



## Clark County Planning Commission

Karl Johnson, Chair  
Bryan Halbert, Vice Chair  
Steve Morasch  
Eldon Wogen  
Jack Harroun  
Jeremy Baker  
Mark Bergthold

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### CLARK COUNTY PLANNING COMMISSION THURSDAY, OCTOBER 17, 2024 MINUTES OF PUBLIC HEARING

Public Service Center  
Council Hearing Room, 6<sup>th</sup> Floor  
1300 Franklin Street  
Vancouver, WA  
6:30 p.m.

#### **CALL TO ORDER**

#### **Planning Commission Rules of Procedure**

WOGEN: Good evening, Planning Commissioners, members of the public and staff members. I would like to call this hybrid public hearing to order for Thursday, October 17th. My name is Eldon Wogen. I'm serving as the Chair tonight for the Planning Commission.

The role of the Planning Commission is to review and analyze comprehensive plan amendments, zoning changes and other land use related issues. We follow a public process including holding hearings during which the public has an opportunity to provide additional perspective and information.

In legislative matters, the role of the Planning Commission is advisory. The County Council will hold separate hearings, consider our recommendations and make final determination.

The Planning Commission will conduct a public hearing tonight and take testimony. All public comments received before tonight's hearing have been sent to the PC members and entered into the public record.

County staff will present first and then Planning Commission can ask questions. Next, we will invite the applicant to speak, if there is one, then members of the public who wish to provide testimony.

When we get to the public comment portions of our agenda, we will provide more information on how to participate both virtually and in person. However, if you are in person tonight and wish to provide comment on a hearing agenda item, please sign up via the sign-in sheets at the back of the room.

During public testimony you will have three minutes to speak, and remarks should be directed to the Planning Commission only. Please do not repeat testimony that has already been provided.

At the conclusion of public testimony, staff and applicant may respond to comments and the public portion of the hearing will then be closed. The Planning Commission will then deliberate and make a recommendation to the County Council.

For both the virtual and in-person members of the Planning Commission and staff, please ensure that your microphones are muted unless you are speaking. Planning Commissioners, when you make a motion and/or second a motion, please state your name for the court reporter.

Okay. Getting to conflicts of interest. Do any members of the Planning Commission have any conflicts related to tonight's hearing items?

BERGTHOLD: No.

BAKER: This is Commissioner Baker, I have none.

WOGEN: All right. So, I see that there are none. Roll call.

HALBERT: ABSENT

WOGEN: Wait a minute. Jeff, can you get a roll call.

### **ROLL CALL VOTE**

HALBERT: ABSENT

BERGTHOLD: HERE

MORASCH: ABSENT

WOGEN: HERE

HARROUN: HERE

BAKER: HERE

JOHNSON: ABSENT

Staff Present: Ken Lader, Public Works Director; Christine Cook, Senior Deputy Prosecuting Attorney; Kevin McDowell, Deputy Prosecuting Attorney (Virtual); Chris Carle, Capital Programming Manager; Bart Catching, Planner II; Jeffrey Delapena, Program Assistant; and Cindy Holley, Court Reporter (Virtual).

### **GENERAL & NEW BUSINESS**

#### **A. Approval of Agenda for October 17, 2024**

WOGEN: Okay. So, we do have a quorum for tonight. Looking for the approval of the agenda for October 17th tonight. Would anybody like to make a motion to approve the agenda?

BERGTHOLD: This is Commissioner Bergthold. I'll make a **motion** to approve the agenda.

BAKER: This is Commissioner Baker. I move to **second** that motion.

WOGEN: Since we've heard a motion and it's seconded, Jeff, can you call the roll call.

**ROLL CALL VOTE**

BERGTHOLD: AYE

WOGEN: AYE

HARROUN: AYE

BAKER: AYE

DELAPENA: 4/0.

**B. Approval of Minutes for March 21, 2024**

WOGEN: Thank you, Jeff. Okay. The approval of the minutes for the March 21st, 2024. Are there any motions for that?

BAKER: This is Commissioner Baker. I **move** to approve the minutes for March 21st, 2024.

BERGTHOLD: This is Commissioner Bergthold and I'll **second** that.

WOGEN: Okay. The motion's been made and seconded. Jeff, will you do the roll call.

**ROLL CALL VOTE**

BERGTHOLD: AYE

WOGEN: AYE

HARROUN: AYE

BAKER: AYE

DELAPENA: 4/0.

WOGEN: Thank you, Jeff. The motion passes.

**Communications from the Public**

WOGEN: Okay. Communications from -- this is not -- this is for items not listed on the agenda. Okay.

Communication from the public. This is for items not listed on the agenda. The Planning Commission

welcomes written comments and testimony from the public on items not listed on tonight's agenda. Your comments should be directed to the Planning Commission. And, Jeff, can you explain.

DELAPENA: For attendees using their computer or Webex application, if you would like to speak, please use the raised-hand icon. For attendees using the telephone, audio only option, press star 3 on your phone's number panel to raise your hand.

For those in person that would like to provide comment, please raise your hand. Once acknowledged, you may come to the microphone towards the front of the room.

Public comments are limited to three minutes per person in order to accommodate all speakers. Again, this portion of tonight's hearing is only for items not listed on tonight's agenda.

We will begin with those in the hearing room who would like to make a general comment. Please raise your hand and the Chair will call on you to come up front to the microphone. Please provide your first and last name for the court reporter.

We have no raised hands in the hearing room. We will now call on those people on Webex or the phone that have raised their hands.

CATCHING: This is Bart. There are no raised hands on the Webex call.

DELAPENA: This concludes the communication from the public.

### **PUBLIC HEARING ITEMS**

**CPZ-2024-00001 2025-2030 Transportation Improvement Program (TIP):** The TIP identifies public works capital projects, including new construction, reconstruction, bridges, bicycle and pedestrian, safety, hot mix preservation improvements, and signalization construction, to maintain and enhance Clark County's transportation system in unincorporated Clark County.

**Staff Contact: Chris Carle, Capital Programming Manager** [chris.carle@clark.wa.gov](mailto:chris.carle@clark.wa.gov) or **(564)397-4523**

WOGEN: Thank you, Jeff. So the public hearing items, this is just a reminder, if you are providing public testimony in person, please sign up on the sign-up sheet in the back of the room. If you are joining remotely, instructions will be provided at the appropriate time by staff.

And so the first item on the agenda and the only item on the agenda tonight is the Transportation Improvement Program, TIP, which is CPZ-2024-00001, 2025-2030. And I believe, Chris, are you presenting?

LADER: Good evening, Commissioners. My name is Ken Lader, I'm the Clark County Public Works Director and with me tonight is Chris Carle, our Programming Manager, he'll be presenting this evening and also online with our PA's Office Kevin McDowell to help us in case we get sideways on any legal

issues or if we need to talk about a continuance or anything like that.

So with that, I'll hand it off to Chris and let him get started. I will be available for questions as will Chris at the end of the presentation. Thank you.

CARLE: Thank you, Ken. Thank you, Commissioners. Before I start, I want to thank Jeff for your efforts, all the materials I gave you, if you posted it online I'm sure I just gave them that e-mail a minute ago so thank you. And also for help with the SEPA, that's always an elusive challenging thing, so thank you for that.

Thank you for the opportunity to come before you tonight, Council. We're going to bring you the 2525 -- 2025-2030 Transportation Improvement Program for consistency with our Capital Facilities Program. And our next slide please, Jeff.

So the purpose of that is to set up the flow of our CFP, our Capital Facility Plan, to our Transportation Improvement Program which I'll refer to as a TIP from here on out as well as the CFP for the Capital Facility Program.

We'll bring up some Capital Facility Program, CFP, and TIP mapping as well as a list of the CFP itself. The TIP construction schedule. The schedule and steps of where we are with our program as a whole and the request to you to support the consistency of that from the Capital Facility Plan to the Transportation Improvement Program. Next slide please, Jeff.

A little bit of the purpose and legalities behind it, some RCWs under the GMA and the Clark County Comprehensive Plan, you'll see that in a flowchart and slide next, as well as that it's a Type IV process typically one that comes before the Planning Commission in our path to get our program adopted at the end of the year prior to our budget being adopted in December. Next slide please, Jeff.

This is a flowchart of how our plan gets from the CFP to the TIP underneath the Growth Management Act and then it flows down to the Comprehensive Plan. The Comprehensive Plan studies the both the arterial atlas and subarea circulation plan and capital, the 20-Year Capital Facility Plan is created from that. This is where I join in.

We take that Capital Facility Plan which you'll both see in a list and a map in the slides to follow, but from there we prioritize, score our projects both on a large capital plan basis as well as under our ongoing programs to prioritize those projects that could come into our Transportation Improvement Program and then underneath that is our one-year annual construction program which is the first year of the TIP.

That really expands the TIP for funding and sources of the projects and what our projected business will be in the, in that first year which will be 2025. From there we develop our capital road projects individually and assign them individual numbers. Next slide please, Jeff.

This is a map of our '25-'30 TIP. I'm going to ask Jeff at this point if you could please bring up the list of the Capital Facility Plan, we'll go back to these slides. This is a list of our Capital Facility Plan.

The projects at the top those are what I'll refer to as our large capital projects, you'll see those in both red and blue as well as mapped on our CFP map to follow in purple. And then there's the middle section of arterial intersections and some projects below that, those are all of our large capital plans.

Down at the bottom you'll see some ongoing programs, some of the larger ones, bridge and culvert repair, road preservation, transportation safety, sidewalks and ADA, and you'll see those in the list to follow. Jeff, if you could please now jump over to the Capital Facility Plan Map.

This is a mapping of the Capital Facility Plan, it's probably hard to see in full screen format. I want to jump back to the presentation; you'll see the heart of the program itself. At any point we could go back to this slide and look at the individual list, but the list in the top right, the legend, that's a representation of our large capital projects from the CFP also mapped below in purple.

And the next slide, next map there, Jeff, that will bring in the Capital Facility Plan and the TIP projects. The red and blue projects are those direct projects from the CFP, ones that we've prioritized and brought into our program.

All the projects in green are projects underneath are ongoing programs or various ongoing programs, and we'll see some of those construction schedules when we go back to the presentation itself. Let's jump back to the presentation there, Jeff, please.

So where I spoke earlier of the TIP map, this is our maybe a close-up of the capital, sorry, of our '25-'30 TIP. Again, the red and blue projects are our large capital projects. The projects in green are various projects under our ongoing programs. Bridge and culvert, road preservation, rural road and sidewalk projects. And the slide next, Jeff, please. This is a close-up of that map both with the CFP kind of overlay with the '25-'30 TIP. The next slide please, Jeff.

The next three slides will represent our construction schedule for those projects that are in our TIP, if they're going to construction within our current six years.

This slide is our large capital projects, the first section being the very important 179th Street area project schedules which will be coordinated with Washington State Department of Transportation's extensive 179th Street interchange project.

We have a current project that's an interim project at 50th Avenue that will complete next year. We have the 179th at 29th Avenue that will involve a roundabout and two bridges, that will begin construction next year.

179th Street, 15th Avenue to 26th Avenue, one of our bigger projects in this area as well as the associated Whipple Creek storm facility that will serve all of these projects in some capacity.

15th Avenue project, that's going to extend a non-existing road north from 179th tying into 10th Avenue but north of 179th eventually closing off the 10th Avenue road to alleviate some of that conflict in and around the interchange.

Delfel Road is on the east side of I-5, that's going to extend or reshape Delfel Road to where it currently exits to 179th and attach it to where the 179th is south of 179th Street. As well as a small segment on the east side, I'm sorry, I might have said east side, Delfel is on the west side of I-5.

The last project there is a little interim project that's going to go between our, sorry, Washington State DOTs interchange as well as tying into our 179th, 15th to 26th Street project, Avenue, Street. I can't see this, so I apologize. 99th Street there's -- there we go, thank you.

The three projects at the bottom are our last of our large capital projects, 99th Street that will go from, that's the wrong, sorry, I'm sorry, that's the one that just continued -- that's finished. Start again.

N.E. 99th Street from 94th Avenue to 117th, that one just completed, pretty extensive project that widened that thoroughfare, added some roundabouts and that ties into the vicinity of SR-503 or N.E. 117th Avenue, previous projects that improved that area.

152nd Avenue is going to improve and widen, add some intermittent sidewalk from Padden Parkway north to 99th Street. And the first of our 72nd Avenue improvements. Currently the termini is 122nd Street to 133rd Street, that termini may shift as we study that a little bit more and see what our needs are just north of that. I won't go into as much detail with the rest of these construction projects, but next slide please there, Jeff.

The first section are some of our bridge and culvert projects strengthening Bundles 1 and 2 are recently completed. Daybreak, Matney South Bridge as well as Whipple, Knapps and Carson Bridges as well as a more rural Mason Creek Barrier project.

Some of our road preservation projects what's not listed here are our annual HMA, hot mix asphalt, ADA ramp and guardrail and bridge rail projects, but we have an improvement currently started on Sunset Falls Road which is doing a chip seal from Dole Valley Road up to the Sunset Campground. N.W. 78th Street which will start next year from Lakeshore to Hazel Dell Avenue.

St. Johns Road improvement which will put new concrete panels down intermittently on St. Johns Road from 68th to 78th Street as well as a rural project S.E. Blair Road. Another rural road improvement project will be our 182nd Avenue at Risto Road, that's going to add a roundabout as well as some surfacing. And next slide, please.

We're going down to some sidewalk and ADA projects as well as our Transportation Safety Improvement Program. We have a couple of school projects, both Hockinson and Truman School. N.E. 130th Avenue pedestrian improvements.

68th Street sidewalk which is a pretty popular project that's ongoing between Highway 99 and St. Johns Road, that's also a partnership with the City of Vancouver who has about a 20 percent of that termini. Two of our other projects along Highway 99 to extend some previous commitments to Highway 99 both 102nd to 104th Street as well as 110th to 117th.

And lastly our transportation improvement projects, 119th Street to 152nd, that's in essence done. We may have some last list of items to finish there, but that added a roundabout at the 119th Street, 152nd Avenue intersection. And N.E. Davis Road, sorry, N.E. Ward Road/Davis Road, that's going to add a roundabout at that intersection. Next slide, please.

This is a schedule of where we are. Right now, we're at the October 17th hearing, two weeks prior we did the work session before the Planning Commission. To follow here, we have a presentation with DEAB, the Development Engineering and Advisory Board.

Prior to our Council work session on November 6th one day before that and then our hearing for our TIP and ACP adoption on November 19th before our early December adoption of our Council, I'm sorry, I mean of our budget. Next slide, please.

And this is the culmination and the request that we are seeking, Planning Commission support of our 2025-2030 Transportation Improvement Program for consistency with the 20-Year Capital Facility Plan. If there's anybody that wants more information there's a web link there to our program and I could always be contacted during the year. Any questions or comments?

WOKEN: Thanks, Chris, for that very detailed report, appreciate it.

CARLE: Thank you.

WOKEN: I'm going to throw it out to the staff now or I mean our community members. Jack, you're online, did you have any questions on this?

HARROUN: Yeah. Thanks for the presentation. You know, we rely, you know, solely really on your expertise in these areas. I'm just kind of curious like what is the criteria, I guess two parts, like what is the criteria that we're looking for when we're choosing these projects and is there any big projects that like if you had that we really would like to get to but we can't that you kind of see in the foreseeable future by either looking for grant money or something.

CARLE: That's a great question, Jack. Jeff, if you could please bring up that Capital Facility Plan list. This is the menu, if you will, of the large-scale projects that we have that we could bring into our program. From here we prioritize then we score them.

We're currently seeking a consultant that's going to update this Capital Facility Plan adding some necessary bits that will need to be incorporated into it, we'll also bring that scoring into our TIP, but,



yes, everything is very challenging to support funding for.

What -- part of what I do and my team does is go out for grant money but the whole program itself is supported by the large Public Works as a whole. As we determine projects that could get funded, they make those more viable to bring into our program, but the 179th Street projects were very challenging and expensive and projects to come will be as well, but that's it in a nutshell that the more we have available for funding, the more we could bring in.

LADER: And if I could, again Ken Lader, Public Works Director, just to expand on that a little bit. So the capital facilities list that you see here is really based on quite a bit of regional modeling for traffic needs, looking at the growth plan and that's why it will be updated along with the growth plan over this next year.

But it does look at those regional needs, the traffic volumes, the circulation, the growth in the county, the urban growth boundary and tries to give a comprehensive picture so when it's on the CFP then we can draw from this master list, if you will, to do our six-year planning.

And that's where Chris says he comes in, he and his team will look at that, what we would call a near-term or, you know, a shorter view in the six-year plan for the projects that we would build.

And then to answer your question about big projects that we can't get to, you know, we definitely prioritize some of the rural areas around safety and different conditions, crash history that comes up, we have different studies that we've gotten over the years, we also have current crash record and so we will prioritize projects like that based on those needs, but again, only within the programs and/or the larger projects that are on the CFP. So hopefully that helps kind of frame it a little bit.

HARROUN: Yeah, thanks so much.

WOGEN: Did you have any other questions, Jack?

HARROUN: No.

WOGEN: Mark, did you have any questions?

BERGTHOLD: Yes, I did. This is Commissioner Bergthold. Looking at the cost and you've got estimated cost obviously I'm assuming based on today's prices?

CARLE: Yes.

BERGTHOLD: Are there any projects due to the enormous, the enormity of it, the large, that you are concerned about not getting grants on, are they on the fringe? And kind of a second part to that, does funding impact, and this would be more of a historical, but does funding impact your scheduling of those projects?

LADER: Yeah, thank you, Commissioner. Two great questions. So as far as the grants I will say our program's been very successful and I think credit to Chris and his team but also other members of our staff that have worked pretty diligently with our regional partners, our state local partners, to get federal dollars as well as state and other programs.

So right now, the County road fund, Chris, you can correct me if I get this wrong but I'll give it a shot, so the road fund really makes up about a third of the expense that we put towards our projects in general and the rest of that the funding comes from traffic impact fees and/or grants. So, you know, I'm leaving out some little pieces but those are generally kind of how we're funded.

So to get to your scheduling question I think certainly we have that as a dial to kind of move things out a ways or pull them back in based on what we can do with preliminary engineering, what funding's available, but I think we've been very successful in leveraging those grant dollars against the local County road fund dollars that we get, and I can go into how those, what those are made up of if you're interested, but I won't geek out then, but I guess just to say I think the program's been pretty successful.

We've also been able to take advantage, you know, over the last few years of dollars that other programs, other municipalities or jurisdictions weren't able to use have come available to us and Chris's team has done a great job of if we can, if we have something that's ready or close taking advantage of that, so a little bit of flexibility there but it is quite a I think maybe sometimes a stressful song and dance for Chris and his team to make that work but they're really pretty good at it.

BERGTHOLD: I can understand that.

CARLE: Yeah, that was a great answer there, Ken, there's not much I could add to that. I would like to add another funding source that we have is the real estate excise tax that we utilize as well as partnerships both with the City of Vancouver, Washington State DOT, and one thing that we recently brought into our program that we never declared a cost for because it's an offset are utility reimbursables.

So there's about \$4 million in our program as a whole of various utilities that are coming in, I believe I have that number correct, but anyway, that's an offset, we've never had to report that on our TIP but now it has increased the costs a little bit albeit it also follows with those utility reimbursable or partnerships, if you will.

BERGTHOLD: One last question. Do you foresee any need to add staff or is your current staff going to be able to handle these projects as you schedule them out?

LADER: Yeah, thank you. Again, Ken Lader. Great question, Commissioner. So, yes, we do see that need and we have requests in right now that are being reviewed for the 2025 budget.

So the need typically for us revolves around our operations and maintenance needs, you know, with the rapid growth in the county it is always difficult for us to keep up with the maintenance needs and the level-of-service that we provide for the infrastructure that we've been building.

So the stuff that we've already built doesn't go away, it does get older and the new items that we're building or the new roadway and infrastructure needs more attention as well. So we have those requests in and they will be with the County Manager and then before Council if she recommends those to proceed, so...

BERGTHOLD: Thank you.

WOGEN: So, this is Eldon. I just had one follow-up to that then. If you don't get your hired help are any of these projects in jeopardy for next year?

LADER: Yes, thank you, Commissioner. Ken Lader. I would say, no, none of the near projects are in jeopardy and I think our requests are more geared towards the maintenance side.

Although, we do have -- we do have some project positions that we're asking to be converted and a couple of positions in our engineering and construction that do help us with preliminary engineering and project delivery, so it won't keep us from doing the projects, but it will keep us from doing them efficiently and certainly strains the staff that we have to get them done.

And we have seen where we've had to slide some schedules because of just lack of resource to deliver in the timely way that we'd like to, so...

WOGEN: Thank you. Jeremy, did you have any questions?

BAKER: Yeah. This is Commissioner Baker. So basically my questions revolve around budgeting process, and so in the past could you basically kind of lay it out on how you guys when you budget how does that come to fruition throughout the project lifespan to see if you're meeting your budget and then in that regard tell me how this budget and what the risks are for them coming in over budget in the next five years.

LADER: Sure. Thank you, Commissioner. So, it is an involved process. So, we, and Chris can add to this, but we budget our projects based on the preliminary engineering, so it kind of depends on what stage a project is in, and I wish I had our slide that we just showed to countywide finance because we kind of have a heat map, you know.

As you know when you estimate projects in the early stages, the 30 percent estimate is going to have quite a bit more risk or unknown than it will at the 90 percent level. So, as we get closer to final design for our projects we have what we feel is a pretty good estimate of what the construction costs will be.

Now depending on the project like some of these larger projects for 179th Street they may take, you

know, five to six years to get through that full process and permitting and as we approach our final design we feel good about the number but then actually when we put it out to bid and it goes out to the construction, you know, all the companies that are going to look at it, then we have a big uncertainty again, we don't know what the, what that day market or, you know, what the review period is going to be and when those bids come back in, then of course we can solidify the pricing.

I think to answer the part of your question about the uncertainty is that we redo those estimates at each of our milestones, so 30 percent, 50 percent, environmental permitting is usually around the 65 percent, we usually have 90 percent plan sets and that's when we involve all the utilities to come in and see where we really think we're going to be in the right-of-way, so each, at each milestone we're updating those cost estimates and they do tend to increase as we kind of nail down those unknowns.

We try to put contingency, you know, large contingencies on the front end but, you know, they're always unknown, so... And now I think you asked a question about the last part if you could repeat for me.

BAKER: Yes. Specifically for this proposal that you're asking for us to approve or what our approval process is, where are these projects in what you just described in the process and what are the risks involved with getting this approved for the county's budget?

LADER: Yes, thank you. So, we do, we do forecasts, we do a six-year forecast with our Public Works finance team to look at what our ending fund balance will be.

So, I would say that the risk of exceeding budget is very low, we always budget conservatively and I would say historically have not quite delivered, you know, each year on what we hope to for our annual construction plan, but the uncertainty depends on when it is in the six-year schedule, right.

So, you'll see those 179th projects are quite a ways out. I think that as we get closer to those years, we will have updated estimates that will reflect the budget more succinctly.

But the first year that Chris was talking about the annual construction program that's where we are really bidding and taking those projects to construction in 2025, our cost certainty is pretty solid, and we'll go do that work and we usually come out fairly close. Again, you know, it depends on the bidding climate and how many responders we have.

CARLE: And that annual construction program is going to also capture projects that are already in construction as well as projects still in design and our right-of-way phases accordingly.

I want to also comment on the slide or the CFP that's online right now is this is where we come in. So, these budgets are not anything that we've had a part of, sometimes we do face a large jump from things that weren't foreseen when they were planned, maybe some projects get moved, shifted, termini for example and they fluctuate accordingly on that sense as well.

BAKER: Thank you for those answers.

LADER: Yeah, and if I could just add one more thing, I've tried to train myself not to add more than the questions that's asked, but I think it's important to know that if we do encounter something that was unknown and have to adjust for the annual construction program we can amend and come back to Council partway through the year to do that adjustment, it doesn't happen very often, but it does occasionally.

Usually, we have so much work going on that we, if we drop project work there's room in the budget to complete something else, but, you know, again a lot of work so, yeah.

WOGEN: Did you have any others?

BAKER: No, that's all my questions. Thank you.

WOGEN: So 179th, this is Eldon speaking, is a big project going over many years, we've even had testimony from residents that lived in that area before and what was their concern about how long the project is going to take.

Is there anything that can be done to shorten that because if you live near that area, you're going to feel like there's been a project going on forever?

LADER: Yeah, thank you, Commissioner, great question. And you're absolutely correct, I've spoken with many of the residents in our outreach process and fielding questions and phone calls. So, a couple of things to note.

So, these are big projects. We -- pulling them forward in time is very difficult and that really has to do with the environmental permitting more than anything else. In fact, we've had to stretch the schedules because of changes in the environmental permitting and the biological assessment review and the timelines that where we can get those projects reviewed and permitted, so that's what the schedule reflects right now.

I will say your concern is also compounded by the ongoing development along the corridor that is happening right now. So we recognize that the public doesn't see a difference between when the road is being torn up and the utility is going in for Clark Regional, that doesn't look any different than when the road is being torn up and a utility is going in for a development or if the road is torn up and they can't get through or, you know, easily in and out of their home or driveway when it's a County project.

So we understand it's very difficult, we understand that it can be very frustrating and my staff is working very hard to make sure that our outreach in communication are improving. We've had a few missteps.

We just started the 179th/50th project this year and it's just finishing up now, so we've widened that

intersection that's on the far end of the, the far east end of the corridor, that work is just about done, but our communication we mistimed a few things to notify when we were going to be in there and then it got kind of impacted as well by work that was going on for the Clark Regional installation on the other end down by 29th.

So we can do better and I've had conversations with our, my Deputy County Engineer and his staff to make sure that we do that as well as our community engagement folks to help us with the outreach. It is not going to be a slow quick process and I -- where we can pull forward projects, we have but there just aren't opportunities like that very often, so...

WOGEN: But I'm sure you'll agree that if you can pull it forward you will do your most to do that.

LADER: Absolutely. And that has been my message to staff, like anything we can do to pull them forward and unfortunately, you know, we have encountered for instance on 15th Avenue extension we encountered the Western Wahoo which changed our wetland classification to a Category 1 which shifted what we had planned as being a culvert crossing to a bridge and you can just imagine like the, it kind of cascades into adding a year to the project pretty quickly so, but we're trying, yeah.

WOGEN: Thank you. So, do any of the other Commission members have any other questions? Okay. Then I'm going to turn it over to the public testimony.

For tonight's hearing oral testimony should be directed to the Planning Commission. The Planning Commission will consider all public comments as they deliberate and vote on the recommendation to the Council. So, Jeff.

### **PUBLIC TESTIMONY**

DELAPENA: Please note to be a party of record you must submit written testimony before, during, or prior to the close of tonight's hearing, or provide oral testimony at the public hearing, or request in writing to be a party of record.

If written comments were received prior to October 17th, 2024, they were submitted to the PC members and posted on the Planning Commission website. Tonight's hearing is being transcribed by a court reporter, so please spell your first and last name and speak slowly. Public comment time is limited to three minutes.

We will now begin with those participants that have joined remotely via computer or telephone. Please raise your virtual hand or press star 3 on your phone to let us know if you would like to provide comment. We have no one on Webex or on the telephone who would like to provide comment.

We will now begin with participants in the hearing room. When we call your name on the sign-up sheet, please come up to the front and, I'm sorry, we don't have anyone on the sign-up sheet. We do have a raised hand in the hearing room. Please come up to the front and provide your first and last

name for the court reporter. If you do not wish to provide public testimony, please say so.

HARDY: My name is Teresa Hardy, T-e-r-e-s-a.

DELAPENA: Oh, I'm sorry. Please hit the mute button on the microphone.

HARDY: Good evening. My name is Teresa Hardy, T-e-r-e-s-a, Hardy, H-a-r-d-y. Having been somewhat involved in the process of this transportation with some organizations it does raise a question about 179th and it raises a continued question about concurrency.

And our understanding is is that the Growth Management Act says that concurrency means that infrastructure should be in place before we allow development and as we look at what development is being approved within the county, how does that -- how does that concurrency weigh into the criteria and the scoring and the prioritization of projects because 179th was moved forward with development and we did not have plans or anything for the infrastructure and that did raise a considerable amount of concern among residents and I don't know yet if we ever really have a resolution to the concerns out there.

And when we have these site-specific requests in the county that are going forward and if any of those are approved, how does that weigh in. And then the other is with the roundabout at 119th and 152nd, that took away wetlands. It was based upon a study that was seven years old. We were saying can we do some of the mitigation before we did the roundabout.

And then we had Ward and Davis and before that was approved it was brought to Council what development was going to go in or around there and another one of those concurrency issues, are we going ahead, are we making sure that the development is planned for before we decide what the roads are, are we doing the roads first and then allowing development.

So, these are all questions that seem to me that need to be considered as we move forward with this. Thank you.

WOGEN: Thank you, Teresa.

DELAPENA: There is no one else in the hearing room who would like to provide comment.

### **Return to Planning Commission**

WOGEN: Then I would like to announce that all public comments are complete and there are no more wishing to testify either online or in the room, so we'll close public testimony.

So, I'm going to open it up to now Planning Commission deliberations. So, I'd like to start with, Mark, would you like -- do you have any comments?

BERGTHOLD: I do not.

WOGEN: Jack, how about you?

HARROUN: Nothing other than really appreciate all the hard work you guys put into this and I know you're balancing so many things that you've just barely even touched on so appreciate your work.

CARLE: Thank you.

WOGEN: Thanks, Jack. Jeremy.

BAKER: I would concur with Jack, but I have no other comments.

WOGEN: Well, I concur with Jack too. I was a Program Manager when I used to work, and I certainly can sympathize with your scheduling issues. I wish that there could be something done with the, to speed up some of these processes so where things can get done expediently because the residents like at 179th they're going to feel like work's going to be going on forever, so I feel for them.

So, I'd like to see, I'd like to entertain if anybody has a motion regarding what we have here before us today. Anybody have a motion to accept, oh, what do we call it?

BAKER: This is Commissioner Baker. I would like to move to accept the 2025-2030 Transportation Improvement Program -- Chris, thank you -- the Improvement Program TIP to the Commission.

COOK: Right. I think you want, this is Chris Cook, Senior Deputy Prosecuting Attorney, I think you want to recommend that the Council adopt the TIP.

BAKER: Thank you, Chris, I appreciate that. I would like to **move** to recommend from the Commission that the CPZ-2024-00001, 2025-2030 Transportation Improvement Program be recommended to the Council for adoption.

WOGEN: Anybody have a second?

BERGTHOLD: This is Commissioner Bergthold. I'll **second** that.

WOGEN: So I've heard a motion and second. So, Jeff, will you call the roll.

**ROLL CALL VOTE**

BERGTHOLD: AYE

WOGEN: AYE

HARROUN: AYE

BAKER: AYE



DELAPENA: 4/0.

WOGEN: Motion is approved to present to County Council.

CARLE: Thank you, Commissioners.

LADER: Yeah, thank you, Commissioners.

WOGEN: Thank you for coming. Oh, where am I at. I got out of sequence here. So that concludes our public hearing. I don't know if there's any old business or new business?

**OLD BUSINESS**

None.

**NEW BUSINESS**

None.

**COMMENTS FROM MEMBERS OF THE PLANNING COMMISSION**

WOGEN: Any other comments from any member of the Planning Commission? No? Then I adjourn this meeting.

The record of tonight's hearing, as well as the supporting documents and presentations can be viewed on the Clark County Web Page at:

***<https://clark.wa.gov/community-planning/planning-commission-hearings-and-meeting-notes>***

Television proceedings can be viewed on CTVV on the following Web Page at:

***<https://www.cvtv.org/program/clark-county-planning-commission>***

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