

2012-17 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

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PARTICIPANTS

This document represents a collaborative effort between the Clark County Board of Commissioners, Transportation Improvement Program Involvement Team (TIPIT), individual citizens, and Clark County staff. Thank you to all who participated in the development of the program.

Clark County Board of Commissioners

Marc Boldt, Chair
Steve Stuart, Commissioner
Tom Mielke, Commissioner

Clark County Staff

Peter Capell – Director of Public Works
Bill Wright – Public Works Programming
Matt Hall – Public Works Project Management
Linda Small – Preservation Pavement Management
Mike Mabrey – Community Planning
Craig Randall – Clark County Sheriff's Office
Karen Streeter – Environmental Services
Lisa Hemesath – Environmental Services
Pam Mason – Public Works Real Property Services
Dan Kaler/Barbara Hatman – Geographic Information Systems (GIS)
Jeff Mize – Public Works Information and Outreach
Mike Emrick – Public Works Design
Rob Klug – Public Works Transportation Engineering/Operations
Ejaz Khan – Public Works Transportation Engineering/Operations
David Jardin – Public Works Concurrency
Susan Wilson – Public Works Programming
Michael Derleth – Public Works Programming
Gary Albrecht - Community Planning

INTRODUCTION

Limited resources, combined with increasing transportation demands, make Clark County's 2012-17 Six-Year Transportation Improvement Program (TIP) essential to achieve the goals and objectives of the Clark County Comprehensive Plan. The TIP uses objective criteria to evaluate and prioritize road improvement projects. The TIP assigns available revenues to projects to achieve the goals of the Comprehensive Plan, to address regional transportation priorities, and to recognize the vision set by the community and the Board of County Commissioners.

Aside from the practical reasons for developing the TIP, there are legal requirements. State law (WAC 136.15.050) requires the county to prepare and update annually a six-year comprehensive transportation program. State law specifies that the TIP shall be adopted by the county legislative authority each year and shall include all expected road and bridge construction projects, capital ferry expenditures, paths and trails projects, and any other specified capital outlays for the following six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Customer Service at (360) 397-6118 ext. 4944.

WHAT IS IN THE TRANSPORTATION IMPROVEMENT PROGRAM?

The remainder of this document includes:

- A description of the process used to develop the program.
- An analysis of financial constraints.
- The six-year program funding matrix.
- The annual construction program for 2012.
- An index and map of the projects included in the program.
- Traffic impact fee (TIF) area maps.
- Detail sheets for all funded road projects in the six-year program.

DIRECTOR'S NOTE

In early November 2011, Clark County wrapped up major construction on its portion of the Salmon Creek Interchange Project, a \$133 million joint project with the Washington State Department of Transportation.

Although the Salmon Creek project will remain part of Clark County's Six-Year Transportation Improvement Program (TIP) as the state finishes its work, completion of the county's portion represents a milestone in building a much-needed project.

It also marks a turning point in the county's transportation program. Traditional funding sources are not keeping pace with transportation needs, especially as stringent environmental regulations make projects more expensive. In the future, most county projects will be smaller, both in scope and cost.

When the county adopted the 2005-10 TIP, the county expected to spend \$12.8 million in traffic impact fees over the six-year period. Today, as the economic downturn enters its fourth year, the county expects to spend only \$6.8 million from traffic impact fees in the next six years, a 47 percent reduction from the 2005-10 TIP.

The drop in state and federal grants and other outside revenues is less pronounced, a 16 percent reduction from the 2005-10 TIP to what the county expects to spend from these sources in the 2012-17 TIP.

With the decline of grants and impact fees, the county will rely more on the County Road Fund, which is primarily generated by local property taxes, to design and build capital infrastructure. The county also will adjust its priorities to emphasize preservation of its transportation infrastructure, namely almost 2,700 lane miles of roads and 78 bridges.

The 2012-17 TIP envisions spending \$52 million on overlays, surface seals and other preservative measures during the next six years. That's more than twice the \$23 million allocated for preservation in the 2005-10 TIP.

This emphasis is grounded in fiscal reality. Preservation adds seven to 10 years to the life of a road. For every \$1 Clark County spends to preserve a road, it avoids paying up to 15 times that amount to rebuild a road.

Fortunately, the county's pavement condition index, which uses a numerical score between 0 and 100 to indicate the condition of the county's road network, remains high at 80. But even with more money being allocated to preservation, the pavement condition index is projected to slowly drop to 69 over the next 20 years.

The county is not focused on preservation to the exclusion of all else. The 2012-17 TIP includes \$121 million for construction of transportation infrastructure.

Next year, the county will break ground on a long-awaited major project: widening and improving NE 88th Street, from Highway 99 east to NE St. Johns Road. The county also will replace Cougar Creek Bridge on NE Washougal River Road, one of the last remaining wood bridges owned and maintained by the county.

Further out on the construction horizon is completing the NE 10th Avenue corridor on the west side of I-5 between NE 139th and 179th streets. In October 2011, the county had an initial meeting with a group of property owners and investors who want to see that area opened up to urban development.

Clark County also will continue to get better performance from its existing infrastructure. The Traffic Signal Optimization Program allows the county to use new technology to improve traffic flow, increase roadway capacity and make rapid signal adjustments in response to accidents, construction or everyday congestion.

In 2012, the county expects to complete traffic signal upgrades on NE Padden Parkway and NE Andresen Road, as well as along NE 99th Street on both sides of Interstate 5. Most of the money to pay for these projects will come from federal grants and partnerships.

As Clark County moves ahead, it also will use new techniques to collect and treat polluted storm runoff. When rain hits roads and other hard surfaces, it picks up dirt, oil and other pollutants that can harm aquatic life if allowed to enter our rivers, streams and wetlands.

In 2009, the county secured \$1.8 million in federal American Recovery and Reinvestment Act funds for improving a section of NE 99th Street in north Orchards. This project was the first in a series of "Green Streets" that incorporate low-impact development techniques, such as rain gardens, to collect and treat polluted runoff from the roadway.

In 2010, the county used pervious pavement for most of the Salmon Creek Park & Ride lot built as part of the Salmon Creek Interchange Project. Pervious pavement allows runoff to soak through the surface and infiltrate into the ground, eliminating the need to build large detention ponds and other stormwater infrastructure.

The county will look to use these techniques, where feasible, on upcoming projects. Rain gardens are being incorporated into the design for the improvement at NE 119th Street and NE 50th Avenue, which is scheduled to be built in early 2013.

These techniques are part of adjusting to new realities. Traditional funding sources might be declining, but Clark County remains committed to improving safety, easing congestion, supporting job creation, reversing environmental degradation and getting better performance out of our existing infrastructure.

Peter Capell, PE, Public Work Director/County Engineer (December 2011)

PROGRAM DEVELOPMENT

PROCESS SUMMARY

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

Defining a Vision - Define the Board of County Commissioners' vision and expectations and obtain endorsement for the TIP development process. Much of this vision has been defined in the 20-year Capital Facility Plan through the County Comprehensive Growth Plan.

Assembling a Project Team - Establish a project team with the resources to execute the TIP development plan.

Reviewing the Existing Program - Define successful elements of the previous TIP and potential areas for improvement.

* Identifying Applicable Projects - Establish initial list of projects.

* Preparing an Evaluation Criteria - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.

* Collecting Data - Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.

* Evaluating Projects - Measure and rank each project based upon evaluation criteria and supporting data.

Preparing a Draft Plan - Compile a working document for review and refinement.

Reviewing the Draft Plan - Acquire input and comments from stakeholders/participants.

Adopting the TIP - Board of County Commissioners adopts the TIP through a public hearing process.

Assessing the Plan - Continual refinement and improvement of plan and development process.

* This step/process is executed every other year (usually on even years).

PUBLIC INVOLVEMENT PROCESS

An important component of the Transportation Improvement Program is to inform the public about transportation projects in the community, which is accomplished throughout the year. Public involvement includes community open houses, presentations to neighborhood and business associations, a Web site, access to a current TIP in the Vancouver Community Library, and news releases and newspaper advertisements.

A significant element is giving the public an opportunity to provide input into the development of the program. The purpose of the public involvement program is to assess public sentiment on allocating resources for transportation capital improvements. Clark County Public Works coordinates with a cross-section of community members, representing different interests, to identify general and specific community sentiment on the transportation needs of our community.

In the past Public Works relied on input from a group of citizen volunteers, Transportation Improvement Program Involvement Team (TIPIT). However, funding has now diminished leaving the County with a very long list of uncompleted projects. Public Works is struggling to complete projects that were started a number of years ago, so has put TIPIT on hold until funding is available for new projects.

PROJECT IDENTIFICATION

Capital Improvement Projects

Projects within the Transportation Improvement Program include new roadways, roadway widening, bridges, preservation projects, landslide repair, and pedestrian and bicycle facilities. With the exception of the ongoing programs, we currently identify new projects on a biennial cycle, concurrent with the public involvement process. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

Per RCW 36.81.121, the TIP must be consistent with the county's adopted Comprehensive Growth Plan. The 20-year Capital Facilities Plan (CFP) reflects transportation priorities in the Comprehensive Plan. As a result, the TIP must consider projects from the CFP. After including the CFP projects in the TIP priority array, there is little funding available for projects that are not included in the CFP.

Ongoing Programs

Ongoing programs were established to address the completion of minor improvements and small-scale projects in specific categories, with the exception of the bridge repair/rehabilitation improvement program, sidewalk program, and the rural road improvement program. These programs consist of the:

- Advanced right-of-way purchases program.
- Bridge repair/rehabilitation improvement program.
- Neighborhood traffic management program.
- Road preservation program.
- Rural road improvement program.
- Sidewalk and Americans with Disabilities Act compliance program.
- Transportation safety improvement program.

See the ongoing programs detail sheets section for descriptions of each of the ongoing programs.

Projects within the ongoing programs are brought forward by citizens and staff throughout the year as needs are identified. Safety and pedestrian projects considered for funding are generally taken from the Roadway Conditions Inventory Report which is updated annually. Bridge improvement projects are ranked annually based upon standardized bridge criteria. For more details on the Bridge Improvement Program, please contact Jean Singer at 397-6118 ext. 4823.

PROJECT EVALUATION SYSTEM

The TIP project ranking and evaluation system is usually reviewed and altered on a biennial cycle during even-numbered years, concurrent with the public involvement process, and applies only to the capital improvement projects. 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 agency (i.e. Washington State Department of Transportation or City of Vancouver). Bridge projects often bypass the ranking system as they are ranked and evaluated separately in the Bridge Improvement Program.

The evaluation system is designed to provide an objective means to evaluate projects and rank them accordingly. Listed below are the measurement criteria that form the basis of the evaluation system:

- Safety (considering both collision data and exposure measures).
- Comparison to the Arterial Atlas.
- Concurrency.
- Multimodal.
- Route connectivity.
- Environmental impacts.
- Public/agency support.
- Support for economic development.
- Leveraging of outside (non-county) funding.

Based upon the established evaluation criteria, 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 consider two significant measures of safety for a potential project. The first measure, or *collision score*, assigns points to a project based on actual collision history. The second measure, referred to as the *exposure score*, quantifies the substandard conditions that the project is intended to address.

Collision History:

The collision index considers the accident rate and the critical accident rate within the limits of each project. The *accident rate* is the total number of accidents per million vehicles traveling through the project area. The *critical accident rate* is the rate expected due to normal variation. The *collision index* is the ratio of the accident rate to the critical rate. An index greater than one indicates that the intersection or corridor experiences more collisions than expected under normal conditions.

Accident rates are calculated according to the type of project under consideration as follows (Note: ADT = Average Daily Traffic):

$$\text{Corridor Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{Segment Length} \times \text{ADT} \times \text{Years} \times 365}$$

$$\text{Intersection Accident Rate} = \frac{\text{Total \# of Accidents} \times 10^6}{\text{ADT Entering} \times \text{Years} \times 365} \quad (\text{for intersection projects only})$$

The critical rate is calculated from the following formula:

$$\text{Critical Rate} = \bar{R} + k \times \sqrt{\frac{\bar{R}}{m} + \frac{1}{2 \times m}}$$

Where:

$$\bar{R} = 2.12 \text{ for segment}$$

$$\bar{R} = 0.80 \text{ for intersections}$$

$$k = 1.645 \text{ (constant)}$$

$$m = \text{ADT} \times \text{Years} \times 365 \times \text{Length} / 10^6$$

The collision index is then calculated:

$$\text{Collision Index} = \frac{\text{Accident Rate}}{\text{Critical Rate}}$$

Finally, interpolation from the following scale provides the collision portion of the safety score:

<u>Collision Index</u>	<u>Collision Score</u>
◇ equal to or greater than 1.8	65
◇ equal to 1.0	20
◇ equal to .5	10
◇ equal to 0	0

Exposure:

The exposure score is a summation of several measures regarding the existing conditions in the field. Once those conditions are measured, the score is modified by the exposure index to account for the number of vehicles actually exposed to those conditions.

<u>Exposure Measure</u>	<u>Score</u>
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Existing Shoulder Widths:

◇ Between 0 and 1 foot wide	5.0
◇ Between 1 and 2 feet wide	3.75
◇ Between 2 and 4 feet wide	2.50
◇ Between 4 and 8 feet wide	1.25
◇ Greater than 8 feet wide	0

Fixed Objects Adjacent to the Roadway (average number of objects per 100 feet of roadway):

◇ 4 or more objects per 100 feet of roadway	5.0
◇ Between 3 and 4 objects per 100 feet of roadway	3.75
◇ Between 2 and 3 objects per 100 feet of roadway	2.50
◇ Between 1 and 2 objects per 100 feet of roadway	1.25
◇ 0 objects per 100-feet of roadway	0

Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.):

◇ 30 feet and greater	5.0
◇ Between 20 and 30 feet	3.75
◇ Between 10 and 20 feet	2.50
◇ Between 1 and 10 feet	1.25
◇ Less than 1 foot	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 2.5 and 4 feet	3.0
◇ Between 4 and 5 feet	1.0
◇ 5 feet or more	0

Sidewalks (existing sidewalks or walkways along project corridor):

- ◇ No existing sidewalks (shoulders for rural projects) 5.0
- ◇ Some existing sidewalks (at least 65 percent) 2.50
- ◇ Existing sidewalks along full length of project 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

Other Issues (horizontal/vertical alignment, sight distance, intersection alignment)

- ◇ Existing alignment, sight distance deficiencies 5.0
- ◇ No existing alignment, sight distance deficiencies 0

$$\text{Exposure Index} = \left(\frac{\text{AADT}}{1,000} \right) \leq 1.0$$

(maximum value of 1)

Exposure Score = Exposure Index X Sum of Exposures (maximum score = 35 points)

Raw Safety Score = Collision Score + Exposure Score (maximum score = 100 points)

There is a maximum of 100 points that a project can accrue from the eight elements in the safety category as previously shown (65 points for collision history and 35 points for exposure). Once a project has been scored against these elements and a score total has been derived, the project is assigned a final score for the safety criteria as follows:

$$\text{Final Safety Score} = \text{Safety Score} \times \left(\frac{30}{100} \right)$$

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
- ◇ Requires center/left-turn lane 2
- ◇ Requires sidewalks (shoulders for rural) 1
- ◇ Requires bike lanes (shoulders for rural) 1
- ◇ Other projects 0

Concurrency (Maximum Score = 10, Weight = 1)

Concurrency standards are measured in terms of “average travel speed” for corridors (measured by standards set forth in Chapter 12.41, transportation concurrency management system), and level of service (LOS) for intersections (LOS measured by standards set forth in the Highway Capacity Manual, with LOS E indicating failure):

- ◇ The project will improve one or more intersections of regional significance that are:
 - ◇ Failing 6
 - ◇ Within 10 percent of failing 4
- ◇ The project will improve an adopted concurrency corridor that is:
 - ◇ Failing (below the threshold corridor speed) 3
 - ◇ Within 3 mph of failing 2
- ◇ The project will improve conditions in an adopted transportation moratorium area 1
 - ◇ Does not address any concurrency or LOS concerns 0
- ◇ The project will improve critical transportation features within or immediately adjacent to a current or past urban holding area:
 - ◇ Significant improvements 4
 - ◇ Partial improvements 2

Multimodal (Maximum Score = 6, Weight = 1)

Transit or bike/pedestrian system improvements (note that addition of bike lanes and sidewalks is included in the “comparison to county Arterial Atlas” criteria above):

- ◇ Completes missing links in existing bike/pedestrian system 2
- ◇ Improves access to a Park & Ride facility 2
- ◇ Improves the operation of a C-TRAN route within project limits 2
- ◇ Improves trail connectivity (2006 adopted Regional Trail & Bikeway Systems Plan) 1

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

Project’s link with other arterial and collector routes:

- ◇ Project is linked to primary route (arterial or above) AND secondary route (collector) 3
- OR**
- ◇ Project links two primary routes 2
- OR**
- ◇ Project links two secondary routes 1
- ◇ Gap project 2
- ◇ Other projects 0

Environmental Mitigation (Maximum Score = 6, Weight = 1)

Based upon preliminary review by County staff, each project will be given a score of six and then points will be deducted, based on the following environmental impacts types (lowest possible score equals zero):

- ◇ No significant impacts anticipated 0
- ◇ Low category wetland impact (*roadside ditches, category 4 wetlands*) (3)
- ◇ Medium category wetland impact (*cumulative impacts/ category 2, 3 wetlands*) (4)
- ◇ High category wetland impact (*category 1 wetlands includes ESA impacts*) (5)
- ◇ Stream impact (*with or without wetland impact*) (2)
- ◇ Shoreline impact (*with or without wetland impact*) (1)
- ◇ Cultural/archeological/historical - low impacts 0
- ◇ Cultural/archeological/historical - medium impacts (1)
- ◇ Cultural/archeological/historical - high impacts (2)
- ◇ Wetland/habitat fragmentation impact (6)

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

- ◇ Supported by the Regional Transportation Council, State Transportation Plan, or surrounding cities 1
- ◇ Supported by the public (TIPIT, adopted neighborhood circulation plan) 1
- ◇ No known support by public or local agencies 0

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

The number of potential future jobs used for scoring the projects is determined by the following:

1. The following property within one quarter-mile (0.25) of the project limits is determined using GIS data:
 - ◇ For vacant industrial property:
 - Vacant ≈ 6.75 jobs/gross acre
 - Underused ≈ 6.75 jobs/gross acre
 - Vacant critical ≈ 3.37 jobs/gross acre
 - Underused critical ≈ 3.37 jobs/gross acre
 - ◇ For commercial property:
 - Vacant 15 jobs/gross acre
 - Underused 15 jobs/gross acre
 - Vacant with critical 12 jobs/gross acre

2. The potential future jobs are calculated by multiplying the total acreage times the job per gross acre. Values for jobs per gross acre (shown above) are based on adopted land use planning criteria for Clark County. Those values take into account loss of land to infrastructure and environmental constraints.
3. The potential future number of jobs in the area is then used to determine the score.
 - ◇ Improves access to or is within the priority adopted focused public investment areas: 10
 - ◇ Potential future industrial jobs within one quarter-mile of project:
 - ◇ 450 or more 7
 - ◇ 350 to 449 5
 - ◇ 250 to 349 3
 - ◇ 140 to 249 1
 - ◇ Potential future commercial jobs within one quarter-mile of project:
 - ◇ 1300 or more 3
 - ◇ 700 to 1299 2
 - ◇ 300 to 699 1
 - ◇ Other projects 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
- ◇ 40% outside funds available 5
- ◇ 30% outside funds available 4
- ◇ 20% outside funds available 3
- ◇ 10% outside funds available 2
- ◇ No funds committed 0

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criterion scores result 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.

In past years, there was concern expressed as to the rationale for evaluating and ranking projects that are currently under way. The concern is that these projects have previously been evaluated and targeted for completion, thereby obligating the county to finish the project. To address this issue, the TIPIT recommended removing these projects from the ranking order.

To separate those projects, an “obligated” category was created. If a project has 10 percent or greater of its total projected cost already expended, the project is considered to be one that the county is committed to completing and therefore is assigned an “obligated” status. However, spending 10 percent or more of a project’s budget generally indicates that, at a minimum, the engineering is well under way and the project has entered the right-of-way phase.

Obligated capital projects are listed alphabetically and assigned a letter in that order. 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 TIF funds.
- The priority array.
- Board of Commissioners’ 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 AND VII COMPLIANCE

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 and VII of the 1964 Civil Rights Act, as amended.

Federal and state grants require that the county, its contractors, subcontractors, and other sub recipients who receive federal funds actively ensure non-discrimination in all of their programs and activities. These obligations apply even if those other programs and activities are not federally funded. It is county policy to give all bidders an equal opportunity to quote and compete on equal terms. Disadvantaged Business Enterprises (DBE) are encouraged to respond to every applicable contracting opportunity. The county will ensure all businesses the opportunity to participate in the county's purchasing processes, fairly and competitively.

If you have questions about the federal funding process, you are encouraged to contact the Public Works Department at (360) 397-6118. Questions concerning the county's procurement procedures or policies should be directed to the Purchasing Division at (360) 397-2323. Information is also available on the county's website: www.clark.wa.gov.

FINANCIAL ANALYSIS

There are several funding sources available for engineering/design, right-of-way land purchases, and construction of transportation improvements. The Clark County Road Fund provides the principal source of dollars and leverages grants and developer 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 figure 3 on page 22 for percentage of program funded by the various grants over 6-years).

FEDERAL FUNDING SOURCES:

SAFETEA-LU funds

The Intermodal Surface Transportation Efficiently Act (ISTEA) of 1991, the subsequent Transportation Equity Act for the 21st Century (TEA-21) of 1998, and the newest Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 has provided needed federal funding. SAFETEA-LU is funded through projected revenues from the Highway Trust Fund and General Fund as well as ethanol tax reforms. SAFETEA-LU guarantees funding for highways, highway safety, and public transportation and represents the largest surface transportation investment in our nation's history, totaling \$244.1 billion for 2006 through 2009. SAFETEA-LU expired in 2010, but Congress has been funding it by continuing resolutions. There has been talk of major changes to the law with diminished funding starting in 2011.

SAFETEA-LU not only addresses the many challenges facing our transportation system today, but it also lays down the groundwork for addressing future challenges. Such challenges include improving safety, reducing traffic congestion, improving efficiency in freight movement, increasing intermodal connectivity, and protecting the environment. SAFETEA-LU promotes more efficient and effective federal surface transportation programs by focusing on transportation issues of national significance, while giving the state and local transportation decision makers more flexibility for solving transportation problems in their communities. The specific grant programs available for Clark County through SAFETEA-LU include the following programs below:

Highway Bridge Replacement and Rehabilitation Program (HBRRP). This program's objective is to replace or rehabilitate bridges carrying public roads over waterways, railroads, canals, and other barriers. Approximately \$20 million is available statewide each year through a statewide competition. The amount available for Clark County will fluctuate, depending on available funding and specific project needs.

The Washington State Department of Transportation (WSDOT), Highways & Local Programs (H&LP) Division sponsors the Bridge Replacement Advisory Committee (BRAC). The BRAC exists to advise the staff and H&LP director on the selection of appropriate bridge projects for funding under the federal Highway Bridge Replacement and

Rehabilitation Program (HBRRP). The HBRRP, codified in 23 USC 144, provides funding for the replacement and rehabilitation of deficient bridges and for large preventative maintenance projects. Recently, Clark County was awarded \$3.25 million in bridge funds to replace Cougar Creek Bridge #1409, repair Dayton Bridge #273, and upgrade four other crossings.

Surface Transportation Program – Clark County Transportation Management Area (STP-TMA). The objective of the STP program is to fund road construction, reconstruction, resurfacing, restoration, and rehabilitation. Between \$2 million to \$4 million per year is usually allocated to the Clark County Transportation Management Area (TMA), which consists of Clark County and the cities within Clark County. Projects funded by the Surface Transportation Program are selected by the Regional Transportation Council (RTC). C-TRAN, RTC, and WSDOT are also eligible for these funds. Clark County's share is based upon RTC's current TIP and expected future funding awards. Clark County was awarded \$1.0 million to design NE Highway 99 corridor improvements from NE 99th Street to NE 129th Street, \$1.0 million for NE 119th Street Barberton area improvements, and \$1 million for NE 10th Avenue (NE 141st St. to NE 149th Street).

Surface Transportation Program - Transportation Enhancements (STP-E). Under TEA-21, 10 percent of STP funds are set aside for transportation enhancement projects. These can be bicycle and pedestrian "transportation projects," scenic or historic highways, and highway beautification (landscaping). Just recently, Clark County was awarded \$0.6 million to improve four sidewalks.

Surface Transportation Program – Rural Road (STP-R). Under TEA-21, a small percent of STP funds are set aside for rural road projects. The NE Timmen Road (NE 279th Street to NE LaCenter Road) was awarded \$0.9 million to improve with roadway.

Highway Safety Improvement Program and High Risk Rural Roads Program (HSIP-HRRP). In 2008, a portion of the funding provided through Federal Transportation Act SAFETEA-LU was made available for rural safety grants. Funds were provided through the Highway Safety Improvement Program (HSIP) and the High Risk Rural Roads Program (HRRRP). Funds were provided through an invitational call for projects. Agencies that met specific crash criteria focused on fatal/serious injury crashes received invitations. Projects were funded by the priorities established in Washington State's Strategic Highway Safety Plan: Target Zero. In August 2010, all 39 counties in Washington State received an invitation to apply for projects funded through the County Safety Program. Clark County was awarded \$1.6 million to improve pavement markings, enhance signing and striping, and improve intersections and guardrails.

Congestion Mitigation and Air Quality Improvement (CMAQ). 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). The funds will be used for non-roadway improvement projects, such as bus or HOV lanes, traffic signal coordination, bike lanes, and other congestion mitigation activities. RTC selects projects for funding. The County was awarded \$4.27 million to improve traffic signal systems on the Barberton area, Hazel Dell/Felida area, Padden Parkway/Andresen Road, NE 78th Street, NE 99th Street, and NE Highway 99 area.

Safe Routes to Schools. The Safe Routes to School program is supported by both the federal government and Washington Legislature through recent legislation. The Federal Transportation (SAFETEA-LU) includes a new federal funding program for the Safe Routes to School program. The Engrossed Substitute Senate Bill 6091 also includes a state funding commitment to support pedestrian and bicycle safety projects, such as safe routes to school, transit, and pedestrian and bicycle paths.

Community Development Block Grant (CDBG) funds

CDBG funds are administered by the U.S. Department of Housing and Urban Development (HUD). Block grants are targeted for low- and moderate-income areas. Improvements usually consist of sidewalk and capital improvements. If an applicable project arises, Clark County will apply for CDBG grants.

STATE FUNDING SOURCES

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 37.5 cents/gallon, is shared among the cities, counties and the state Department of Transportation. This includes a dedication of a portion of the MVFT to grant programs managed by the County Road Administration Board (CRAB) and the Transportation Improvement Board (TIB).

Transportation Improvement Board (TIB) funds

The Washington State Legislature created the Transportation Improvement Board (TIB) to foster state investment in quality local transportation projects. TIB is an independent state agency that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington State. The funding for TIB's grant programs come from revenue generated by three cents of the statewide gas tax.

The TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington. Projects must be attributable to congestion caused by economic development or growth and be consistent with state, regional, and local comprehensive growth management plans. Local funds must provide a minimum 20 percent match of awarded grant funds.

TIB has three funding programs that Clark County qualifies for, which include the following:

Urban Corridor Program (UCP). This program was established by the State of Washington in 1988 as the Transportation Improvement Account (TIA) and was designated as the TPP in July 1999. Local funds must provide between 10 and 20 percent match of awarded grant funds. In 2008, the NE 88th Street (Highway 99 to NE St. Johns Road) project was awarded \$3.0 million of TIB funds to complete improvements in the

corridor. The Salmon Creek Interchange project was awarded \$8.0 million to complete multiple improvements on NE 139th Street, NE 20th Avenue, and NE 10th Avenue. In 2011, NE 10th Avenue (NE 141st Street to NE 149th Street) was awarded \$2.0 million to improve the roadway.

Urban Arterial Program (UAP). This program was established by the State in 1967 and is funded by the Urban Arterial Trust Account (UATA). The purpose of this program is to fund arterial road projects to reduce congestion and improve safety, geometries, and structural concerns. Project selection criteria include pavement condition, pavement and roadway width, traffic, accidents, and people-carrying capacity. Projects can receive a maximum 80 percent reimbursement, depending on agency population.

Urban Sidewalk Program (SP). This program was established by the TIB in 1994 as the Pedestrian Facilities Program (TIA-PFP) and was designated as the Pedestrian Safety and Mobility Program (PSMP) in July 1999. This program is also funded by the Urban Arterial Trust Account (UATA). The purpose of the program is to enhance and promote pedestrian mobility by providing funding for pedestrian projects that provide access and connectivity of pedestrian facilities. The selection criteria include safety, pedestrian generators, convenience, public acceptance, and project cost.

County Road Administration Board (CRAB) funds

The County Road Administration Board (CRAB) was created by the Legislature in 1965 to provide statutory oversight of Washington's 39 county road departments. The agency is funded from the portion of the counties' fuel tax that is withheld for state supervision and from a small portion of the two grant programs that the agency 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.

Rural Arterial Program (RAP). In 1983, the legislature created the program to help finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT). That level of funding generates approximately \$40 million per biennium. The Moorehaven Slide Stabilization Project was awarded approximately \$1.2 million in RAP funds.

County Arterial Preservation Program (CAPP). In 1990, the legislature created a second grant program to be administered by CRAB. Similar to the Department of Transportation's Highway Preservation Program, 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 (MVFT), which generates approximately \$30 million per biennium. Clark County receives approximately \$650,000 per year in CAPP funds.

Washington State Recreation and Conservation Office (RCO) funds

The RCO, formerly known as the Office of the Interagency Committee (IAC), is an executive branch state agency that serves five boards: the Recreation and Conservation Funding Board (RCFB), the Salmon Recovery Funding Board, the Forum on Monitoring

Salmon Recovery and Watershed Health, the Washington Biodiversity Council, and the Invasive Species Council. The RCO manages nine grant programs, including the largest park grant program in the state of Washington. RCO creates and maintains opportunities for recreation, protects the best of the state's wild lands, and contributes to the state's efforts to recover salmon from the brink of extinction. The Chelatchie Prairie Rail Trail Project was awarded slightly more than \$1 million in RCO funds to build a segment of trail. The Chelatchie Prairie Railroad Trail project was awarded over a million dollars in RCO Washington Wildlife and Recreation Program (WWRP) funding to help build a mile of trail.

Public Works Trust Fund (PWTF) funds

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. The Public Works Board offers the following programs, although the agency lost most of its funding in 2009 by legislature action, and its future funding is uncertain.

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 an interest rate as low as 0.5 percent. The maximum for any agency is \$20 million dollars per biennium. The Salmon Creek Interchange Project received a \$10 million low-interest PWTF loan to help advance construction.

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 include funds that are not administered through State or Federal agencies. These funds are achieved through taxes, private contributions, and other revenues.

Clark County Road Fund (CRF). The funds are established through county property tax, gas tax, and other revenues. By state law, 0.5 percent of the annual gas tax allocation (or approximately \$32,000 per year) must be used for special projects, such as bikeways. Figure 1 (page 21) shows the various sources of revenue that currently comprise the County Road Fund.

Traffic Impact Fee (TIF). New developments and re-developments are assessed TIFs, based on their impact on the transportation system. To be eligible for TIF funding, a project must be contained in the Traffic Impact Fee Program Technical Document that was revised and adopted on September 25, 2007 (ordinance number 2007-09-14). The technical document defines the TIF areas and the allowable funding amounts for each project.

Road Improvement District (RID). RIDs are special projects which are funded by those properties benefiting from the improvement. The county will build the project, using revenue bonds from the RID participants. The 2011-16 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 (private). 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 (i.e. travel 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.

Private/Latecomers (Private). According to state law and Clark County Code 12.36, 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 that expense. All projects shown on the six-year program matrix are considered eligible for latecomer reimbursement.

2012-2017 County Road Fund Breakdown

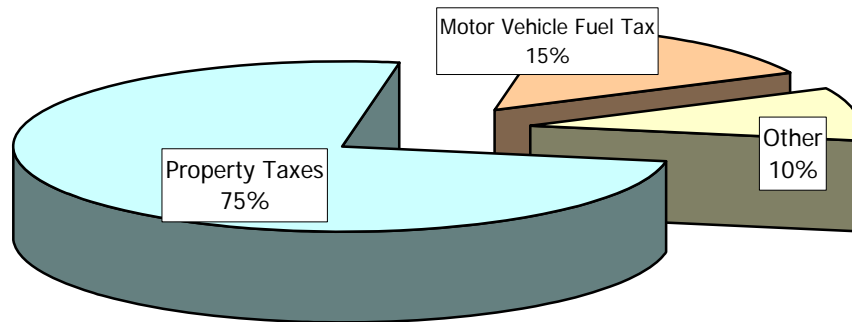


Figure 1

TIP EXPENDITURES

The expenditures in the 2012-17 Transportation Improvement Program are from a combination of the sources discussed in prior pages. See figure 2 on following page which 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 various grants and traffic impact fees covering remaining costs.

Improving safety and mobility is the focus of the program. It is important to note that all projects include aspects of safety, economic development, and mobility. Projects generally must include benefits to at least two of those three categories to score highly on the TIP. Figure 3 on following page shows the 2012 annual construction program by project phase.

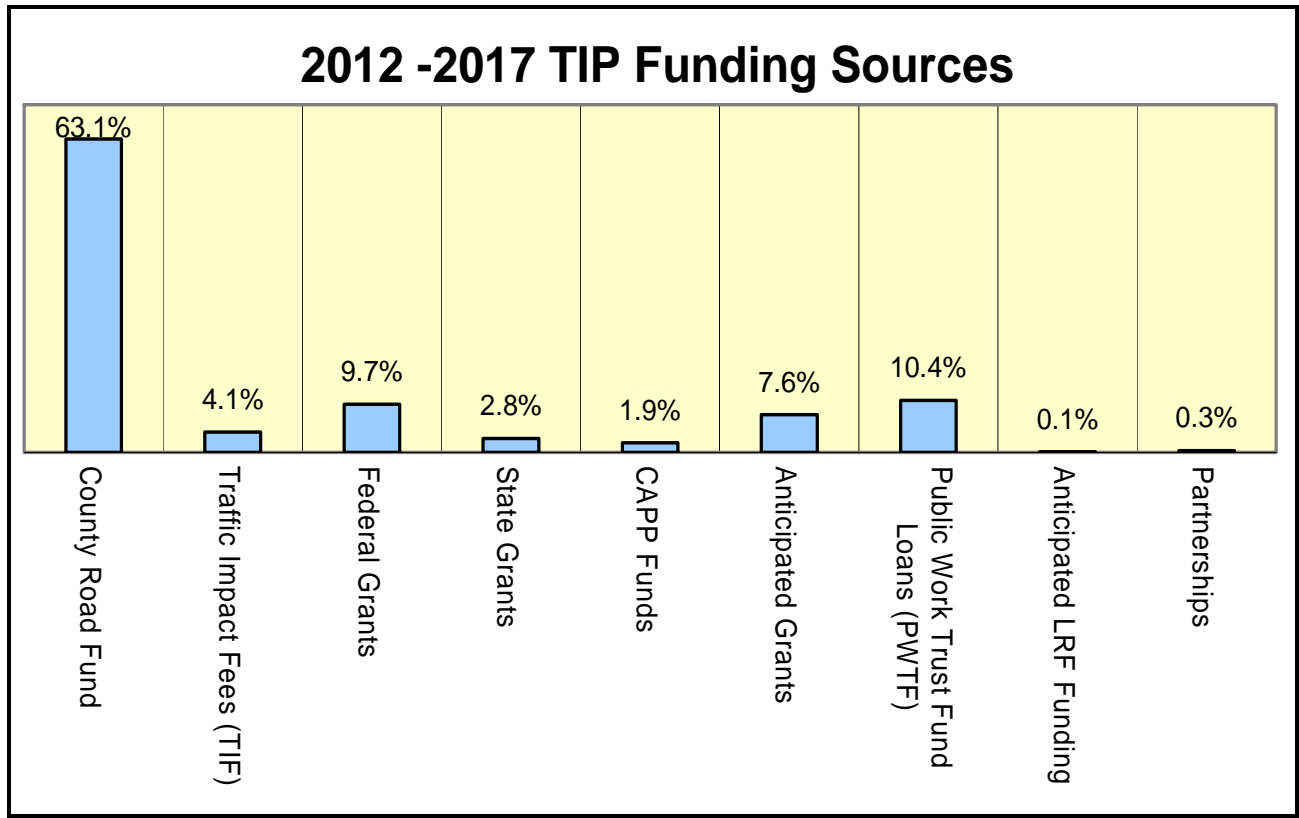


Figure 2

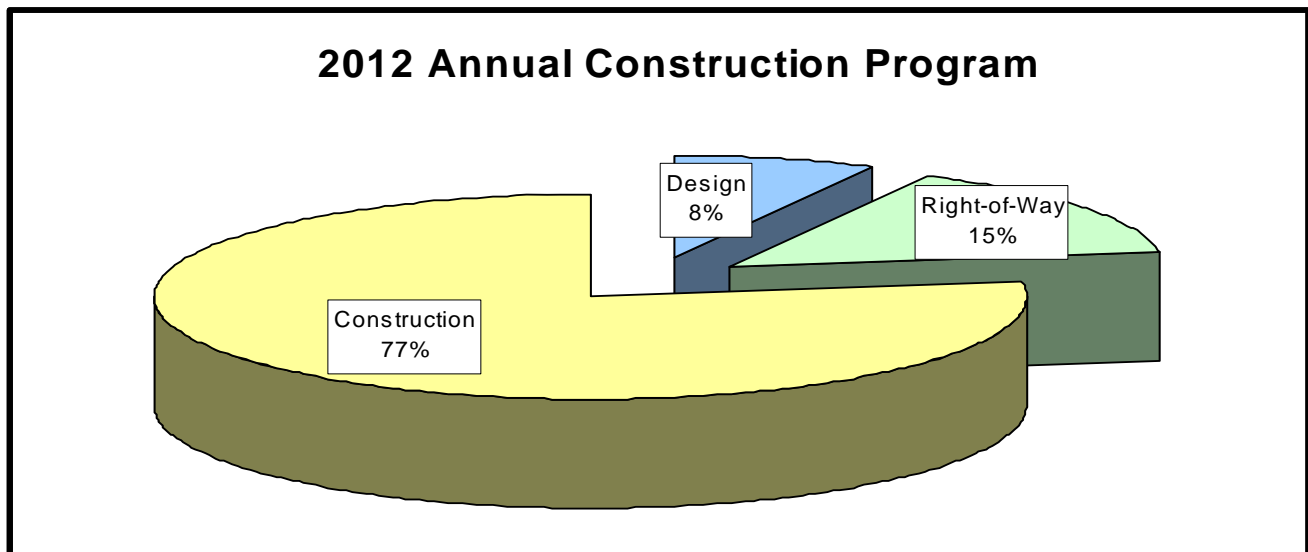


Figure 3

REASONABLY FUNDED PROJECTS

"Reasonably Funded" projects are defined based on ordinance 2007-09-12, adopted September 25, 2007 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:

<u>Improvement Projects</u>	<u>TIP Priority</u>
• Salmon Creek Interchange Project (Phase 1)	B ¹
• NE 119 th Street at NE 50 th Avenue	C
• NE 88 th Street (NE Highway 99 to NE St. Johns Road)	D
• Barberton Traffic Signal Optimization Project	E
• NE Highway 99 Traffic Signal Optimization Project	F
• VAST: Hazel Dell/Felida Traffic Signal Optimization Project	G
• VAST: NE Padden/Andresen Traffic Signal Optimization Project	H
• VAST: NE 78 th Street Traffic Signal Optimization Project	I
• VAST: NE 99 th Street Traffic Signal Optimization Project	J
• * NE 119 th Street (NE 72 nd Ave. to NE 87 th Avenue)	1

* Urban holding intersection only.

¹ Lettered Projects = Obligated projects in the Funding Analysis