



proud past, promising future

**PUBLIC WORKS  
DEVELOPMENT ENGINEERING PROGRAM**

**AGENDA  
DEVELOPMENT and ENGINEERING ADVISORY BOARD**

Thursday, September 1, 2016

2:30 – 4:30 p.m.  
Public Service Center  
6<sup>th</sup> Floor, Training Room

<u>ITEM</u>	<u>TIME</u>		<u>FACILITATOR</u>
	<u>Start</u>	<u>Duration</u>	
1. Administrative Actions <ul style="list-style-type: none"><li>• Introductions – Welcome Mike Nieto</li><li>• DEAB meeting is being recorded and the audio will be posted on the DEAB's website</li><li>• Review/Adopt minutes</li><li>• Review upcoming events</li><li>• DEAB member announcements</li></ul>	2:30	15 min	Hardy
2. Stormwater Code / SFR1-9	2:45	30 min	Shafer
3. TIP Update	3:15	30 min	Wilson
4. Public Comment	3:45	30 min	All

**Next DEAB Meeting:**

**Thursday, October 6, 2015**  
2:30 – 4:30 p.m.  
Public Service Center  
6th Floor, Training Room

**Agenda:**  
TBD



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## PUBLIC WORKS DEVELOPMENT ENGINEERING PROGRAM

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### **BOCC Work Sessions and Hearings**

BOCC Work Session – every Wednesday at 9 a.m. \*

BOCC Hearing – every Tuesday at 10 a.m. \*\*

BOCC Hearing – Community Development Preliminary, Final Review, Building fees and Extending land use Approval – Tuesday, September 6, 6:30 p.m.

BOCC Work Session – Road Vacation, Lower River Road Approval – Wednesday, September 7, 11:00 a.m.

BOCC Work Session – Park Impact Fees – Tuesday, September 13, 2:00 p.m.

BOCC Hearing – Community Development Preliminary, Final Review, Building fees and Extending land use Approval – Tuesday, September 20, 10:00 a.m.

### **PC Work Sessions and Hearings**

PC Work Session – Amend CCC 40.610 to provide an option for deferral of collection of impact fees for single family housing units – Thursday, September 1, 5:30 p.m.

PC Hearing – The Planning Commission will consider staff recommendations to amend CCC 40.610 to provide an option for deferral of collection of impact fees for single family housing units – Thursday, September 15, 6:30 p.m.

*Note: Work sessions are frequently rescheduled. Check with the BOCC's office to confirm date/time of scheduled meetings.*

*PC – Planning Commission*

*BOCC – Board of Clark County Commissioners*

\* Unless cancelled, which some are if there are no topics

\*\* Except first Tuesday when the hearing is typically in the evening

**Development and Engineering Advisory Board Meeting**  
**July 7, 2016**  
**2:30 p.m.-4:30 p.m.**  
**Public Service Center**

Board members in attendance: Steve Bacon, Don Hardy, James Howsley, Andrew Gunther, Eric Golemo, Mike Odren, and Terry Wollam

Board members not in attendance: Ott Gaither, and Jeff Wriston

County staff: Rosie Hsiao, Dianna Nutt, and Marty Snell

Public: Steve Madsen

**Administrative Actions**

- DEAB meeting is recorded and posted to the County's website.  
Review/Adopt Minutes: Minutes from June 6, 2016 were adopted.
- BOCC Work Session – every Wednesday at 9 a.m. (Unless cancelled, which some are if there are no topics)
- BOCC Hearing – every Tuesday at 10 a.m. (Except first Tuesday when the hearing is typically at 6 p.m.)
- BOCC Hearing – Develop Agreement for Whipple Creek and Aspen Across Street, Continue Hearing for International Building Code – Tuesday, July 12, 10:00 a.m.
- BOCC Work Session – Quarterly Budget Outlook 2017-2018 Budget Update – Wednesday, July 13, 9:30 a.m.
- BOCC Work Session – Budget Update – Wednesday, July 20, 10:00 a.m.
- BOCC Work Session – Develop Disability Comp Plan Update – Wednesday, July 27, 10:00 a.m.

**DEAB member Announcements**

Hardy mentioned Wriston will cover for his absent next meeting on Aug 4. Susan Wilson from PW will update transportation road fund at that meeting.

**DEAB Work Plan Priorities/July to Dec 2016**

Hardy contacted McCauley, but he hasn't received County recommendation for DEAB proposed priorities. DEAB is waiting for BOCC direction and recommendation.

Golemo talked about final engineering and final site plan approval issues. Dianna Nutt said final site plan approval has always been prior to final engineering approval. Now Community Development is reviewing final site plans. There is a possibility that final

engineering and final site plan reviews can be submitted at the same time. Odren questioned final site plan submittals and process, such as convenient, conditions etc. Dianna said Susan Ellinger is working on that. She will discuss with her at their next monthly meeting.

Hardy stated it is difficult for the applicants to know if their submittals are really ok after they turn in the applications. They don't know until they are called later for missing documents. He prefers the application is not fully completed first; make sure everything is there, then change to fully completed.

Odren suggested removing FSR box from Engineering Master Application since Community Development is reviewing the FSR now.

Hardy mentioned Susan Ellinger presented at last meeting the site plan review changes for the fully complete process. He suggested inviting Susan back to continue the topics next time. Dianna will follow up.

Following are the DEAB discussions for action items for 2016/2017 work plan.

1. SEPA thresholds and exemptions.  
Golemo requested the clarification for SEPA stand-alone grading, subdivision, short plat thresholds and exemptions. Because the interpretation for code is different, verification is needed for subdivision. Howsley spoke to Ecology, there are no substantial changes for SEPA, however, Ecology needs samples, situations and languages. Odren agreed to work on it providing examples.
2. Engineering/Stormwater reviews/requirements for Single Family Residences.  
Golemo stated the priority for Stormwater review is soil quality and depths issues. Ecology manual requires replacing certain depths of native soil after you grade or disturb the landscape and open space areas. County has started to enforce this and he wondered how county would do that. Snell said County relied on what the applicant provided to the county for geo and soil. We would review based on this information. Golemo brought out concerns that the County engineer was reviewing more when he/she was reviewing Stormwater, for example, they would review transportation signing and striping, driveway location, and site distance. Snell said County will do their best to meet the Ecology requirements. Permit Center is getting better reviewing for Stormwater MR#1-5. County needs to improve the efficiency and help customers move forward instead of arguing about the county requirements. We keep this topic to discuss in the future. It is an action item.

3. Impact fee deferrals.  
Snell mentioned that impact fee deferrals are implemented into system. The discussion with stakeholders is when the deferral fees will be accepted, at the final inspection time or at the closing time. School district did not support at closing.
4. Shoreline Exemptions – simplify process for the most basic projects.  
Susan Ellinger and Bryan Mattson are working on the shoreline exemptions. The revised notice and application form had been sent out. It is ongoing.
5. Plat Alteration process – look at ways to simplify where allowed by State law.  
Snell said plat alteration declaration is through State law. If it needs to change, it has to go through the whole process. The process is not determined by County. The issues for plat alteration declaration at Permit Center are not all documents attached.
6. Infrastructure percent deduction for residential development in the Comprehensive Plan.  
Golemo said infrastructure percent is too low per Orjiako. He needs to revisit, gather new data using new standards and new rules. DEAB suggested to change the comp plan assumptions. It is ongoing.
7. Continuing encouragement to make the 60-day expedited review codified.  
Odren suggested using concurrent review instead of 60 days review. Final engineering and site plan review can be reviewing concurrently. The review timeline is based on staff time only. Golemo said City of Vancouver even allows the residential concurrently. Wollam suggested to test some projects. It is ongoing.
8. Review County policies and regulations with regard to driveway locations on corner lots.  
Driveway and corner lots are ongoing. Golemo said it will add in and incorporate in the next biannual code.
9. Work with staff to improve County code with regard to retaining walls at perimeter of developments.  
It is in the biannual. Done!
10. Encouraging the use of technology where applications can be made, such as inspections, meetings, etc.

Howsley commented that code enforcement officers are using facetime to walk through the projects. It works well. Snell added that County is working with local builders, getting them into County system, providing them more access to schedule the inspections. Now it needs to find the time for both builders and staff do together. It is ongoing.

11. Streamlining engineering reviews i.e. final engineering submitted with Type I PST's.  
Golemo questioned the engineering reviews associated with post plan reviews. He said it took longer time for the engineering review if it was associated with a PST; example changing the Stormwater facility type. Post decisions needs to be approved before they can start engineering review. Snell agreed to review PST concurrently with the engineering if there are no big changes. Nutt added engineering review is doing concurrent with PST now. Engineering review will be approved when PST is done. It is in progress and is an action item.
12. Grading Permit process improvements for early grading permits.  
Golemo is concerned on the timelines for early grading permits. He said some early grading permits took the same time as the final engineering review. He suggested using the same set of civil plans to review both final and early grading. The staff just needs to make sure the 1<sup>st</sup> review issues being addressed for the 2<sup>nd</sup> review for grading. This is the action item.
13. Accessory dwelling units in rural zones.  
Snell said Orjiako submitted and presented a list of items for accessory dwelling units at BOCC work session. It is on BOCC agenda.
14. Reviewing the need for road modifications that are almost, if not always, approved.  
It is ongoing.
15. Archaeological review process/timelines.  
Snell confirmed BOCC approved archaeological review at the hearing, but the final ordinance has to be approved on consent. For all the reviews, DEPH needs to confirm the receipt of the pre-determination. It is on biannual code amendment. It is progress.
16. Review options for extending Site Plan and Plat approvals.  
Snell received the latest resolution for extending site plan and plat approvals to another year. The previous site plan and subdivision approvals will be expired the end of this year. He will confirm it after the BOCC hearing.

Golemo brought out the final mylar submittals issues. Big concern is DES review. Snell said environmental department was dissolved and three biologists moved back to Communication Development. He would work with them for issues.

Hardy asked if there are topics to be added for next meeting except Susan Wilson's transportation road fund. No topic is added. Due to many people out of town in August, Rosie Hsiao will send out an email earlier to get the quorum.

**Public comment**

None.

Meeting adjourned 4:00pm

Meeting minutes prepared by: Rosie Hsiao

Reviewed by: Dianna Nutt

# Transportation Improvement Program (TIP) Update

Development Engineering Advisory Board  
September 1, 2016, 3:15 PM

# Agenda

- Guiding Principles and Legal Requirements of the TIP
- How does a project get onto the TIP
- Ranking/Evaluation System
- Ongoing Programs
- Project Cost Breakdown
- Typical Revenues Received by Funding Sources
- Challenges
- Major Changes from the 2016 Adopted TIP
- Road Fund Background
- Options for Board of County Councilors to Consider
- Project Construction Schedule
- Next Steps

# Current Guiding Principles

1. Safety
2. Preservation
3. Debt Service Payment
4. Capital Projects

## Legal Requirement:

RCW 36-81-121 and WAC 136-16-010.

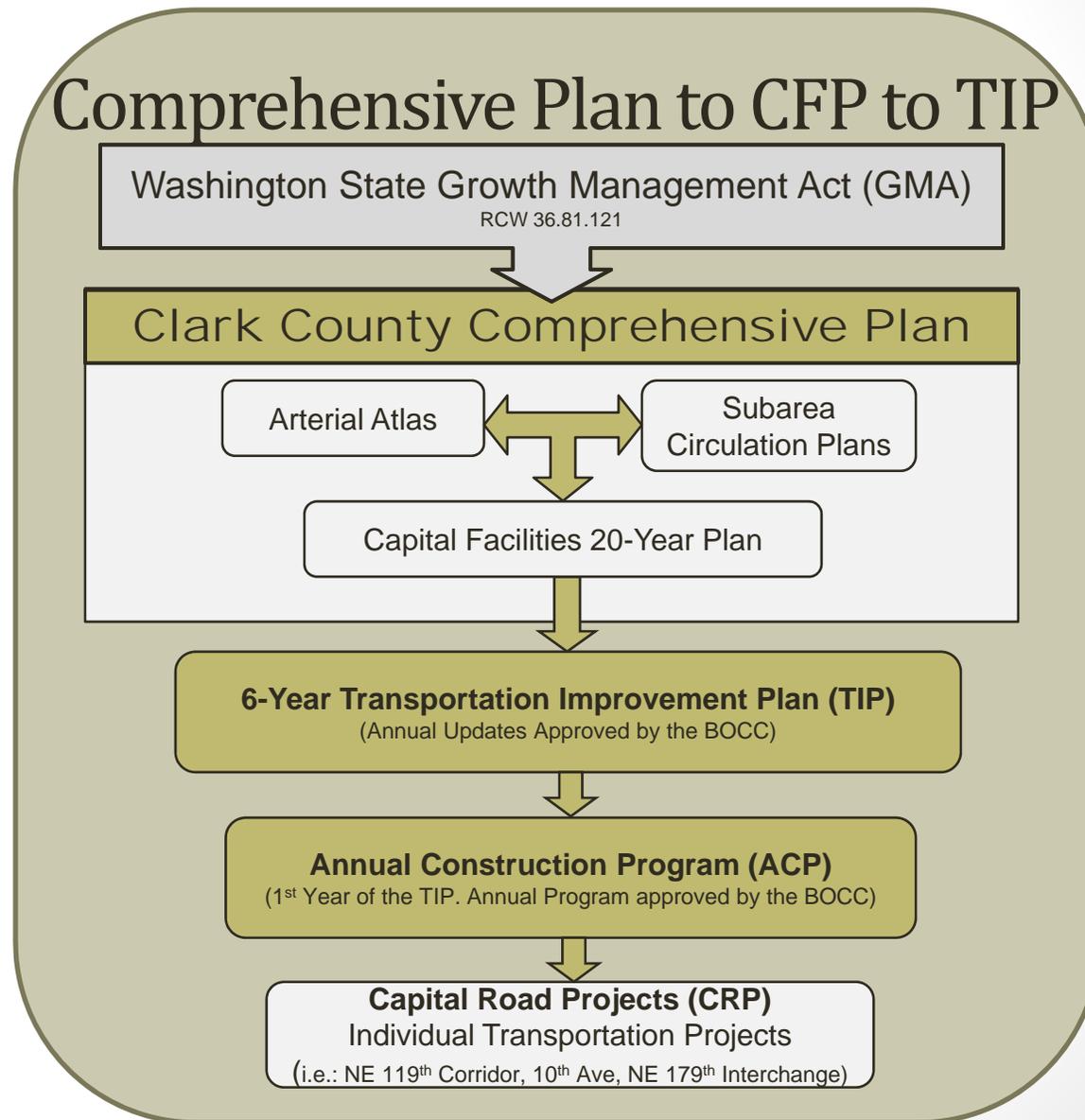
All capital road projects are to be in ACP/TIP.

County Engineer to ***“develop and apply”*** priority programming – WAC 136-14.

Board adopts before budget - Board required to later amend TIP. RCW 36-81-130.

TIP follows adopted policies and Comprehensive Plan via the Capital Facilities Plan.

# How does a project get onto the TIP?



CFP = Capital Facilities Plan  
ACP = Annual Construction Program  
TIP = Transportation Improvement Program  
CRP = Capital Road Project

# Ranking/Evaluation System

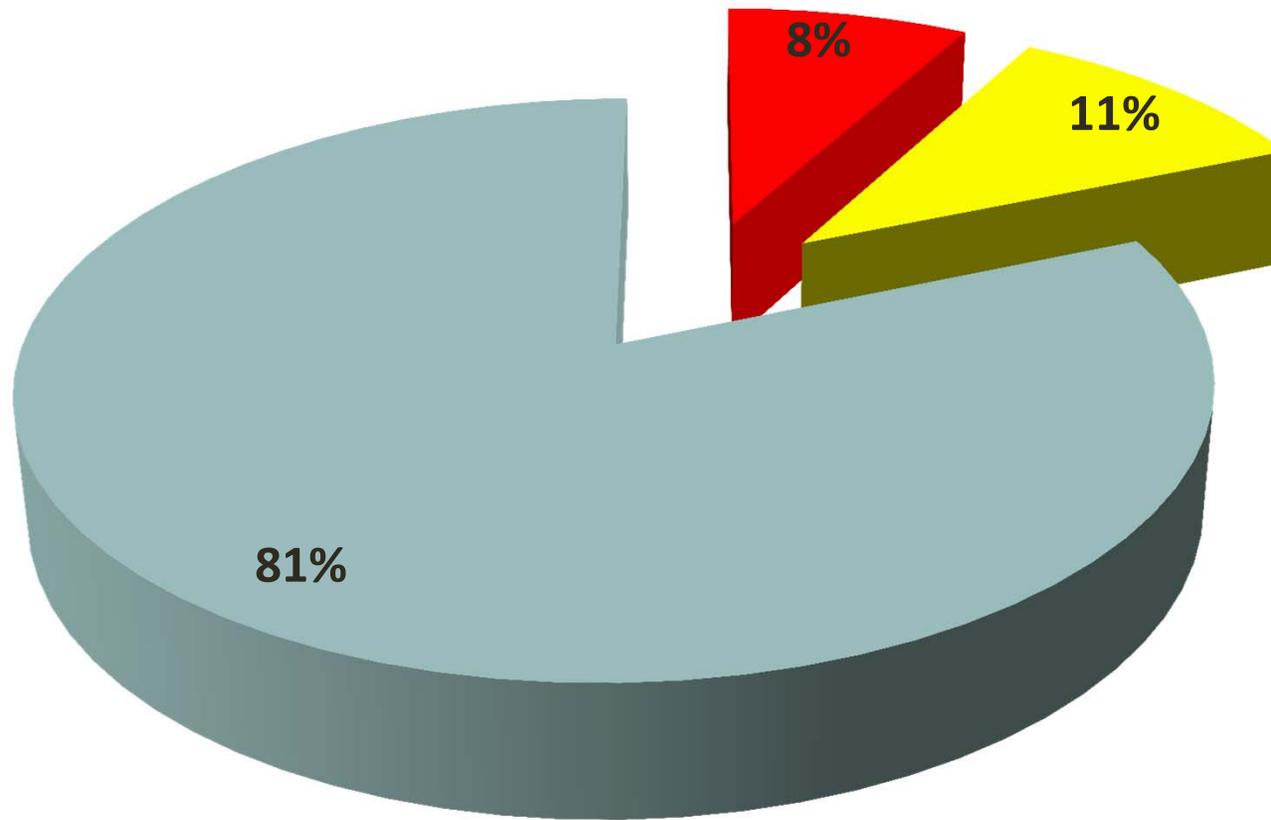
Safety (33%)	Economic Development (29%)	Mobility (24%)
<p><b>Safety Rating</b> (max. score = 30, weighted = 1, TOTAL Points = 30) Based on Accident History (three recent years) and quantification of sub par conditions addressed.</p>	<p><b>Support for Economic Development</b> (max. score = 20, weight = 1, TOTAL Points = 20) Evaluated by the number of future jobs verses land use/zoning type. Values for jobs/gross acre are based on adopted land use planning assumptions for Clark County. In addition, points are gained for improved access to or within an adopted Focused Public Investment Areas.</p>	<p><b>Route Connectivity</b> (max. score = 5, weight = 2, TOTAL Points = 10) Linked with other arterial and collector routes, project completes a missing link or gap.</p> <p><b>Multimodal</b> (max. score = 6, weight = 1, TOTAL Points = 6) Access to alternative transportation modes.</p>
<p><b>Comparison to County Arterial Atlas</b> (max. score = 5, weight = 2, TOTAL Points = 10) Evaluates the existing roadway section with standard arterial cross- sections specified in the County's Arterial Atlas.</p>		<p><b>Concurrency</b> (max. score = 10, weight = 1, TOTAL Points = 10) Congested areas evaluated.</p>

**14% Other (Environmental Impacts, Public & Outside Agency Support, Leveraging of Outside Funding)**

# Ongoing Programs

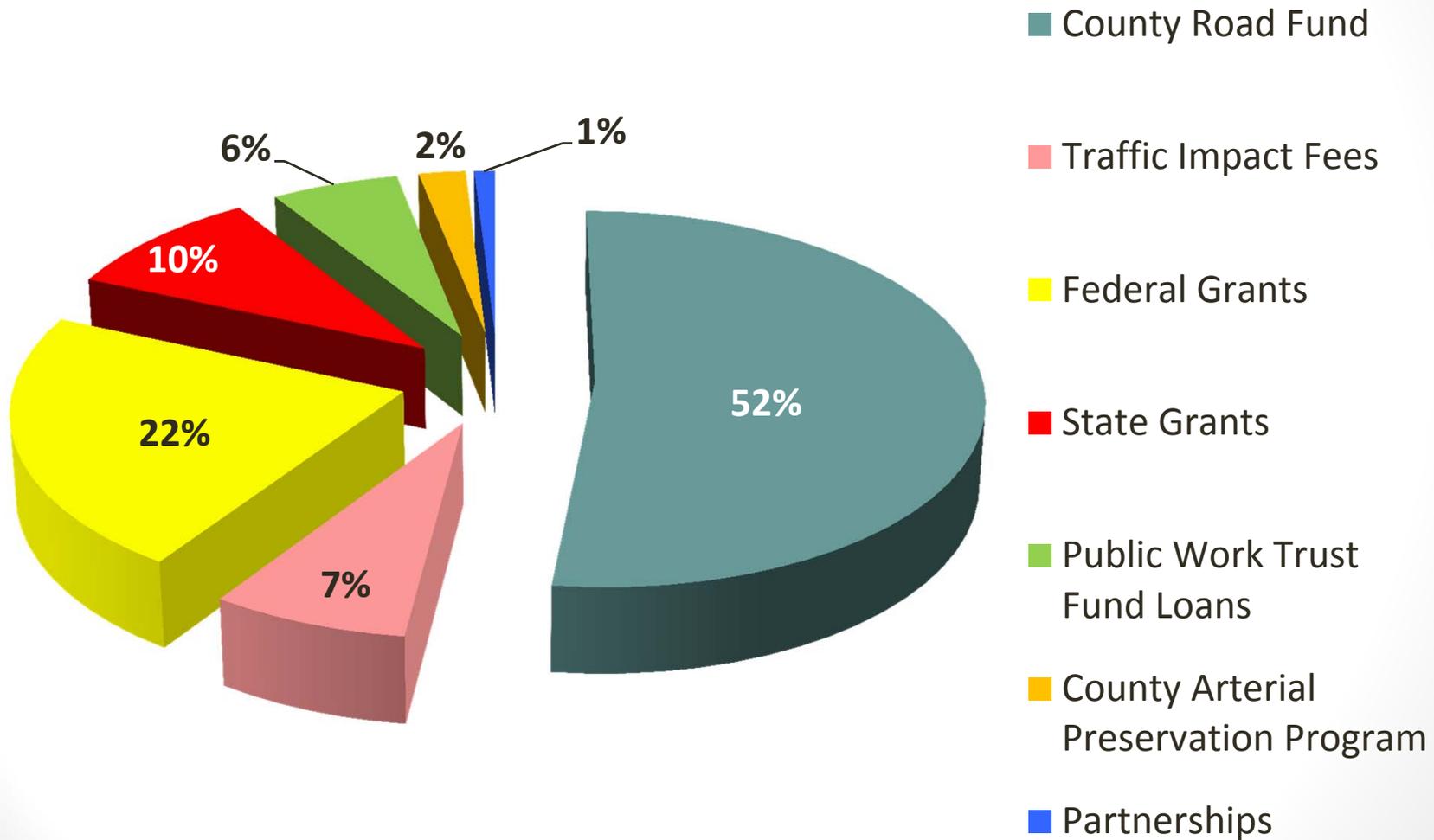
1. Advanced Right-of-Way Program
2. Bridge Repair/Rehabilitation Program
3. Road Preservation Program
4. Rural Road Program
5. Sidewalks/ADA Program
6. Transportation Safety Program
7. Urban Development Program

# Project Cost Breakdown (by Phase)



■ Design/Permitting    ■ Land Acquisition    ■ Construction

# Typical Revenue Received by Funding Source



# Challenges

1. Immediate funding is needed in 2017/2018 for 10<sup>th</sup> Avenue and possibly 119<sup>th</sup> Streets (\$3-6.7M).
2. Revenues are not keeping up with increased expenses.

# Major Changes from the 2016 Adopted TIP

- NE 10<sup>th</sup> Avenue Construction Challenge
  - (funding loss- PWTF loan, \$3-4M funding gap -anticipated grant not be awarded in 2017 for construction)
- Salmon Creek Slide (east of 50<sup>th</sup> Avenue)
  - \$863K
- Davis Bridge (Davis/NE 197<sup>th</sup> Avenue off Ward Road)
  - \$1M-1.3M to replace.
- 7 year gap in funding for 179<sup>th</sup> Street Area Improvements
  - Working with Councilors and Legislators to advance funds
  - Working with WSDOT on Interagency Agreement

# Road Fund Background

(2007 to 2016 and beyond)

\* **BOCC Policy Driven**

Annual Road Fund Cost Activity	Past Cost (2007) on an Annual Basis	Current and Future Cost on an Annual Basis
<b><u>Expenditures:</u></b>		
Preservation	\$4-5M	\$7.8M (includes safety mandate). Asphalt needs still not being met.
Debt Service (PWTF)	\$1-1.2M	\$2M
CCSO Diversion*	\$1.2M	\$4.5M
Clean Water Fees *	\$1.9M	\$2.8M
<b><u>Revenues:</u></b>		
Property Tax 1% *	\$0.3M (accumulative)	\$0 (\$4M total)
Transportation Project Funding Sources	\$10-20M every 3-5 years (72 <sup>nd</sup> Av, Padden, SCIP)	\$15-20M+ in 7-8 years (179 <sup>th</sup> St. County's Roads)
Traffic Impact Fees *	\$1.2-4.3M	5.7M fee waiver loss; 8M+/- future? \$1.5-3M Forecast w/ quarterly reconcile
Available Road Fund for Capital	\$13-17M	\$10-11M

BOCC = Board of County Councilors

PWTF = Public Works Trust Fund

SCIP = Salmon Creek Interchange Project

# Options for Board of County Councilors to Consider

- ▶ Delay or Shelve Projects (No Changes)
- ▶ Significantly Reduce Ongoing Programs
- ▶ Increase Revenue
  - Reinstate 1% Property Tax
  - Reduce Law Enforcement Diversion
  - Eliminate TIF Fee Waiver
  - Bonding
  - Transportation Benefit District (TBD) – RCW 36.73
- ▶ Combination of Approaches

# Project Construction Schedule – Optimistic 2017 Adoption

(assumed additional grant/other revenues)

2016	2017	2018	2019	2020	2021	2022 and later
<b>NE 94th Avenue (\$9M)</b> Padden Pkwy to 99th St. (STP, TIB)	<b>NE 10th Avenue (\$23M)</b> NE 154th St. to NE 164th St. (PWTF Loan, STP) <b>Build if funding available</b>			<b>NE 10th Avenue (\$11M)</b> NE 149th St. to NE 154th St. <b>Build if funding available</b>		<b>NE 15th Avenue: (\$15M)</b> NE 179th St. to NE 10th Ave
<b>NE 119th St (\$23M)</b> NE 72nd Ave. - NE 87th Ave. (STP, TIB)	<b>NE 119th Street (\$7M)</b> NE 50th Ave. to NE 72nd Ave. (STP, TIB?)		<b>NE 119th Street East (\$12M)</b> NE 87th Ave to NE 112th Ave. <b>Build if grants awarded.</b>		<b>NE 179th Street (\$15 - 20M) BUILT in Phases</b> NE Delfel Rd. to NE 15th Ave. <b>Build if funding available/State funding timing issue</b>	
<b>Orchards TSO (\$6M)</b> NE 55th Ave. -Ward Rd. (CMAQ)	<b>Highway 99 Sidewalk (\$2M)</b> NE 63rd St - NE 78th St. (TIB, State Grants)		<b>NE Blair Road (\$3M)</b> SR-500 to MP 2.47 (CRAB, STP-R Grants)	<b>NE Highway 99 (\$11M)</b> at NE 99th St. Intersection <b>Build if grants awarded</b>		<b>NE 99th Street (\$11M)</b> NE 94th Ave to SR-503
<b>Cedar Creek Bridge (\$4M)</b> <b>Brush Prairie Bridge (\$1M)</b> (STP)	<b>WRIGHT (Signals): (\$1M)</b> Various locations (CMAQ)			<b>NE Manley Road (\$4M)</b> NE 244th St. - NE 82nd Ave. (CRAB and <b>Build if grants awarded</b> )		<b>Salmon Creek Avenue Realignment: (\$18M)</b>
<b>NW Carty Road Culvert (\$4M)</b> Carty Rd @ Hillhurst Rd. (CRAB, STP-R)	<b>Signal Timing (STEVE): (\$1M)</b> Various Locations (CMAQ)		<b>Flatwood, Knapps Station, Lehto, Little Washougal River, Matney and Rock Creek Bridge Maint. (\$3M)</b> <b>Build if grants awarded</b>		<b>NE 72nd Ave: (\$10M)</b> NE 122nd St. to NE 133rd St.	
<b>NE 58th Street Sidewalk</b> NE 65th - Andresen.	<b>Salmon Creek Slide Repair: (\$1M)</b> NE 50th Ave. NE 53rd Ave.		<b>NE Munch Road: (\$1M)</b> Cedar Creek Rd-NE 414th St. <b>Build if grants awarded</b>			
<b>Hayes, Lockwood, Washougal River Road Guardrail Safety (\$2M)</b> (HSIP)	<b>NE 99th St/SR-503 Int. (\$4M)</b> NE 99th St. @ NE 117th Ave (TIB, devel agreement)					
<b>Ongoing Program: Road Preservation:</b> Various Locations <b>(\$6.5M +/- year)</b>						
<b>Ongoing Program: Sidewalks and ADA Program:</b> Various Locations <b>(\$1.5M +/- annually, including grants if awarded)</b>						
<b>Ongoing Program: Culverts and Slides:</b> Various Locations <b>(\$500k +/- annually)</b>						
<b>Ongoing Programs: Bridge Repair &amp; Rehabilitation:</b> Various Locations <b>(\$1M +/- annually, including grants if awarded)</b>						
<b>Ongoing Programs: Transportation Safety:</b> Various Locations <b>(\$1M +/- annually)</b>						

**Yellow** = Tier 1- Projects Under Construction by 2018 and/or state/fed funding partnerships attached

**White** = Tier 2- Obligated projects that are planned to be under CN in the upcoming 6-year TIP cycle.

**Green** = Tier 3- Projects in the CFP, next in priority per evaluation system. Funding needed for Design/Permitting/ROW 3-5 years in advance of Construction.

STP = Surface Transportation Program; TIB = Transportation Improvement Board; PWTF = Public Works Trust Fund; TIF = Transportation Impact Fee; CMAQ = Congestion Mitigation and Air Quality Improvement; CRAB = County Road Administration Board; HSIP = Highway Safety Improvement Program; STP-R = Surface Transportation Program – Rural; WRIGHT = Working to Refine IntelliGent Highway Transportation; STEVE = Signal Timing Evaluation Verification and Enhancement; TSO = Traffic Signal Optimization; CFP = Capital Facilities Plan

# Next Steps

