

Clackamas County Transportation Capital Improvement Program

DRAFT - 5-Year Program

Fiscal Years 2014-15 to 2018-19



Department of Transportation and Development

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TABLE OF CONTENTS

TRANSPORTATION SYSTEM PLANNING AND PROJECT PROGRAMMING	4
20-Year Capital Improvement Plan (20-Year CIP)	4
5-Year Capital Improvement Program (5-Year CIP)	5
Capital Project Categories.....	5
5-year CIP Project List	7
5-year CIP Project Map	10
FUNDING SOURCES AND FUTURE PROJECTS.....	11
Local Funding Sources.....	11
Federal, State and Regional Funding Sources.....	12
Table B: Key Projects Matched with Possible Grant Funding Sources.....	19
Appendix A: Transportation Safety Action Plan Projects.....	20

TRANSPORTATION SYSTEM PLANNING AND PROJECT PROGRAMMING

Clackamas County is responsible for an extensive transportation network throughout the County. This network is part of a larger regional transportation system that supports the needs of the people and businesses in the County. The vast majority of the County road system (93.6%) is located outside of cities. Approximately 90 miles of County roads are maintained inside cities with the largest portion of these roads in Happy Valley and Damascus.

The public ownership of roads in Clackamas County is as follows:

City-owned roads --	806 miles
County-owned roads --	1,400 miles
State-owned roads --	222 miles

There are also many miles of local access roads, private roads and forest service roads.

The entire County transportation network encompasses a variety of structures as shown below, as well as a substantial system of sidewalks and bike lanes.

- 1,400 miles of road
- 700 miles of road striping
- 2,400 miles of gravel shoulder
- 26,900 traffic signs
- 111,000 feet of guardrail
- 180 bridges
- 8,100 culverts
- 1,900 manholes
- 9,300 catch basins
- 1 ferry

The major capital improvements needed for the transportation system, including projects needed to increase road capacity, relieve congestion, improve safety, serve new development, support economic growth and provide options to traveling by automobile, are identified within the Clackamas County Transportation Systems Plan (TSP), which is Chapter 5 of the County Comprehensive Plan. As defined by the TSP, transportation capital projects are primarily located on arterial and collector roads. Similarly, federal transportation funding is only available for capital improvement projects located on roads that are classified as arterials and collectors, with an emphasis on maintaining the operations of the principal arterial system.

20-Year Capital Improvement Plan (20-Year CIP)

The 20-Year CIP was developed and adopted as a part of the TSP. It is divided into three lists, reflecting the expectation that there will not be enough funding for all of the projects within the 20-year time frame.

- **20-Year Capital Projects:** The prioritized list of needed transportation projects that can reasonably be undertaken given the current estimates of available funding;
- **Preferred Capital Projects:** A second group of needed, prioritized transportation projects that the County would undertake if additional funding becomes available during the next 20 years, and

- **Long-Term Capital Projects:** The remainder of the transportation projects needed to meet the transportation needs of the County in the next 20 years, but not expected to be funded or constructed by the County.

5-Year Capital Improvement Program (5-Year CIP)

The 5-Year CIP is comprised of projects from the 20-Year CIP for which funding has been identified or is anticipated over the next five years. This includes fully funded projects as well as those that are funded only for preliminary planning and design. It details the schedule for work in the next five years, creating the five-year program. In addition, the 5-Year CIP specifies the funding source for each project, connecting transportation planning to the County’s capital construction budget.

The 5-Year CIP also includes projects identified in the Transportation Safety Action Plan (TSAP) and the Intelligent Transportation System (ITS) Plan, projects identified through the bridge and culvert review system, and projects that emerge because of needed repairs. It is updated periodically to provide a more detailed implementation of the capital project priorities identified in the TSP. Policy 5.CC.2 of the TSP directly addresses this need:

Maintain a current and complete 5-Year Capital Improvement Program (CIP), which contains the programmed transportation projects in priority order, with estimated costs and assigned responsibility for funding. Update and adopt the 5-Year Capital Improvement Program periodically.

Finally, the 5 year CIP supports the County’s concurrency policy (ZDO Section 1007.09, 3/1/2014). The transportation portion of this policy states that “approval of a development shall be granted only if transportation facilities are adequate or will be made adequate in a timely manner,” requiring that the needed improvements be fully funded in the five-year program and scheduled for construction within three years of land use approval.

Capital Project Categories

The capital project descriptions used in the TSP, the 20-Year CIP and the 5-Year CIP are broadly defined and allow for the development of individual projects within a larger project. These project categories are loosely based on the road user or system the project benefits or impacts (e.g., bicycle project, pedestrian project or transit project), as follows:

1. Upgrade

In the 20-year CIP, the “Upgrade” projects are separated into Urban and Rural projects, depending on if they are located in the Urban Growth Boundary (UGB) or outside of the UGB. Upgrade projects add vehicle capacity to an existing roadway or intersection. This may require the reconstruction of any existing sidewalks and/or bicycle lanes. Other examples include adding intersection turn lanes or installing a traffic signal.

Some projects have a “New Roadway” designation, when an extension or a new road is needed accommodate vehicle capacity or needed connectivity.

2. Bridge/Culverts – Constructing, replacing or upgrading a bridge or culvert

3. **Safety** – Projects or studies focused on reducing crashes and/or the risk for crashes, including railroad crossings. The Clackamas County Transportation Safety Action Plan (TSAP) outlines a strategy to build and implement a county-wide safety culture with the ultimate goal of reducing transportation-related injuries and fatalities. Policy and action items set forth in the plan, when implemented, will achieve the desired goals; however, successful implementation depends upon a number of factors, including strong safety leadership at all levels, cohesive safety partnerships, funding and working together toward a common goal. Success will result in reduced injuries and fatalities on County roadways.

Appendix A is a list of projects which support the TSAP. In order to make the investments that are needed, these projects will need to be matched to a funding source so that they can be programmed into the 5 year Capital Improvement Program.

4. **Active Transportation -**

Active Transportation projects are located in both the urban and rural area. Active Transportation upgrade projects in the UGB add needed sidewalk, bicycle lanes or a multi-use path. Projects outside the UGB include those that add paved shoulders or are a multi-use path. There are some more general Active Transportation projects that add needed facilities such as way-finding signage.

5. **Intelligent Transportation Systems (ITS)** – Projects that incorporate ITS treatments such as coordinated signal systems. The Clackamas County ITS Action Plan includes a range of projects that address the needs of the region, grouped into the following categories:
 - Traffic Management and Operations (TMO)
 - Multimodal Operations (MMO)
 - Traveler Information (TI)
 - Data Collection and Management (DCM)
 - Incident and Emergency Management (IM)
 - Maintenance and Construction Management (MCM)
6. **Repairs** – Capital repairs of major damage caused by storms, flooding, landslides or other natural events that damage portions of the transportation system.
7. **Study** – Future transportation studies to be undertaken as part of the implementation of the TSP. The TSP identifies a number of transportation planning efforts needed to provide additional details on capital project needs in specific areas of the County.