## CLARK COUNTY STAFF REPORT

DEPARTMENT:	Public Works / Transportation Division / Programming
DATE:	October 18, 2016
REQUESTED ACTION:	Adoption of the 2017-2022 Six-Year Transportation Improvement Program and the 2017 Annual Construction Program.  Consent X Hearing County Manager
☐ Create and maintain a vi ☐ Continue responsible ste ☐ Promote family-wage jol ☐ Maintain a healthy, desir	tt transportation systems in Clark County brant system of parks, trails and green spaces ewardship of public funds o creation and economic development to support a thriving community able quality of life d foster an engaged, informed community onsive work force
BACKGROUND	

Public Works is proposing to adopt the Transportation Improvement Program (TIP). The TIP document identifies prioritized transportation projects and proposed funding for design, property acquisition and construction during the next six years.

Each year, Clark County must prepare a six-year TIP to be in compliance with RCW 36.81.121. In addition, per RCW 36.81.130, the County must adopt an Annual Construction Program (ACP) that includes all capital road projects and all road equipment purchases for the ensuing year. The 2017 ACP represents the implementation of the first year of the Six-Year TIP.

This year, transportation programming staff, in consultation with the Board of County Councilors (BOCC) and County Engineer, met in two work sessions which guided the development of the recommended 2017-2022 six-year program.

#### COUNCIL POLICY IMPLICATIONS

None. The 2017-2022 Six-Year Transportation Improvement Program and the 2017 Annual Construction Program must be fiscally constrained by the forecasted revenues.

#### ADMINISTRATIVE POLICY IMPLICATIONS

None.

### COMMUNITY OUTREACH

The development of the 2017-2022 Transportation Improvement Program included press releases, two work sessions with the Board of County Councilors, presentations to the Clark County Planning Commission, Development and Engineering Advisory Board, Clark County Finance Committee, neighborhood outreach and internet web sites. The 2017-2022 Six-Year Transportation Improvement Program State Environmental Policy Act (SEPA) permitting process was included in the Clark County Capital Facilities 20-year Plan. The Public Hearing before the Board of County Councilors is the final step in the public involvement in the TIP adoption.

PWH0-122

## **BUDGET IMPLICATIONS**

YES	NO	
X		Action falls within existing budget capacity.
	X	Action falls within existing budget capacity but requires a change of purpose within existing appropriation.
	X	Additional budget capacity is necessary and will be requested at the next supplemental. If YES, please complete the budget impact statement. If YES, this action will be referred to the county council with a recommendation from the county manager.

## **BUDGET DETAILS**

Local Fund Dollar Amount	\$85,730,000
Grants/Loans/Partnerships	\$70,399,000
Transportation Improvement Fees	\$14,902,000
Account	County Road Fund

### DIST

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	AP
Carolyn Henges, P.E. Transportation Division Manager  APPROVED: CLARK COUNTY, WASHINGTON BOARD OF COUNTY COUNCILORS  DATE:	Heath H. Henderson, P.E. Public Works Director/County Engineer
APPROVED: Mark McCauley, Acting County Manager	

#### Attachments

- Resolution: 2017-2022 Transportation Improvement Program
- Resolution: 2017 Annual Construction Program
- 2017-2022 Transportation Improvement Program
- 2017 Annual Construction Program
- 2017-2018 Major Road Equipment Purchases and Repairs
- 2017 TIP Reasonably Funded Project List
- Notice of Public Hearing

#### **BUDGET IMPACT ATTACHMENT**

#### Part I: Narrative Explanation

Each year, Clark County must prepare a six-year Transportation Improvement Program (TIP) to be in compliance with RCW 36.81.121. In addition, per RCW 36.81.130, the County must adopt an Annual Construction Program (ACP) that includes all road and bridge construction projects and all road equipment purchases for the ensuing year.

The total six-year program is estimated at \$171,031,000. The 2017 annual budget is programmed at \$34,547,000. Future programmed biennial budget includes \$31,852,000 in 2018; 2019-2020 biennium includes \$51,085,000; and 2021-2022 biennium includes \$53,547,000.

The numbers below reflect years 2017-2022.

#### Part II: Estimated Revenues

Fund #/Title	2017/2018	Biennium	2019/2020	Biennium	2021/2022	Biennium
	CRF	Total	CRF	Total	CRF	Total
1012/County Road Fund	\$66,399,000	\$66,399,000	\$51,085,000	\$51,085,000	\$53,547,000	\$53,547,000
Total	\$66,399,000	\$66,399,000	\$51,085,000	\$51,085,000	\$53,547,000	\$53,547,000

#### Part III: Estimated Expenditures

#### III. A – Expenditures summed up

Fund #/Title	2017/2018	Biennium	2019/2020	Biennium	2021/2022	Biennium
	CRF	Total	CRF	Total	CRF	Total
1012/County Road Fund	\$66,399,000	\$66,399,000	\$51,085,000	\$51,085,000	\$53,547,000	\$53,547,000
Total	\$66,399,000	\$66,399,000	\$51,085,000	\$51,085,000	\$53,547,000	\$53,547,000

#### III. B - Expenditure by object category

Fund #/Title	2017/2018	Biennium	2019/2020	Biennium	2021/2022 Biennium					
	CRF	Total	CRF	Total	CRF	Total				
Salary/Benefits	\$ 3,319,950	\$ 3,319,950	\$ 2,554,250	\$ 2,554,250	\$ 2,677,350	\$ 2,677,350				
Contractual	\$ 1,991,970	\$ 1,991,970	\$ 1,532,550	\$ 1,532,550	\$ 1,606,410	\$ 1,606,410				
Supplies										
Travel										
Other										
Controllables										
Capital Outlays	\$61,087,080	\$61,087,080	\$46,998,200	\$46,998,200	\$49,263,240	\$49,263,240				
Inter-fund										
Transfers										
Debt Service										
Total	\$66,399,000	\$66,399,000	\$51,085,000	\$51,085,000	\$53,547,000	\$53,547,000				

# CLARK COUNTY, WASHINGTON RESOLUTION NO. 2016-10-06

A RESOLUTION relating to adoption of the 2017-2022 Six-Year Transportation Improvement Program (TIP).

**WHEREAS**, a public hearing on the 2017-2022 Transportation Improvement Program was held at 10:00 A.M., Tuesday, October 18, 2016 in accordance with RCW 36.81.121 and WAC 136-16-010; and,

WHEREAS, this is to certify that a priority array of potential projects on this County's arterial system was prepared under the direction of the Director of Public Works and was available to the Board of County Councilors during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, this is to certify that a written report with respect to deficient bridges was prepared under the direction of the Director of Public Works and was available to the Board of County Councilors during the preparation of these programs in accordance with WAC 136-20-060; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish its consistency with the adopted Comprehensive Plan and adopted policies in the Community Framework Plan; and,

WHEREAS, this Transportation Improvement Program has been analyzed to establish Clark County's financial capability of completing the projects that are contained within the Program in accordance with RCW 36.70A; and,

WHEREAS, pursuant to WAC 197-11-800 this Transportation Improvement Program is categorically exempt from the threshold determination and further environmental review, and that further environmental review will be required on each individual project identified in the program, unless categorically exempt per WAC 197-11-800; and

**WHEREAS,** the County commits to funding those projects so designated as "Reasonably Funded" in the program for purposes of Concurrency, as shown in the Financial Analysis section of the TIP, incorporated by reference; and,

WHEREAS, the Board of County Councilors is in regular session assembled this day.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COUNCILORS OF CLARK COUNTY, STATE OF WASHINGTON, that the attached 2017-2022 Transportation Improvement Program, as submitted by the Director of Public Works, is hereby adopted.

DATED this 19th day of OCA	<u>,</u> 2016.
ATTEST:  Clerk to the Board	BOARD OF COUNTY COUNCILORS FOR CLARK COUNTY, WASHINGTON MARC BOLDT, Chair

JEANNE E. STEWART, Councilor

Page 1 of 2

APPROVED AS TO FORM ONLY:

ANTHONY F. GOLIK

Prosecuting Attorney

BY:

CHRIS HORNE Chief Civil Deputy Prosecuting Attorney

JULIE OLSON, Councilor

DAVID MADORE, Councilor

TOM MIELKE, Councilor



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# 2017 - 2022 Transportation Improvement Program Project Funding Analysis

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	0	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\Box$	0	0	0	0	0	0	1,160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\Box$		75,	000			1,22	5,000				0				0				0			(
	0	0	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
T	0	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	237,000	0	0	0	0	0	0	0	0	0	0	0
1	-		0			210	,000			237	,000				0				0			
	0	0	0	0	0	0	210,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I	0	0	0	0	0	0	0	0	0	0	318,000	0	0	0	0	0	0	0	0	0	0	0
4	-		0			220	,000			318	,000				0				0			
	0	0	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
$\mathbf{I}$	0	0	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	199,000	0	0	0	0	0	0	0	0	0	0	0
H		VIEW-1-700	0			205	,000			199	,000				0				0			
Ц	0	0	0	0	0	0	210,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ц	0	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	245,000	0	0	0	0	0	0	0	0	0	0	0
4			0				,000				,000	-		the same of the same of	0				0			
	0	0	0	0	0	0	200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	225,000	0	0	0	0	0	0	0	0	0	0	0
+	. 1	445	0 210,000 225,000							0			-	0								
•	0 1	0	0 1	0	0	0	179.000	0	0	0	0	0	0	0	0	0	0	0	I 0	0	0	0

	2018				2019				2020					20		20					
CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF
(1985年)							Road Pre	servation I	rogram										THE REAL PROPERTY.		
111,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4,251,000	0	0	756,000	146,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	5,11	8,000		146,000					0				0					(			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0 21,000	0	120,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	141	,000				0				0				0				0			(
50,000	0	0	0	50,000	0	0	0	50,000	0	0	0	100,000	0	0	0	100,000	0	0	0	100,000	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	100,000	0	0	0	400,000	0	0	0	400,000	0	0	0	200,000	0	400,000	0	400,000	0
	50,	,000		150,000				450,000			500,000					700	500				
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8,000	8,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5,000	0	0	256,000	167,000	0	274,000	48,000	1,300,000	0	0	0	0	0	0	0	0	0	0	0
	21,	,000		423,000				1,622,000				0							(		
23,000	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10,000	0	0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	130,000	0	900,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
83,000 1,035,000									0				0			-	0			(	
				A CONTRACTOR OF THE STATE OF TH				Rural Road Improvement Program										S NEW Y			
22,000	0	0	0	10,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0 0 0 0			20,000	0	0	0	20,000 0 500,000 0			20,000	0	500,000	0	20,000	0		
	22,	000		10,000			25,000			525,000					525	,000			525		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	THE RESERVE	000				0				0				0				0			(
5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0	0	0	5,000	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04		000		5,000				5,000					-	000			5,0		5,0		
61,000	0	80,000	0	45,000	0	96,000	0	90,000	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	150,000	0	0	0	20,000	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	160,000	60,000	1,700,000	0	152,000	70,000	1,082,000	0	0	0
Territory lands	,000		141,000				240,000 Sidewalks and ADA Compliance Pro				1,940,000					1,30	The second second				
			Value Wall			E881515		_	The Real Property lies and the least lies and the lies and the lies and the least lies and the least lies and the lies and t	THE OWNER WHEN	NAME AND ADDRESS OF TAXABLE PARTY.	THE OWNER WHEN PERSON NAMED IN			E ALADA				4541075.75		
30,000	0	0	0	30,000	0	50,000	0	50,000	0	0	0	100,000	0	0	0	128,000	0	0	0	100,000	0
0	0	0	0	10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	10,000	0	0	0	10,000	0
0 0 0 0			20,000 0 250,000 0				100,000 0 250,000 0			0	137,000 0 100,000 0				200,000	0	200,000	0			
	-	000				0,000				,000	-	347,000					338		510		
175,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1,179,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

2017				2018				2019			2020				2021				20				
CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF		
								Sidew	alks and A	DA Comp	liance Pro	gram							SE SERVICE				
15,000	0	20,000	0	30,000	0	25,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	11,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	50,000	0	100,000	0	100,000	0	165,000	0	0	0	0	0	0	0	0	0	0	0		
35,000					216	,000			265	,000				0				0	1		(		
105,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
183,000	50,000	1,195,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	1,77	THE RESERVE OF				0	COURSE STREET, STR			0				0				0			-		
10,000	0	0	0	0 .	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
10,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
65,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
65,000	AND DESCRIPTION OF THE PARTY OF	000	U	U	No. of Contract of	0	U	U		0	U	U	THE RESERVE TO THE PERSON NAMED IN	0	U	0		0	V	Ť			
0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	T o	0	0	0		
44,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<b>+</b>	THE RESERVE OF THE PERSON NAMED IN	000		250,000			0			0				0									
17,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	T 0	0	0	0		
0	0	0	0	286,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0	291,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
	17,000			286,000			291,000			0				0									
0	0	15,000	0	0	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	41,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	96,000	0	0	0	175,000	0	0	0	0	0	0	0	0	0	0	0		
	15,	000		178,000				175,000			0				0								
0	0	0	0	350,000 0 0 0		350,000 0 0		0	0	350,000	0	0	0	350,000	0	0	0	350,000	0				
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	1,000,000	0	0	0	500,000	0	0	0	800,000	0	0	0	500,000	0	0	0	500,000	0		
		0		1,350,000				850,000					1,15	0,000			85		850				
	No.		SHARA A			1部。124		Transpo	rtation Saf	fety Improv	ements P	rogram	A TANK					WEST OF	10-15				
50,000	0	0	. 0	50,000	0	50,000	0	50,000	0	0	0	100,000	0	150,000	0	100,000	0	0	0	100,000	0		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	500,000	0	0	0	0	0	150,000	0	900,000	0	90,000	0	0	0	190,000	0	900,000	0	190,000	0		
<u> </u>	The same of the latest	,000			100	CHARLES THE REAL PROPERTY.		1,100,000			340,000				,	1,19		440					
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
293,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
293,000			0				0			0				0									
35,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
350,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
385,000				0				0				0											
20,000	0	0	0	50,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
0	0	0	0	350.000	0	0	0	0	0	0	0	0	0	0	0	n	n	0	n	0	0		
	_													A-24					-				

	20	)17		2018				2019					20	)20			20		20		
CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF	Grants / Loans	Other	CRF	TIF
								Transpo	rtation Sa	fety Improv	vements P	rogram		<b>建</b>					14/6/5/3		
0	0	187,000	1,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	200,000	8,000	0	0	603,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
401,000				603,000				0						0					(		
40,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5,000	0	0	0	320,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		,000			THE OWNER WHEN PERSON NAMED IN	,000		0					The second second	0				0			(
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
160,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100,000	STREET, SQUARE,	0,000		- U	-	0	0	- U		0	U	U		0	U	0		0	J	-	(
20,000	0	0	0	70,000 0 0 0			70,000 0 0 0			70,000	0	0	0	70,000	0	0	0	70,000	0		
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	350,000	0	0	0	350,000	0	0	0	350,000	0	0	0	350,000	0	0	0	350,000	0
	20,	,000			420	,000		420,000					420	,000			420	420			
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
493,000	93,000 0 200,000 0 0 0 0 0			0	0	0	0	0	0	0	0	0	0	0	0	0					
0	0	0	0	0	0	0	0	5,000	0			20.000		102,000	0	0	0	0	0	0	0
										0	0	30,000	0		0						
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61,000	0	241,000	21,000	0	0
	CONTRACTOR OF STREET	0	U	0	The second second	0	U	U	The second secon	000	755	0		2,000	0	61,000	323	-	0 (		
200,000	0	148,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0		0			0											0	0	0	0
50,000	0	425,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55,000		,000	- J	Ť	THE RESERVE OF THE PARTY OF THE	0	-	Ť		0	-		THE STREET	0	-		-	0		<u> </u>	(
4,000	0	10,000	0	0	0	0	. 0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
26,000	0	80,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Charles and the Control of the Contr	,000				0			ALC: NO.	0		-		0					(		
0	0	0	0	0	0	0	0	5,000	0	0	0	10,000	0	0	0	10,000	0	50,000	0	10,000	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,000	0	0	0	40,000	0
Ů	-	0		-	The second second	0		20,000 0 0 0			0	20,000 0 0 0				20,000		40,000	250		
25,000				0	0	0	0	0 0 0 0			0	0 0 0 0				0 0 0 0				0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
65,000			0				0 0 0				0			<u> </u>			(				
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	880,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
															•						