028 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

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# PARTICIPANTS

This document represents a collaborative effort between the Clark County Council, neighborhood association representatives, individual residents, technical groups, and Clark County staff. Thank you to all who participated in the development of the program.

## Clark County Council

Karen Dill Bowerman, Chair/District3  
Temple Lentz, District 1  
Julie Olson, District 2  
Gary Medvigy, District 4  
Richard Rylander, District 5

## Clark County Staff

Amber Emery – Deputy County Manager/Interim Public Works Director  
Ken Lader – County Engineer  
Chris Carle – Public Works Programming  
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Lauren Smith – Public Works Administration  
Gary Albrecht - Public Works Transportation Planning  
Laura Hoggatt - Public Works Programming  
John McSherry - Public Works Programming  
Bradly Fisher - Public Works Construction  
Audrey Riddell – Public Works Environmental Services  
Pam Schense - Public Works Environmental Services  
Laura Henry Slye – Public Works Real Property Services  
Nels Mickaelson – Geographic Information Systems (GIS)  
Halina Lewandowski – Geographic Information Systems (GIS)  
Kaley McLachlan-Burton – Public Works Information and Outreach  
Cindy Gonzalez – Public Works  
Rob Klug – Public Works Transportation  
Jody Carriere - Public Works Transportation  
David Jardin – Public Works Concurrency  
Dennis Pritchard – Clark County Sheriff’s Office  
John Niemiec - Public Works Information Technology  
Tim Goldin - Public Works Information Technology

# INTRODUCTION

Clark County's 2023-2028 six-year Transportation Improvement Program (TIP) is essential to implementing the goals of the Clark County Comprehensive Plan and 20-Year Capital Facilities Plan. The TIP uses objective criteria to evaluate and prioritize road improvement projects and assigns available revenues to projects to achieve those goals. While addressing regional transportation priorities, the TIP recognizes the vision set by the community and the Clark County Council.

Aside from the practical reasons for developing the TIP, there are legal requirements. The Washington Administrative Code (WAC 136-15-050) requires Clark County to prepare and update a six-year comprehensive transportation program annually. The WAC specifies that the TIP shall be adopted by the county legislative authority each year and shall include all planned road and bridge construction projects, and any other specified capital outlays for the next six-year period. The County Engineer implements policy, leads and manages the department, manages personnel and budget, reports regularly to the Legislative Authority.

For questions regarding Clark County Public Works' Transportation Improvement Program (TIP), or for interpretation or translation services for non-English speakers, or otherwise making materials available in an alternate format, contact Clark County Public Works' Chris Carle via email at [Chris.Carle@clark.wa.gov](mailto:Chris.Carle@clark.wa.gov) or phone (564) 397-4523. Hearing/speech impaired may call the Washington Relay Center at 711.

Para preguntas relacionadas con el programa de Title VI de Obras Públicas del condado de Clark, o para servicios de interpretación o traducción para personas que no hablan inglés, o para que los materiales estén disponibles en un formato alternativo, comuníquese con Chris Carle por correo electrónico a [Chris.Carle@clark.wa.gov](mailto:Chris.Carle@clark.wa.gov) o por teléfono 564-397-4523. Las personas con impedimentos de audición o del habla pueden llamar a Washington Relay Center al 711.

По вопросам, связанным с Программой Раздела VI департамента Общественных работ Округа Кларк, или по вопросам перевода для людей, говорящих на ином языке кроме английского, или для получения материалов в альтернативном формате, обращайтесь Chris Carle почте [Chris.Carle@clark.wa.gov](mailto:Chris.Carle@clark.wa.gov) или по телефону 564-397-4523. Люди с нарушениями слуха или речи могут обратиться в Вашингтонский центр переключения по номеру 711.



# WHAT IS IN THE TRANSPORTATION IMPROVEMENT PROGRAM?

The remainder of this document includes:

- Description of the process used to develop the program
- Analysis of financial constraints
- County priority project list
- Six-year program funding matrix
- Annual construction program for 2023
- Index of projects included in the program
- Traffic Impact Fee (TIF) area maps
- Detail sheets for all funded road projects in the six-year program
- Ongoing program funding matrix
- Detail sheets for ongoing programs
- Glossary of terms



# PROGRAM DEVELOPMENT

The development of the Transportation Improvement Program includes the following steps and processes:

- **Preserving the Current Infrastructure** – Clark County Public Works’ number one priority is preserving the public’s investment in over 2,600 lane miles of county roads and 74 county bridges, including two pedestrian bridges.
- **Defining a Vision** - Define the County Council’s vision and expectations. Obtain endorsement of the TIP development process. Much of this vision is defined in the 20-year Capital Facilities Plan and the Comprehensive Growth Management Plan.
- **Assembling a Project Team** - Establish a project team with the resources to develop the annual Transportation Improvement Program.
- **Reviewing the Existing Program** - Define successful elements of the previous TIP and potential areas for improvement.
- **Preparing Evaluation Criteria** - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation. \*
- **Evaluating Projects** - Measure and rank each project based upon evaluation criteria and supporting data. The list of capital projects derives from the 20-year Capital Facilities Plan. The Ongoing program projects are derived from appropriate discipline for fair competition. \*
- **Collecting Data** - Prepare a planning level scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria. \*
- **Preparing a Draft Program** - Compile a working document for review and refinement.
- **Presenting Information to Transportation Stakeholders** – Present information clearly and succinctly to stakeholder groups such as the Clark County Planning Commission, Development and Engineering Advisory Board, Regional Transportation Advisory Committee, Neighborhood Associations of Clark County, , and TIP Public Open Houses, when applicable.
- **Reviewing the Draft Program** – Seek input and comments from stakeholders and participants.
- **Adopting the TIP** – The County Council adopts the TIP through a public hearing process on an annual basis.
- **Assess the Program** – Continual refinement and improvement of program and development process.

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\* Evaluating and ranking projects occurs approximately every two-four years, as fiscally prudent.

## PUBLIC INVOLVEMENT PROCESS

An important component of the Transportation Improvement Program is ensuring the public is informed of projects in their community. This is accomplished throughout the year during the development of the TIP. In 2022, Public hearings and work sessions were held with the Clark County Council and presentations were given to the Clark County Planning Commission, and Development and Engineering Advisory Board. A State Environmental Policy Act (SEPA) review was completed. Neighborhood outreach, an informational web page and press releases were also utilized to maximize opportunities for public input. In-person public involvement was limited as Clark County transitioned from cancelling in-person outreach due to the COVID-19 pandemic to a modified approach that included both in person and online presentations and open houses for upcoming projects. Social media (Nextdoor, Twitter, Instagram and Facebook), and hybrid meetings were used and will continue to be utilized for public involvement purposes.

## PROJECT IDENTIFICATION

### Capital Improvement Projects

Projects within the Transportation Improvement Program include new roadways, roadway widening and reconstruction, bridge and culvert replacement, repair and rehabilitation, pavement preservation, landslide repairs, and pedestrian and bicycle facilities. With the exception of ongoing programs, new projects are identified concurrent with the county Comprehensive Growth Management Plan and Capital Facilities Plan (CFP) updates. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

The Revised Code of Washington (RCW) 36.81.121 requires the TIP be consistent with the county's adopted Comprehensive Growth Management Plan. The 20-year Capital Facilities Plan reflects transportation priorities in the Comprehensive Growth Management Plan. As a result, the TIP must be consistent with projects from the CFP. After those projects are considered, there is often limited funding available for additional projects.

### Ongoing Programs

Ongoing programs are established to fund specific categories of projects. While these are not major arterial corridor projects, they are important for safety or system integrity. These programs include:

- Advanced right-of-way acquisition program.
- Bridge and culvert replace/repair/rehabilitation program.
- Road preservation program.
- Rural road improvement program.
- Sidewalks and Americans with Disabilities Act compliance program.
- Transportation safety improvements program.
- Urban development road program.

See the Ongoing Programs Detail Sheets section for descriptions of the programs.

Projects within the ongoing programs are evaluated and prioritized per industry standards and guidelines consistent with state and federal funding criterions. Safety and sidewalk projects are ranked and prioritized using established criteria. Bridge and culvert improvement projects are ranked every two years based upon standardized bridge criteria. Road preservation and rural road projects are identified through a rating and an inventory process. For more details on the Bridge and Culvert Replace/Repair/Rehabilitation Program, contact Bradly Fisher at (564) 397-4017. For the Road Preservation and Rural Road Improvements Program, contact Sarah Smith at (564) 397-1678. For the Traffic Safety Improvements Program, contact Rob Klug at (564) 397-4356.

## PROJECT EVALUATION SYSTEM

The TIP project ranking and evaluation system is usually reviewed every two to four years, concurrent with the public process, and applies only to larger capital improvement projects from the Capital Facilities Plan. Occasionally, a project may bypass the ranking process due to an urgent/emergency situation or to develop a regionally significant project in conjunction with an adjoining partner agency (i.e., Washington State Department of Transportation or cities in Clark County). Bridge and Culvert, Sidewalk, Safety, Road Preservation and ADA projects are evaluated in separate processes specific to those individual programs.

The evaluation system for capital projects is designed to provide objective criteria to evaluate and rank projects. The measurement criteria that form the basis of the evaluation system include:

- Safety (considering both Performance and Risk Exposure measures).
- Comparison to the County Arterial Atlas.
- Concurrency.
- Multimodal improvements.
- Route connectivity.
- Environmental impacts.
- Public and outside agency support.
- Support for economic development.
- Leveraging of non-county funding.

Based upon the evaluation criterion, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages.

## EVALUATION CRITERIA

### Safety (Maximum Score = 30, Weight = 1)

The safety criteria considers two significant measures of safety for a potential project. The *Performance Score* statistically analyzes the actual collision history. The *Risk Exposure Score* quantifies the risk that substandard conditions present, which the project is intended to address. Points are distributed as follows:

Performance Score	(1 to 5) x 13 = 65	maximum possible
Risk Exposure Score	(Sum)	= 35 maximum possible
Total		100 maximum possible

The 100 points of the Performance Score and Risk Exposure Score is then multiplied by 0.30 to arrive at the final Safety Score, a maximum of 30 points:

$$\text{Final Safety Score} = (\text{Performance Score} + \text{Risk Exposure Score}) \times 0.30.$$

The Performance Score and Risk Exposure Score calculations are detailed below:

#### **Performance (Collision) Score:**

The first portion of the Safety criteria is a calculation of a Performance Score, using statistical methods recommended in the Highway Safety Manual (HSM), a joint effort of the American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration (FHWA). The HSM quantitatively integrates crash frequency rates, crash severity and contributing factors, allowing a more comprehensive safety analysis than previous methods which looked only at the number of collisions.

The Performance Score first calculates a Critical Crash Rate for the roadway segment or intersection. Rates greater than 1.0 indicate more collisions than expected under normal conditions. The Critical Crash Rate is then adjusted for crash severity, type of collision and other statistically validated HSM factors to arrive at the Performance Score, a number between 0 and 5. Higher Performance Scores indicate greater and/or more severe collisions than normally expected.

Additional information on the Highway Safety Manual is available at:

[www.highwaysafetymanual.org](http://www.highwaysafetymanual.org) and <http://safety.fhwa.dot.gov/rsdp/hsm.aspx>

The (0-5) is multiplied by 13 to equal a maximum of 65 points, allowing comparison with previous TIP rankings which also allocated 65 points to the collision-history portion of the Safety calculation.

## Risk Exposure Score:

The second portion of the Safety criteria is a Risk Exposure score which evaluates existing roadway conditions in the field. A score of 0 to 5 points is assigned to 7 different physical roadway attributes described below. Measurement scores are then summed to create the Risk Exposure Score. A maximum of 35 points is possible.

<u>Risk Exposure Measures</u>	<u>Score</u>
Existing Shoulder Widths:	
◇ Up to 1 foot wide	5.0
◇ More than 1 to 2 feet wide	3.75
◇ More than 2 to 4 feet wide	2.50
◇ More than 4 to 8 feet wide	1.25
◇ Greater than 8 feet wide	0.0
Fixed Objects Adjacent to the Roadway (average per 100 feet of roadway):	
◇ More than 4 objects	5.0
◇ More than 3 to 4 objects	3.75
◇ More than 2 to 3 objects	2.50
◇ More than 1 to 2 objects	1.25
◇ Less than 1 object	0.0
Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):	
◇ 31 feet and greater	5.0
◇ Between 21 and 30 feet	3.75
◇ Between 11 and 20 feet	2.50
◇ Between 1 and 10 feet	1.25
◇ Less than 1 foot	0.0
Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual):	
◇ Between 0 and 2.5 feet	5.0
◇ Between 2.6 and 4 feet	3.0
◇ Between 4.1 and 5 feet	1.0
◇ More than 5 feet	0.0
Sidewalks (existing sidewalks or walkways along both sides of project corridor):	
◇ No sidewalks to 25% of project length	5.0
◇ Between 26% and 50% of project length	3.0
◇ Between 51% and 75% of project length	1.0
◇ Between 75% to full length of project	0.0
Pedestrian Safety:	
◇ Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use	5.0
◇ Directly serves a school or other high-volume source of pedestrian or bicycle use	3.0

Alignment and Sight Distance (horizontal/vertical alignment, sight distance, intersection alignment):

- ◇ Existing alignment or sight distance deficiencies 5.0
- ◇ No existing alignment or sight distance deficiencies 0.0

Projects can accumulate up to 100 points from the eight elements in the safety category as previously described (65 points for Performance Score and 35 points for Risk Exposure). A final Safety Score is calculated by multiplying the sum of Performance and Risk Exposure scores by 0.30 to reach the maximum 30 points assigned to the Safety category:

$$\text{Final Safety Score} = (\text{Performance Score} + \text{Risk Exposure Score}) \times 0.30$$

**Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)**

Comparison of project’s existing roadway section with the section specified in the County Arterial Atlas:

- ◇ Requires additional travel lanes 1.0
- ◇ Requires center/left-turn lane 2.0
- ◇ Requires sidewalks (shoulders for rural-classified roads) 1.0
- ◇ Requires bike lanes (shoulders for rural-classified roads) 1.0

**Concurrency (Maximum Score = 10, Weight = 1)**

Concurrency standards are measured in terms of Volume to Capacity Ratio (V/C) for corridors and level of service (LOS) for intersections as described in Clark County Code 40.350.020: Transportation Concurrency Management System.

- ◇ The project will improve one or more intersections of regional significance that are:
  - ◇ Failing (LOS of E or F) 6.0
  - ◇ Within 10 percent of failing (LOS of D) 4.0
- ◇ The project will improve an adopted concurrency corridor that is:
  - ◇ Failing (V/C ratio >0.90) 3.0
  - ◇ Within 10 percent of failing (V/C ratio 0.80 to 0.89) 2.0
- ◇ The project will improve congestion in an adopted or de-facto transportation moratorium area:
  - ◇ Project alleviates congestion (improves LOS or V/C) 1.0
  - ◇ Does not address any congestion or LOS concerns 0.0
- ◇ The project will improve critical transportation features within or immediately adjacent to a current or past urban holding area:
  - ◇ Significant improvements (Project is within a UH Area) 4.0
  - ◇ Partial improvements (Project adjacent to a UH Area) 2.0

### Multimodal (Maximum Score = 6, Weight = 1)

Transit or bicycle/pedestrian system improvements (addition of bike lanes and sidewalks are included in the “Comparison to County Arterial Atlas” criteria):

- ◇ Improves existing, defined bicycle route\* 2.0
- ◇ Improves access to a Park & Ride facility 2.0
- ◇ Improves access to C-TRAN bus route within project limits 2.0
- ◇ Improves access to trail or trailhead\* 1.0

\*As listed in 2006 Regional Trail & Bikeway Systems Plan or 2015 Clark County Bicycle Map

### Route Connectivity (Maximum Score = 5, Weight = 2)

Project links to other arterial and collector routes as defined in the Arterial Atlas:

- ◇ Project links both Arterial(s) and Collector(s) 3.0  
OR
- ◇ Project links two Arterials 2.0  
OR
- ◇ Project links two secondary routes(collectors) 1.0
- ◇ Project fills a gap in the road network 2.0

### Environmental Impact (Maximum Score = 6, Weight = 1)

The potential impact a project may have on the environment is reviewed by Public Works environmental staff. Potential impact of No/Low, Medium or High is determined for the following concerns as described below:

- ◇ NEPA/SEPA Requirements
  - No/Low: Categorical Exemption/Categorical Exclusion. 0.75
  - Medium: Determination of Non-Significance, Documented Categorical Exclusion. 0.40
  - High: Environmental Assessment, Environmental Impact Statement. 0.00
- ◇ Wetland Permits
  - No/Low: Exemption, Clark County Type I Permit 0.75
  - Medium: Clark County Type II, Corps Nationwide Permit, Ecology Letter of Verification 0.40
  - High: Ecology Individual 401 Water Quality Certification, Corps Individual Permit, Clark County Public Interest Exception 0.00
- ◇ Habitat Permits
  - No/Low: Exemption, Clark County Type I Permit 0.75
  - Medium: Clark County Type II Permit, WDFW Hydraulic Project Approval 0.40
  - High: Clark County Public Interest Exception 0.00



◇	<u>Shoreline Permits</u>	
	No/Low: Exemption	0.75
	Medium: Substantial Development or Conditional Use	0.40
	High: Variance	0.00
◇	<u>Environmental Species Act (ESA)</u>	
	No/Low: No Effect Letter, Section 4(d)	0.75
	Medium: Informal consultation	0.40
	High: Formal consultation	0.00
◇	<u>Cultural Resources</u>	
	No/Low: Exempt or documented high level of disturbance	0.75
	Medium: Survey needed, No significant resources	0.40
	High: Monitoring, Mitigation, Memorandum of Agreement	0.00
◇	<u>Size of Impacts (wetland, habitat and/or aquatic)</u>	
	No/Low: Less than 0.10 acre	0.75
	Medium: Between 0.11 and 1.0 acres	0.40
	High: More than 1.0 acres	0.00
◇	<u>Mitigation Difficulty</u>	
	No/Low: None needed, minimal, advanced, consolidated site	0.75
	Medium: On County-owned property	0.40
	High: Acquire property	0.00

Points for each level of impact are totaled to arrive at a final Environmental Impact score:

**Final Impact Score = (Sum of No/Low) + (Sum of Moderate) + (Sum of High).**

Public and Outside Agency Support (Maximum Score = 2, Weight = 1)

*	Included in Regional Transportation Council Plan (MTIP), State Transportation Plan, or surrounding city's transportation plan	1.0
*	Supported by formal public outreach (e.g., adopted circulation plan)	1.0
*	Utility Partnership adding new (not upgraded) sewer, water, etc.	1.0
*	No formal support by local agencies or the public	0.0

## Support for Economic Development (Maximum Score = 20, Weight = 1)

The Vacant Buildable Lands Model (VBLM) is used to estimate the economic benefit from a project. The VBLM is used for consistency with other county land use planning criteria and documents. The VBLM analyzes vacant and underutilized land to estimate the potential for new jobs surrounding a proposed project

1. Vacant land within one-quarter mile (0.25 mile) of the project limits is determined using data from the County Assessor's Office and GIS data.
2. Potential future jobs are calculated by multiplying the net acres of vacant land determined by the VBLM model, by the following estimates:
  - ◇ For vacant industrial property: 09 jobs per net acre
  - ◇ For vacant commercial property 20 jobs per net acre
3. The potential number of jobs in the project area is then used to determine the score:
  - ◇ Potential future industrial jobs within one-quarter mile of project:
    - ◇ 302 or more 7.0
    - ◇ 117 to 301 5.0
    - ◇ 48 to 116 3.0
    - ◇ 30 to 947 1.0
    - ◇ 0 to 29 0.0
  - ◇ Potential future commercial jobs within one-quarter mile of project:
    - ◇ 397 or more 4.0
    - ◇ 321 to 396 3.0
    - ◇ 127 to 320 2.0
    - ◇ 104 to 126 1.0
    - ◇ 0 to 103 0.0
4. Other factors that improve the development potential of a project include:
  - ◇ Improves access to or is within a formally adopted Focused Public Investment Area: 5.0
  - ◇ Within 1 mile of a development-ready site identified in the Columbia River Economic Development Council's Employment Land Study (2019) 4.0
  - ◇ Within 1 mile of state highway access/interchange 2.0

## Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)

State/federal grant sources, regional, municipal, or other non-county funds:

* 50% outside funds available	6.0
* 40% outside funds available	5.0
* 30% outside funds available	4.0
* 20% outside funds available	3.0
* 10% outside funds available	2.0
* No funds committed	0.0

### Project Ranking Summary

The scores within each criterion are multiplied by the weighting factor to give a total score for the category. The sum of the nine criteria scores results in a total score and ranking for the project. Refer to the attached priority array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting priority array is used as the starting point to decide which projects are funded in the next six years.

Projects currently underway where 10% or more of estimated total project costs have been expended are considered “obligated.” Obligated status recognizes that, at a minimum the project engineering is well underway, and the project is one that the county is generally committed to completing. Obligated projects are not re-ranked.

Obligated capital projects are listed alphabetically and assigned a letter in the TIP matrix. The assigned letter does not indicate priority in any way.

## **PROGRAMMING CONSIDERATIONS**

After establishing the priority array, available program dollars are assigned to projects with consideration to the following:

- Available grant funds.
- Available Transportation Impact Fees.
- The priority array.
- Clark County Councilors’ special projects.
- Regional transportation priorities.

The six-year program matrix displays only those projects that have funding in at least one phase of the project during the next six years.

## TITLE VI COMPLIANCE

Federal Law and Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all county services, and services of its contractors. The county's practices of non-discrimination are consistent with Title VI of the 1964 Civil Rights Act, as amended.

Title VI compliance is a condition of receipt of federal funds. Assurance of compliance falls under the authority of the Clark County Councilors pursuant to its budgetary authority and responsibility. The County Manager and Title VI coordinator are authorized to ensure compliance with provisions of the requirements of 23 Code of Federal Regulation (CFR) 200 and 49 CFR 21.

Clark County hereby gives public notice that it is the county's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, as amended, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI and related laws require that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, "for which the Recipient receives Federal financial assistance from DOT, including the Washington State Department of Transportation.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Clark County. Any such complaint must be in writing and filed with the Clark County Public Works Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. The Title VI Complaint Procedures and Form may be obtained from the Title VI Coordinator at no cost to the complainant by calling 564-397-4944 or visiting our Public Works Title VI website at:

<https://www.clark.wa.gov/public-works/title-vi-requirements-and-related-information>

In addition to Clark County's commitment to Title VI, Clark County will expand upon existing policies, to establish a Diversity, Equity and Inclusion (DEI) statement and policies. Expanding Diversity, Equity and Inclusion will be a major initiative for Clark County in 2023.

For questions regarding Clark County Public Works' Title VI Program, or for interpretation or translation services for non-English speakers, or otherwise making materials available in an alternate format, contact Clark County Public Works' Nicole Davis via email at [Nicole.Davis@clark.wa.gov](mailto:Nicole.Davis@clark.wa.gov) or phone 564-397-5277. Hearing/speech impaired may call the Washington Relay Center at 711.

Para preguntas relacionadas con el programa de Title VI de Obras Públicas del condado de Clark, o para servicios de interpretación o traducción para personas que no hablan inglés, o para que los materiales estén disponibles en un formato alternativo, comuníquese con Nicole Davis por correo electrónico a [Nicole.Davis@clark.wa.gov](mailto:Nicole.Davis@clark.wa.gov) o por teléfono 564-397-5277. Las personas con impedimentos de audición o del habla pueden llamar a Washington Relay Center al 711.

**По вопросам, связанным с Программой Раздела VI департамента Общественных работ Округа Кларк, или по вопросам перевода для людей, говорящих на ином языке кроме английского, или для получения материалов в альтернативном формате, обращайтесь Nicole Davis** почте [Nicole.Davis@clark.wa.gov](mailto:Nicole.Davis@clark.wa.gov) или по телефону 564-397-5277. Люди с нарушениями слуха или речи могут обратиться в Вашингтонский центр переключения по номеру 711.

# FINANCIAL ANALYSIS

There are several funding sources available for engineering/design, right-of-way land acquisition, and construction of transportation improvements. The Clark County Road Funds (property, fuel, and miscellaneous taxes) and Real Estate Excise Taxes II provides the principal source of dollars and leverages grants and private funds. This local money is supplemented by federal and state dollars administered through different agencies. Below is a brief description of available funds, along with an explanation of projected revenues from each source. (See TIP Expenditures and Figure 2 on page 26 for the percentage of program funded by various grants over 6 years).

## FEDERAL FUNDING SOURCES:

The federal gas tax and other transportation fees and taxes are the major federal revenue sources for transportation grants used by the county. The Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015, providing transportation funding for fiscal years 2016 to 2020. In late September 2021, the FAST Act was extended for another year through 2023. In Addition, the Congress approved an additional transportation bill and on November 15, 2021, the President signed into law a \$1.2 trillion bill that reauthorizes the nation's surface infrastructure, which provides additional billions of dollars into existing and new programs to support transportation and many other programs outside of transportation called the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Bill (BIL). The IIJA includes approximately \$550 billion in new spending, approximately half of which goes to the U.S. Department of Transportation. The result is higher funding levels in existing transportation programs and the creation of new programs as well. The IIJA provides funding for fiscal years 2023 through 2026. Similar to the FAST Act, the IIJA authorizes a single amount annually for all programs combined. That amount is apportioned among the states, and then each state's portion is divided among Regional Transportation Planning Organizations including the Southwest Washington Regional Transportation Council (RTC) which selects projects for funding. For additional details, see:

<https://policy.transportation.org/surface-reauthorization/>

The FAST and MAP-21 programs focus on preserving the pavements and bridges of the National Highway System. The National Highway System (NHS) consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials.

The Infrastructure Investment and Jobs Act includes higher funding levels in existing programs for reconstruction projects and the creation of many new programs to support safety improvements, bridges repair/replacements, barrier/culverts enhancements, and other grants distributed through FHWA and WSDOT. For additional details, see:

<https://narc.org/wp-content/uploads/2021/09/Bipartisan-IIJA-Analysis.pdf>

The funding programs that Clark County has targeted are described below.

**National Highway Performance Program (NHPP):** The National Highway Performance Program was established under MAP-21, providing support for the condition and performance of the National Highway System (NHS) for the construction of new facilities on the NHS, and ensuring that investments of Federal-aid funds are directed to support the achievement of performance targets established in a state's asset management plan for the NHS. Locally owned NHS facilities are eligible to compete through the statewide NHS Asset Management program. The objective of the program is to preserve the roadway system by incentivizing agencies to use asset management strategies that provide cost-effective solutions to maximize the life expectancy of the NHS roadways.

<https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/national-highway-system-asset-management-program>

Clark County received recent NHS Asset Management Program awards for the following projects:

- \$2.444 million to NW 78th Street (NW Lakeshore Avenue - NE Hazel Dell Avenue).
- \$2.654 million to NE St. Johns Road Pavement Improvements (NE 68th Street - NE 78th Street).

**Surface Transportation Block Grant Program (STBG):** The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program. The STBG promotes flexibility in state and local transportation decisions and provides flexible funding to best address State and local transportation needs. This program provides flexible funding that may be used for projects to preserve and improve the conditions and performance of any Federal-aid highway, bridge, and tunnel on any public road. This includes improvements to roads, pedestrian and bicycle infrastructure, and transit capital projects. STBG funds are divided between the follow programs:

**STBG-Urban Large (STP-UL):** Formula allocation to the Clark County Transportation Management Area based on the population of the Vancouver Urban boundary, which includes the urban area of Vancouver, Battle Ground, Camas, and Washougal.

**STBG-Rural (STP-R):** Formula allocation for projects outside the Urban Area.

Surface Transportation funding is awarded in a competitive application process managed by the Southwest Washington Regional Transportation Council (RTC), Clark County's Metropolitan Planning Organization.

Clark County has received recent STBG awards for the following projects:

- \$10.45 million to NE 99th Street (NE 94th Avenue to NE 117th Avenue).
- \$395,000 NE 119th Street/NE 152nd Avenue (Intersection Improvement)
- \$2.0 million to Highway 99 Corridor Improvements (Highway 99 at NE 99th Street).
- \$2.5 Million to NE 15<sup>th</sup> Avenue (NE 179th Street to NE 10th Avenue).
- \$750,000 to I-5/NE 179<sup>th</sup> Street (NE Delfel Road to NE 15th Avenue).



- \$1.638 million to NE 10th Avenue (NE 149th Street to NE 154th Street).
- \$1.5 million to NE 179th Street at NE 29th Avenue (Intersection Improvement).
- \$4.0 million to NE 152nd Avenue (Padden Parkway - NE 99th Street).
- \$450,000 to NE 182nd Avenue/NE Risto Road (Salmon Creek Bridge (MP 7.10) - NE 167th Avenue (MP 7.98)).

**STP-Bridge Program (STP-Bridge):** Bridges located on the National Highway System (NHS) are eligible for funding under the National Highway Performance Program (NHPP). However, that leaves the majority of local agency bridges on federally classified, non-NHS roads without dedicated funding.

In 2012, a Washington State MAP-21 Steering Committee created a set-aside for local agency bridges that do not qualify for NHPP funds. This program continues under the current FAST-Act. The Highway Bridge Program uses a portion of the State's STBG and NHPP funds to preserve and improve these local structures.

County bridge projects awarded STP-Bridge funds through the Washington State Highway Bridge Program include:

- \$618,000 to Strengthening Bridge Bundle #2 for (Gibbons Creek Bridge #6, Matney Bridge #168 and Morgan Bridge #213).
- \$1.575 million to Strengthening Bridge Bundle #1 for (Flatwood Bridge #30, Landon Bridge #299, Lucia Falls Bridge #116, Morgan Creek/NE 167th Bridge #222, Rock Creek Bridge #96 and Venersborg Bridge #217).
- \$1.077 million to Matney South Bridge # 169 (NE 232nd Avenue at Matney Creek).
- \$1.368 million to Whipple, Knapps, Carson Bridge Bundle for (Whipple Creek Bridge #11, Knapps Station Bridge #12 and Carson Bridge #63).
- \$2.979 million to Day Break Bridge # 273 (NE Daybreak Road at Hyatt Road (Mile Post 11.09)).

**Congestion Mitigation and Air Quality (CMAQ):** The CMAQ program provides funding for transportation projects and programs to help meet National Air Quality Standards specified in the Clean Air Act. Funding is available to projects that reduce congestion and/or improve air quality. Bicycle and pedestrian facilities as well as travel demand management projects are eligible for CMAQ funds.

The Regional Transportation Council selects projects for funding through a competitive process. Clark County has received CMAQ funding for several recent projects in this TIP including:

- \$211,000 to Signal Timing, Evaluation, Verification and Enhancement – Phase 2 (STEVE2).
- \$618,000 to NE 134th Corridor Adaptive Traffic Signals (NE 136th Street to NE Salmon Creek Avenue).
- \$471,000 to System-Wide Signal Enhancement.
- \$600,000 to NE 68th Street Sidewalk (Highway 99 to NE St. John's Road).
- \$955,000 to Salmon Creek/Hazel Dell Adaptive Signal Operations.
- \$1 million to Orchards Sifton Adaptive Signals (OSAS) (NE 76th Avenue to NE Ward Road).

These projects implement several upgrades to improve the responsiveness of county traffic signals to actual, real-time traffic, reducing wait time and delay experienced by motorists, bicyclists and pedestrians. Several corridors including NE 78th Street, NE 99th Street, NE 134th Street, NE Padden Parkway, NE Hazel Dell Avenue, NE Highway 99, NE Andresen Road and Covington Road/NE 94th Avenue have benefitted from approximately \$11 million in CMAQ funding in recent years.

**Highway Safety Improvement Program (HSIP):** This program began in 2006 under MAP-21 and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States are required to develop and implement a strategic highway safety plan and submit annual reports to the Federal Government describing at least 5% of the state's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. HSIP funds can be targeted to programs addressing: 1) Railway/Highway Crossings, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadways.

Funding applications are reviewed, and funds awarded by the Washington State Department of Transportation, Highways and Local Programs. Recently awarded HSIP funds for projects in this TIP were awarded for:

- \$1.362 million to NE 10th Avenue (NE 149th Street to NE 154th Street).
- \$3.4 million to NE 119th Street at NE 152nd Avenue (Intersection Improvement).
- \$2.8 million to NE Ward Road/NE Davis Road (Intersection Improvement).

**The National Highway Freight Program (NHFP):** The National Highway Freight Program was established by Congress in the 2015 Fast Act as a federal-aid highway formula program to improve the efficient movement of freight. Per federal law, the Washington State Department of Transportation (WSDOT) determines how the federal NHFP funds will be used for local projects in Washington state. Clark County has received a NHFP funding for award for the following project:

- \$4 million for NE Delfel Road (NE 179th Street - NE 184th Street).

**Transportation Alternatives Program (TAP):** The Transportation Alternatives Program (TAP) combines previously separate grant programs for Transportation Enhancement, Safe Routes to Schools, recreational trails, and scenic byways.

The Regional Transportation Council has awarded TAP funding to the following projects:

- \$1.25 million to NE 68th Street Sidewalk (Highway 99 to Vancouver City Limits).
- \$1.397 million to NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street to NE 117th Street).
- \$545,000 to Highway 99 Sidewalk (Vicinity of NE 102nd Street - Vicinity of NE 104th Street).

**Safe Routes to School Program (SRTS):** This program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to

school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS funding may be either state or federal in nature. A new call for projects will occur in early 2024.

Funding applications are reviewed, and funds awarded by the Washington State Department of Transportation. Clark County has received SRTS funding for the following project:

- \$389,000 for the Hockinson Elementary School Flashers and Crosswalk Project

**Federal Emergency Management Agency (FEMA):** The Federal Emergency Management Agency grants support a broad scope of activities and may be used to recover from state or federally declared disasters and mitigate hazards. Clark County pursues grants from FEMA to assist with damage caused by severe storms.

**Federal Lands Access Program (FLAP):** The Federal Lands Access Program was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The FLAP supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

Current FLAP funded projects include:

- \$497,660 for NE Sunset Falls Road - Chip Seal project (Dole Valley Road to Sunset Campground).

**Highway Infrastructure Program (HIP):** The 2018 Omnibus bill contained a one-time allocation of funds under the Highway Infrastructure Program. HIP funds may be used for restoration, repair, construction, and other activities eligible under the Surface Transportation Program.

HIP funding was previously awarded for:

- \$1.362 million for NE 10th Avenue (NE 149th Street to NE 154th Street).

## STATE FUNDING SOURCES

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 49.4 cents per gallon, is shared among the cities, counties, and the State Department of Transportation. This includes dedicating a portion of the MVFT to grant programs managed by the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB).

**Transportation Improvement Board (TIB):** The Washington State Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The Transportation Improvement Board is an independent state agency that distributes and manages street construction and maintenance grants to cities and urban counties throughout Washington State.

Three cents of the statewide gas tax provide revenue for TIB's grant programs. TIB requires multi-agency planning and public/private cooperation to further the goal of achieving a balanced transportation system in Washington.

Clark County competes with other jurisdictions in Washington State for funds from several TIB grant programs including urban arterial; urban sidewalk; and complete street programs.

**Urban Arterial Program (UAP):** To qualify for UAP funding, projects must be consistent with state, regional and local transportation plans. The local match requirement is determined by a county's road levy valuation, varying from 10 to 20%. Clark County's match requirement is 20%. Funds are distributed across five regions based on arterial lane miles and population.

Recent TIP projects with TIB Urban Arterial Program funding include:

- \$3.15 million to NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)).

**Urban Sidewalk Program (SP):** This program provides funding for pedestrian projects that improve pedestrian access and mobility. The selection criteria include safety, pedestrian generators, convenience, public support, and project cost.

TIB is providing Sidewalk Program funding for the following projects:

- \$300,000 to NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street to NE 117th Street).
- \$400,000 to NE 68th Street Sidewalk (Highway 99 - NE St. Johns Road).

**Complete Streets:** The Complete Streets program is a funding opportunity for local governments that have an adopted complete streets ordinance. TIB approved nominators may nominate an agency for showing practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.

In 2022, Clark County received the following Complete Streets grant from TIB:

- \$750,000 for NE 130th Avenue Pedestrian Improvements (NE 76th Street - Padden Parkway Trail) and Pedestrian Ramp Reconstruction (Various Locations).

**County Road Administration Board (CRAB):** CRAB was created by the state legislature in 1965 to provide statutory oversight of Washington's 39 county road departments. The board establishes and maintains Standards of Good Practice to ensure consistency and professional management of county road departments in the State of Washington. The agency is funded from a portion of the motor vehicle fuel tax that is designated for state supervision and from a small portion of two grant programs the agency administers.

**Rural Arterial Program (RAP):** This program helps finance the reconstruction of rural arterial

roads. The program is funded with 0.58 cents of the State Motor Vehicle Fuel Tax (MVFT). Approximately \$40 million per biennium is available statewide.

Current projects that received RAP funding include:

- \$1.85 million to NE Manley Road (NE 244th Street - NE 82nd Avenue).
- \$1.509 million to SE Blair Road (SR 500 to mile post 2.47 near NE Washougal River Road).
- \$950,000 to NE Munch Road (NE Cedar Creek Road to NE 414th Street).

**County Arterial Preservation Program (CAPP):** In 1990, the state legislature created a second grant program to be administered by CRAB. CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax.

- Clark County receives approximately \$700,000 per year in CAPP funds dedicated to Clark County's Road Preservation Program.

**Pedestrian and Bicycle Program (Ped-Bike):** This program strives to reduce pedestrian and bicycle collisions, enhancing safety and mobility for people who choose to walk or bike. Grant awards under this program may utilize state or federal funds at the discretion of WSDOT when awards are announced.

**Community Economic Revitalization Board (CERB):** This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.

- The I-5/NE 179th Street project was previously awarded CERB funds for a feasibility study and preliminary scoping.

**Public Works Trust Fund (PWTF):** Created by the 1985 State Legislature, the mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs, subject to annual approval of funding by the Washington State Legislature:

**Public Works Trust Fund (PWTF) Construction Loan Program:** The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term with interest now at market rates. The maximum for any agency is \$20 million per biennium.

**Public Works Trust Fund (PWTF) Pre-Construction Loan Program:** The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as 0.5 percent. The maximum for any agency is \$1 million per biennium.

## LOCAL FUNDING SOURCES

Local funding sources are not administered through state or federal agencies. These funds are generated through taxes, private contributions, and other methods described below.

- **Clark County Road Fund (CRF):** The funds are provided by county property tax, county portion of the motor vehicle fuel tax, and other revenues. By State law, 0.5% of the annual Motor Vehicle Fuel Tax allocation (approximately \$32,000 per year) must be used for special projects, such as bikeways. The County Road Fund is comprised of various sources of revenue shown in Figure 1:

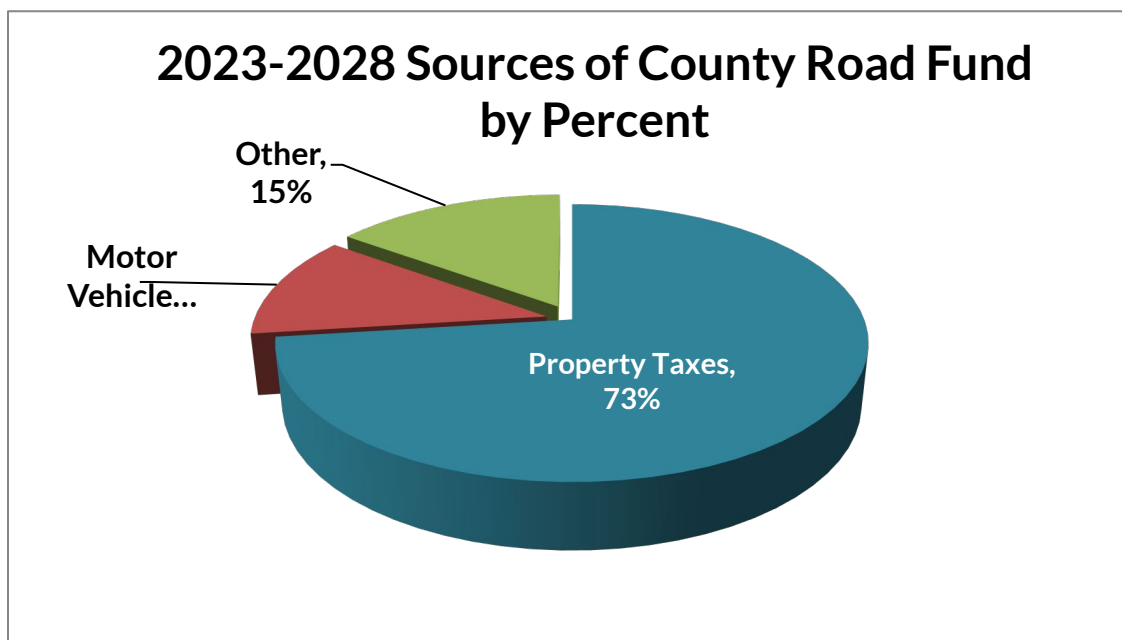


Figure 1: Sources of County Road Fund

- **Traffic Impact Fees (TIF):** New real-estate developments and re-developments are assessed transportation impact fees based on their impact to the transportation system. To be eligible for TIF funding, a project must be listed in the 20-Year Capital Facilities Plan (2016), and Growth Management Comprehensive Land Use Plan as amended, adopted by the Clark County Councilors on June 28, 2016, (ordinance 2016-06-12) and related exhibits.

- **Real Estate Excise Taxes (REET II):** A portion of excise taxes collected by the county when property is sold may be dedicated to specific improvement projects with the approval of the Clark County Councilors. The REET II funding is based upon RCW 82.46.035. In recent years, the Clark County Council has approved \$19.2 million of REET II for various capital projects.
- **Road Improvement District (RID):** Road Improvement Districts are special taxing districts which are funded by those properties benefiting from the improvement. The county builds the project using revenue bonds repaid by the RID participants. This TIP does not project any revenues from RIDs. Clark County will pursue a road improvement district if a project is applicable and the adjacent property owners express an interest in the program.
- **Frontage Improvement Agreements (Developer):** A developer may enter into a frontage improvement agreement with the county where the developer pays the county for improvements along their road frontage. Most developments are required to construct frontage improvements (e.g., turn lanes, bike lanes, sidewalks, drainage, curb and gutter, and signal/intersection improvements). In cases where the development abuts a proposed road improvement project, it is often beneficial for the county to construct the improvements as part of the capital project.
- **Latecomers Agreements (Private):** According to state law and Clark County Code, Title 40, Section 40.500, new developments and re-developments may be charged “latecomer fees” by the county for improvements that would have been required as a part of the development but are scheduled to be constructed by the county. These latecomer fees are collected as a reimbursement to the county for the expense of improvements. Most projects shown on the six-year program matrix are considered eligible for Latecomer Agreement reimbursement.
- **Partnership Agreements (Partnership):** Clark County partners with surrounding jurisdictions including the city of Vancouver and Washington State Department of Transportation on projects that cross jurisdictional boundaries. When Clark County manages these projects, the other jurisdictions contribute matching funds for the actual cost of improvements within their separate jurisdictions to comply with State law. Clark County utilizes partnerships with smaller cities, and the Washington State Department of Transportation in various projects to help construct projects across multiple jurisdictional boundaries.

## TIP EXPENDITURES

The expenditures in the 2023-2028 Transportation Improvement Program are from a combination of the sources discussed in prior pages. Figure 2 indicates the percentage each source contributes to the six-year TIP. The Clark County Road Fund accounts for over half of the TIP expenditures, with grants and traffic impact fees covering remaining costs.



Figure 2 includes anticipated grants and loans to be announced after adoption of the current TIP.

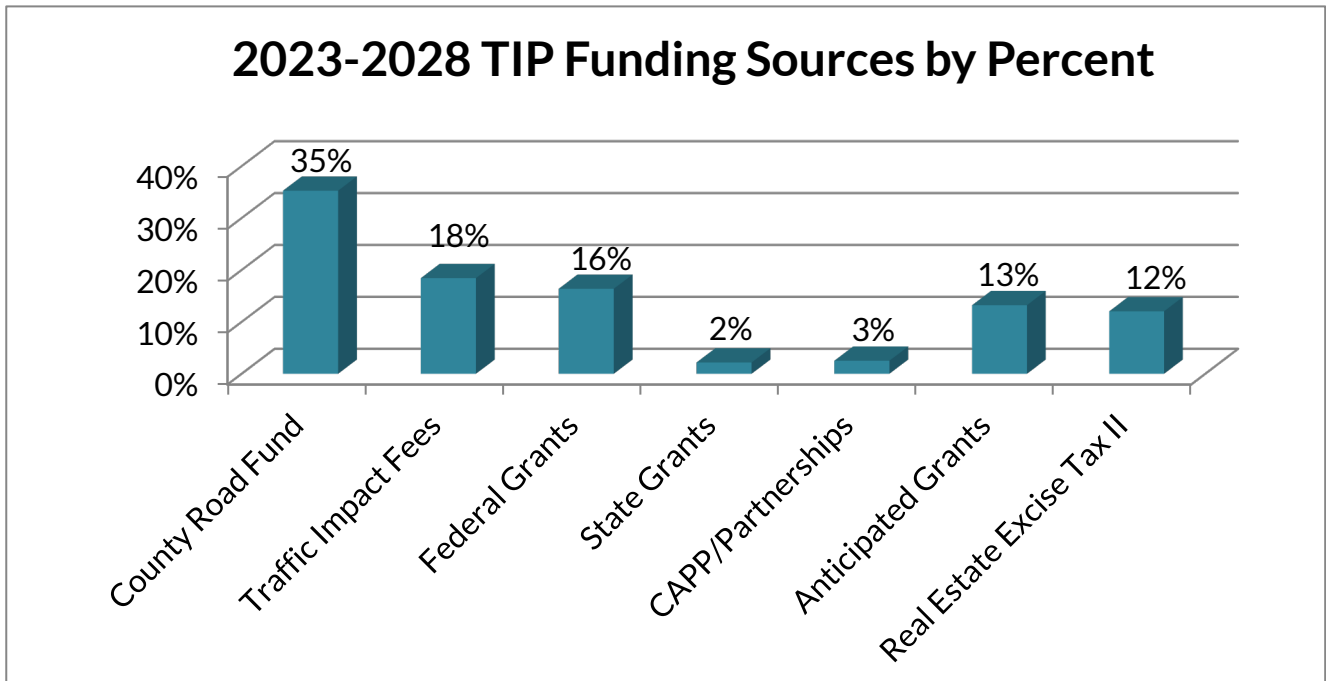


Figure 2: TIP Funding Sources by Percent

Figure 3 shows the 2023 annual construction program by project phase.

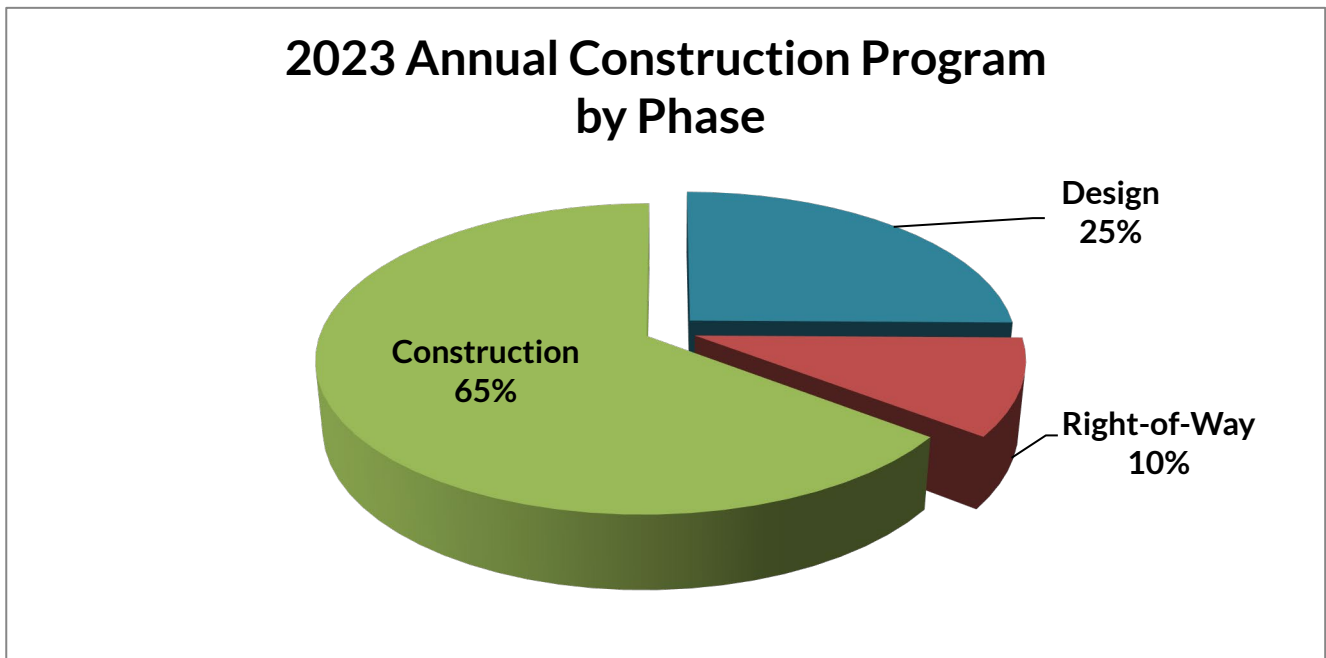


Figure 3: Annual Construction Program by Phase

## REASONABLY FUNDED PROJECTS

“Reasonably Funded” projects are defined based on ordinance 2016-06-12, adopted June 28, 2016, by the Board of Commissioners:

*“Any improvements being implemented as part of the county’s transportation improvement program that are reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application.”*

These projects include the following:

### Improvement Projects

### TIP Projects

- I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue) A
- NE Delfel Road (NE 179th Street - NE 189th Street) B
- NE 15th Avenue (NE 179th Street to NE 10th Avenue) C
- NE 99th Street (NE 94th Avenue to Vicinity of NE 117th Avenue (SR 503) D
- NE 179th Street at NE 29th Avenue (Intersection Improvement) E
- NE 179th Street at NE 50th Avenue (Intersection Improvement) F
- NE 179th Street Whipple Creek Stormwater Facility (NE 179th Street - East of NE 17th Avenue) G

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## 2023 - 2028 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

Project Rank	Project Name	Safety (30)	Comparison to Atlas (10)	Concurrency (10)	Multimodal (6)	Route Connectivity (10)	Leverage of Non-County Funding (6)	Environmental Impact (6)	Public and Outside Agency Support (2)	Economic Development (20)	Total (100)
1	NE 72nd Avenue (NE 122nd Street - NE 133rd Street)	13.8	10	5	0	6	5	4.95	2	8	54.75
2	NE 179th Street (NE 29th Avenue - NE 50th Avenue)	11.78	10	0	0	6	0	3.15	1	13	44.93
3	NE 179th Street (NE 15th Avenue - NE 26th Avenue)	10.28	10	0	2	6	4	3.5	1	12	48.78
4	NE 152nd Avenue (Padden Parkway - NE 99th Street)	15.45	4	3	2	4	6	6	2	6	48.45
5	NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street)	15.3	8	2	2	6	0	0.8	2	7	43.1
6	NW Lakeshore Ave (NW 78th Street - NW 109th Street)	20.1	8	0	5	6	0	4.25	1	0	44.35
7	NE 10th Avenue (NE 164th Street - Amphitheater Entrance)	7.13	8	0	0	2	0	4.6	2	18	41.73
8	NE 72nd Avenue (NE 133rd Street - NE 179th Street)	14.02	10	5	0	6	0	3.55	2	0	40.57
10	NW 179th Street (NW 11th Avenue - Delfel Road)	9.19	6	0	0	4	0	3.5	2	14	38.69
11	NE 99th Street (NE 72nd Avenue - NE 94th Avenue)	10.8	4	0	0	8	0	3.2	0	11	37
12	NE 119th Street at NE 132nd Avenue (Intersection Improvement)	9.88	8	4	2	4	0	4.95	0	3	35.83
13	NE 172nd Avenue (NE 18th Street - NE 39th Street)	9.98	8	0	0	6	0	5.65	2	3	34.63
14	NE Ward Road (NE 162nd Avenue - NE 172nd Avenue)	7.43	8	7	1	4	0	3.9	1	1	33.33
15	NE Ward Road (NE 172nd Avenue - NE Davis Road)	14.35	4	6	1	4	0	2.4	2	0	33.75
16	SCIP- Phase 2 (NE 134th Street) (NE 20th Avenue - WSU Entrance)	10.47	0	0	0	4	0	3.55	2	13	33.02
17	NE Minnehaha Street & NE 17th Avenue Intersection (Intersection Improvement)	15.68	4	0	0	0	0	4.25	0	9	32.93
18	NE 72nd Avenue (NE 179th Street - NE 219th Street)	17.56	6	0	0	4	0	2.4	2	0	31.96
19	NW 11th Avenue (NW 139th Street - NW 149th Street)	8.51	6	0	0	6	0	3.55	0	7	31.06

**2023 - 2028 Transportation Improvement Program  
Project Ranking and Evaluation System (Priority Array)**

20	<b>NE 239th Street &amp; NE 92nd Avenue Intersection</b> (Intersection Improvement)	9.99	4	2	0	2	0	4.25	0	7	29.24
21	<b>NE 137th/NE 132nd Avenue</b> (NE 99th Street - NE 119th Street)	5.25	4	0	0	8	0	4.95	0	1	23.2
22	<b>NW 36th Avenue &amp; NW Bliss Road Intersection</b> (Intersection Improvement)	7.69	6	0	2	4	0	3.5	0	0	23.19
23	<b>NE 172nd Avenue</b> (NE Ward Road - NE 119th Street)	9.65	2	0	2	4	0	2.75	0	0	20.4
24	<b>NE 117th Street &amp; NE Stutz Road Intersection</b> (Intersection Improvement)	4.99	4	0	0	0	0	3.55	0	5	17.54
25	<b>NE 87th Avenue &amp; NE 63rd Street Intersection</b> (Intersection Improvement)	4.13	0	0	0	0	0	5.3	0	1	10.43

## 2023 - 2028 Transportation Improvement Program Project Funding Analysis

RANK	Project Name	Phase	Spent to Date	2023				2024				2025				2026				2027				2028				Cost to Complete	Project Total	TIF Area Eligibility		
				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other					
IMPROVEMENT PROJECTS																																
A	I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue) Project #: 390222	PE	1,537,000	149,000	0	1,000	0	77,000	0	0	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,789,000	Mt. Vista 2 (3167) Regional TIF		
		ROW	514,000	100,000	0	0	0	106,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	720,000			
		CN	0	0	0	0	0	0	0	0	0	246,000	178,000	0	776,000	236,000	731,000	0	0	0	0	0	0	0	0	0	0	0	2,167,000			
		<b>Total</b>	<b>2,051,000</b>		<b>250,000</b>		<b>183,000</b>		<b>1,225,000</b>		<b>967,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>4,676,000</b>			
B	NE Delfel Road (NE 179th Street - NE 184th Street) Project #: 310122	PE	451,000	0	0	373,000	88,000	0	59,000	253,000	0	0	5,000	171,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,400,000	Mt. Vista 2 (3167) Regional TIF		
		ROW	256,000	0	0	0	250,000	0	1,400,000	0	480,000	0	14,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,400,000			
		CN	0	0	0	0	0	0	0	0	0	0	10,000	0	0	0	2,800,000	5,300,000	0	1,147,000	2,255,000	0	4,615,000	50,000	0	0	0	16,177,000				
		<b>Total</b>	<b>707,000</b>		<b>711,000</b>		<b>2,192,000</b>		<b>200,000</b>		<b>8,100,000</b>		<b>8,017,000</b>		<b>50,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>19,977,000</b>			
C	NE 15th Avenue (NE 179th Street - NE 10th Avenue) Project #: 372222	PE	1,225,000	0	551,000	51,000	100,000	0	567,000	0	0	0	254,000	0	85,000	0	0	0	0	0	0	0	0	0	0	0	0	0	2,833,000	Mt. Vista (3061) Mt. Vista 2 (3167) Regional TIF		
		ROW	277,000	0	237,000	50,000	100,000	31,000	788,000	0	68,000	0	61,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,612,000			
		CN	0	0	0	0	0	0	0	0	0	1,660,000	950,000	600,000	27,000	8,110,000	2,000,000	1,863,000	1,311,000	839,000	0	0	0	0	0	0	0	17,360,000				
		<b>Total</b>	<b>1,502,000</b>		<b>1,089,000</b>		<b>1,454,000</b>		<b>3,610,000</b>		<b>12,000,000</b>		<b>2,150,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>21,805,000</b>			
D	NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)) Project #: 350722	PE	2,203,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,203,000	Orchards 2 (3168) Regional TIF			
		ROW	3,050,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,050,000				
		CN	9,584,000	751,000	213,000	6,392,000	1,644,000	482,000	18,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19,084,000				
		<b>Total</b>	<b>14,837,000</b>		<b>9,000,000</b>		<b>500,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>24,337,000</b>		
E	NE 179th Street at NE 29th Avenue (Intersection Improvement) Project #: 300322	PE	1,267,000	100,000	21,000	250,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,738,000	Mt. Vista 2 (3167)			
		ROW	1,250,000	0	149,000	0	886,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,285,000				
		CN	0	2,000	5,000	0	0	1,314,000	1,370,000	1,250,000	4,434,000	3,357,000	395,000	0	4,676,000	0	0	0	0	0	0	0	0	0	0	0	0	0		16,803,000		
		<b>Total</b>	<b>2,517,000</b>		<b>1,513,000</b>		<b>8,368,000</b>		<b>8,428,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>20,826,000</b>		
F	NE 179th Street at NE 50th Avenue (Intersection Improvement) Project #: 300422	PE	847,000	60,000	0	0	0	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	922,000	Mt. Vista 2 (3167)			
		ROW	34,000	172,000	0	0	0	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	207,000				
		CN	0	0	0	0	0	810,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	810,000				
		<b>Total</b>	<b>881,000</b>		<b>232,000</b>		<b>826,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>1,939,000</b>		
G	NE 179th Street Whipple Creek Stormwater Facility (NE 179th Street - East of NE 17th Avenue) Project #: TBD	PE	0	500,000	0	0	0	500,000	0	0	0	500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500,000	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		CN	0	0	0	0	0	0	0	0	0	50,000	0	0	0	2,250,000	0	0	0	0	0	0	0	0	0	0	0	2,300,000				
		<b>Total</b>	<b>0</b>		<b>500,000</b>		<b>500,000</b>		<b>550,000</b>		<b>2,250,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>3,800,000</b>		
H	Miscellaneous Projects (Various Locations) Project #: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
		CN	0	100,000	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000	0	0	0	0	100,000	0	0	600,000				
		<b>Total</b>	<b>0</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>100,000</b>		<b>0</b>		<b>600,000</b>					
1	NE 72nd Avenue (NE 122nd Street - NE 133rd Street) Project #: TBD	PE	0	0	45,000	0	55,000	0	90,000	0	110,000	0	90,000	0	110,000	0	90,000	0	110,000	0	45,000	0	55,000	0	0	0	0	800,000	Orchards 2 (3168) Regional TIF Rural (3169)			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	270,000	0	330,000	0	257,000	0	330,000	0	0	0	13,000	1,200,000					
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	645,000	2,475,000		2,380,000	3,300,000	8,800,000
		<b>Total</b>	<b>0</b>		<b>100,000</b>		<b>200,000</b>		<b>200,000</b>		<b>800,000</b>		<b>687,000</b>		<b>5,500,000</b>		<b>3,313,000</b>		<b>10,800,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>					
2	NE 179th Street (NE 29th Avenue - NE 50th Avenue) Project #: TBD	PE	0	1,000	0	0	0	0	0	0	0	100,000	200,000	0	0	576,000	550,000	0	0	625,000	250,000	0	100,000	0	0	0	2,402,000	Mt. Vista 2 (3167) Regional TIF				
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000	400,000	0	51,000	408,000	200,000	0	0	0	0	0	1,509,000					
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,500,000	2,500,000	3,000,000	0	11,020,000		20,020,000			
		<b>Total</b>	<b>0</b>		<b>1,000</b>		<b>0</b>		<b>300,000</b>		<b>1,976,000</b>		<b>1,534,000</b>		<b>9,100,000</b>		<b>11,020,000</b>		<b>23,931,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>					
3	NE 179th Street (NE 15th Avenue - NE 26th Avenue) Project #: 320122	PE	105,000	184,000	182,000	0	434,000	265,000	10,000	250,000	0	300,000	0	250,000	70,000	0	0	0	0	0	0	0	0	0	0	0	0	2,050,000	Mt. Vista 2 (3167) Regional TIF			
		ROW	0	0	344,000	0	0	0	266,000	250,000	0	0	860,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,720,000				
		CN	0	0	0	0	0	0	0	0	0	62,000	10,000	17,000	0	39,000	3,690,000	3,350,000	1,921,000	3,348,000	299,000	633,000	0	20,000	0	0	13,389,000					
		<b>Total</b>	<b>105,000</b>		<b>1,144,000</b>		<b>1,041,000</b>		<b>1,569,000</b>		<b>9,000,000</b>		<b>4,280,000</b>		<b>20,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>17,159,000</b>					

PE = Preliminary Engineering ROW = Right-of-Way CN = Construction  
CRF = County Road Fund TIF = Traffic Impact Fees TSO = Traffic Signal Optimization

## 2023 - 2028 Transportation Improvement Program Project Funding Analysis

RANK	Project Name	Phase	Spent to Date	2023				2024				2025				2026				2027				2028				Cost to Complete	Project Total	TIF Area Eligibility	
				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other				
4	NE 152nd Avenue (Padden Parkway - NE 99th Street) Project #: 301022	PE	432,000	0	0	154,000	0	0	1,000	184,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	771,000	Orchards 2 (3168)
		ROW	38,000	0	310,000	100,000	0	0	298,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	746,000	
		CN	0	0	0	0	0	0	0	0	372,000	0	782,000	853,000	5,345,000	1,747,000	16,000	0	83,000	240,000	0	0	0	0	0	0	0	0	0	9,438,000	
		<b>Total</b>	<b>470,000</b>		<b>564,000</b>		<b>855,000</b>		<b>8,727,000</b>		<b>339,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>10,955,000</b>		
5	NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street) Project #: 351522	PE	195,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	122,000	78,000	0	0	214,000	136,000	0	0	245,000	990,000	Mt. Vista 2 (3167) Regional TIF		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,104,000	6,104,000			
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,100,000	14,100,000			
		<b>Total</b>	<b>195,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>200,000</b>		<b>350,000</b>		<b>20,449,000</b>		<b>21,194,000</b>						
<b>CARRY OVER PROJECTS</b>																															
CO	NE 10th Avenue (NE 149th Street - NE 154th Street) Project #: 323322	PE	1,580,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,580,000	Mt. Vista 2 (3167) Regional TIF		
		ROW	1,405,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,405,000			
		CN	9,219,000	0	235,000	0	40,000	28,000	0	0	0	20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,542,000			
		<b>Total</b>	<b>12,204,000</b>		<b>275,000</b>		<b>28,000</b>		<b>20,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>12,527,000</b>	
<b>ONGOING PROGRAMS</b>																															
NA	Advanced Right-of-Way Acquisition Program (Various Locations) Project #: 323911	PE	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000	0			
		ROW	1,254,000	10,000	0	0	10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	0		1,314,000		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
		<b>Total</b>	<b>1,256,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>10,000</b>		<b>0</b>			<b>1,316,000</b>	
NA	Bridge and Culvert Replace/Repair/Rehabilitation Program (Various Locations) Project #: 324011	PE	1,980,000	134,000	0	1,037,000	0	49,000	0	654,000	0	60,000	0	350,000	0	147,000	0	203,000	0	100,000	0	0	100,000	0	0	0	0	4,814,000	0		
		ROW	108,000	68,000	0	0	0	60,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	236,000			
		CN	1,536,000	155,000	0	1,422,000	0	217,000	0	1,258,000	0	300,000	0	4,983,000	0	240,000	0	500,000	0	0	0	500,000	0	0	0	0	0	5,000,000			
		<b>Total</b>	<b>3,624,000</b>		<b>2,816,000</b>		<b>2,238,000</b>		<b>5,693,000</b>		<b>1,090,000</b>		<b>600,000</b>		<b>5,000,000</b>		<b>600,000</b>		<b>600,000</b>		<b>600,000</b>		<b>600,000</b>		<b>600,000</b>		<b>0</b>			<b>16,661,000</b>	
NA	Road Preservation Program / County Wide Overlays Program (Various Locations) Project #: TBD	PE	662,000	215,000	0	306,000	34,000	190,000	0	0	0	190,000	0	0	0	190,000	0	0	0	190,000	0	0	140,000	0	0	0	0	2,117,000	690,550 Rural (3169)		
		ROW	128,000	166,000	0	0	61,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	355,000			
		CN	0	4,141,000	0	22,000	700,000	4,768,000	0	5,132,000	700,000	4,215,000	0	1,157,000	700,000	4,140,000	0	0	700,000	4,140,000	0	0	700,000	4,140,000	0	0	700,000	0		36,055,000	
		<b>Total</b>	<b>790,000</b>		<b>5,645,000</b>		<b>10,790,000</b>		<b>6,262,000</b>		<b>5,030,000</b>		<b>5,030,000</b>		<b>5,030,000</b>		<b>5,030,000</b>		<b>5,030,000</b>		<b>4,980,000</b>		<b>0</b>		<b>0</b>		<b>38,527,000</b>				
NA	Rural Road Improvements Program (Various Locations) Project #: 361822	PE	1,584,000	89,000	33,000	74,000	33,000	55,000	0	0	0	55,000	0	0	0	55,000	0	0	0	55,000	0	0	155,000	0	0	0	0	2,188,000	3,017,048 Regional TIF Rural (3169)		
		ROW	521,000	30,000	65,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	716,000			
		CN	3,542,000	10,000	0	0	92,000	583,000	1,014,000	300,000	0	355,000	486,000	0	220,000	0	500,000	0	220,000	0	500,000	0	220,000	0	500,000	0	0	8,542,000			
		<b>Total</b>	<b>5,647,000</b>		<b>434,000</b>		<b>2,044,000</b>		<b>896,000</b>		<b>775,000</b>		<b>775,000</b>		<b>775,000</b>		<b>775,000</b>		<b>875,000</b>		<b>875,000</b>		<b>0</b>		<b>0</b>		<b>11,446,000</b>				
NA	Sidewalks and ADA Compliance Program (Various Locations) Project #: 300111	PE	1,643,000	1,154,000	171,000	441,000	39,000	939,000	107,000	217,000	0	865,000	14,000	101,000	0	775,000	10,000	0	0	685,000	0	0	685,000	0	0	0	16,000	7,862,000	11,419,846 Regional TIF Hazel Dell 2 (3166) Regional TIF		
		ROW	1,627,000	185,000	65,000	6,000	50,000	157,000	19,000	9,000	0	128,000	132,000	235,000	0	87,000	33,000	65,000	0	75,000	0	0	338,000	0	0	0	0	3,211,000			
		CN	1,601,000	1,276,000	1,011,000	2,816,000	810,000	1,561,000	313,000	1,750,000	282,000	2,250,000	460,000	888,000	0	2,072,000	478,000	1,100,000	0	2,135,000	515,000	300,000	0	2,200,000	500,000	300,000	0	1,002,000		25,620,000	
		<b>Total</b>	<b>4,871,000</b>		<b>8,024,000</b>		<b>5,354,000</b>		<b>5,073,000</b>		<b>4,620,000</b>		<b>3,710,000</b>		<b>4,023,000</b>		<b>1,018,000</b>		<b>36,693,000</b>												
NA	Transportation Safety Improvement Program (Various Locations) Project #: 314122	PE	1,696,000	439,000	0	1,319,000	63,000	168,000	0	62,000	0	225,000	0	25,000	0	230,000	0	0	0	270,000	0	0	230,000	0	0	0	34,000	4,761,000	198,000 Regional TIF		
		ROW	173,000	117,000	0	0	0	48,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	338,000			
		CN	510,000	989,000	0	276,000	31,000	3,826,000	0	4,247,000	0	2,081,000	300,000	4,519,000	0	1,577,000	0	336,000	0	1,191,000	500,000	3,001,000	0	690,000	0	0	398,000	24,472,000			
		<b>Total</b>	<b>2,379,000</b>		<b>3,234,000</b>		<b>8,351,000</b>		<b>7,150,000</b>		<b>2,143,000</b>		<b>4,962,000</b>		<b>920,000</b>		<b>432,000</b>		<b>29,571,000</b>												
NA	Urban Development Road Program (Various Locations) Project #: TBD	PE	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	5,000	0	0	0	30,000	0			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
		<b>Total</b>	<b>0</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>5,000</b>		<b>0</b>			<b>30,000</b>	

Totals																													
Revenue Sources				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other		
<b>Annual Totals by Funding</b>				11,302,000	3,637,000	15,090,000	5,618,000	15,874,000	5,889,000	16,902,000	6,374,000	15,826,000	5,751,000	19,677,000	8,764,000	12,416,000	17,238,000	14,387,000	5,164,000	15,155,000	5,821,000	5,384,000	5,700,000	13,542,000	5,611,000	4,300,000	3,080,000	<b>6-Year TIP Total 238,502,000</b>	
<b>Annual Totals by Phase</b>				PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN	PE	ROW	CN		
<b>Annual Totals</b>				8,985,000	3,621,000	23,041,000</																							



# ANNUAL CONSTRUCTION PROGRAM FOR 2023

**(7) TYPE OF WORK CODES**

- A. GRADING DRAINAGE
- B. BASE TOP COURSE
- C. BITUM SURF TREATMENT
- D. AC/PCC PAVEMENT
- E. CURBS GUTTERS
- F. SIDEWALKS
- G. TRAFFIC FACILITIES
- H. PATHS, TRAILS, BIKEWAYS
- I. BRIDGES
- J. FERRY FACILITIES
- K. ENVIRONMENTAL MITIGATION
- L. FISH PASSAGE

**COUNTY FORCES COMPUTATION**

- (A) TOTAL CONSTRUCTION PROGRAM (Columns 14 + 15 + 16) \$23,041
- (B) COMPUTED COUNTY FORCES LIMIT \$3,391
- (C) TOTAL COUNTY FORCES CONST. PROGRAM (Column 16) \$156

**CLARK COUNTY**

- Current Population: 503,311
- Date Recommended Program Submitted: 10/05/2022
- Date of Environmental Assessment: 11/03/2022
- Date of Final Adoption: 11/15/2022
- Ordinance/Resolution Number: 2022-11-03

**LINE (C) MUST BE SMALLER THAN LINE (B)**

Environmental Assessment: S = Significant I = Insignificant E = Exempt

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	Source of Funds (\$1,000's)			Estimated Expenditures (\$1,000's)					Total
								County	Other Funds		PE	ROW	CE	Construction		
									Source (Amount)	County				Contract	County Forces	
<b>Improvement Projects</b>																
1	A	94300 94360	<b>I-5/NE 179th Street</b> (NE Delfel Road - NE 15th Avenue) Project #: 390222	0.47	16	ABDEFG	S	249	STP-UL (1)		150	100	0	0	0	<b>250</b>
2	B	41860	<b>NE Delfel Road</b> (NE 179th Street - NE 184th Street) Project #: 310122	0.53	17	ABDGK	S	0	REET 2 (338),NHFP (276),STP-UL (97)		461	250	0	0	0	<b>711</b>
3	C	43110	<b>NE 15th Avenue</b> (NE 179th Street - NE 10th Avenue) Project #: 372222	0.76	16	ABDEFGHL	S	0	REET 2 (200) TIF (788),STP-UL (1),UAP (100)		702	387	0	0	0	<b>1,089</b>
4	D	23940	<b>NE 99th Street</b> (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)) Project #: 350722	1.10	16	ABDEFGHK	S	751	REET 2 (1644) TIF (213),STP-UL (5100),UAP (1292)		0	0	1,016	7,975	9	<b>9,000</b>
5	E	43330 94360	<b>NE 179th Street at NE 29th Avenue</b> (Intersection Improvement) Project #: 300322	0.16	16	ABDEFG	S	102	REET 2 (986) TIF (175),STP-UL (250)		471	1,035	0	7	0	<b>1,513</b>
6	F	44390 94360	<b>NE 179th Street at NE 50th Avenue</b> (Intersection Improvement) Project #: 300422	0.16	16	ABDEFG	I	232	0		60	172	0	0	0	<b>232</b>
7	G	NA	<b>NE 179th Street Whipple Creek Stormwater Facility</b> (NE 179th Street - East of NE 17th Avenue) Project #: TBD	0	NA	NA	I	500	0		500	0	0	0	0	<b>500</b>
8	H	NA	<b>Miscellaneous Projects</b> (Various Locations) Project #: TBD	0	NA	ABCDEFGHIK	E	100	0		0	0	0	100	0	<b>100</b>
9	1	91250	<b>NE 72nd Avenue</b> (NE 122nd Street - NE 133rd Street) Project #: TBD	0.60	16	ABCDEFKG	I	0	REET 2 (55) TIF (45)		100	0	0	0	0	<b>100</b>
10	2	94360	<b>NE 179th Street</b> (NE 29th Avenue - NE 50th Avenue) Project #: TBD	0.99	16	ABDEFGHK	S	1	0		1	0	0	0	0	<b>1</b>
11	3	94360	<b>NE 179th Street</b> (NE 15th Avenue - NE 26th Avenue) Project #: 320122	0.71	16	ABDEFGHK	S	184	REET 2 (434) TIF (526)		800	344	0	0	0	<b>1,144</b>
12	4	24190	<b>NE 152nd Avenue</b> (Padden Parkway - NE 99th Street) Project #: 301022	0.75	17	ABDEFGK	I	0	TIF (310),STP-UL (114),UAP (140)		154	410	0	0	0	<b>564</b>
<b>Total - Improvement Projects</b>								<b>2,119</b>	<b>13,085</b>		<b>3,399</b>	<b>2,698</b>	<b>1,016</b>	<b>8,082</b>	<b>9</b>	<b>15,204</b>

## ANNUAL CONSTRUCTION PROGRAM FOR 2023 Continued

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	County	Source of Funds (\$1,000's)		Estimated Expenditures (\$1,000's)					Total	
									Source (Amount)	Other Funds	PE	ROW	CE	Construction			
										Contract				County Forces			
<b>Carry Over Projects</b>																	
13	CO	41150	NE 10th Avenue (NE 149th Street - NE 154th Street) Project #: 323322	0.34	17	ABDEFGHK L	S	0	REET 2 (40) TIF (235)		0	0	42	229	4	275	
<b>Total - Carry Over Projects</b>								<b>0</b>	<b>275</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>229</b>	<b>4</b>	<b>275</b>		
<b>Ongoing Programs</b>																	
14	NA	NA	Advanced Right-of-Way Acquisition Program (Various Locations) Project #: 323911	NA	NA	NA	I	10	0		0	10	0	0	0	10	
<b>• Advanced Right-of-Way Acquisition Program - (Various Locations) - Project #: 323911</b>																	
<b>Total Ongoing Programs - Advanced Right-of-Way Acquisition Program</b>								<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	
15	NA	NA	Bridge and Culvert Replace/Repair/Rehab Program (Various Locations) Project #: 324011	NA	NA	ABDEFGHK	S	357	FBRB(272),STP-Bridge (2187)		1,171	68	351	1,226	0	2,816	
<ul style="list-style-type: none"> <li>• Bridge and Culvert Replace/Repair/Rehab Program - (Various Locations) - Project #: 324011</li> <li>• Strengthening Bridge Bundle #2 - (Various Locations) - Project #: 300522</li> <li>• Strengthening Bridge Bundle #1 - (Various Locations) - Project #: 300622</li> <li>• Jones Creek Fish Passage - (Boulder Creek road crossing over Jones creek) - Project #: 301612</li> <li>• Day Break Bridge # 273 - (NE Daybreak Road - at Hyatt Road (Mile Post 11.09)) - Project #: 320222</li> <li>• Whipple, Knapps, Carson Bridge Bundle - (Various) - Project #: 320322</li> <li>• Matney South Bridge # 169 - (NE 232nd Avenue - at Matney Creek) - Project #: 320422</li> <li>• Davis Bridge #232 Replacement - (Vicinity of NE Davis Road and - NE 197th Avenue) - Project #: 362822</li> <li>• Mason Creek Barrier Improvements - (NE 102nd Avenue at Mason Creek) - Project #: 391112</li> <li>• Mill Creek Barrier Improvements - (NE 259th Street at NE 61st Avenue) - Project #: TBD</li> </ul>																	
<b>Total Ongoing Programs - Bridge and Culvert Replace/Repair/Rehab Program</b>								<b>357</b>	<b>2,459</b>	<b>1,171</b>	<b>68</b>	<b>351</b>	<b>1,226</b>	<b>0</b>	<b>2,816</b>		
16	NA	NA	Road Preservation Program (Various Locations) Project #: TBD	NA	NA	ABCDGKL	E	4,522	CAPP(700),FLAP (65),NHS(191),RAP (72),REET 2(95)		555	227	304	4,420	139	5,645	
<ul style="list-style-type: none"> <li>• Road Preservation Program - (Various Locations) - Project #: TBD</li> <li>• 2023 HMA Overlays - (Various Locations) - Project #: 310822</li> <li>• NW 78th Street - (NW Lakeshore Avenue - NE Hazel Dell Avenue) - Project #: 320522</li> <li>• NE St. Johns Road Pavement Improvements - (NE 68th Street - NE 78th Street) - Project #: 320622</li> <li>• NE Sunset Falls Road - Chip Seal - (Dole Valley Road - Sunset Campground) - Project #: 320712</li> <li>• SE Blair Road - (Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road) - Project #: 391722</li> <li>• 2024 HMA Overlays - (Various Locations) - Project #: TBD</li> </ul>																	
<b>Total Ongoing Programs - Road Preservation Program</b>								<b>4,522</b>	<b>1,123</b>	<b>555</b>	<b>227</b>	<b>304</b>	<b>4,420</b>	<b>139</b>	<b>5,645</b>		
17	NA	NA	Rural Road Improvement Program (Various Locations) Project #: 361822	NA	NA	ABCDEKL	S	129	REET 2(133),STP-R (74),TIF(98)		229	195	0	10	0	434	
<b>• Rural Road Improvement Program - (Various Locations) - Project #: 361822</b>																	

**ANNUAL CONSTRUCTION PROGRAM FOR 2023 Continued**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	County	Source of Funds (\$1,000's)		Estimated Expenditures (\$1,000's)					Total	
									Source (Amount)	Other Funds	PE	ROW	CE	Construction			
														Contract	County Forces		
<b>Ongoing Programs</b>																	
			<ul style="list-style-type: none"> <li>• NE 182nd Avenue/NE Risto Road - (Salmon Creek Bridge (MP 7.10) - NE 167th Avenue (MP 7.98)) - Project #: 301722</li> <li>• NE Manley Road - (NE 244th Street - NE 82nd Avenue) - Project #: 322012</li> <li>• Landslide Monitoring - (Various Locations) - Project #: 381012</li> </ul>														
<b>Total Ongoing Programs - Rural Road Improvement Program</b>								<b>129</b>	<b>305</b>	<b>229</b>	<b>195</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>434</b>		
18	NA	NA	<b>Sidewalks and ADA Compliance Program</b> (Various Locations) Project #: 300111	NA	NA	ABDEFHK	I	2,615	CMAQ(600), Complete Streets(575), Partnership (560), Ped-Bike (101), REET 2(339), SP (315), SRTS(489), TAP-UL (1183), TIF(1247)	1,805	306	569	5,340	4		<b>8,024</b>	
			<ul style="list-style-type: none"> <li>• Sidewalks and ADA Compliance Program - (Various Locations) - Project #: 300111</li> <li>• 2022 ADA Compliance - (Various) - Project #: 301322</li> <li>• Highway 99 Sidewalk - (Vicinity of NE 102nd Street - Vicinity of NE 104th Street) - Project #: 310422</li> <li>• 2023 Preservation ADA Improvements - (Various Locations) - Project #: 310622</li> <li>• NE 130th Avenue Pedestrian Improvements - (NE 76th Street - Padden Parkway Trail) - Project #: 321022</li> <li>• 2024 Preservation ADA Improvements - (Various) - Project #: 321222</li> <li>• NE 68th Street Sidewalk - (Highway 99 - NE St. Johns Road) - Project #: 372122</li> <li>• NE Hazel Dell Avenue Sidewalk Improvements - (NE 99th Street - NE 117th Street) - Project #: 391222</li> <li>• Truman School Sidewalk - (NE 44th Street/NE 45th Avenue - NE 42nd Avenue-NE 40th Avenue) - Project #: TBD</li> <li>• Highway 99 Sidewalk - (NE 110th Street - NE 117th Street) - Project #: TBD</li> <li>• Hockinson Elementary School Flashers and Crosswalk - (NE 164th Street/NE 197th Avenue - NE 164th Street/NE 205th Avenue) - Project #: TBD</li> <li>• NE Covington Road at NE 100th Avenue Pedestrian Crossing Improvements - (NE Covington Road - NE 100th Avenue) - Project #: TBD</li> </ul>														
<b>Total Ongoing Programs - Sidewalks and ADA Compliance Program</b>								<b>2,615</b>	<b>5,409</b>	<b>1,805</b>	<b>306</b>	<b>569</b>	<b>5,340</b>	<b>4</b>	<b>8,024</b>		
19	NA	NA	<b>Transportation Safety Improvements Program</b> (Various Locations) Project #: 314122	NA	NA	ABDEFGK	I	1,545	CMAQ(744), CRRSAA -UL (170), HSIP (656), Partnership (94), STP-R(25)	1,821	117	541	755	0		<b>3,234</b>	
			<ul style="list-style-type: none"> <li>• Transportation Safety Improvements Program - (Various Locations) - Project #: 314122</li> <li>• NE 119th Street/NE 152nd Avenue - (Intersection Improvement) - Project #: 300222</li> <li>• NE 134th Corridor Adaptive Traffic Signals - (NE 136th Street/Tenney Road - NE Salmon Creek Avenue) - Project #: 301122</li> <li>• 2021 Preservation Guardrail - (Various Locations) - Project #: 310222</li> <li>• System-Wide Signal Enhancement - (Various Locations) - Project #: 310722</li> <li>• NE 78th Street Safety - (NE 30th Avenue - NE 39th Avenue) - Project #: 310922</li> <li>• Salmon Creek/Hazel Dell Adaptive Signal Operations - (Various Locations) - Project #: 320822</li> <li>• NE Ward Road/NE Davis Road - (Intersection Improvement) - Project #: 320922</li> <li>• Krieger Road Slide - (NW Krieger Road at NW 179th Street) - Project #: 371722</li> <li>• Signal Timing, Evaluation, Verification and Enhancement (STEVE) - Phase 2 - (NE 25th Avenue - NE Ward Road) - Project #: 390522</li> </ul>														

TIF = Traffic Impact Fees  
 REET 2 = Real Estate Exclse Tax 2

State Funds = TIB: UAP, SP, Complete Streets; Ped/Bike; SRTS; CRAB: RAP, CAPP; RCO: FBRB  
 Federal Funds = STP-UL, STP-R, STP-Bridge, CMAQ, HSIP, NHS, SRTS, TAP-UL, FLAP, CRRSAA-UL, CDS

**ANNUAL CONSTRUCTION PROGRAM FOR 2023 Continued**

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Item No.	6YR Rank	Road Log No.	ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#)	Project Length (miles)	Func. Class	Work Code(s)	Environ. Assessmt.	County	Source of Funds (\$1,000's)		Estimated Expenditures (\$1,000's)					Total
									Source (Amount)	Other Funds	PE	ROW	CE	Construction		
														Contract	County Forces	
<b>Ongoing Programs</b>																
			<ul style="list-style-type: none"> <li>• 2022 Preservation Guardrail and Bridge Rail - (Various Locations) - Project #: TBD</li> <li>• 2023 Preservation Guardrail and Bridge Rail - (Various Locations) - Project #: TBD</li> <li>• Orchards Sifton Adaptive Signals (OSAS) - (NE 76th Avenue - NE Ward Road) - Project #: TBD</li> <li>• Slide Improvements - (Various Locations) - Project #: TBD</li> </ul>													
<b>Total Ongoing Programs - Transportation Safety Improvements Program</b>								1,545	1,689	1,821	117	541	755	0	3,234	
20	NA	NA	Urban Development Road Program (Various Locations) Project #: TBD	NA	NA	ABDEFGHK	E	5	0	5	0	0	0	0	0	5
			• Urban Development Road Program - (Various Locations) - Project #: TBD													
<b>Total Ongoing Programs - Urban Development Road Program</b>								5	0	5	0	0	0	0	5	
<b>Total - Ongoing Programs</b>								9,183	10,985	5,586	923	1,765	11,751	143	20,168	
								<b>ANNUAL CONSTRUCTION PROGRAM TOTALS</b>	11,302	24,345	8,985	3,621	2,823	20,062	156	35,647
								<b>MAINTENANCE</b>	12,542							12,542
								<b>SPECIAL MAINTENANCE</b>	NA							NA
											<b>CONSTRUCTION AND MAINTENANCE TOTAL</b>				48,189	

## 2023 - 2028 Transportation Improvement Program Project Index (By Priority)

2023 - 2028 RANKING	PROJECT
A	I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue)
B	NE Delfel Road (NE 179th Street - NE 184th Street)
C	NE 15th Avenue (NE 179th Street - NE 10th Avenue)
D	NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503))
E	NE 179th Street at NE 29th Avenue (Intersection Improvement)
F	NE 179th Street at NE 50th Avenue (Intersection Improvement)
G	NE 179th Street Whipple Creek Stormwater Facility (NE 179th Street - East of NE 17th Avenue)
1	NE 72nd Avenue (NE 122nd Street - NE 133rd Street)
2	NE 179th Street (NE 29th Avenue - NE 50th Avenue)
3	NE 179th Street (NE 15th Avenue - NE 26th Avenue)
4	NE 152nd Avenue (Padden Parkway - NE 99th Street)
5	NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street)
6	NW Lakeshore Ave (NW 78th Street - NW 109th Street)
7	NE 10th Avenue (NE 164th Street - Amphitheater Entrance)
8	NE 72nd Avenue (NE 133rd Street - NE 179th Street)
10	NW 179th Street (NW 11th Avenue - Delfel Road)
11	NE 99th Street (NE 72nd Avenue - NE 94th Avenue)
12	NE 119th Street at NE 132nd Avenue (Intersection Improvement)
13	NE 172nd Avenue (NE 18th Street - NE 39th Street)
14	NE Ward Road (NE 162nd Avenue - NE 172nd Avenue)
15	NE Ward Road (NE 172nd Avenue - NE Davis Road)
16	SCIP- Phase 2 (NE 134th Street) (NE 20th Avenue - WSU Entrance)
17	NE Minnehaha Street & NE 17th Avenue Intersection (Intersection Improvement)
18	NE 72nd Avenue (NE 179th Street - NE 219th Street)
19	NW 11th Avenue (NW 139th Street - NW 149th Street)
20	NE 239th Street & NE 92nd Avenue Intersection (Intersection Improvement)
21	NE 137th/NE 132nd Avenue (NE 99th Street - NE 119th Street)
22	NW 36th Avenue & NW Bliss Road Intersection (Intersection Improvement)
23	NE 172nd Avenue (NE Ward Road - NE 119th Street)
24	NE 117th Street & NE Stutz Road Intersection (Intersection Improvement)
25	NE 87th Avenue & NE 63rd Street Intersection (Intersection Improvement)

## 2023 - 2028 Transportation Improvement Program Project Index (Listed Alphanumeric)

2023 - 2028 RANKING	PROJECT
A	I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue)
7	NE 10th Avenue (NE 164th Street - Amphitheater Entrance)
24	NE 117th Street & NE Stutz Road Intersection (Intersection Improvement)
12	NE 119th Street at NE 132nd Avenue (Intersection Improvement)
21	NE 137th/NE 132nd Avenue (NE 99th Street - NE 119th Street)
4	NE 152nd Avenue (Padden Parkway - NE 99th Street)
C	NE 15th Avenue (NE 179th Street - NE 10th Avenue)
23	NE 172nd Avenue (NE Ward Road - NE 119th Street)
13	NE 172nd Avenue (NE 18th Street - NE 39th Street)
2	NE 179th Street (NE 29th Avenue - NE 50th Avenue)
3	NE 179th Street (NE 15th Avenue - NE 26th Avenue)
E	NE 179th Street at NE 29th Avenue (Intersection Improvement)
F	NE 179th Street at NE 50th Avenue (Intersection Improvement)
G	NE 179th Street Whipple Creek Stormwater Facility (NE 179th Street - East of NE 17th Avenue)
20	NE 239th Street & NE 92nd Avenue Intersection (Intersection Improvement)
8	NE 72nd Avenue (NE 133rd Street - NE 179th Street)
18	NE 72nd Avenue (NE 179th Street - NE 219th Street)
1	NE 72nd Avenue (NE 122nd Street - NE 133rd Street)
25	NE 87th Avenue & NE 63rd Street Intersection (Intersection Improvement)
D	NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503))
11	NE 99th Street (NE 72nd Avenue - NE 94th Avenue)
B	NE Delfel Road (NE 179th Street - NE 184th Street)
17	NE Minnehaha Street & NE 17th Avenue Intersection (Intersection Improvement)
5	NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street)
15	NE Ward Road (NE 172nd Avenue - NE Davis Road)
14	NE Ward Road (NE 162nd Avenue - NE 172nd Avenue)
19	NW 11th Avenue (NW 139th Street - NW 149th Street)
10	NW 179th Street (NW 11th Avenue - Delfel Road)
22	NW 36th Avenue & NW Bliss Road Intersection (Intersection Improvement)
6	NW Lakeshore Ave (NW 78th Street - NW 109th Street)
16	SCIP- Phase 2 (NE 134th Street) (NE 20th Avenue - WSU Entrance)





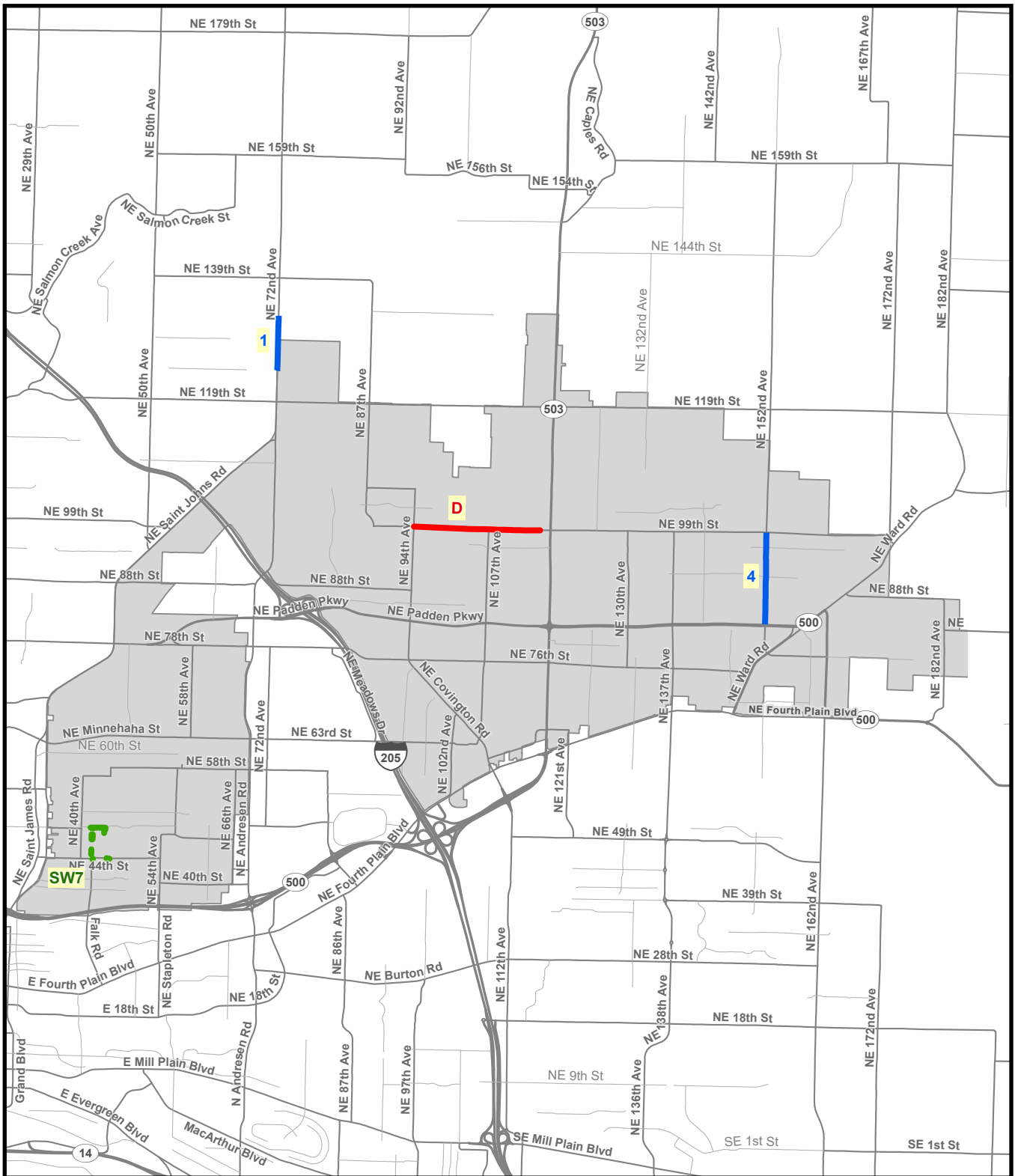




# 2023 - 2028 Transportation Improvement Program

## Traffic Impact Fee (TIF) Areas

### Projects within the Orchards 2, North Orchards, South Orchards and Orchards Urban Holding Areas



**Legend**

- █ Obligated
- █ Programmed
- █ Ongoing TIF Area

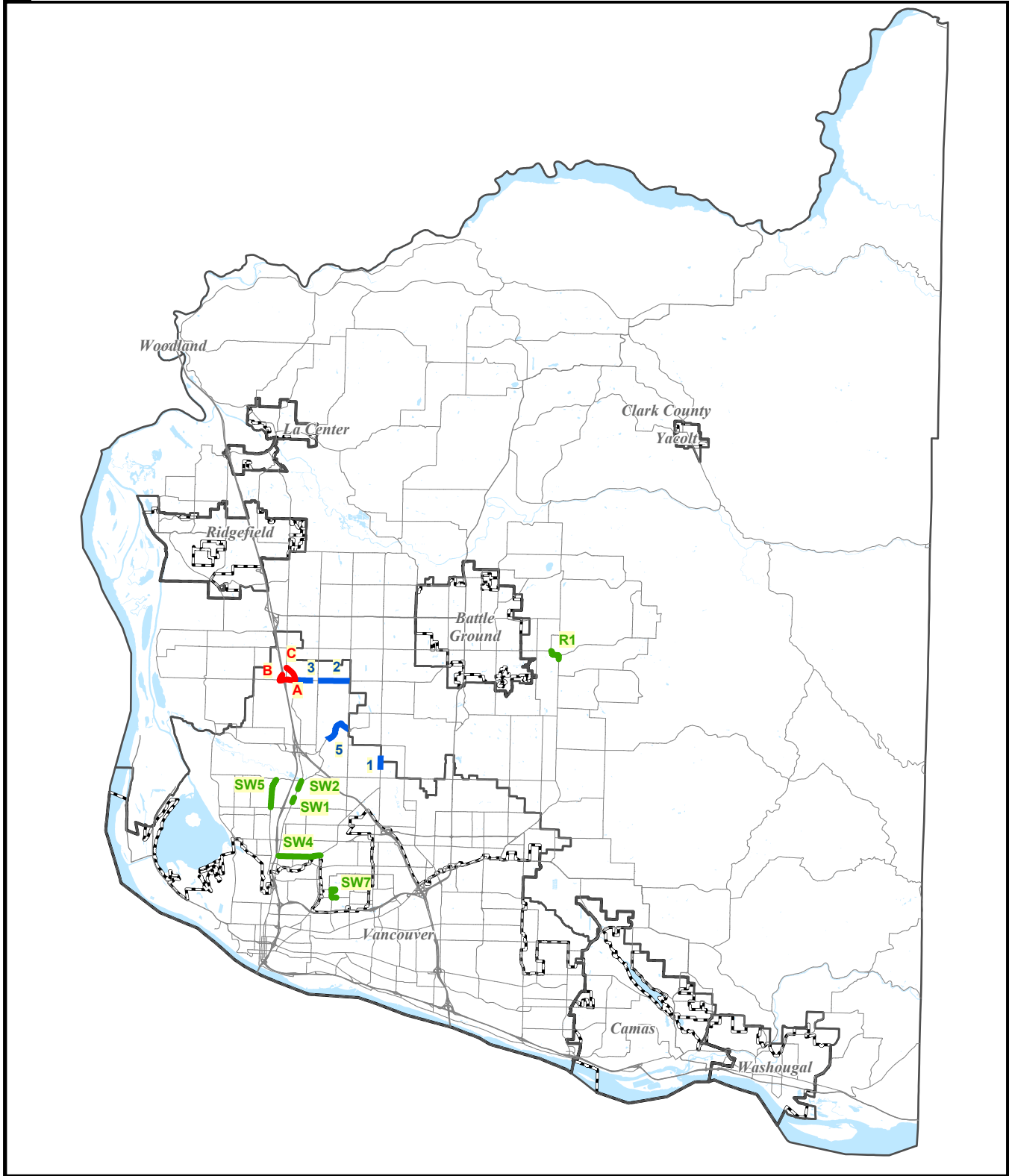
**Capital Projects:**

- D. NE 99th Street (NE 94th Avenue to Vicinity of NE 117th Avenue (SR 503))
- SW7. Truman School Sidewalk (NE 44th Street/NE 45th Avenue - NE 42nd Avenue-NE 40th Avenue)
- 1. NE 72nd Avenue (NE 122nd Street to NE 133rd Street)
- 4. NE 152nd Avenue (Padden Parkway to NE 99th Street)



*Most Ongoing Program projects qualify to receive TIF funding in this area.*

# 2023 - 2028 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Regional Area



**Legend**

- Obligated
- Programmed
- Ongoing
- City Limits

**Capital Projects:**

- A. I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue)
- B. NE Delfel Road (NE 179th Street to NE 189th Street)
- C. NE 15th Avenue (NE 179th Street to NE 10th Avenue)
- 1. NE 72nd Avenue (NE 122nd Street to NE 133rd Street)
- 2. NE 179th Street (NE 29th Avenue to NE 50th Avenue)
- 3. NE 179th Street (NE 15th Avenue to NE 26th Avenue)
- 5. NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street)
- R1. NE 182nd Avenue/NE Risto Road (Salmon Creek Bridge (MP 7.10) to NE 167th Avenue (MP 7.98))
- SW1. Highway 99 Sidewalk (Vicinity of NE 102nd Street to Vicinity of NE 104th Street)
- SW2. Highway 99 Sidewalk (NE 110th Street to NE 117th Street)
- SW4. NE 68th Street Sidewalk - City of Vancouver Partnership (Highway 99 to NE St. Johns Road)
- SW5. NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street to NE 117th Street)
- SW7. Truman School Sidewalk (NE 44th Street/NE 45th Avenue - NE 42nd Avenue - NE 40th Avenue)



*Most Ongoing Program projects qualify to receive TIF funding in this area.*

# 2023 - 2028 Transportation Improvement Program Traffic Impact Fee (TIF) Areas Projects within the Rural and Rural 1 Areas



**Legend**

- Programmed
- Ongoing
- TIF Area

**Capital Projects:**

1. NE 72nd Avenue (NE 122nd Street to NE 133rd Street)

**Ongoing Program Projects:**

- R1. NE 182nd Avenue/NE Risto Road (Salmon Creek Bridge (MP 7.10) to NE 167th Avenue (MP 7.98))



*Most Ongoing Program projects qualify to receive TIF funding in this area.*



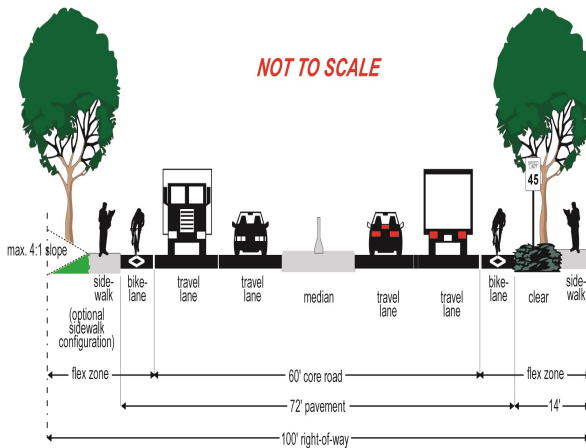
# 2023 - 2028 Transportation Improvement Program

Project: A. I-5/NE 179th Street - NE Delfel Road to NE 15th Avenue

## Vicinity Map



## Cross-Section Detail

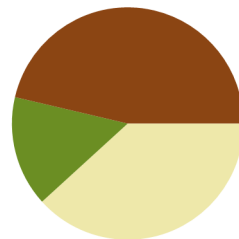


## Project Summary

<b>Project Number:</b>	390222	<b>Project Length (mi.):</b>	0.28
<b>Project Manager:</b>	Scott Sawyer	<b>Client:</b>	John McSherry/Chris Carle
<b>Basis for Project:</b>	Mobility/Traffic Circulation; Alleviates traffic congestion at the NE 179th Street and I-5 interchange ramps.		
<b>Timeline:</b>	PE Pre 2023-2025; ROW Pre 2023-2024; CN 2025-2026		
<b>Project Description:</b>	This project is a joint project with the Washington State Department of Transportation (WSDOT). WSDOT will enhance or replace the I-5 Bridges and improve the roadway under the bridge and reconfigure the on-ramps/off-ramps. The county will improve gaps (if necessary) in the roadway to a standard arterial (widening lanes and shoulders, installing bike lanes and sidewalks, addressing mitigation). A future roundabout may be built by a developer at NE 12th Avenue.		
<b>Notes:</b>	Cost estimate includes county work only. Past expenditures for the PE phase include multiple design and traffic analysis for appropriate scoping efforts.		
<b>Status:</b>	Planning and scoping underway. Partnership project with WSDOT.		

## Project Cost Summary

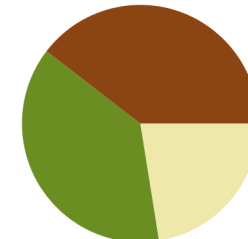
Engineering:	\$1,789,000
Real Property:	\$720,000
Construction:	\$2,167,000
<b>Total:</b>	<b>\$4,676,000</b>



Engineering  
Real Property  
Construction

## Funding Summary

County Road Fund:	\$1,051,000
TIF:	\$1,776,000
Federal Grant:	\$77,000
State Grants:	\$50,000
Loan:	\$0
Other:	\$1,722,000
Projected Funds:	\$0
Unfunded:	\$0
<b>Total:</b>	<b>\$4,676,000</b>



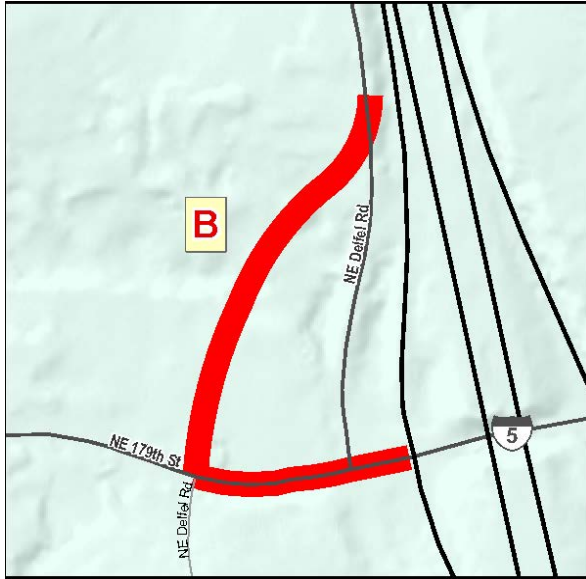
CRF  
TIF  
All Other Funds



# 2023 - 2028 Transportation Improvement Program

Project: B. NE Delfel Road - NE 179th Street to NE 184th Street

## Vicinity Map



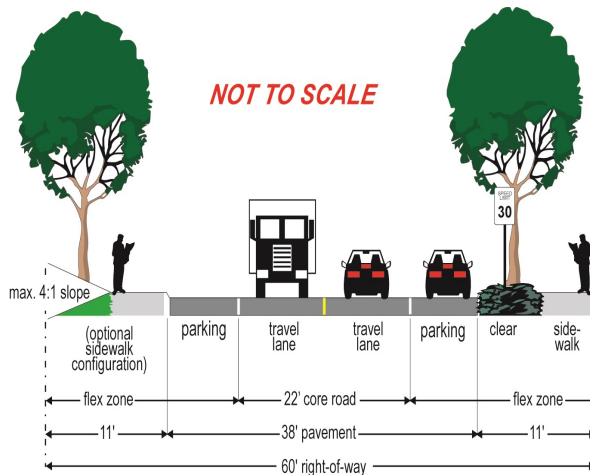
## Project Summary

<b>Project Number:</b>	310122	<b>Project Length (mi.):</b>	0.53
<b>Project Manager:</b>	Scott Sawyer	<b>Client:</b>	John McSherry/Chris Carle
<b>Basis for Project:</b>	Economic Development; Mobility/Traffic Circulation; Safety		
<b>Timeline:</b>	PE Pre 2023-2025; ROW Pre 2023-2025; CN 2025-2028		
<b>Project Description:</b>	Realign roadway to match south approach and improve to 2-lane collector standard. Roundabout at NE 179th Street intersection.		

**Notes:** Coordinating project with Washington State Department of Transportation.

**Status:** Scoping/Design in progress.

## Cross-Section Detail

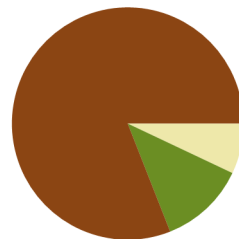


## Project Cost Summary

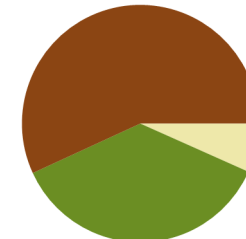
Engineering:	\$1,400,000
Real Property:	\$2,400,000
Construction:	\$16,177,000
<b>Total:</b>	<b>\$19,977,000</b>

## Funding Summary

County Road Fund:	\$1,197,000
TIF:	\$6,561,000
Federal Grant:	\$4,500,000
State Grants:	\$0
Loan:	\$0
Other:	\$5,719,000
Projected Funds:	\$2,000,000
Unfunded:	\$0
<b>Total:</b>	<b>\$19,977,000</b>



Engineering  
Real Property  
Construction



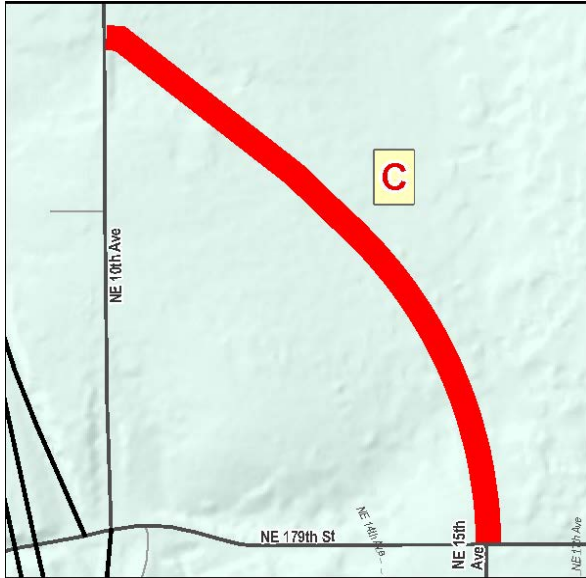
CRF  
TIF  
All Other Funds



# 2023 - 2028 Transportation Improvement Program

Project: C. NE 15th Avenue - NE 179th Street to NE 10th Avenue

## Vicinity Map



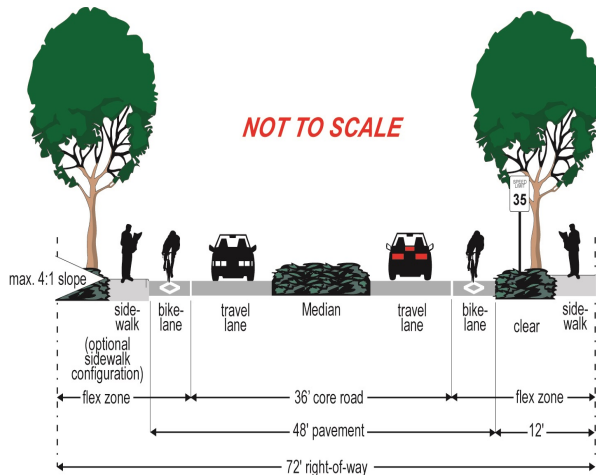
## Project Summary

<b>Project Number:</b>	372222	<b>Project Length (mi.):</b>	0.76
<b>Project Manager:</b>	Troy Pierce	<b>Client:</b>	John McSherry/Chris Carle
<b>Basis for Project:</b>	Mobility/Traffic Circulation; Economic Development; Extend minor arterial.		
<b>Timeline:</b>	PE Pre 2023-2025; ROW Pre 2023-2025; CN 2025-2027		
<b>Project Description:</b>	Construct a 3-lane minor arterial including center turn lane/median, sidewalks and bicycle lanes.		

**Notes:** Partnership project with developer.

**Status:** Design/permitting in progress.

## Cross-Section Detail

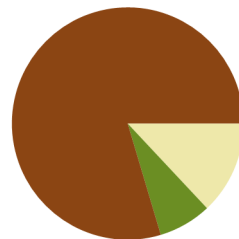


## Project Cost Summary

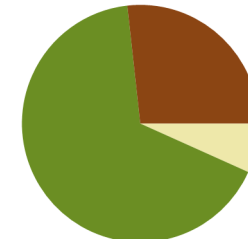
Engineering:	\$2,833,000
Real Property:	\$1,612,000
Construction:	\$17,360,000
<b>Total:</b>	<b>\$21,805,000</b>

## Funding Summary

County Road Fund:	\$1,391,000
TIF:	\$13,812,000
Federal Grant:	\$2,500,000
State Grants:	\$0
Loan:	\$0
Other:	\$3,052,000
Projected Funds:	\$1,050,000
Unfunded:	\$0
<b>Total:</b>	<b>\$21,805,000</b>



Engineering  
Real Property  
Construction



CRF  
TIF  
All Other Funds

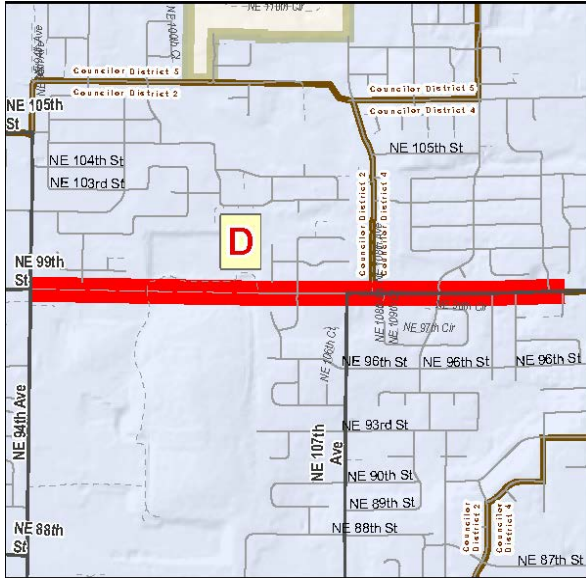




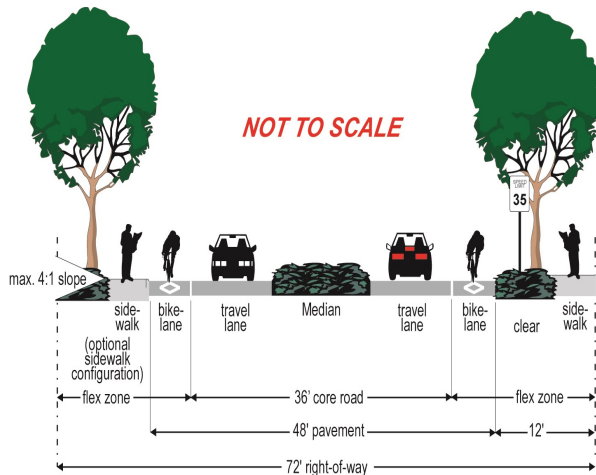
# 2023 - 2028 Transportation Improvement Program

## Project: D. NE 99th Street - NE 94th Avenue to Vicinity of NE 117th Avenue (SR 503)

### Vicinity Map



### Cross-Section Detail

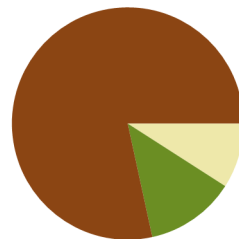


### Project Summary

<b>Project Number:</b>	350722	<b>Project Length (mi.):</b>	1.10
<b>Project Manager:</b>	Troy Pierce	<b>Client:</b>	John McSherry
<b>Basis for Project:</b>	Mobility/Traffic Circulation; Congestion on NE 119th Street and Padden Parkway.		
<b>Timeline:</b>	PE Pre 2023; ROW Pre 2023; CN Pre 2023-2024		
<b>Project Description:</b>	Reconstruct existing roadway with bike lanes and sidewalk. Construct a new section of roadway segment next to the landfill to complete the corridor gap. Intersection improvements include three roundabouts and stop control. Environmental/storm water, and utilities will be installed and/or improved.		
<b>Notes:</b>			
<b>Status:</b>	Under Construction. Project is scheduled to complete in 2023-2024.		

### Project Cost Summary

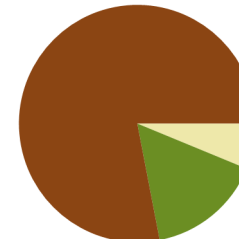
Engineering:	\$2,203,000
Real Property:	\$3,050,000
Construction:	\$19,084,000
<b>Total:</b>	<b>\$24,337,000</b>



- Engineering
- Real Property
- Construction

### Funding Summary

County Road Fund:	\$1,511,000
TIF:	\$3,836,000
Federal Grant:	\$10,450,000
State Grants:	\$3,150,000
Loan:	\$0
Other:	\$5,390,000
Projected Funds:	\$0
Unfunded:	\$0
<b>Total:</b>	<b>\$24,337,000</b>



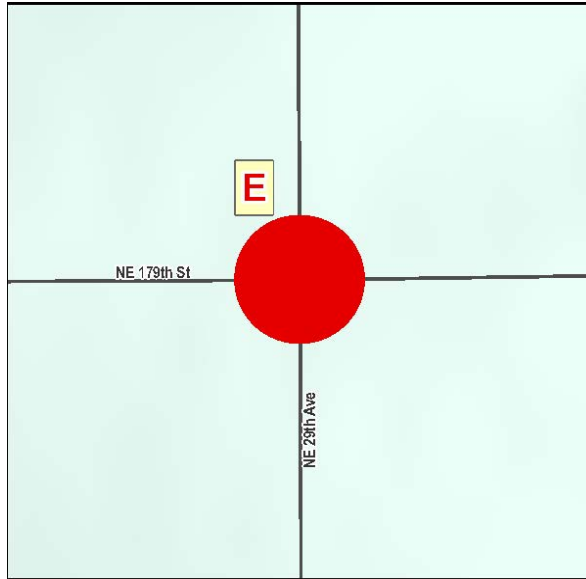
- CRF
- TIF
- All Other Funds



# 2023 - 2028 Transportation Improvement Program

Project: E. NE 179th Street at NE 29th Avenue - Intersection Improvement

## Vicinity Map



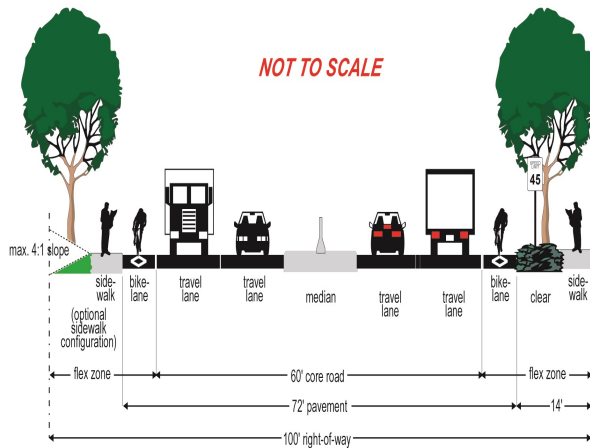
## Project Summary

<b>Project Number:</b>	300322	<b>Project Length (mi.):</b>	0.08
<b>Project Manager:</b>	Scott Sawyer	<b>Client:</b>	John McSherry/Chris Carle
<b>Basis for Project:</b>	Mobility/Traffic Circulation; Safety		
<b>Timeline:</b>	PE Pre 2023-2023; ROW Pre 2023-2023; CN 2023-2025		
<b>Project Description:</b>	Roundabout will be installed at NE 179th Street/ NE 29th Avenue.		

### Notes:

**Status:** Design/permitting in progress.

## Cross-Section Detail

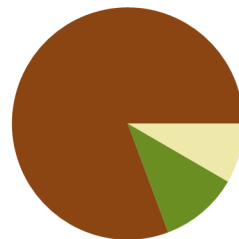


## Project Cost Summary

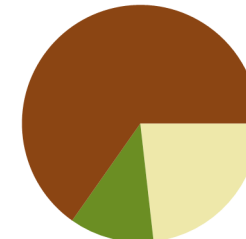
Engineering:	\$1,738,000
Real Property:	\$2,285,000
Construction:	\$16,803,000
<b>Total:</b>	<b>\$20,826,000</b>

## Funding Summary

County Road Fund:	\$4,833,000
TIF:	\$2,408,000
Federal Grant:	\$1,500,000
State Grants:	\$0
Loan:	\$0
Other:	\$12,085,000
Projected Funds:	\$0
Unfunded:	\$0
<b>Total:</b>	<b>\$20,826,000</b>



Engineering  
Real Property  
Construction



CRF  
TIF  
All Other Funds

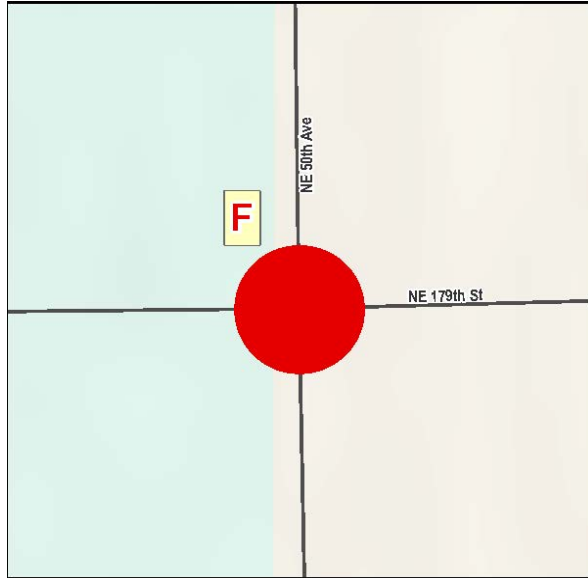




# 2023 - 2028 Transportation Improvement Program

Project: F. NE 179th Street at NE 50th Avenue - Intersection Improvement

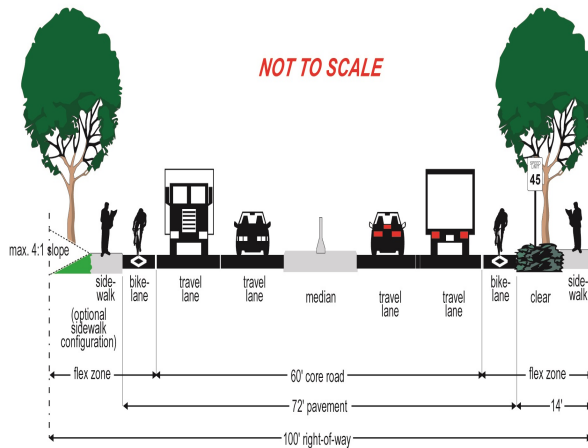
## Vicinity Map



## Project Summary

<b>Project Number:</b>	300422	<b>Project Length (mi.):</b>	0.08
<b>Project Manager:</b>	Scott Sawyer	<b>Client:</b>	Laura Hoggatt
<b>Basis for Project:</b>	Mobility/Traffic Circulation; Safety		
<b>Timeline:</b>	PE Pre 2023-2024; ROW Pre 2023-2024; CN 2024		
<b>Project Description:</b>	The design team is working through the preliminary design costs for an all-way stop condition with eastbound and westbound left turn lanes, increased right turn radii to accommodate the design vehicles and stormwater needs.		
<b>Notes:</b>	Interim improvements. Likely future roundabout will be needed as development increases.		
<b>Status:</b>	Design/permitting in progress.		

## Cross-Section Detail

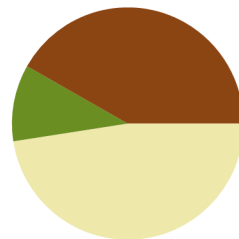


## Project Cost Summary

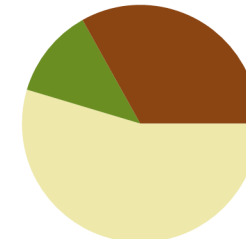
Engineering:	\$922,000
Real Property:	\$207,000
Construction:	\$810,000
<b>Total:</b>	<b>\$1,939,000</b>

## Funding Summary

County Road Fund:	\$1,059,000
TIF:	\$238,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$642,000
Projected Funds:	\$0
Unfunded:	\$0
<b>Total:</b>	<b>\$1,939,000</b>



- Engineering
- Real Property
- Construction



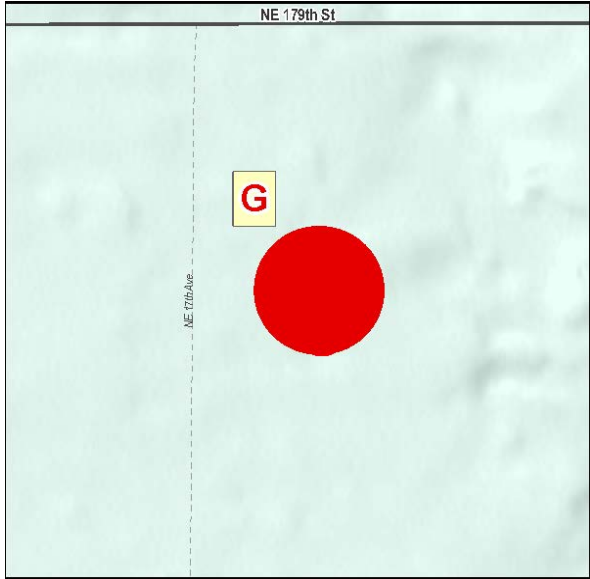
- CRF
- TIF
- All Other Funds



# 2023 - 2028 Transportation Improvement Program

## Project: G. NE 179th Street Whipple Creek Stormwater Facility - NE 179th Street to East of NE 17th Avenue

### Vicinity Map



### Project Summary

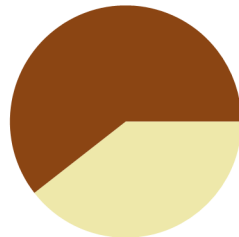
<b>Project Number:</b>	TBD	<b>Project Length (mi.):</b>	
<b>Project Manager:</b>	Troy Pierce	<b>Client:</b>	John McSherry
<b>Basis for Project:</b>			
<b>Timeline:</b>	PE 2023-2025; CN 2025-2026		
<b>Project Description:</b>	Multi-project stormwater facility for current and future NE 179th Street area projects.		
<b>Notes:</b>	Multi-project stormwater facility for current and future NE 179th Street area projects.		
<b>Status:</b>			

### Cross-Section Detail



### Project Cost Summary

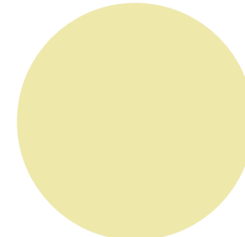
Engineering:	\$1,500,000
Real Property:	\$0
Construction:	\$2,300,000
<b>Total:</b>	<b>\$3,800,000</b>



- Engineering
- Real Property
- Construction

### Funding Summary

County Road Fund:	\$3,800,000
TIF:	\$0
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$0
Unfunded:	\$0
<b>Total:</b>	<b>\$3,800,000</b>



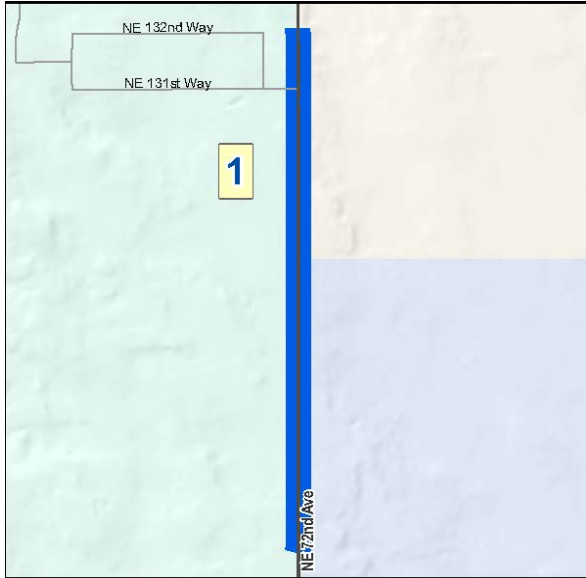
- CRF
- TIF
- All Other Funds



# 2023 - 2028 Transportation Improvement Program

Project: 1. NE 72nd Avenue - NE 122nd Street to NE 133rd Street

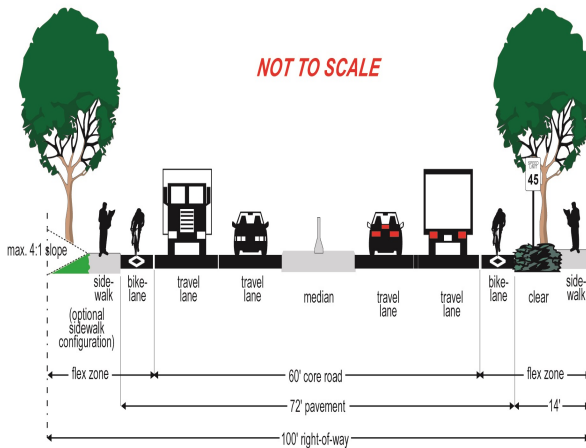
## Vicinity Map



## Project Summary

<b>Project Number:</b>	TBD	<b>Project Length (mi.):</b>	0.60
<b>Project Manager:</b>	Troy Pierce	<b>Client:</b>	Chris Carle
<b>Basis for Project:</b>	Safety; Economic Development; Provide more capacity/safety.		
<b>Timeline:</b>	PE 2023-2027; ROW 2026-Post 2028; CN 2028-Post 2028		
<b>Project Description:</b>	Improve corridor to a 5-lane urban arterial standard or provide intersection widening and spot safety upgrades.		
<b>Notes:</b>	Consider intersection improvements, turn lanes/pockets and skinny road section due to potential costs. Possible safety project candidate.		
<b>Status:</b>	Traffic modeling and scoping in 2023. Funding pending.		

## Cross-Section Detail

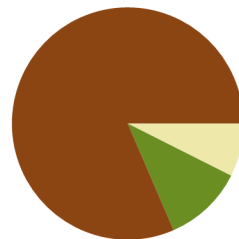


## Project Cost Summary

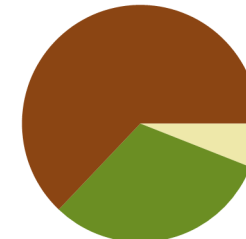
Engineering:	\$800,000
Real Property:	\$1,200,000
Construction:	\$8,800,000
<b>Total:</b>	<b>\$10,800,000</b>

## Funding Summary

County Road Fund:	\$645,000
TIF:	\$3,362,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$3,480,000
Projected Funds:	\$0
Unfunded:	\$3,313,000
<b>Total:</b>	<b>\$10,800,000</b>



Engineering  
Real Property  
Construction



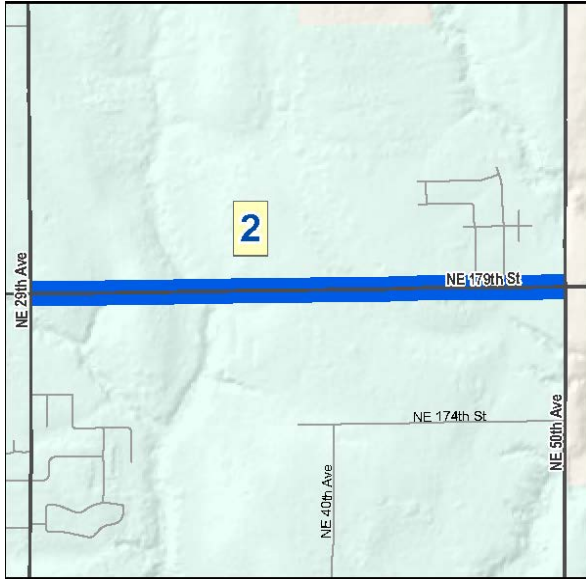
CRF  
TIF  
All Other Funds



# 2023 - 2028 Transportation Improvement Program

Project: 2. NE 179th Street - NE 29th Avenue to NE 50th Avenue

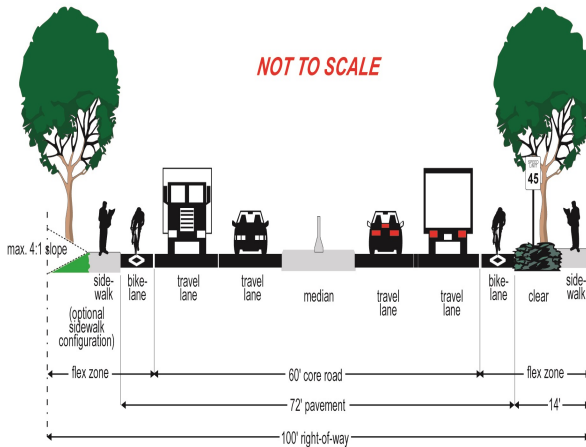
## Vicinity Map



## Project Summary

<b>Project Number:</b>	TBD	<b>Project Length (mi.):</b>	0.99
<b>Project Manager:</b>	Scott Sawyer	<b>Client:</b>	John McSherry/Chris Carle
<b>Basis for Project:</b>	Economic Development; Mobility/Traffic Circulation; Safety		
<b>Timeline:</b>	PE 2023-2028; ROW 2026-2027; CN 2028-Post 2028		
<b>Project Description:</b>	Improve roadway to a standard arterial (widening lanes and shoulders, installing bike lanes and sidewalks, addressing mitigation).		
<b>Notes:</b>	Pending funding.		
<b>Status:</b>	PE/Design scheduled for 2025.		

## Cross-Section Detail

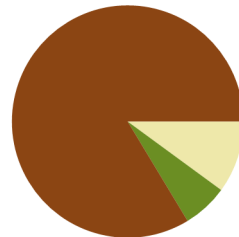


## Project Cost Summary

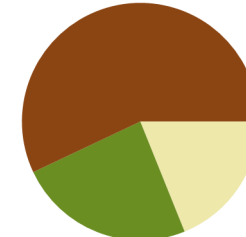
Engineering:	\$2,402,000
Real Property:	\$1,509,000
Construction:	\$20,020,000
<b>Total:</b>	<b>\$23,931,000</b>

## Funding Summary

County Road Fund:	\$3,652,000
TIF:	\$4,659,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$4,600,000
Unfunded:	\$11,020,000
<b>Total:</b>	<b>\$23,931,000</b>



Engineering  
Real Property  
Construction



CRF  
TIF  
All Other Funds



# 2023 - 2028 Transportation Improvement Program

Project: 3. NE 179th Street - NE 15th Avenue to NE 26th Avenue

## Vicinity Map



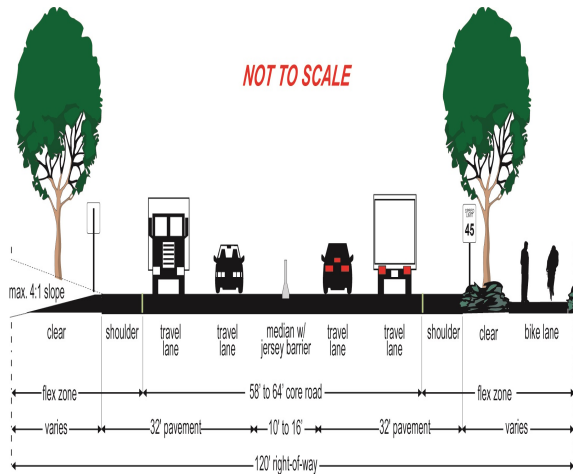
## Project Summary

<b>Project Number:</b>	320122	<b>Project Length (mi.):</b>	0.71
<b>Project Manager:</b>	Troy Pierce	<b>Client:</b>	John McSherry
<b>Basis for Project:</b>	Economic Development; Mobility/Traffic Circulation; Safety		
<b>Timeline:</b>	PE Pre 2023-2025; ROW 2023-2025; CN 2025-2028		
<b>Project Description:</b>	Improve roadway to a standard arterial (widening lanes and shoulders, installing bike lanes and sidewalks, addressing mitigation).		

**Notes:** Pending projected grant funding.

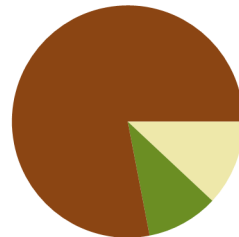
**Status:** Scoping has begun. CN scheduled to begin in 2025/26.

## Cross-Section Detail



## Project Cost Summary

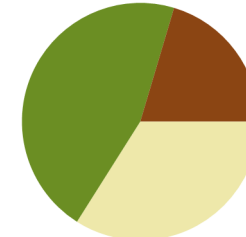
Engineering:	\$2,050,000
Real Property:	\$1,720,000
Construction:	\$13,389,000
<b>Total:</b>	<b>\$17,159,000</b>



Engineering  
Real Property  
Construction

## Funding Summary

County Road Fund:	\$4,218,000
TIF:	\$5,661,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$2,530,000
Projected Funds:	\$4,750,000
Unfunded:	\$0
<b>Total:</b>	<b>\$17,159,000</b>



CRF  
TIF  
All Other Funds





# 2023 - 2028 Transportation Improvement Program

Project: 5. NE Salmon Creek Avenue Realignment - WSUV Entrance to NE Salmon Creek Street

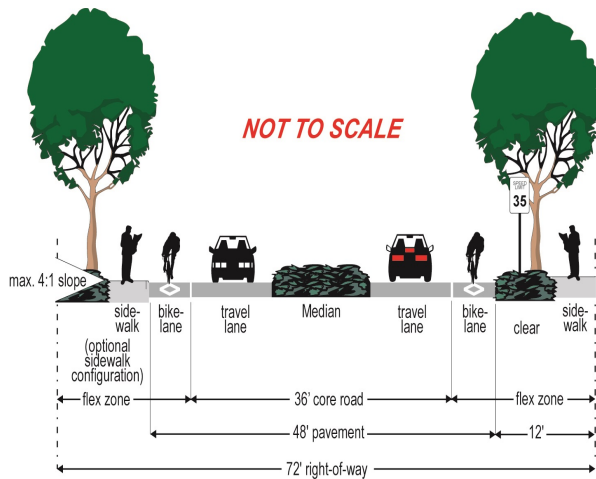
## Vicinity Map



## Project Summary

<b>Project Number:</b>	351522	<b>Project Length (mi.):</b>	0.82
<b>Project Manager:</b>	TBD	<b>Client:</b>	TBD
<b>Basis for Project:</b>	Mobility/Traffic Circulation; Safety; Increased traffic, lack of pedestrian and bicycle facilities, and flood/erosion prone.		
<b>Timeline:</b>	PE Pre 2023-Post 2028; ROW Post 2028; CN Post 2028		
<b>Project Description:</b>	Determine new alignment for improved 2-lane minor arterial with a center turn lane/median, bike lanes and sidewalks.		
<b>Notes:</b>	Project Goals: get road out of flood area. Maintain 40MPH Preferred Alt, rejoins Salmon Creek St about 750' west of N leg of NE 50th Ave.		
<b>Status:</b>	Scoping projected to start in 2027.		

## Cross-Section Detail

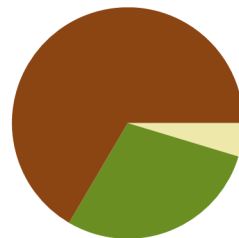


## Project Cost Summary

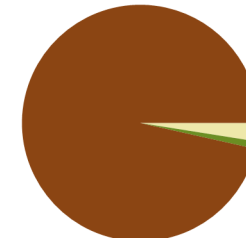
Engineering:	\$990,000
Real Property:	\$6,104,000
Construction:	\$14,100,000
<b>Total:</b>	<b>\$21,194,000</b>

## Funding Summary

County Road Fund:	\$531,000
TIF:	\$214,000
Federal Grant:	\$0
State Grants:	\$0
Loan:	\$0
Other:	\$0
Projected Funds:	\$0
Unfunded:	\$20,449,000
<b>Total:</b>	<b>\$21,194,000</b>



Engineering  
Real Property  
Construction



CRF  
TIF  
All Other Funds



**2023 - 2028 Transportation Improvement Program  
Ongoing Program Projects Funding Analysis**

RANK	Project Name	Phase	Spent to Date	2023				2024				2025				2026				2027				2028				Cost to Complete	Project Total	TIF Area Eligibility	
				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other				
<b>Advanced Right-of-Way Acquisition Program</b>																															
NA	Advanced Right-of-Way Acquisition Program (Various Locations) Project #: 323911	PE	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,000		
		ROW	1,254,000	10,000	0	0	0	0	10,000	0	0	0	0	10,000	0	0	0	0	10,000	0	0	0	0	10,000	0	0	0	0	0	1,314,000	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total</b>	<b>1,256,000</b>		<b>10,000</b>				<b>10,000</b>					<b>10,000</b>					<b>10,000</b>					<b>10,000</b>				<b>10,000</b>		<b>0</b>	<b>1,316,000</b>
<b>Bridge and Culvert Replace/Repair/Rehab Program</b>																															
NA	Bridge and Culvert Replace/Repair/Rehabilitation Program (Various Locations) Project #: 324011	PE	10,000	10,000	0	0	0	10,000	0	0	0	0	10,000	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000	0	0	0	340,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	240,000	0	500,000	0	0	0	500,000	0	0	500,000	0	0	0	1,740,000		
		<b>Total</b>	<b>10,000</b>		<b>10,000</b>				<b>10,000</b>					<b>10,000</b>				<b>840,000</b>				<b>600,000</b>				<b>600,000</b>			<b>0</b>	<b>2,080,000</b>	
NA	Davis Bridge #232 Replacement (Vicinity of NE Davis Road and NE 197th Avenue) Project #: 362822	PE	599,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	599,000		
		ROW	82,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82,000		
		CN	1,516,000	2,000	0	0	0	2,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,520,000		
		<b>Total</b>	<b>2,197,000</b>		<b>2,000</b>			<b>2,000</b>					<b>0</b>					<b>0</b>				<b>0</b>			<b>0</b>			<b>0</b>	<b>2,201,000</b>		
NA	Day Break Bridge # 273 (NE Daybreak Road at Hyatt Road (Mile Post 11.09)) Project #: 320222	PE	115,000	34,000	0	201,000	0	23,000	0	152,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	525,000		
		ROW	0	5,000	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000		
		CN	0	0	0	0	0	0	0	20,000	0	0	0	2,434,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,454,000		
		<b>Total</b>	<b>115,000</b>		<b>240,000</b>		<b>205,000</b>		<b>2,434,000</b>					<b>0</b>				<b>0</b>				<b>0</b>			<b>0</b>			<b>0</b>	<b>2,994,000</b>		
NA	Jones Creek Fish Passage (Boulder Creek road crossing over Jones creek) Project #: 301612	PE	17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	145,000	0	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000		
		<b>Total</b>	<b>17,000</b>		<b>145,000</b>		<b>5,000</b>		<b>0</b>				<b>0</b>			<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>	<b>167,000</b>			
NA	Mason Creek Barrier Improvements (NE 102nd Avenue at Mason Creek) Project #: 391112	PE	217,000	40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	257,000			
		ROW	0	43,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	43,000			
		CN	0	1,000	0	1,000	0	210,000	0	1,198,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,410,000		
		<b>Total</b>	<b>217,000</b>		<b>85,000</b>		<b>1,408,000</b>		<b>0</b>				<b>0</b>			<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>	<b>1,710,000</b>			
NA	Matney South Bridge # 169 (NE 232nd Avenue at Matney Creek) Project #: 320422	PE	80,000	0	0	210,000	0	0	0	160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	450,000			
		ROW	0	5,000	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,000			
		CN	0	0	0	0	0	0	0	20,000	0	0	0	607,000	0	0	0	0	0	0	0	0	0	0	0	0	0	627,000			
		<b>Total</b>	<b>80,000</b>		<b>215,000</b>		<b>190,000</b>		<b>607,000</b>				<b>0</b>			<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>	<b>1,092,000</b>			
NA	Mill Creek Barrier Improvements (NE 259th Street at NE 61st Avenue) Project #: TBD	PE	0	50,000	0	271,000	0	16,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	437,000			
		ROW	0	0	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000			
		CN	0	0	0	0	0	0	0	0	0	300,000	0	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,500,000			
		<b>Total</b>	<b>0</b>		<b>321,000</b>		<b>126,000</b>		<b>1,500,000</b>				<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>	<b>1,947,000</b>			
NA	Pup Creek Fish Passage Barrier Removal (Spurrel Road Pup Creek Road) Project #: TBD	PE	0	0	0	0	0	0	0	0	0	50,000	0	350,000	0	47,000	0	203,000	0	0	0	0	0	0	0	0	0	650,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
		<b>Total</b>	<b>0</b>		<b>0</b>		<b>0</b>		<b>400,000</b>				<b>250,000</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>	<b>650,000</b>			
NA	Strengthening Bridge Bundle #1 (Various Locations) Project #: 300622	PE	549,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	549,000			
		ROW	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000			
		CN	10,000	7,000	0	1,072,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,089,000			
		<b>Total</b>	<b>564,000</b>		<b>1,079,000</b>		<b>0</b>		<b>0</b>				<b>0</b>			<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>	<b>1,643,000</b>			
NA	Strengthening Bridge Bundle #2 (Various Locations) Project #: 300522	PE	290,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290,000			
		ROW	21,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,000			
		CN	10,000	0	0	349,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	359,000			
		<b>Total</b>	<b>321,000</b>		<b>349,000</b>		<b>0</b>		<b>0</b>				<b>0</b>			<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>			<b>0</b>	<b>670,000</b>			
NA	Whipple, Knapps, Carson Bridge Bundle (Various) Project #: 320322	PE	103,000	0	0	355,000	0	0	0	242,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	700,000			
		ROW	0	15,000	0	0	0	30,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,000			
		CN	0	0	0	0	0	0	0	20,000	0	0	0	742,000	0	0	0	0	0	0	0	0	0	0	0	0	0	762,000			
		<b>Total</b>	<b>103,000</b>		<b>370,000</b>		<b>292,000</b>		<b>742,000</b>				<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>		<b>0</b>			<b>0</b>			<b>0</b>	<b>1,507,000</b>			
<b>Road Preservation Program</b>																															
NA	2023 HMA Overlays (Various Locations) Project #: 310822	PE	50,000	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000			
		ROW	0																												



**2023 - 2028 Transportation Improvement Program  
Ongoing Program Projects Funding Analysis**

RANK	Project Name	Phase	Spent to Date	2023				2024				2025				2026				2027				2028				Cost to Complete	Project Total	TIF Area Eligibility	
				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other				
<b>Road Preservation Program</b>																															
NA	2024 HMA Overlays (Various Locations) Project #: TBD	PE	0	50,000	0	0	0	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	4,140,000	0	0	700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,840,000	
		Total	0	50,000	0	0	0	4,980,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,030,000		
NA	2025 HMA Overlays (Various Locations) Project #: TBD	PE	0	0	0	0	50,000	0	0	0	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	4,140,000	0	0	700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,840,000	
		Total	0	0	0	0	50,000	0	0	0	4,980,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,030,000		
NA	2026 HMA Overlays (Various Locations) Project #: TBD	PE	0	0	0	0	0	0	0	50,000	0	0	0	140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	190,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	4,140,000	0	0	700,000	0	0	0	0	0	0	0	0	0	0	0	4,840,000	
		Total	0	0	0	0	50,000	0	0	0	4,980,000	0	0	0	4,980,000	0	0	0	0	0	0	0	0	0	0	0	0	0	5,030,000		
NA	2027 HMA Overlays (Various Locations) Project #: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	50,000	0	0	0	140,000	0	0	0	0	0	0	0	0	0	0	190,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,140,000	0	0	700,000	0	0	0	0	0	0	0	4,840,000	
		Total	0	0	0	0	50,000	0	0	0	4,980,000	0	0	0	4,980,000	0	0	0	4,980,000	0	0	0	0	0	0	0	0	0	5,030,000		
NA	2028 HMA Overlays (Various Locations) Project #: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50,000	0	0	0	140,000	0	0	0	0	0	0	190,000		
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,140,000	700,000	0	0	4,840,000	
		Total	0	0	0	0	50,000	0	0	0	4,980,000	0	0	0	4,980,000	0	0	0	4,980,000	0	0	0	4,980,000	0	0	0	0	0	5,030,000		
NA	NE St. Johns Road Pavement Improvements (NE 68th Street NE 78th Street) Project #: 320622	PE	197,000	3,000	0	74,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	274,000			
		ROW	50,000	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000		
		CN	0	0	0	10,000	0	175,000	1,800,000	0	25,000	620,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,630,000		
		Total	247,000	137,000	0	84,000	0	1,975,000	1,800,000	0	25,000	620,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,004,000		
NA	NE Sunset Falls Road - Chip Seal (Dole Valley Road Sunset Campground) Project #: 320712	PE	2,000	19,000	0	63,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	84,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	0	1,000	0	2,000	0	56,000	433,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	492,000		
		Total	2,000	85,000	0	65,000	0	112,000	433,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	576,000		
NA	NW 78th Street (NW Lakeshore Avenue NE Hazel Dell Avenue) Project #: 320522	PE	197,000	3,000	0	97,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	297,000			
		ROW	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100,000			
		CN	0	0	0	10,000	0	150,000	1,650,000	0	50,000	537,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,397,000		
		Total	197,000	210,000	0	107,000	0	1,800,000	1,650,000	0	50,000	537,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,794,000		
NA	SE Blair Road (Mile Post 2.47 Mile Post 3.91/ SE Washougal River Road) Project #: 391722	PE	216,000	0	0	72,000	34,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	322,000	690550		
		ROW	78,000	16,000	0	0	61,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	155,000	Rural (3169)		
		CN	0	0	0	0	0	247,000	1,249,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,496,000			
		Total	294,000	183,000	0	72,000	34,000	1,496,000	1,249,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,973,000			
<b>Rural Road Improvement Program</b>																															
NA	Rural Road Improvements Program (Various Locations) Project #: 361822	PE	133,000	50,000	0	0	0	50,000	0	0	0	50,000	0	0	0	50,000	0	0	0	50,000	0	0	0	150,000	0	0	0	0	533,000		
		ROW	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000			
		CN	0	0	0	0	0	0	0	0	0	0	220,000	0	500,000	0	220,000	0	500,000	0	220,000	0	500,000	0	220,000	0	500,000	0	2,160,000		
		Total	134,000	50,000	0	0	50,000	50,000	50,000	0	50,000	500,000	220,000	0	770,000	0	770,000	0	770,000	0	770,000	0	770,000	0	770,000	0	770,000	0	2,694,000		
NA	Landslide Monitoring (Various Locations) Project #: 381012	PE	72,000	5,000	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	0	102,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	4,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,000			
		Total	76,000	5,000	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	0	0	106,000		
NA	NE 182nd Avenue/NE Risto Road (Salmon Creek Bridge (MP 7.10) NE 167th Avenue (MP 7.98)) Project #: 301722	PE	176,000	34,000	33,000	74,000	33,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000	1145948		
		ROW	100,000	30,000	65,000	0	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	295,000	Regional TIF Rural (3169)		
		CN	0	0	0	0	0	92,000	583,000	1,014,000	300,000	0	355,000	486,000	0	0	0	0	0	0	0	0	0	0	0	0	0	2,830,000			
		Total	276,000	369,000	98,000	74,000	333,000	1,989,000	1,014,000	300,000	355,000	486,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,475,000			
NA	NE Manley Road (NE 244th Street NE 82nd Avenue) Project #: 322012	PE	1,203,000																												



**2023 - 2028 Transportation Improvement Program  
Ongoing Program Projects Funding Analysis**

RANK	Project Name	Phase	Spent to Date	2023				2024				2025				2026				2027				2028				Cost to Complete	Project Total	TIF Area Eligibility	
				CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other				
<b>Sidewalks and ADA Compliance Program</b>																															
NA	NE Covington Road at NE 100th Avenue Pedestrian Crossing Improvements (NE Covington Road NE 100th Avenue) Project #: TBD	PE	0	0	0	50,000	0	0	0	53,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	103,000		
		ROW	0	0	0	1,000	0	0	0	9,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000		
		CN	0	0	0	0	0	0	0	735,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	735,000		
		Total	0			51,000				797,000			0			0			0		0			0			0	848,000			
NA	NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street NE 117th Street) Project #: 391222	PE	277,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	277,000	514539 Hazel Dell 2 (3166) Regional TIF		
		ROW	137,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	137,000			
		CN	1,530,000	0	43,000	7,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,580,000			
		Total	1,944,000			50,000				0			0			0			0		0			0			0	1,994,000			
NA	Truman School Sidewalk (NE 44th Street/NE 45th Avenue NE 42nd Avenue-NE 40th Avenue) Project #: TBD	PE	0	5,000	34,000	110,000	0	0	30,000	15,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	194,000	567930 Orchards 2 (3168) Regional TIF		
		ROW	0	50,000	40,000	0	0	67,000	19,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	176,000			
		CN	0	0	0	0	0	361,000	65,000	865,000	0	50,000	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	1,351,000			
		Total	0			239,000			1,422,000			60,000			0			0		0			0			0	1,721,000				
<b>Transportation Safety Improvements Program</b>																															
NA	Transportation Safety Improvement Program (Various Locations) Project #: 314122	PE	53,000	10,000	0	0	0	10,000	0	0	0	0	100,000	0	0	0	0	100,000	0	0	0	0	140,000	0	0	0	100,000	0	0	513,000	0 Regional TIF
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		CN	105,000	0	0	0	0	0	0	0	0	0	500,000	300,000	2,000,000	0	0	0	0	0	0	0	500,000	500,000	3,000,000	0	0	0	6,905,000		
		Total	158,000			10,000			10,000			2,900,000			100,000			4,140,000			100,000			100,000			0	7,418,000			
NA	2021 Preservation Guardrail (Various Locations) Project #: 310222	PE	70,000	130,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000			
		ROW	6,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,000			
		CN	0	50,000	0	0	0	870,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	920,000			
		Total	76,000			180,000			870,000			0			0			0		0			0			0	1,126,000				
NA	2022 Preservation Guardrail and Bridge Rail (Various Locations) Project #: TBD	PE	70,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000			
		Total	70,000			350,000			0			0			0			0		0			0			0	420,000				
NA	2023 Preservation Guardrail and Bridge Rail (Various Locations) Project #: TBD	PE	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000			
		Total	0			70,000			350,000			0			0			0		0			0			0	420,000				
NA	2024 Preservation Guardrail and Bridge Rail (Various) Project #: TBD	PE	0	0	0	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	0	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000			
		Total	0			0			70,000			350,000			0			0		0			0			0	420,000				
NA	2025 Preservation Guardrail and Bridge Rail (Various) Project #: TBD	PE	0	0	0	0	0	0	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	0	0	0	0	0	0	0	0	350,000	0	0	0	0	0	0	0	0	0	0	0	0	350,000			
		Total	0			0			0			70,000			350,000			0		350,000			0			0	420,000				
NA	2026 Preservation Guardrail and Bridge Rail (Various) Project #: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0	0	0	0	0	0	0	0	0	0	0	0	70,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000	0	0	0	0	0	0	0	350,000			
		Total	0			0			0			70,000			350,000			0		350,000			0			0	420,000				
NA	2027 Preservation Guardrail and Bridge Rail (Various) Project #: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0	0	0	0	0	0	0	0	70,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000	0	0	0	350,000			
		Total	0			0			0			0			0			0		70,000			350,000			0	420,000				
NA	2028 Preservation Guardrail and Bridge Rail (Various) Project #: TBD	PE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	70,000	0	0	0	0	70,000			
		ROW	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
		CN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	350,000	350,000			
		Total	0			0			0			0			0			0		70,000			350,000			350,000	420,000				

PE = Preliminary Engineering ROW = Right-of-Way CN = Construction  
CRF = County Road Fund TIF = Traffic Impact Fees



**Transportation Improvement Program  
Ongoing Program Projects Funding Analysis**

Totals																								
Revenue Sources	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other
<b>Annual Totals by Funding</b>	9,183,000	1,345,000	7,719,000	1,921,000	12,145,000	1,022,000	14,343,000	1,282,000	10,384,000	1,261,000	12,744,000	700,000	9,748,000	521,000	2,704,000	700,000	9,076,000	1,015,000	4,301,000	700,000	8,913,000	500,000	1,300,000	700,000
<b>Annual Totals by Phase</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>	<b>PE</b>	<b>ROW</b>	<b>CN</b>
<b>Annual Totals</b>	5,586,000	923,000	13,659,000	2,446,000	303,000	26,043,000	1,890,000	505,000	22,694,000	1,615,000	195,000	11,863,000	1,305,000	85,000	13,702,000	1,315,000	348,000	9,750,000	20,168,000	28,792,000	25,089,000	13,673,000	15,092,000	11,413,000

6-Year  
Ongoing Programs  
114,227,000



# 2023 - 2028 Transportation Improvement Program

## Advanced Right-of-Way Acquisition Program

### *Program Summary*



**Program Manager:** Laura Slye

**Program Description:** This program sets funds aside for right-of-way land acquisitions needed to preserve future transportation corridors.

**Basis:** Secure right-of-way in advance of projects being funded.

**Timeline:** Ongoing

**Notes:** See Ongoing Programs Matrix for proposed projects this year.

**Budget:** Approximately \$10,000 per year is budgeted for the Advanced ROW program.



# 2023 - 2028 Transportation Improvement Program

## Bridge and Culvert Replace/Repair/Rehabilitation Program

### *Program Summary*



**Program Manager:** Bradly Fisher

**Program Description:** This program includes bridge and culvert repair, rehabilitation, replacement and other bridge/culvert related improvements.

**Basis:** Safety and asset preservation

**Timeline:** Ongoing

**Notes:** See Ongoing Programs Matrix for proposed projects this year.

**Budget:** Approximately \$250,000 per year plus any grants received is budgeted for the Bridge Program.





# 2023 - 2028 Transportation Improvement Program

## Road Preservation Program / County Wide Overlays Program

### *Program Summary*



**Program Manager:** Sarah Smith

**Program Description:** This program addresses overlays and other preservation activities. This program also includes slope stabilization projects, guardrail, and ADA ramps relating to preservation, which are listed in the Sidewalk and Safety Ongoing Programs.

**Basis:** Preservation of existing facilities.

**Timeline:** Ongoing

**Notes:** See Ongoing Programs Matrix for proposed projects this year.

**Budget:** The preservation program budget is approximately \$6 million per year.





# 2023 - 2028 Transportation Improvement Program

## Rural Road Improvements Program

### *Program Summary*



**Program Manager:** Ken Lader

**Program Description:** This program includes shoulder widening, intersection improvements, culvert improvements, and slide stabilization to preserve and maintain rural roadways in Clark County.

**Basis:** Safety and asset preservation

**Timeline:** Ongoing

**Notes:** See Ongoing Programs Matrix for proposed projects this year.

**Budget:** Approximately \$225,000 per year plus any grants received is budgeted for the Rural Road Program.



# 2023 - 2028 Transportation Improvement Program

## Sidewalks and ADA Compliance Program

### *Program Summary*



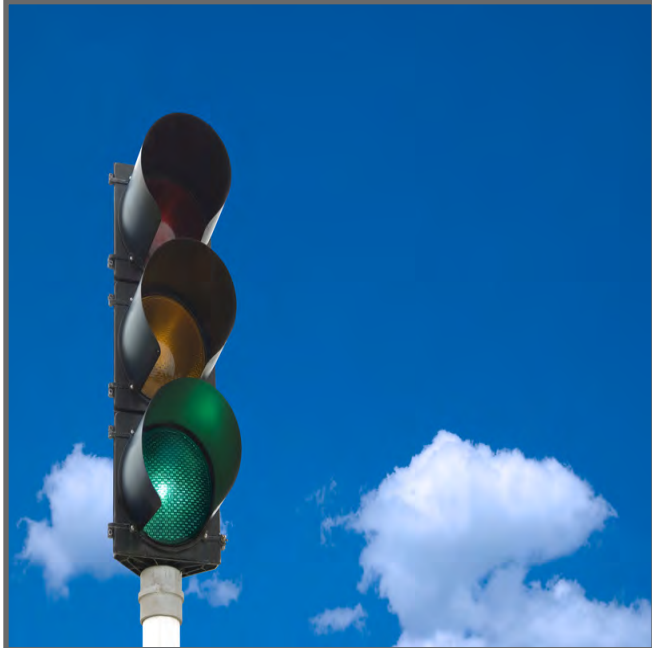
<b>Program Manager:</b>	Gary Albrecht / Chris Carle
<b>Program Description:</b>	This program constructs sidewalk and walkway in urban areas and improves curb ramps to comply with ADA regulations.
<b>Basis:</b>	Safety, improve multimodal travel, compliance with ADA regulations.
<b>Timeline:</b>	Ongoing
<b>Notes:</b>	See Ongoing Programs Matrix for proposed projects this year.
<b>Budget:</b>	Approximately \$450,000 per year plus any grants received for specific projects.



# 2023 - 2028 Transportation Improvement Program

## Transportation Safety Improvement Program

### *Program Summary*



**Program Manager:** Rob Klug

**Program Description:** This program consists of spot improvements to address safety and access management in urban Clark County, including guardrail and traffic signal projects.

**Basis:** Safety, mobility and circulation

**Timeline:** Ongoing

**Notes:** See Ongoing Programs Matrix for proposed projects this year.

**Budget:** Approximately \$200,000 per year plus any grants received for specific projects.



# 2023 - 2028 Transportation Improvement Program

## Urban Development Road Program

### Program Summary



<b>Program Manager:</b>	Chris Carle
<b>Program Description:</b>	The Urban Development Program will help identify road projects that stimulate economic development and directly support industrial and commercial development. This program will build projects that don't necessarily rank high in the traditional categories of safety and mobility but are critical to stimulate business development in the urban area of Clark County
<b>Basis:</b>	Complete urban corridors, enhance freight movement and improve intersection concurrency issues.
<b>Timeline:</b>	Ongoing
<b>Notes:</b>	See Ongoing Programs Matrix for proposed projects this year.
<b>Budget:</b>	Approximately \$10,000 to \$300,000 per year plus any grants received is allocated to support this program.

# Glossary of Frequently Used Terms and Acronyms

## **20-Year CFP**

The 20-Year Capital Facilities Plan.

## **ACP**

Annual Construction Program.

## **A.M. Peak Hour**

A.M. peak hour is identified by a one hour period in the morning when traffic flow is highest. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to evaluate the overall operation of a roadway or intersection.

## **Access**

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

## **Access Management**

Access management is the process of providing and managing access to abutting properties while preserving the flow of traffic in terms of safety, capacity and speed.

## **ADT**

Average Daily Traffic.

## **Arterial**

An arterial is a major roadway carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals or roundabouts at intersections and often have limits on driveway spacing and street intersection spacing (CCC 40.350.030(A)(5)(a)).

## **Biological Assessment**

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

## **Capacity**

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour per lane.

**CAPP**

County Arterial Preservation Program (State funding source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties with preserving their existing paved arterial road networks.

**CCC**

Clark County Code.

**CDBG**

Community Development Block Grant. These grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

**CERB**

Community Economic Revitalization Board. This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.

**CMAQ**

Congestion Mitigation and Air Quality Improvement (federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

**Collector Streets – Urban Collector**

Collectors – Urban Collector. Urban collector streets emphasize traffic circulation within and between residential neighborhoods, commercial and industrial areas. Direct access to adjacent land uses is a secondary priority for urban collector streets, subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Parking is allowed only on two-lane urban collectors (see the Standard Details Manual) where bike lanes are not specified (CCC 40.350.030(A)(5)(b)).

**Comprehensive Plan**

The comprehensive plan is a long-range policy document detailing how Clark County plans to manage growth and development of the community, ensuring that growth in unincorporated portions of the county is adequately served by public facilities.

Washington state law requires jurisdictions operating under the Growth Management Act (GMA) to develop and implement comprehensive plans (36.70A RCW).

The 2016 Clark County Comprehensive Growth Management Plan covering the years 2015 to 2035 was approved by the Clark County Council on June 21, 2016. The adopting ordinance No. 2016-06-12 was approved on June 28, 2016

### **Concurrency**

The Concurrency ordinance (CCC 40.350.030) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to maintain those standards when considering new development. This process is called Concurrency, which applies to any development, land division, site plan, and conditional use permits. Concurrency is intended to implement CCC 40.350.030 – Road Standards.

### **CRAB**

County Road Administration Board. This agency is funded from the portion of the motor vehicle fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains Standards of Good Practice to guide and ensure consistency and professional management of county road departments in the State of Washington.

### **CRF**

County Road Fund. Funded by a portion of the annual County property tax, gas tax and other revenues, County Road Fund is used for a wide variety of maintenance and capital construction projects.

### **C-TRAN**

Clark County Public Transportation Benefit Area Authority is the transit agency for Clark County, Washington.

### **CWP**

Clean Water Program.

### **EA**

Environmental Assessment.

### **Environmental Review**

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure

used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making (WAC 197-11-746).

## **ESA**

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act includes protection for various species of fish, wildlife, and plants throughout the United States.

## **FAST**

Fixing America's Surface Transportation Act (FAST) was signed into law by the president on December 4, 2015. The FAST Act is the first long-term surface transportation authorization bill signed into law since 2005. The bill reforms and strengthens transportation infrastructure including our roads and bridges. This law officially replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21).

## **FEMA**

Federal Emergency Management Agency. This agency provides funding to assist communities in improving their ability to prevent and respond to emergent situations.

## **Functional Classification System**

The purpose of a functional classification system for county roads is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The system classifies transportation facilities as either urban or rural roads. Within urban and rural roads, they are further divided into arterials, collectors, and access roads. The county's classification system is intended to be in compliance with the federal classification system (CCC 40.350.030(A)(4)).

## **FFY**

Federal Fiscal Year. The 12-month period upon which the federal budget is based. The federal fiscal year is October 1 to September 30 annually.

## **FY**

Fiscal Year. The 12-month period upon which an agency's accounting system is based. Clark County's fiscal year is January 1 to December 31.

## **Growth Management**

A group of strategies used by a government to direct the timing, location and type of development in a community.



## **Growth Management Act (GMA)**

The State of Washington's Growth Management Act was adopted in 1990 to address the consequences of population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to plan for growth, and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its' requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

## **HIP**

Highway Infrastructure Program (HIP). This federal program was created through the 2018 Omnibus bill, which contained a one-time allocation of funds under HIP. The HIP funds may be used for restoration, repair, construction and other activities eligible under the Surface Transportation Program (STP). Funds must be obligated by September 30, 2021 or funds lapse.

## **HRRRP**

High Risk Rural Road Program (HRRRP). This grant program is administered by the Washington State Department of Transportation (WSDOT). The HRRR Special Rule (23 USC 148(g)) requires a state to designate specific funding to address rural roads where the fatality rate is increasing.

## **HSIP**

Highway Safety Improvement Program (HSIP) began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety.

## **Impacts**

Impacts are the effects or consequences of actions. For example, environmental impacts are effects upon the elements of the environment (WAC 197-11-752).

## **Interchange**

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

## **Intersection**

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

## **Land Use**

The type of activity associated with a specific geographic area. Land use categories can be broad (residential, retail, office, industrial, and recreational), or they can be very specific (single-family residential, convenience market, or school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (i.e. single-family residential land use at a development intensity of eight units per acre).

## **Level of Service (LOS)**

Level of Service is a system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) experienced by drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

## **Local Residential Access Streets**

Local residential access streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not directly connect to arterials or collectors (CCC 40.350.030(A)(5)(c)(2)).

## **MAP-21**

Moving Ahead for Progress in the 21st Century Act. MAP-21 is the former federal surface transportation funding program that authorized highway funding between 2005 and 2012. MAP-21 was replaced by the FAST Act in 2015.

## **Mitigation**

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

## **Mode**

The means by which travel is accomplished. Modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

**MVFT**

Motor Vehicle Fuel Tax. A tax levied on each gallon of fuel. A portion of the Motor Vehicle Fuel Tax is distributed to counties as described in RCW 46.68.090 for roadway preservation projects.

**NAAQS**

The National Ambient Air Quality Standards were established by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

**National Highway Performance Program**

The programs include the Interstate Maintenance program, National Highway System, and the Highway Bridge Replacement and Rehabilitation Program.

**Non-attainment Area**

Geographic area in which air pollution levels exceed the NAAQS.

**P.M. Peak Hour**

A one-hour period in the afternoon or evening when traffic flow is highest. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

**Peak Hour**

Sixty consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

**PWB**

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

**PWTF**

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility.

**RAP**

Rural Arterial Program. This state funding program is administered by the County Road Administration Board. In 1983 the state legislature created the RAP to help finance reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

**RCO**

Washington State Recreation and Conservation Office, a source of grant funding utilized by the county for parks, trails and other recreational areas.

**RCW**

The Revised Code of Washington contains all the laws of the state of a general and permanent nature.

**REET**

Real-estate Excise Tax. The tax charged on the sale of real property.

**Right-of-Way**

Right-of-way is property held by the county for existing or future public roads or other public improvements.

**Roadway**

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street are considered interchangeable terms.

**Roadway Conditions**

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

**Roadway Section**

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

**RTC**

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat, and Skamania counties.

**SEPA**

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions (WAC 197-11-790).

**Signal Warrant**

A criterion that must be met before the installation of a traffic signal can be considered.

**Significant/Significance**

1) Significant as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality. 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred (WAC 197-11-794).

**SP**

Sidewalk Program. This state funding source was established by the Transportation Improvement Board in 1994 as the Pedestrian Facilities Program. The program goal is to enhance and promote pedestrian mobility by funding projects that improve access and connectivity of pedestrian facilities.

**STBG**

Surface Transportation Block Grant Program. The objective of this federal program is to fund projects to preserve and improve the conditions and performance of any public road. Prior to 2015, this program was known as the Surface Transportation Program (STP).

**Stormwater Facility**

Stormwater facility means the natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include, but are not limited to, pipes, swales, ditches, open channels, culverts, storage basins, infiltration devices, catch-basins, manholes, dry wells, oil/water separators, and sediment basins (CCC 40.100.070).

**STP**

Surface Transportation Program. In 2015, the FAST Act changed the name of this federal funding program to Surface Transportation Block Grant Program (STBG).

**SWCAA**

Southwest Washington Clean Air Agency is the government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

**TDM**

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules, enabling employees to commute to and from work outside of peak hours.

**TIB**

Transportation Improvement Board. TIB is a state funding agency and administers several state funding programs including the Urban Arterial Program (UAP), Urban Corridor Program (UCP), and Urban Sidewalk Program (SP). The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

**TIF**

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that is adopted by ordinance. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

**TIP**

Transportation Improvement Program. The County Road Administration Board Standards of Good Practice, as well as WAC 136-15-010 require "annual updating of a six-year comprehensive transportation program."

**UAP**

Urban Arterial Program. A state funding source established in 1967 as the Urban Arterial Trust Account (UATA). The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns. UAP funding is administered by the Transportation Improvement Board.

**UCP**

Urban Corridor Program. This state funding source was established in 1988 as the Transportation Improvement Account (TIA). This program funds projects on regional transportation plans that are necessitated by existing or future congestion due to economic growth. The Transportation Improvement Board administers this funding.

**V/C Ratio**

The ratio of volume to capacity for a traffic facility.

**Volume**

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

**WAC**

Washington Administrative Code. Regulations of executive branch agencies are issued by authority of statutes. Like legislation and the Constitution, regulations are a source of primary law in Washington State. The WAC codifies the regulations and arranges them by subject or agency.

**WQC**

Water Quality Combined (WQC) Funding Program through an integrated annual funding cycle. WQC includes the following four funding programs:

- The Washington State Water Pollution Control Revolving Fund Program; commonly referred to as the Clean Water State Revolving Fund (CWSRF)
- Stormwater Financial Assistance Program (SFAP)
- The Centennial Clean Water Program (Centennial)
- The Clean Water Act Section 319 Nonpoint Source Grant Program (Section 319)

**WSDOT**

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

**WWRP**

Washington Wildlife and Recreation Program. This funding source is administered by the Washington State Recreation and Conservation Office, providing funding for a broad range of land protection and outdoor recreation including park acquisition and development.

**Zoning**

A map and ordinance text which divides a city or county into land use “zones” and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.