From: Jeffrey Delapena
To: "Heidi Pozzo"; Rebecca Messinger
Cc: Oliver Orjiako; Jose Alvarez
Subject: RE: Comp Plan: TIP Shortfall
Date: Tuesday, October 13, 2026 8:09:00 AM

Hello Heidi,

Thank you for providing this comment and attachment. Confirming these have been received and will be added to the Comprehensive Plan Index of Record.

Best,

Jeff Delapena
Program Assistant
COMMUNITY PLANNING

564.397.4558

NOTICE OF PUBLIC DISCLOSURE: This e-mail account is public domain. Any correspondence from or to this e-mail account may be a public record. Accordingly, this email, in whole or in part may be subject to disclosure pursuant to RCW 42.56, regardless of any claim of confidentiality or privilege asserted by an external party.

-----Original Message-----
From: Heidi Pozzo <hcpheidi@yahoo.com>
Sent: Monday, October 12, 2026 7:11 PM
To: Jeffrey Delapena <Jeffrey.Delapena@clark.wa.gov>; Rebecca Messinger <Rebecca.Messinger@clark.wa.gov>
Cc: Oliver Orjiako <Oliver.Orjiako@clark.wa.gov>; Jose Alvarez <Jose.Alvarez@clark.wa.gov>
Subject: Comp Plan: TIP Shortfall

EXTERNAL: This email originated from outside of Clark County. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Jeff,

Please find attached my note about the 6 Year TIP shortfall, inadequate north south roads to support growth, and infrastructure not adequate for/balanced with the land use element. I've uploaded three files to the link you provided. Two are Public Works presentations and the third is the early version of the failing corridors map. Please include in the Comp Plan Index.

Thank you,

Heidi

The Comprehensive Plan's Elements Are Out of Balance: Transportation Funding, North-South Capacity, and Project Priorities

Submitted for inclusion in the index of record
Clark County Comprehensive Growth Management Plan — 2025–2045 Periodic Update

Re: Transportation Element and Capital Facilities Plan — transportation funding and north-south capacity
To: Clark County Council and Community Planning
From: Heidi Pozzo
Date: October 12, 2026

Executive summary

When the County presented the Comprehensive Plan's transportation funding in July, the six-year program was shown in balance and the funding gap sat in the last 14 years of the plan. Less than three months later, Public Works reported that the 2027–2032 TIP is projected to draw down Road Fund reserves even with a 1% levy increase. That program starts only one year later than the one shown as balanced.

The near-term funding the plan relies on is now in doubt, and the long-term gap, still in the range of $500 million, remains unresolved. The plan places density along the edges of the urban growth areas, including along NE 72nd Avenue and SR 503, without a funded program for the north-south capacity those areas need, a need Public Works identified in 2014.

The public cannot see how road projects are prioritized. The one set of projects whose reason for being on the TIP is known, the NE 179th Street projects required to lift the urban holding, is barely underway nearly seven years later, with the remaining work scheduled through 2033.

The Council should not adopt the Comprehensive Plan on October 13 while the land use, transportation, and capital facilities elements remain out of balance.

1. The six-year program was presented as funded but no longer is

The July 15, 2026 Council work session presentation (pp. 11–16) showed revenue and expenditures for 2026–2031 both at $246.8 million. The same presentation showed $1,605.8 million in 20-year needs against $1,021.3 million in revenue, a gap of about $585 million that fell almost entirely after 2031. Later revisions narrowed the gap, but the gap remains in the range of $500 million.

On October 7, 2026, Public Works told the Council that operating costs are outpacing recurring revenues, so Road Fund money available for capital shrinks each year. Public Works reported that even with a 1% levy increase, the TIP is projected to draw on Road

Fund reserves by the end of the six-year period. The presentation listed the consequences as jeopardized grant leverage, reduced ability to meet capital commitments, and future discussions of level-of-service reductions.

The October 14, 2026 TIP presentation shows a $260.8 million program. Of its $74.9 million in grants, $38.2 million is projected rather than secured. Among the risks the presentation lists are a shrinking Road Fund for capital and volatile traffic impact fee revenue.

The plan's funding analysis rests on a six-year program that Public Works now says cannot be sustained without reserves. That raises concern about delivering what is currently on the TIP, before the larger post-2031 gap is considered. RCW 36.70A.070(6)(a)(iv)(C) requires the plan to address how additional funding will be raised, or how land use assumptions will be reassessed, to ensure level of service standards will be met. I have been unable to find a revenue plan in the Comprehensive Plan that closes the gap.

2. Density is being placed at the edges of the urban growth areas without the north-south capacity to serve that density

At the February 12, 2014 Council work session, Steve Schulte of Public Works described modeling of the adopted land use that showed NE 72nd Avenue failing northbound from NE 119th to NE 219th Street. He said "72nd clearly is a need." He also said the County was not adding north-south capacity on SR 503, NE 50th, NE 29th, or east of SR 503, and that 72nd was the only place new north-south capacity would be built over 20 years.

The 2027–2032 TIP includes only NE 72nd Avenue from NE 119th to NE 139th Street, scheduled for 2031–2032. The 2014 modeling showed the failure extending to NE 219th Street.

NE 72nd Avenue and SR 503 carry traffic between Battle Ground and the Vancouver urban growth area, and the plan adds density along both routes. NE 179th Street is another area of significant growth in the plan. SR 503 is a state highway, and its improvements are WSDOT's responsibility. That does not relieve the County of planning for the effect of the density the County places along a state route. I have been unable to find a funded capacity project for SR 503 in this area.

Ridgefield's growth adds to the load on County north-south roads. Without a direct connection to I-5 on the south side of the city, Ridgefield traffic uses County roads, including NE Delfel Road, to reach the NE 179th Street interchange.

3. The cumulative effect of concurrent development is captured only in part

RTC monitors traffic on the regional system, but counts show today's conditions. They do not include trips from development that is approved or in process but not yet built. Those trips enter the analysis through developer-commissioned traffic studies. Each study is scoped to a single development and includes other development only to the extent that development is loaded into that study. With so much development in process at the same time, the cumulative effect on a corridor can be understated.

NE 72nd Avenue shows the risk. The County produced an early version of PLS Engineering's failing-corridors map in response to public records request P056419-051226 (p. 000180). That version marks segments of NE 72nd Avenue as failing, along with segments on SR 503. The version submitted to the record of the 174th Street Subdivision (PLD-2026-00002, Ex. 100) does not show the NE 72nd Avenue segments, and the developer-commissioned traffic studies I have reviewed do not include NE 72nd Avenue in their study areas. A corridor failure that does not appear in the studies used to approve development cannot shape where density goes or which projects are funded.

4. How road projects are prioritized is unknown

With constrained funds and density planned at the edges of the urban growth areas, the order in which road projects are built determines whether infrastructure keeps pace with growth. The October 14 TIP presentation lists the evaluation criteria, with concurrency worth 10 points. The presentation does not show any project's score, its rank, or why a project is scheduled, deferred, or left off the TIP.

The NE 179th Street projects are the only TIP projects whose reason for being there is known: they were required to lift the urban holding. Nearly seven years after the Council voted to lift the holding, two left-turn lanes have been added at NE 50th Avenue and the NE 29th Avenue intersection is under construction through 2027. The October 14 TIP schedule places the remaining NE 179th Street work in 2028 through 2033, with NE 29th to NE 50th Avenue in 2032–2033, beyond the six-year TIP. If projects tied directly to lifting the urban holding are moving this slowly, the public needs to see how other projects are ranked, including the north-south capacity needed for the density this plan adds.

Conclusion

The six-year program the plan relies on was presented as funded in July and is now projected to need reserves. The 20-year gap, still in the range of $500 million, remains unresolved. North-south capacity needs identified in 2014 remain unfunded, while the plan adds density at the edges of the urban growth areas that depend on those roads.

The cumulative effect of concurrent development is captured only in part, and the public cannot see how projects are prioritized.

The land use element is not matched by the transportation and capital facilities elements. The plan adds density without showing that the roads serving that density can be funded or built, and without reassessing land use as RCW 36.70A.070(6)(a)(iv)(C) requires when funding falls short. The Council should not adopt the Comprehensive Plan on October 13 while the elements remain out of balance.

Documents referenced

The documents relied on in this submission are listed below, with the date each was submitted to the Index of Record. Comprehensive Plan documents prepared by the County, including the July 15, 2026 Council work session presentation, are already in the record and are cited in the body rather than relisted here.

Documents submitted to the Index of Record.

No.	Document	Date submitted to record
1	Clark County Public Works, 2027 Annual Budget, Council work session presentation, October 7, 2026	October 12, 2026
2	Clark County Public Works, 2027–2032 Transportation Improvement Program and 2027 Annual Construction Program, Council work session presentation, October 14, 2026	October 12, 2026
3	Early version of failing-corridors map, PLS Engineering, produced in public records request P056419-051226, p. 000180	October 12, 2026

2027-2032 Transportation Improvement Program (TIP) & 2027 Annual Construction Program (ACP)

County Councilors' Work Session

October 14, 2026, 9AM

Goal of this Work Session

Review Proposed

- 2027-2032 Transportation Improvement Program (TIP)
- 2027 Annual Construction Program (ACP)

… To adopt these programs in November before the budget adoption, per state law.

Agenda

- Guiding Principles and Legalities
- Capital Facilities Plan to TIP
- Evaluation System
- Project Areas and Funding Details
- Proposed Six-Year TIP Construction Schedule
- Project Highlights
- Risks and Unknowns
- Next Steps

Guiding Principles and Legalities

Council Guiding Principles:

1. Debt Service
2. Safety & Preservation of existing Assets
3. Capital Projects

Legal Requirements:
RCW 36.81 and WAC 136

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

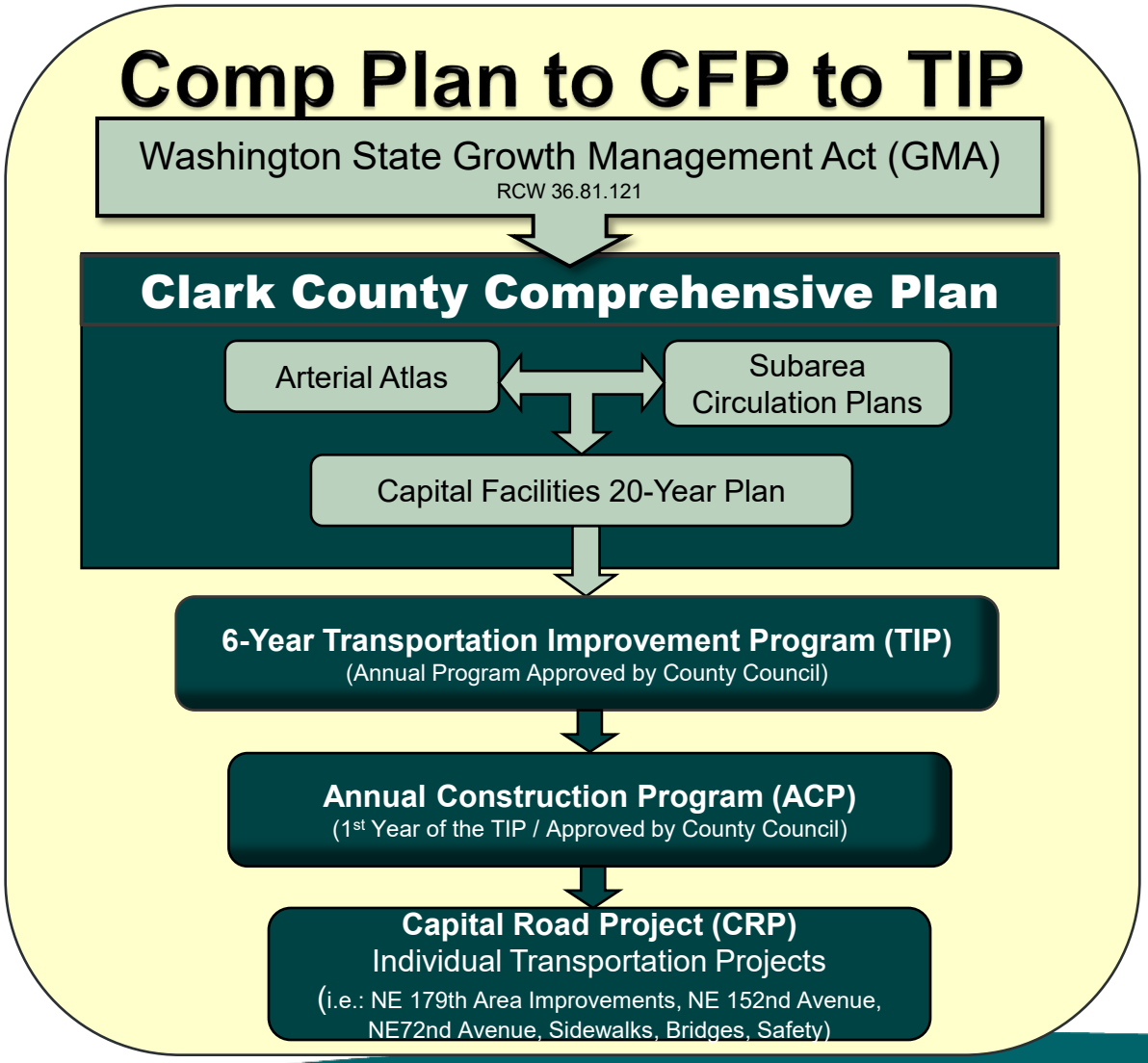
County Engineer to ***"develop and apply"*** priority programming.

Council adopts before budget – Council action required to later amend TIP.

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

ACP = Annual Construction Program
TIP = Transportation Improvement Program

How does a project get on the TIP?



Evaluation System Criteria

Safety (33%)

Safety Rating (30 Points)
- Collisions – Injuries, Fatalities
- Physical road features

Economic Development (29%)

Support Economic Development (20 Points)
- Potential industrial & commercial jobs created
- Focused Public Investment
- Freight access to highways
- Large development-ready parcels - CREDC

Concurrency (10 Points)
- Congestion: Level of Service & Volume/Capacity ratio
- Urban Holding Areas
- De-facto moratorium and moratorium areas

Mobility (24%)

Route Connectivity (10 Points)
- Atlas- Links to other roadways

Multimodal (6 Points)
- Improves access to bicycle routes, transit, trails.

Comparison to Arterial Atlas (10 Points)
Existing roadway section to standard cross-sections in the County's Arterial Atlas (additional travel lanes, center/left turn lanes, sidewalks, bike lanes)

Other 14%

Environmental Impacts | Public & Outside Agency Support | Leveraging of Outside Funding

DRAFT 6-Year TIP Capital Project Areas & Funding Details

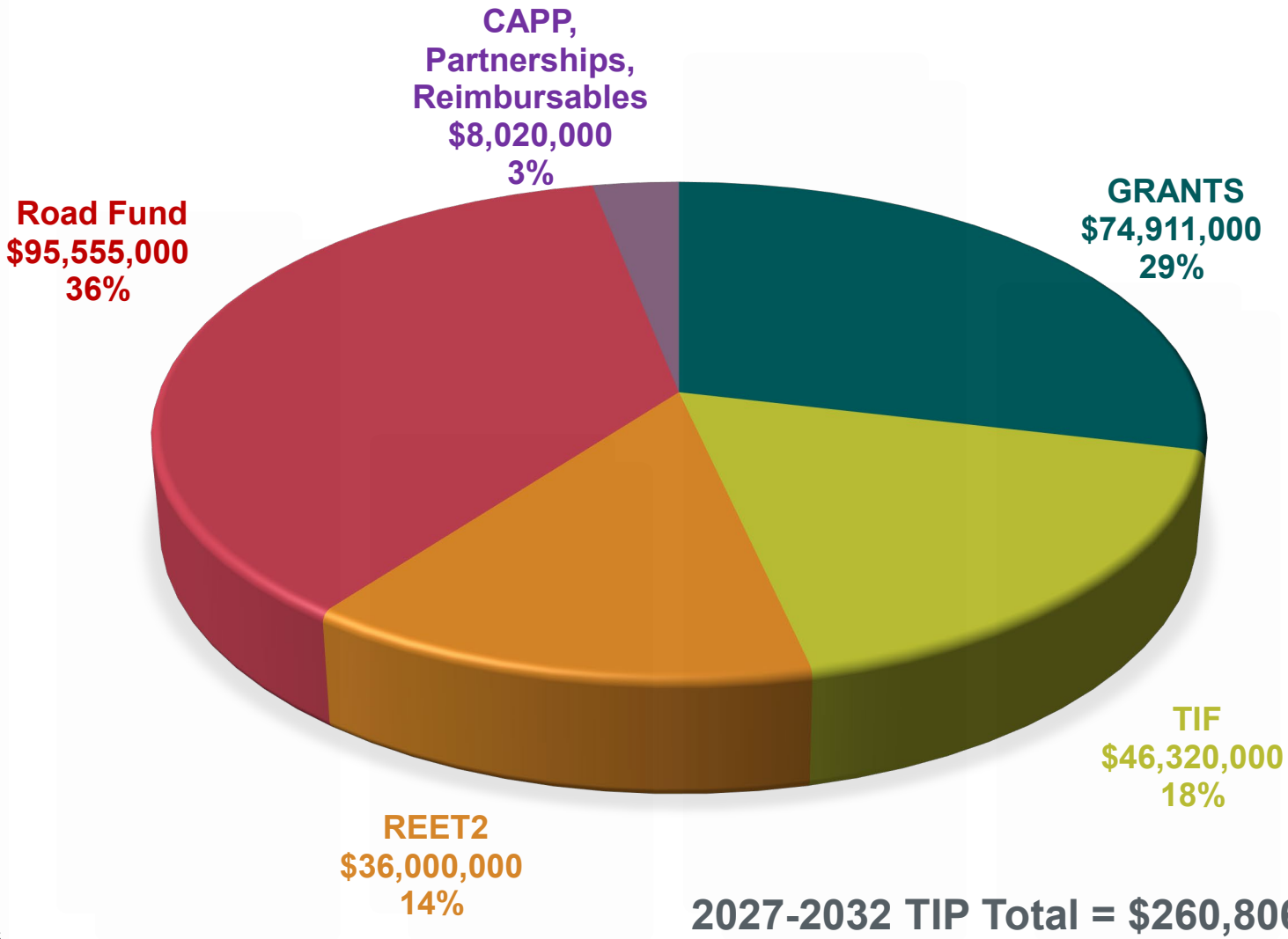
Approximate Dollars shown in Millions

Large Capital Projects and Ongoing Programs	TOTAL	GRANTS ($38.2M projected)	TIF	REET2	Road Fund	CAPP, Partnerships, Reimbursables
Urban Road Projects	110.7	22.3	36.7	35.0	13.5	3.2
Adv RW/Urban Dev	0.1	0.0	0.0	0.0	0.1	0.0
Bridge Repair/Rehab	42.6	27.4	0.0	0.0	15.2	0.0
Road Preservation	30.5	0.0	0.0	0.0	26.2	4.2
Rural Road	5.4	3.2	0.0	0.0	2.2	0.0
Sidewalk/ADA	47.9	12.8	8.4	1.0	25.3	0.5
Transportation Safety	23.7	9.3	1.1	0.0	13.1	0.1
Totals	**$260.8M**	**$74.9M**	**$46.3M**	**$36.0M**	**$95.6M**	**$8.0M**

NOTE: This number does not include non-capital maintenance/preservation work

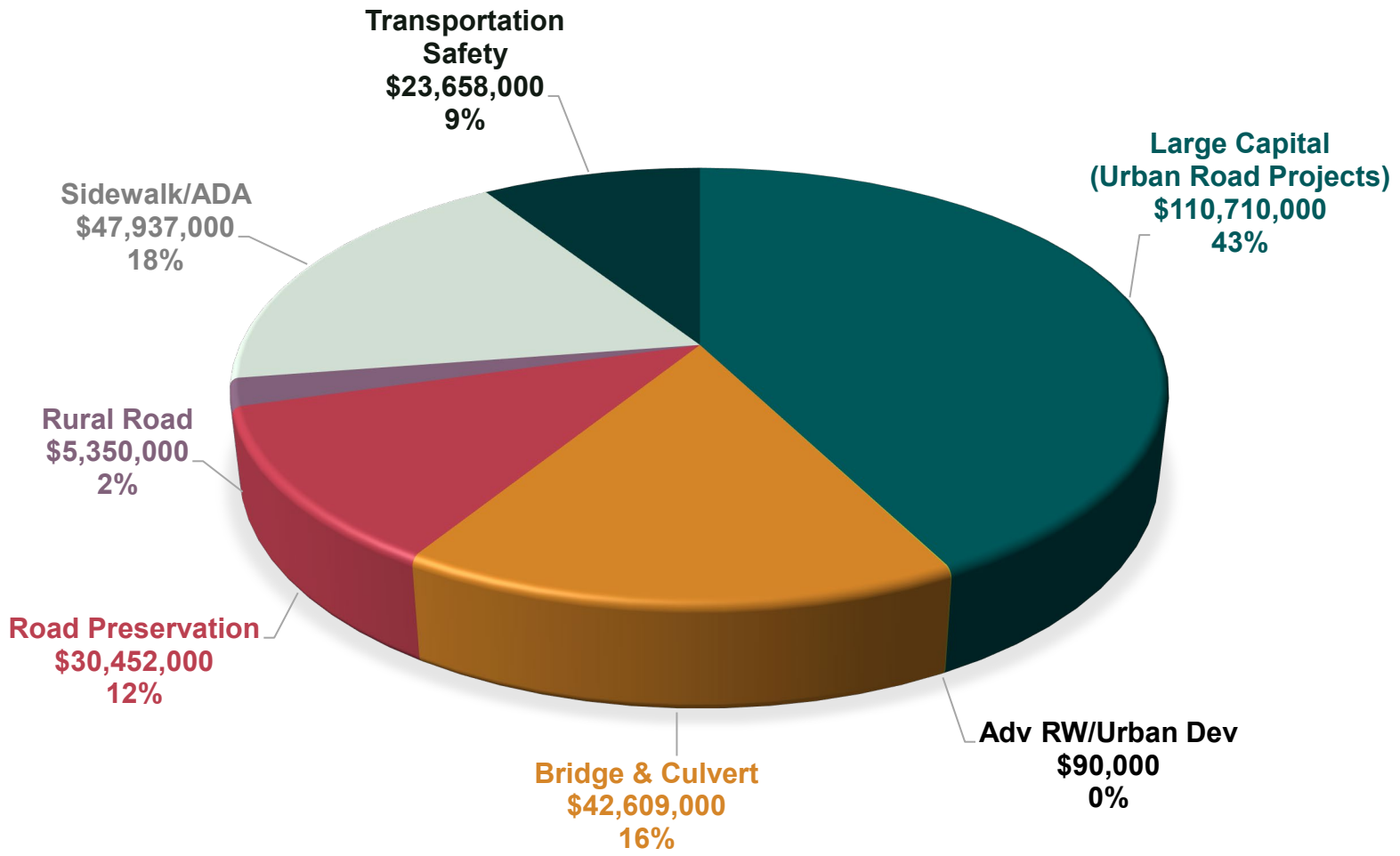
* $38.2M projected grants / $36.7M secured grants.

2027-2032 TIP Funding Sources



2027-2032 TIP Total = $260,806,000

Distribution of Funds by Program



2027 ACP Capital Project Areas & Funding Details

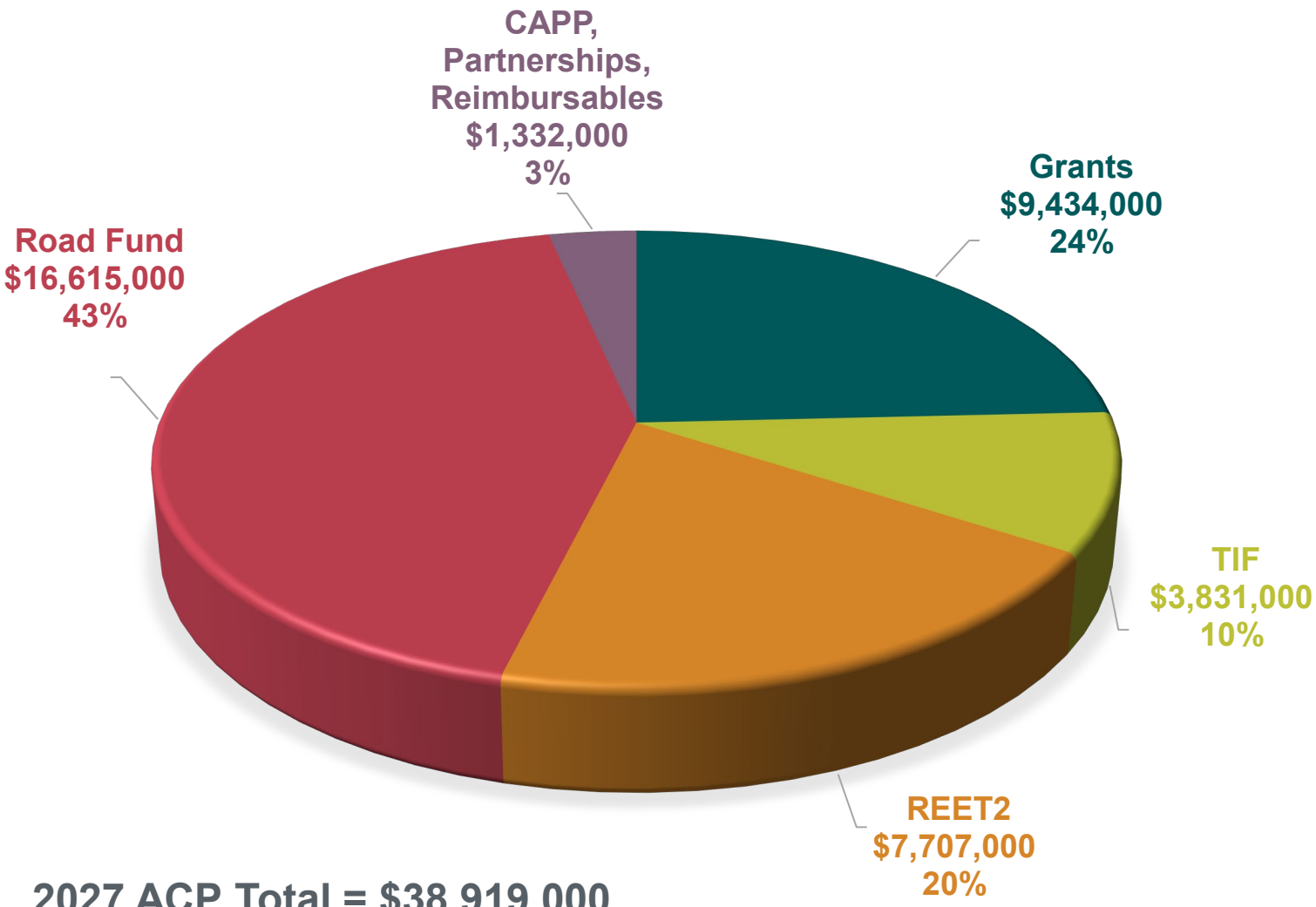
Approximate Dollars shown in Millions

Large Capital Projects & Ongoing Programs	TOTAL	GRANTS ($2.0M projected)	TIF	REET2	Road Fund	CAPP, Partnerships, Reimbursables
Urban Road Projects	15.5	2.7	2.3	7.7	2.3	0.5
Adv RW/Urban Dev	0.0	0.0	0.0	0.0	0.0	0.0
Bridge & Culvert	4.4	2.7	0.0	0.0	1.7	0.0
Road Preservation	5.3	0.0	0.0	0.0	4.5	0.7
Rural Road	0.9	0.6	0.0	0.0	0.3	0.0
Sidewalk/ADA	8.5	2.9	1.3	0.0	4.3	0.0
Transportation Safety	4.2	0.5	0.2	0.0	3.5	0.1
Totals	**$38.9M**	**$9.4M**	**$3.8M**	**$7.7M**	**$16.6M**	**$1.3M**

NOTE: This number does not include non-capital maintenance/preservation work.
*$2.0M projected grants. $7.4M secured grants.

CAPP = County Arterial Preservation Program

2027 ACP Funding Sources



2027 ACP Total = $38,919,000

Proposed Construction Schedule: 6-Year TIP

NE 179th Street Area Project Schedules

PROJECT	2026				2027				2028				2029				2030				2031				2032				
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st
NE 179th Street at NE 29th Avenue / $28.8M (Intersection Improvement)	2025 - 2027																												
NE 179th Street / $25.4M (NE 15th Avenue - NE 26th Avenue)													2028 - 2030																
NE 179th Street Whipple Creek / $2.6M Stormwater Facility													2028 - 2030																
NE 15th Avenue / $18.7M (NE 179th Street - NE 10th Avenue)													2028 - 2030																
I-5/NE 179th Street (WSDOT) / $9.4M (NE 10th Avenue - NE 15th Avenue)																	2029 - 2031												
NE Delfel Road / $24M (NE 179th Street - Vic. NE 184th Street)																	2029- 2031												
NE 179th Street / $28.9 (Vic. NE 29th Avenue - Vic. NE 50th Avenue)																									2032 - 2033				

Large Capital Project Schedules

PROJECT	2026				2027				2028				2029				2030				2031				2032				
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st
NE 152nd Avenue / $10.6M (Padden Parkway - NE 99th Street)	2025 - 2027																												
NE 72nd Avenue / $10.8M (NE 119th Street - NE 139th Street)																					2031 - 2032								

Gray: Projects currently under construction or completed.
Yellow: Fully Funded projects OR grant committed

Proposed Construction Schedule: 6-Year TIP Ongoing Program Projects

Bridge and Culvert Replace/Repair/Rehabilitation Project Schedules

PROJECT	2026				2027				2028				2029				2030				2031				2032				
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st
Whipple, Knapps, Carson Bridge Bundle / $1.2M	2026 -2027																												
Matney South Bridge #169 / $1.3M (NE 232nd Avenue - at Matney Creek)					2027																								
Daybreak Bridge #273 / $4.6M (NE Daybreak Road at Hyatt Road - MP 11.09)									2028 - 2029																				
NE Allworth Road Rock Creek Crossing / $3.6M (NE Allworth Road @ NE 209th Avenue)													2029 - 2030																
NE Allworth Road Bridge No. 266 / $4.3M (Vic. NE 243rd St (MP 1.34 - MP 1.38))																					2031 - 2032								

Road Preservation Project Schedules

PROJECT	2026	2027	2028	2029	2030	2031	2032
St. Johns Road Pavement Improvements /$2.2M (NE 68th Street - NE 78th Street)	2025-2026						
SE Blair Road / $2.4M (MP 2.47; MP 3.91/SE Washougal River Road)	2026-2027						

Rural Road Improvements Project Schedule

PROJECT	2026	2027	2028	2029	2030	2031	2032
NE 182nd Avenue / NE Risto Road / $3.4M (JC Ward Bridge - NE 167th Avenue)	2025 -2026						

Gray: Projects currently under construction or completed.
Yellow: Fully Funded projects OR grant committed

Proposed Construction Schedule: 6-Year TIP Ongoing Program Projects

Sidewalks and ADA Compliance Project Schedules

PROJECT	2026				2027				2028				2029				2030				2031				2032				
	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st
Highway 99 Sidewalk / $1.9M (Vic. NE 102nd Street - Vic. NE 104th Street)	2025 -2026																												
Truman School Sidewalk / $2M (NE 44th St/NE 47th Av NE 49th St/NE 40th Av)									2027 -2028																				
NW Bliss Road/NW 139th Street School Zone Safety Improvements / $1.6M													2028-2029																
Highway 99 Sidewalk / $5.4M (Vic. NE 110th Street - Vic. NE 117th Street)													2028-2029																

Transportation Safety Improvements Project Schedules

PROJECT	2026	2027	2028	2029	2030	2031	2032	
NE Lucia Falls Rd Safety Improv./ $0.9M (Vic. of NE 294th St NE Sunset Falls Rd)		2027						
NE Ward Road/NE Davis Road / $4.7M (Intersection Improvement)			2028-2029					
NE 88th Street/NE 25th Avenue Safety / $0.6M (NE 88th Street NE 25th Avenue)				2028-2029				

Gray: Projects currently under construction or completed.
Yellow: Fully Funded projects OR grant committed

Project Highlights: 2025 Completed Projects

Projects	Budget
NE 119th Street/NE 152nd Avenue (Intersection Improvement)	$6.34M
NE Sunset Falls Road (Dole Valley Road - Sunset Campground)	$0.7M
Orchards Sifton Adaptive Signals (OSAS)	$1.32M
NE 68th Street Sidewalk (Highway 99 - NE St. Johns Road)	$8.43M
2025 HMA Overlays	$6.1M
NW 78th Street (NW Lakeshore Avenue - NE Hazel Dell Avenue)	$3.2M



Before



During



After

NE 119th Street/NE 152nd Avenue (Intersection Improvement)

Project Highlights: 2025 Completed Projects





Before During After

NE 68th Street Sidewalk (Highway 99 - NE St. Johns Road)





Before During After

NE Sunset Falls Road (Dole Valley Road - Sunset Campground)

Project Highlights: 2025 Completed Projects



Before



During



After

Orchards Sifton Adaptive Signals (OSAS)



Before



During



After

NW 78th Street (NW Lakeshore Avenue - NE Hazel Dell Avenue)

Project Highlights: 2026 Completed Projects

Projects	Budget
NE St. Johns Road Pavement Improvements (NE 68th St - NE 78th St)	$2.2M
NE 182nd Avenue/NE Risto Road (JC Ward Bridge - NE 167th Avenue)	$3.4M
Highway 99 Sidewalk (Vic. of NE 102nd Street - Vic. of NE 104th Street)	$1.9M
SE Blair Road (Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road)	$2.4M



Before



During



After

NE St. Johns Road Pavement Improvements (NE 68th St - NE 78th St)

Project Highlights: 2026 Completed Projects



Before

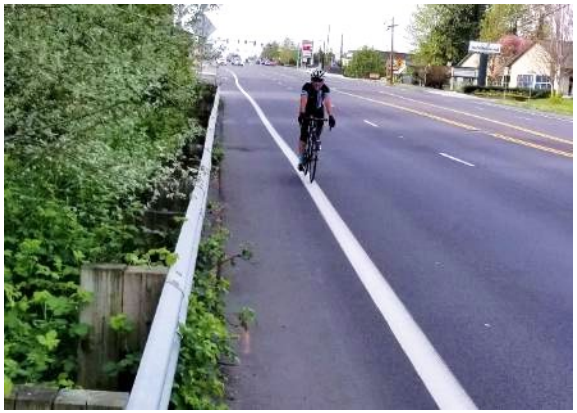


During



After

NE 182nd Avenue/NE Risto Road (JC Ward Bridge - NE 167th Avenue)



Before



During



After

Highway 99 Sidewalk (Vic. of NE 102nd Street - Vic. of NE 104th Street)

2026 Projects Underway



During



During



During

NE 179th Street at NE 29th Avenue (Intersection Improvement)



Before



During



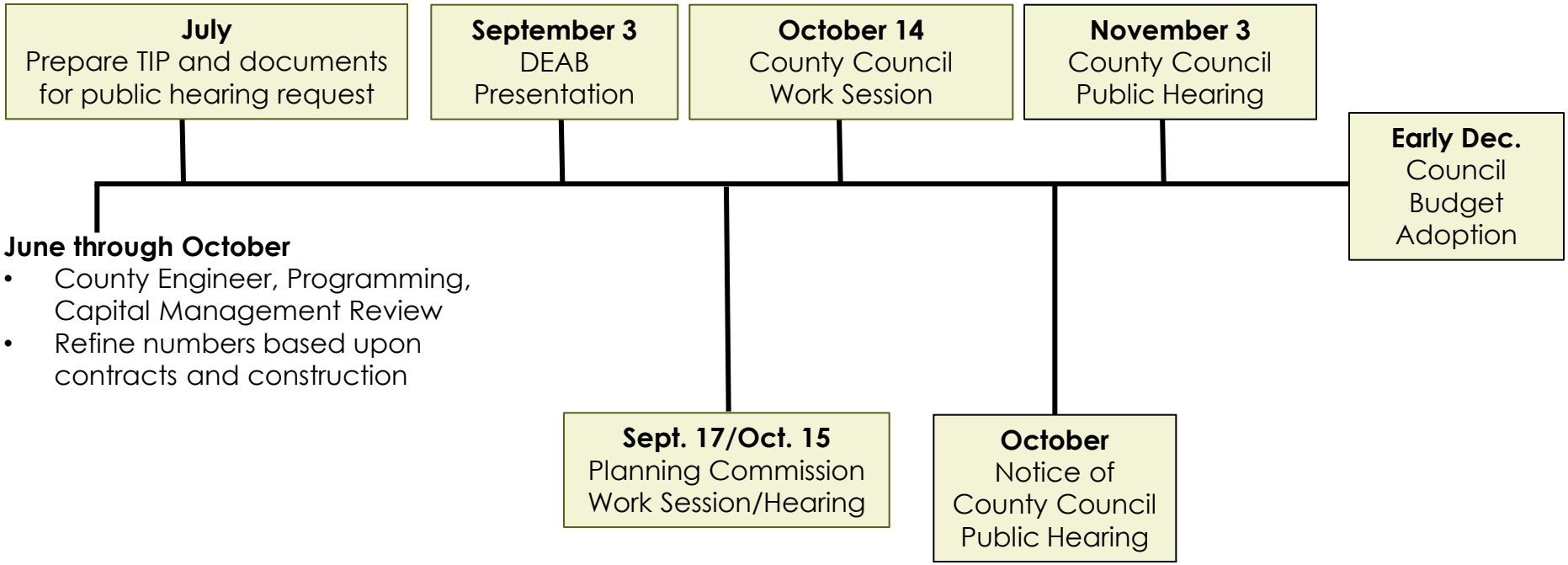
After

NE 152nd Avenue (Padden Parkway - NE 99th Street)

Risks and Unknowns

- Market volatility/inflation.
- Possibility of additional grants typically awarded in late 2026/early 2027.
- Project delivery of awarded grants.
- Diminishing Road Fund available for capital.
- Volatility of TIF revenues.

Schedule/Steps



DEAB = Development and Engineering Advisory Board

2027-2032 Transportation Improvement Program (TIP) &
2027 Annual Construction Program (ACP)

For more information on Clark County's Transportation Improvement Program, please see:

https://clark.wa.gov/public-works/transportation-improvement-program

Questions?

Thank you!

2027 Annual Budget

Public Works
Clark County Council
Work Session



Ken Lader, PE
Public Works Director

Wednesday, October 7, 2026

Public Works
Budget Overview



Road Fund 1012: Pressures and Actions

2027 Budget Environment

- Structural pressure: Operating costs outpacing recurring revenues
- Result: Road Fund available for capital diminishes each year

Key Considerations for Council

- Even with a 1% levy action, the TIP is projected to dip into Road Fund reserves by the end of the 6-year period
- Result: Jeopardized grant leverage, reduced ability to meet capital commitments, future discussions regarding level-of-service reductions
- Action: Direction from Council to explore alternate revenue opportunities





Parks and Nature: Stabilization and Advancing Future Funding Solutions

2027 Budget Environment

- Longstanding Operating Deficits
- Baseline subsidy for Regional Parks continues to be insufficient for operations
- Greater Clark Parks District Fund insolvency projected in 2031

Key Considerations for Council

- 2027 includes only purposeful requests to protect existing infrastructure; public outreach and market research for future parks funding model
- Sustainable Funding Plan underway

Public Works Department
2027 Budget Priority Summary

1% Levy Increases

Impact: $525,725 Road | $44,963 GCPD | $34,848 Conservation Futures

Council consideration: Without the increase each fund faces service reductions, weakened capital and grant-matching capacity. Adoption of the 1% levy preserves core services against rising costs.

PWK-05-27AD County Parks Regional Maintenance & Ops Subsidy Increase

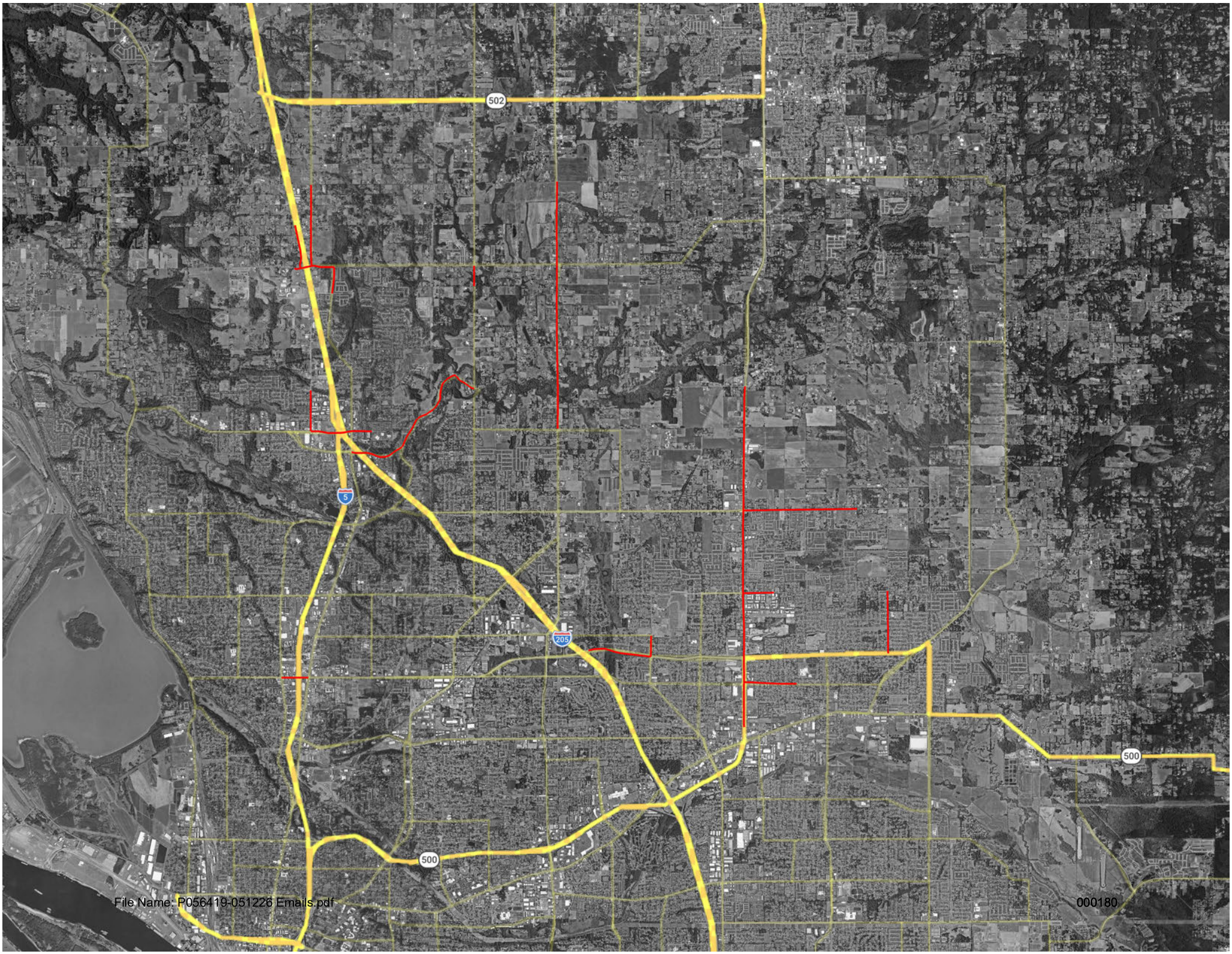
Request: $390,661 | General Fund 0001 one-time transfer

Council consideration: Parks cannot maintain current level of service for operations without this. Maintain open parks while in transition to stability.

PWK-25-26FL- Regional Funding Market Research Request

Request: $220,000 | MPD Operations Fund 1032

Council consideration: Without research, the county will be unable to prepare for a public measure. Acquire essential data for regional funding measure.


502
5
205
500
500