



CLARK COUNTY WASHINGTON

PUBLIC WORKS

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March 4, 2019

Ms. Gretchen Gleue
Washington State Department of Transportation / NWR Dayton Office
Title VI Program Specialist
15700 Dayton Avenue North
PO Box 330310
Shoreline, WA 98133

SUBJECT: Clark County 2018 Title VI Annual Accomplishment Report

Dear Ms. Gleue:

Clark County's Title VI Annual Accomplishments Report for Clark County Fiscal Year 2018 is attached for your review. The 2018 report captures October 1, 2017 through December 31, 2018 as discussed in August 2018.

There has been a change in our County Manager. A new Assurances document is included as an appendix in this report, as required by LAG Section 28.3.

As discussed on February 26th, an amendment to this report will follow. It was not understood that all divisions that support the Clark County transportation program, such as planning, also need to be included in the Title VI Annual Accomplishment Report. Also, any corrections, edits or updates to the 2018 report will be captured in the amendment.

If you have questions, please do not hesitate to contact me at darlene.sharar@clark.wa.gov or at (564) 397-5794.

Respectfully,

Darlene K. Sharar
Capital Program Specialist, Senior

c: Susan Wilson, Programming Manager
Gretchen Gleue, CPM, WSDOT Title VI Programming Specialist
Project File

Attachments: 2018 Annual Accomplishments Report



 For other formats, contact
the Clark County ADA Office

Voice 360.397.2322 **Relay** 711 or 800.833.6388
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**Clark County Public Works
Transportation Program**

**2018 TITLE VI Annual Accomplishment
and
Update Report for Year Ending 2018**

February 28, 2019

Agency Administrator

Shawn Hennessee
County Manager

Public Works Director

Ahmad Qayoumi
Clark County

Public Works Title VI Coordinator

Nicole Davis
Program Coordinator I

Prepared by:

Darlene Sharar
Capital Programs Specialist, Senior

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Clark County Public Works

TITLE VI ANNUAL ACCOMPLISHMENT UPDATE AND REPORT

**Clark County Fiscal Year 2018
October 1, 2017 – December 31, 2018**

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Clark County Public Works

2018 TITLE VI ANNUAL ACCOMPLISHMENT AND UPDATE REPORT

October 1, 2017 – December 31, 2018

2018 – General Overview

During 2018, Clark County Public Works and other departments throughout the county saw many organizational and structural changes. Of importance to this 2018 Title VI Annual Accomplishment and Update Report, both the public works director and county manager were new to Clark County.

In late summer 2018, a new Clark County Public Works Director was hired. The current Public Works Director has provided strong leadership for staff to correct past Title VI oversights, misunderstandings and gaps in implementation noted in the WSDOT review of the 2017 Title VI Annual Accomplishment and Update Report.

Limited English Proficiency (LEP) research and outreach, regardless of funding source, is just one Title VI area that he has strongly emphasized the requirement to follow in all Public Works efforts and projects.

With the strong leadership of the Clark County Public Works Director, the public works department continues to improve upon their implementation of the Title VI Plan and program. Title VI is being enhanced and corrections made in coordination with WSDOT's Equal Employment Opportunity (EEO) Office. The on-going efforts incorporate information from:

- the WSDOT review of the 2017 Title VI Annual Accomplishment and Update Report
- federal training
- internal "lessons learned" and
- the experiences gained to correct and update Title VI Program and processes

The recent changes to Clark County Public Works (CCPW) staffing are captured in the updated organizational chart included Appendix C. The overall transportation program related organizational changes will be noted in CCPW updated Title VI Plan.

As discussed with the WSDOT Title VI Specialist on February 26, 2019, there will be an amendment to the CCPW 2018 Title VI Annual Accomplishment and Update Report, later this year. The amendment will be expanded to include departments outside of CCPW that provide support and data for the county transportation program. This amendment is necessary as the original focus of this report was specifically departments within public works.

Section I – POLICY STATEMENT

Policy of Nondiscrimination:

The current Clark County Title VI assurances, signed by the Clark County Manager, are included in Appendix A. The assurances will be included in the CCPW 2019 Title VI Plan update. The update to the existing Title VI plan will be submitted to WSDOT later this year for review and approval.

Authorities:

Title VI of the 1964 Civil Rights Act provides that no person in the United States shall on the grounds of race, color, national origin or sex be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of terms “programs or activities” to include all programs or activities of federal aid recipients subrecipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100-259 {S. 557} March 22, 1988.)

Additional Citations:

Title VI of the Civil Rights Act of 1964; 42 USC 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; DOT Order 1050.2; EO 12250; 28 CFR 50.3

Clark County’s Title VI policy statement was published in the county’s newspaper of record on **December 19, 2018**. A certified copy of this annual announcement is attached in Appendix B of this report.

Section II – ORGANIZATION, STAFFING AND STRUCTURE**A. Organization**

The organizational chart, with CCPW Title VI reporting relationships, is attached in Appendix C. Table 1 in this section notes the Title VI special emphasis program areas, the job title of their associated Title VI specialist and the assigned Title VI program duties.

B. Staffing**Agency Administrator:**

The County Manager serves as the County’s Title VI Agency Administrator. The agency administrator is authorized to ensure compliance with provisions of Clark County’s policy of nondiscrimination and law, including the requirements of 23 CFR Part 200 and 49 CFR Part 21. Clark County’s Title VI coordination shall be performed under the authority of the Clark County Manager.

Title VI Coordinator:

The County Manager has designated the Public Works Director to perform the duties of the Title VI Coordinator, to ensure implementation of the County’s Title VI program. The Title VI Coordinator has other duties and responsibilities in addition to Title VI. To assist the Title VI Coordinator, a public works department-wide position for Title VI administration, compliance, monitoring and training, the Title VI Program Coordinator has been created.

The Public Works Title VI Program Coordinator serves as the day-to-day contact for Title VI program activities within Public Works. Although the Title VI Program Coordinator reports to the Public Works Finance Department Division Manager, the Title VI Program Coordinator has an indirect reporting relationship and direct access to the Public Works Director, the Title VI Coordinator.

Title VI Specialists:

CCPW is in the process of enhancing their internal Title VI training, knowledge and support system. WSDOT provided Title VI training on February 26, 2019. With completion of the WSDOT

training, CCPW Title VI Specialists, along with a back-up for each specialist will be determined to provide Title VI support for each division within public works.

Support to the Title VI Program Coordinator will be provided by the division Title VI Specialists. As noted above, the specific positions are being determined and will work with the Title VI Program Coordinator in all areas of the Title VI program. The specialists will provide input and support for the overall Title VI program development, implementation, compliance, monitoring, training, Title VI Annual Accomplishment and Update Report input and input on Title VI Plan updates.

The Title VI Specialists and their backup employee position titles will be added to Table 1 in the 2019 Title VI Annual Accomplishment and Update Report amendment later this year. They will also be included in the 2019 Title VI Plan update.

| Table 1 | | | | |
|--|-----------------------------------|---------------|----------------------------------|--|
| Clark County Public Works Staffing – Title VI Specialists and Backups | | | | |
| Public Works Divisions | Title | Gender | Racial/Ethnic Designation | Program Duties |
| Administration & Finance | Program Coordinator I | Female | White/Caucasian | Education/Training for Public Works, Title VI Compliance |
| Transportation & Development | Specialist / TBD | | | Input and Support for Public Works, Title VI Compliance |
| | Backup / TBD | | | |
| Engineering & Construction | Specialist / TBD | | | Input and Support for Public Works, Title VI Compliance |
| | Backup / TBD | | | |
| Road Maintenance & Safety | Specialist / TBD | | | Input and Support for Public Works, Title VI Compliance |
| | Backup / TBD | | | |
| Parks & Lands | Specialist / TBD | | | Input and Support for Public Works, Title VI Compliance |
| | Backup / TBD | | | |
| Clean Water | Specialist / TBD | | | Input and Support for Public Works, Title VI Compliance |
| | Backup / TBD | | | |
| Fleet Services | Specialist / TBD | | | Input and Support for Public Works, Title VI Compliance |
| | Backup / TBD | | | |
| Transportation & Development Programming | Senior Capital Program Specialist | Female | White/Caucasian | Title VI annual report and plan updates |

Table 2 provides the summary of employee diversity statistics in CCPW. CCPW has 295 staff. The majority of public works staff in 2018 were male/white/Caucasian. Out of the 295 employees, approximately 256 (86.78%) were white/Caucasian, and 225 (76.27%) were male. The level of diversity in the work force has remained relatively the same, with regard to gender over the past several years. There has been an approximate 6% increase in non-white/Caucasian employees over the same timeframe.

| Table 2 | | | | | | | |
|---|--------|--------|--------|--------|--------|--------|--------|
| Summary of Public Works Employee Diversity Statistics | | | | | | | |
| Category | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
| Total Employees | 253 | 258 | 257 | 266 | 268 | 300 | 295 |
| Total Males | 190 | 198 | 196 | 201 | 202 | 229 | 225 |
| • Percent Males | 75.10% | 76.74% | 76.26% | 75.56% | 75.37% | 76.33% | 76.27% |
| Total Females | 63 | 60 | 61 | 65 | 66 | 71 | 70 |
| • Percent Females | 24.90% | 23.26% | 23.74% | 24.44% | 24.63% | 23.67% | 23.73% |
| White/Caucasian | 233 | 238 | 236 | 243 | 237 | 263 | 256 |
| • Percent White/Caucasian | 92.09% | 92.25% | 91.83% | 91.35% | 88.43% | 87.67% | 86.78% |
| Non White/Caucasian | 20 | 20 | 21 | 23 | 31 | 37 | 39 |
| • Percent Non White/Caucasian | 7.91% | 7.75% | 8.17% | 8.65% | 11.57% | 12.33% | 13.22% |

The countywide demographics, as of 2016 U.S. Census Bureau, American Community Survey, are:

- 9% Hispanic or Latino (of any race)
- 2% Black or African American
- 1% Native American
- 4% Asian (of any race)
- 1% Pacific Islander
- 3% some other race alone
- 5% two or more races
- 85% White.

Total Clark County population by gender was 49% male and 51% female. The 2012 – 2016 county wide demographics data is in Appendix D.

C. Structure:

The current organizational chart shows the reporting structure of CCPW Division Managers and the Title VI Specialists. Each division manager oversees their Title VI Specialist. The reporting structure for each Title VI Specialist supporting the CCPW Title VI Program Coordinator is shown in Appendix C.

Please note, upon advice of the Clark County Prosecuting Attorney's Office, employee names are not used, only employee position titles.

Section III – TITLE VI MONITORING AND REVIEW PROCESS

A. Actions to Promote Internal and External Compliance with Title VI

The CCPW Title VI Program Coordinator administers the Title VI program and coordinates implementation of the plan for public works. The Title VI Specialists support the Title VI Program Coordinator to ensure compliance with the assurances, policy and program objectives. For each

Annual Title VI Accomplishment Report, the performance of Title VI program will be reviewed to assess administrative procedures, staffing and resource needs. Suggested recommendations and updates will be captured in the annual report and provided to the Clark County Public Works Director.

Internal:

Select CCPW staff attends yearly Title VI training provided by WSDOT to keep current on updates and changes to the program. A recently completed training with WSDOT included the Title VI Program Coordinator, Capital Programs Specialist, division managers, project managers and support staff. The Title VI Program Coordinator, Title VI Specialists (to be determined) and Capital Programs Specialist are responsible for internal Title VI training, monitoring and compliance for their respective divisions within Public Works.

CCPW Title VI Program Coordinator, Title VI Specialists and Capital Programs Specialist will continue to attend yearly WSDOT Title VI training sessions. Internal trainings will be conducted by the Title VI Program Coordinator and Title VI Specialists on a bi-annual basis or more frequently, if needed. The trainings will be augmented with future on-line training, as Clark County is in the process of locating and vetting on-line Title VI training. The on-line training will be added to the county's training system, Gensuite. Title VI will be part of the required annual training courses in the current library. All employee trainings are tracked, recording the training course(s), date taken and if scored – fail/pass or other scoring method.

Other Title VI training and focus areas for CCPW staff will include:

- Interpretation and Translation Services
- Title VI Related Language in Public Works Documents
- Title VI Public Meeting Forms
- Adding Title VI “on-demand” training to the county training system, Gensuite
- Demographic Data/Maps
- Updated Title VI Authorities and Citations
- ADA Compliance
- Internal Title VI Related Meetings and Discussions

External:

At public meetings and project open houses, Clark County staff provides Title VI self-reporting forms and collects voluntary data. Prior to public meetings and project open houses, research is conducted to determine if limited English speaking populations are within the project area/impact area. Limited English Proficiency (LEP) determinations meeting the threshold of 5% of the population or 1,000 individuals, whichever of the 5% or 1,000 individuals is less, defines the language(s) that documentation, translation and interpretation services are needed in.

To assist non-English speaking customers, the county provides translation services through Language Line, a commercial, telephone-based translation service. To further assist the large Hispanic and Russian populations across the county, the alternate language statement below will be included in a footer of project documents, in Spanish and Russian.

For questions regarding Clark County Public Work's Title VI Program, or for interpretation or translation services for non-English speakers, or otherwise making materials available in an alternate format, contact Clark County Public Works' Title VI Coordinator via email at CCPW-TitleVI@clark.wa.gov or phone 564.397.3944. Hearing/speech impaired may call the Washington Relay Center at 711.

Project “heads up” flyers are translated into Spanish. The same LEP steps will be taken to determine if there are other LEP languages to translate project flyers and the above alternate language statement into. Examples of the documents are in Appendix F.

The following non-discrimination language is inserted into solicitation for bids for public works: Requests for Proposals solicitations, negotiated agreements and contract documents:

“Clark County, Washington in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notified all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner’s race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award.”

B. Title VI Compliance Reviews During This Report Period

No WSDOT Title VI compliance reviews of CCPW activities were conducted during this reporting period.

Section IV – TITLE VI COMPLAINTS DURING THIS REPORT PERIOD

No Title VI related complaints were received by Clark County during this reporting period. Clark County Human Resources and Public Works departments were notified of an issue on a Clark County construction project site in 2018, but are unaware if the matter is related to Title VI or not. The understanding is that the complaint went directly to WSDOT and WSDOT is conducting the investigation. The status of the investigation and outcome is not known at the county level.

Clark County’s EEO Title VI complaint form and instructions are available on line at:

<https://www.clark.wa.gov/human-resources/documents>.

The EEO Title VI complaint form and instructions can also be directly accessed via this link:

<https://www.clark.wa.gov/sites/default/files/dept/files/human-resources/documents/EEO%20title%20VI%20complaint%20form.doc>.

Clark County Public Works does not maintain a separate Title VI Complaint Log. The County Human Resources Department maintains a county-wide log of Title VI grievances and complaints, which are investigated by that department. When requested, Public Works staff provides assistance to the Clark County Human Resources staff with investigation activities.

During 2019, the current procedures for reporting, tracking, recording and responding to any complaints received will be reviewed and updated as needed. The updates will be captured in the Clark County Public Works 2019 Title VI Annual Accomplishment and Update Report and the 2019 Update of the Clark County Public Works Title VI Plan.

Section V – ACCOMPLISHMENT REPORT FOR EACH PROGRAM AREA

The following information describes the location of major program functions within Public Works. Each of the divisions and sections within each division provides support for various stages of Transportation Improvement Program (TIP) projects, from scoping and design through to construction. They provide data needed for all projects, regardless of funding source. The 2018 accomplishments for the capital projects created with the assistance of all the public works divisions and sections are included in the 6-Year Transportation Improvement Program (2018-2023) and Annual Construction Program for 2018 in Appendix H.

The Public Works program areas include:

- Outside Agencies
- Administration and Finance
- Transportation and Development
- Engineering and Construction
- Road Maintenance and Safety
- Parks and Lands
- Clean Water
- Fleet Services

As discussed with the WSDOT Title VI Specialist on February 26, 2019, there will be an amendment to the Clark County Public Works 2018 Title VI Annual Accomplishment and Update Report, later this year. The amendment will expand to include departments outside of CCPW that provide support and data for the county transportation program. This amendment is necessary as the original focus of this report was only departments within public works.

The Public Works emphasis areas are shown in the Public Works Organizational Chart in Appendix C.

A. Outside Agencies

Public Works Transportation Programming staff coordinates with other government agencies, private groups and the public to develop and implement the 6-year Transportation Improvement Program (TIP) to meet the transportation needs of Clark County. Programming staff provides technical assistance to regional transportation groups and serves as liaisons for capital transportation projects and the TIP with the Southwest Washington Regional Transportation Council (RTC), the Metropolitan Planning Organization (MPO) for Clark County.

During this reporting period, scoping, design and construction for multiple projects was undertaken. The 2018 accomplishments for the associated divisions capital projects are included in the 6-Year TIP (2018-2023) and Annual Construction Program for 2018 are contained in Appendix H.

B. Administration and Finance

Administration and Finance Division staff work with Public Works' Programming section on projects with and without grant funding. The administration and finance staff proactively works with granting requirements and regulations. They review billings for eligible and ineligible grant reimbursable costs. The approved billings are submitted to funding partners for reimbursement by this division.

The administration and finance staff provides support with funding projections for the TIP to ensure the TIP is financially constrained, as required by law.

C. Transportation and Development

Transportation and Development is the division Public Works' Programming section is under. The sections that provide support for the Clark County Transportation program are:

- Traffic Engineering & Operations
- Preservation Management
- Signal Engineering & Operations

Each of the above sections, provide input into the Clark County TIP during and for the creation of country road projects. They are utilized for all scoping, design and construction projects, regardless of funding source. A few project components the above bulleted sections lead are:

- Traffic level of service and collision data
- Traffic engineering review and design
- Signing design
- Signal design – ADA compliant
- Illumination design

D. Engineering and Construction

Engineering and Construction staff work with Public Works' Programming section. The sections that provide support for the Clark County Transportation program are:

- County Surveyor/Survey
- Construction
- Inspection
- Real Property Services (right-of-way)
- Engineering & Design
- Project Management

Each of the above sections, provide input into our TIP during and for the creation of country road projects. They are utilized for all scoping, design and construction projects, regardless of funding source. A few "high-clip" project components the above bulleted sections lead are:

- Survey of existing and proposed right-of-way
- Project construction management and inspection
- Acquisition of additional right-of-way, permanent easements, temporary construction easements, permits, staff right-of-entry
- Project roadway design and associated abutting components (sidewalks and ADA compliant ramps)
- Overall project lead to adhere to scope, schedule and budget, public outreach, LEP determination and document needs

E. Road Maintenance and Safety

Road maintenance and safety staff work with Public Works' Programming section. The sections that provide support for the Clark County Transportation program are:

- Safety & Emergency Management
- Drainage
- Medians
- Water Quality

Each of the above sections, provide input into our Transportation Improvements Program (TIP) during and for the creation of country road projects. They are utilized for all scoping, design and construction projects, regardless of funding source. They also maintain the roadways and associated roadway features such as culverts, striping and guardrail. A few "high-clip" project components the above bulleted sections lead are:

- Expert roadway knowledge on proposed projects
- Emergency roadway needs – closures, cleaning culverts and ditches, tree and debris removal, slope protection, and immediate repair expertise
- Pothole, striping and guardrail repair

F. Parks and Lands

Parks and lands staff work with Public Works' Transportation Programming section. The division of this section that provides support for the Clark County Transportation program is:

- Environmental Permitting

The environmental permitting section is the lead for permitting needs for country road projects. They are also the lead for coordination with regulatory environmental permitting state and federal agencies. Environmental permitting is part of the teams for scoping, design and construction projects, regardless of funding source.

G. Clean Water

Clean water staff work with Public Works' Transportation Programming section. The division of this section that provides support for the Clark County Transportation program is:

- Capital

This section utilized for all scoping, design and construction projects, regardless of funding source. They coordinate their stormwater needs and upgrades efficiencies by partnering with projects in the TIP program by paying for their needs.

H. Fleet Services

Fleet services staff work provides maintenance to all CCPW vehicles. They do not interact with the TIP program, but are part of public works.

Consultant Projects for Public Works Awarded During this Reporting Period and their Dollar Value:

The Public Works consultant projects awarded during this reporting period and the associated dollar value in contained in Appendix G. A summary is noted below in Table 3. There will be an amendment to the CCPW 2018 Title VI Annual Accomplishment and Update Report, later this year. The amendment will capture award data for departments outside of CCPW that provide support and data for the county transportation program.

| Table 3 | | |
|---|---------------------------------------|----------------------------------|
| Number of Consultant Projects for Public Works Awarded During this Reporting Period and their Dollar Value: | | |
| Public Works Divisions | Number of Consultant Projects Awarded | Consultant Projects Dollar Value |
| Camp Bonneville | 3 | \$85,911.70 |
| Construction | | \$2,525,000.00 |
| Design | | \$3,229,826.91 |
| Project Management | | \$3,676,707.65 |
| Railroad | | \$326,238.41 |
| Real Property Services | | \$1,389,706.40 |
| Survey | | \$250,000.00 |
| Land Use / GMA Planning / Transportation Planning | | \$2,480,102.89 |

Efforts Made to Utilize Underutilized / Disadvantaged, Minority and Female Consultants and Sub-Consultants in Federally Assisted Contracts:

It is the policy of CCPW to comply with Title VI to ensure that Underutilized / Disadvantaged, Minority and Female Business Enterprises have an equal opportunity to receive and participate in CCPW contracts, regardless of funding source. As required by Title VI, CCPW does not exclude any person from participation in, deny any person the benefits of, or otherwise discriminate in connection with the award, execution or performance of any contract.

Efforts made to utilize minority and female consultants during the reporting period include the following activities:

- **Underutilized / Disadvantaged Business Enterprise (UDBE) Goals:** Federally funded projects often include a UDBE consultant goal assigned by WSDOT. With the recent update to the UDBE rules, Clark County contractors and consultants must now meet defined levels of participation of UDBE firms as a condition of receiving the contract award on federally funded projects.

Assigned and voluntary goals are noted in CCPW requests for proposals and construction contract documents.

Meeting UDBE mandatory goals are a condition of award for federally funded public works contracts.

For non-federally funded contracts a voluntary goal of 10% has been established by WSDOT. Although the 10% goal does not need to be met, UDBE plans are required to be submitted.

- **Consultant Selection Procedures:** CCPW issues multiple requests for proposals” (RFPs) each year.

Consultants are selected according to the procedures outlined in the Local Agency Guidelines (LAG) Manual. There are additional regulations and requirements followed for federally funded projects.

Clark County encourages all consultant firms that are registered to conduct business in Washington State and who possess the requisite professional license(s) to respond to RFPs issued.

Public Works also maintains an “on call” list of qualified consultants for various needs within Public Works to supplement both staffing and staff skillsets.

During 2019, language will be determined and emphasis added to encourage Underutilized / Disadvantaged Business Enterprises bidding on construction projects and to submit proposals for RFPs for CCPW projects and efforts.

Studies Conducted which Provide Data Relative to Minority Persons, Neighborhoods, Income Levels, Physical Environments, and Travel Habits

The current Public Works Director has provided strong leadership to public works staff in correcting past Title VI misunderstandings, gaps in implementation and accountability as noted in the WSDOT review of the Clark County 2017 Annual Title VI Accomplishment and Update Report.

Demographic research is conducted on all projects and surrounding project impact areas to determine low income and limited English Proficiency (LEP) populations.

The following link on how to review demographic data to determine a LEP population: <http://www.wsdot.wa.gov/sites/default/files/2017/11/15/Env-EJ-DemoDataLEPDet.pdf> is an educational tool to conduct project research. The data sources used for Environmental Justice reports and LEP determinations are at: <https://www.epa.gov/ejscreen>.

Working with the Public Works Environmental Coordinator, who is responsible for all project Environmental Justice Reports, project alternatives are elevated for their potential to have a disproportionate impact on low-income and minority populations per Environmental Justice requirements. Alternatives that are found to have a disproportionate impact on low-income and minority populations are considered to be “fatally flawed” and eliminated from further consideration.

Residents near road projects and within project impact areas, receive a variety of notifications: letters, door hangers, brochures and “heads up” flyers. Both English and Spanish are used, as there is a large Hispanic population in Clark County. As determined through LEP research, documents are provided in other languages as needed, for specific project impact areas.

This same LEP determinations process is followed when Clark County uses door hangers to alert residents immediately prior to the start of a project construction.

Historically, Clark County includes Russian translations as there is a large non-English speaking Russian population. As examples, Brush Prairie has an approximately 4.5% and Orchards 3.6% Russian population. Although Russian is not considered a minority in the demographic data contained in Appendix D, the county has made the decision to include information in Russian for public outreach efforts.

Hearings Held During the Report Period and Efforts Utilized to Ensure Citizen Participation, Particularly Minorities, and Women

Public meetings and open houses described in Appendix E were held to inform the public of various projects and seek input.

During this extended reporting period from October 1, 2017 through December 31, 2018, Public Works updated the Six-year Transportation Improvement Program (TIP) and Annual Construction Program for both 2018-2023 and 2019-2024. Details of each TIP were disseminated, and public participation sought via public work sessions, open houses, State Environmental Policy Act (SEPA) review, presentations to groups (Appendix E), an internet web page, press releases and newspaper advertisements.

The Board of County Councilors held public hearings on October 31, 2017 for the 2018-2023 Transportation Improvement Plan and the 2018 Annual Construction Program.

The Board of County Councilors held public hearings on October 23, 2018 for the 2019-2024 Transportation Improvement Plan and the 2019 Annual Construction Program.

Section VI – Education and Training

Beginning in 2019, CCPW will provide internal training to employees and add on-line training. The training courses will be combination of: instructor lead, employee self-paced and group discussions. Title VI articles and training updates will be published in the bi-monthly “We Are Public Works” newsletter.

Web based employee trainings are tracked and provided through the county training site Gensuite. Gensuite prompts and tracks employees training needs. Gensuite tracks both upcoming and taken courses.

The county is in process of gathering available Title VI training materials and opportunities. Title VI training will be reviewed and vetted before being included in the required Gensuite training catalog. Also being determined during 2019, for Title VI training are refresher timelines, training leads and associated support staff. The following training focus areas are anticipated:

- Overview of FHWA's Civil Rights Program Requirements for Local Public Agencies;
- Public outreach types and associated documentation needs;
- Limited English Proficiency (LEP) determinations; and
- Sub-recipient reviews and associated documentation needs.

Several CCPW attended the WSDOT Title VI training in 2018. The staff was from the following divisions:

- Transportation and Development
- Engineering and Construction
- Parks and Lands

The County Public Works Director, Public Works Division Managers, the Public Works Title VI Program Coordinator and Title VI Specialists continually support Title VI county-wide principals.

APPENDICES

A – Clark County’s Title VI Assurances

B – Clark County’s Annual Title VI Statement

C – Clark County Public Works Organizational Chart

D – Clark County Demographics Data

E – Public Works Listing of Public Meetings

F – LEP Outreach Efforts – Documents and Flyers

G – Public Works Consultant Contracts Summary

H – Reporting Period TIP, Annual Construction Program and On-going Programs

APPENDIX A
Clark County's Title VI Assurances
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The United States Department of Transportation

Standard Title VI/Non-Discrimination Assurances

DOT Order No. 1050.2A

Clark County, Washington (herein referred to as the "Recipient"), HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through the Federal Highway Administration (FHWA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 Stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 *et seq.*), (prohibits discrimination on the basis of sex);
- 28 C.F.R. § 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects;
- Title IX of the Education Amendments of 1972, as amended, (20 U.S.C. § 1681 *et seq.*), (prohibits discrimination on the basis of sex in education programs or activities);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability);
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
- The Civil Rights Restoration Act of 1987, (PL 100-209, (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability);
- 49 C.F.R. part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department of Transportation – Effectuation of Title VI Of The Civil Rights Act Of 1964*);
- 49 C.F.R. part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
- 49 C.F.R. part 28 (entitled *Enforcement Of Nondiscrimination On The Basis Of Handicap In Programs Or Activities Conducted By The Department of Transportation*);
- 49 C.F.R. part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
- 28 C.F.R. part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);

APPENDIX A – Continued
Clark County's Title VI Assurances
Page 2 of 4

- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

Although not applicable to Recipients directly, there are certain Executive Orders and relevant guidance that direct action by Federal agencies regarding their federally assisted programs and activities to which compliance is required by Recipients to ensure Federal agencies carry out their responsibilities. Executive Order 12898 (1995), entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations" emphasizes that Federal agencies should use existing laws to achieve Environmental Justice, in particular Title VI, to ensure nondiscrimination against minority populations. Recipients should be aware that certain Title VI matters raise Environmental Justice concerns and FHWA intends that all Recipients evaluate and revise existing procedures (as appropriate) to address and implement Environmental Justice:

https://www.fhwa.dot.gov/environment/environmental_justice/index.cfm.

Additionally, Executive Order 13166 (2001) on Limited English Proficiency, according to the U.S. Department of Justice in its Policy Guidance Document dated August 16, 2000 (65 Fed. Reg. at 50123), clarifies the responsibilities associated with the "application of Title VI's prohibition on national origin discrimination when information is provided only in English to persons with limited English proficiency." When receiving Federal funds Recipients are expected to conduct a Four-Factor Analysis to prevent discrimination based on National Origin. (See also U.S DOT's "Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons," dated December 14, 2005, (70 Fed. Reg. at 74087 to 74100); the Guidance is a useful resource when performing a Four-Factor Analysis).

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurances that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or LEP be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the FHWA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above general Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted **FHWA Programs**:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in 49 C.F.R. §§ 21.23(b) and 21.23(e) will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations;

APPENDIX A – Continued
Clark County's Title VI Assurances
Page 3 of 4

2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with the FHWA program and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

"Clark County, Washington in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notified all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, all contractors will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of the owner's race, color, national origin, sex, age, disability, income-level, or LEP in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient;
5. That where the Recipient received Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith;
6. That where the Recipient received Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property;
7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
- a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Clark County Manager or the official to whom is delegated specific authority to give reasonable guarantee that it, or other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of

APPENDIX A – Continued
Clark County's Title VI Assurances
Page 4 of 4

Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, **Clark County, Washington** also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the **FHWA's** access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or compliant investigations conducted by **FHWA**, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

Clark County, Washington gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the Recipient by the U.S Department of Transportation under **FHWA Programs**. This ASSURANCE is binding on **Clark County, Washington**, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in **FHWA Programs**. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Clark County, Washington

By: _____

Shawn Hennessee, Clark County Manager

Dated: 1-28-19

APPENDIX B
Clark County's Annual Title VI Statement

Publication date – 12/19/18

Publication Newspaper – The Columbian, Vancouver WA

Affidavit of Publication
STATE OF WASHINGTON

County of Clark

SS:

COLUMBIAN

CLARK CTY PUBLIC WORKS-L
PO BOX 9810
VANCOUVER WA 98666

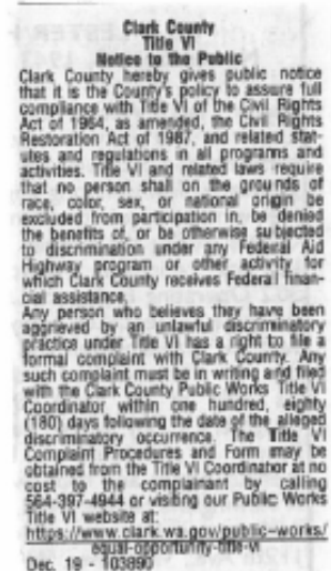
REFERENCE:

0000070285
0000103890 title vi annual notice

I, the undersigned say,

That I am over the age of eighteen and not interested in the above entitled matter; that I am now, and at all times embraced in the publication herein mentioned, was, the principal clerk of the printer of The Columbian, a daily newspaper printed, published and circulated in the said county and adjudged a newspaper of general circulation by the Superior Court of the County of Clark, State of Washington, under Proceeding No. 802006715; that the advertisement, of which the annexed is a true printed copy, was published in the above-named newspaper on the following dates, To wit:

PUBLISHED ON 12/19/2018.
TOTAL COST: 59.50
FILED ON: 12/19/2018

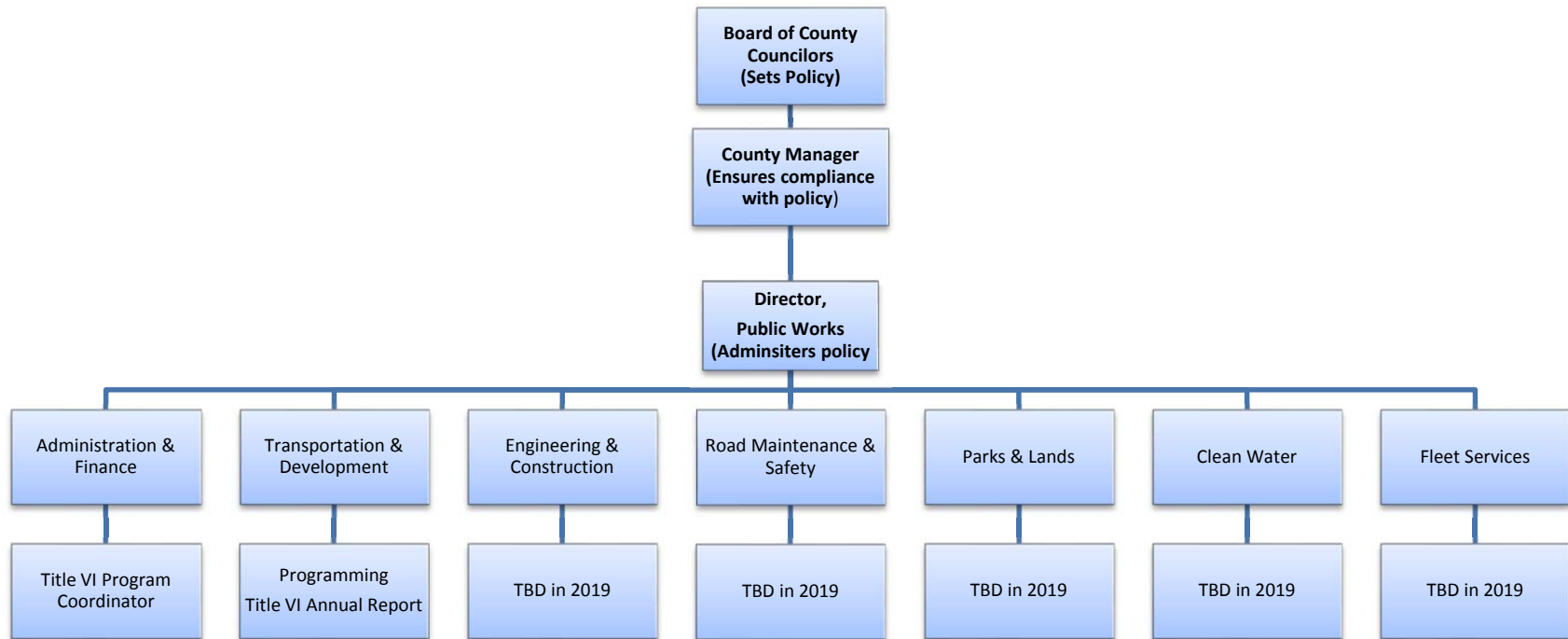


I Certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature

Aiane Woodman

APPENDIX C
Clark County Public Works Organizational Chart



APPENDIX D

Clark County Demographics Data

Page 1 of 3



EJSCREEN ACS Summary Report



Location: User-specified polygonal location
 Ring (buffer): 0.5-mile radius
 Description:

| Summary of ACS Estimates | | 2012 - 2016 | |
|--------------------------------------|--|-------------|--|
| Population | | 455,747 | |
| Population Density (per sq. mile) | | 708 | |
| Minority Population | | 90,948 | |
| % Minority | | 20% | |
| Households | | 165,998 | |
| Housing Units | | 174,780 | |
| Housing Units Built Before 1950 | | 13,929 | |
| Per Capita Income | | 29,960 | |
| Land Area (sq. miles) (Source: SF1) | | 644.06 | |
| % Land Area | | 96% | |
| Water Area (sq. miles) (Source: SF1) | | 29.50 | |
| % Water Area | | 4% | |

| | 2012 - 2016 ACS Estimates | Percent | MOE (±) |
|--|------------------------------|---------|---------|
| Population by Race | | | |
| Total | 455,747 | 100% | 669 |
| Population Reporting One Race | 435,021 | 95% | 2,279 |
| White | 385,971 | 85% | 694 |
| Black | 8,502 | 2% | 271 |
| American Indian | 2,926 | 1% | 139 |
| Asian | 19,327 | 4% | 328 |
| Pacific Islander | 3,508 | 1% | 321 |
| Some Other Race | 14,786 | 3% | 526 |
| Population Reporting Two or More Races | 20,725 | 5% | 310 |
| Total Hispanic Population | 39,668 | 9% | 748 |
| Total Non-Hispanic Population | 416,079 | | |
| White Alone | 364,798 | 80% | 683 |
| Black Alone | 8,100 | 2% | 271 |
| American Indian Alone | 2,492 | 1% | 139 |
| Non-Hispanic Asian Alone | 18,996 | 4% | 328 |
| Pacific Islander Alone | 3,333 | 1% | 321 |
| Other Race Alone | 695 | 0% | 436 |
| Two or More Races Alone | 17,663 | 4% | 314 |
| Population by Sex | | | |
| Male | 225,043 | 49% | 444 |
| Female | 230,704 | 51% | 458 |
| Population by Age | | | |
| Age 0-4 | 29,277 | 6% | 262 |
| Age 0-17 | 115,073 | 25% | 458 |
| Age 18+ | 340,673 | 75% | 576 |
| Age 65+ | 62,530 | 14% | 305 |

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
 N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS) 2012 - 2016.

February 22, 2019

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APPENDIX D – Continued **Clark County Demographics Data** **Page 2 of 3**



EJSCREEN ACS Summary Report



Location: User-specified polygonal location
 Ring (buffer): 0.5-mile radius
 Description:

| | 2012 - 2016 ACS Estimates | Percent | MOE (±) |
|--|------------------------------|---------|---------|
| Population 25+ by Educational Attainment | | | |
| Total | 302,948 | 100% | 437 |
| Less than 9th Grade | 7,888 | 3% | 137 |
| 9th - 12th Grade, No Diploma | 17,372 | 6% | 184 |
| High School Graduate | 76,405 | 25% | 347 |
| Some College, No Degree | 117,163 | 39% | 404 |
| Associate Degree | 32,693 | 11% | 271 |
| Bachelor's Degree or more | 84,121 | 28% | 337 |
| Population Age 5+ Years by Ability to Speak English | | | |
| Total | 426,470 | 100% | 568 |
| Speak only English | 362,466 | 85% | 657 |
| Non-English at Home ¹⁺²⁺³⁺⁴ | 64,004 | 15% | 455 |
| ¹ Speak English "very well" | 38,341 | 9% | 352 |
| ² Speak English "well" | 13,339 | 3% | 269 |
| ³ Speak English "not well" | 9,954 | 2% | 268 |
| ⁴ Speak English "not at all" | 2,370 | 1% | 201 |
| ³⁺⁴ Speak English "less than well" | 12,324 | 3% | 296 |
| ²⁺³⁺⁴ Speak English "less than very well" | 25,663 | 6% | 338 |
| Linguistically Isolated Households* | | | |
| Total | 4,843 | 100% | 150 |
| Speak Spanish | 1,795 | 37% | 96 |
| Speak Other Indo-European Languages | 1,566 | 32% | 106 |
| Speak Asian-Pacific Island Languages | 1,375 | 28% | 73 |
| Speak Other Languages | 107 | 2% | 75 |
| Households by Household Income | | | |
| Household Income Base | 165,998 | 100% | 229 |
| < \$15,000 | 12,501 | 8% | 164 |
| \$15,000 - \$25,000 | 14,007 | 8% | 191 |
| \$25,000 - \$50,000 | 38,112 | 23% | 287 |
| \$50,000 - \$75,000 | 32,764 | 20% | 187 |
| \$75,000 + | 68,614 | 41% | 312 |
| Occupied Housing Units by Tenure | | | |
| Total | 165,998 | 100% | 229 |
| Owner Occupied | 107,361 | 65% | 244 |
| Renter Occupied | 58,637 | 35% | 227 |
| Employed Population Age 16+ Years | | | |
| Total | 354,411 | 100% | 480 |
| In Labor Force | 225,976 | 64% | 513 |
| Civilian Unemployed in Labor Force | 16,266 | 5% | 207 |
| Not In Labor Force | 128,435 | 36% | 354 |

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
 N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS)
 *Households in which no one 14 and over speaks English "very well" or speaks English only.

February 22, 2019

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APPENDIX D – Continued **Clark County Demographics Data** **Page 3 of 3**



EJSCREEN ACS Summary Report



Location: User-specified polygonal location
 Ring (buffer): 0.5-mile radius
 Description:

| | 2012 - 2016 ACS Estimates | Percent | MOE (±) |
|---|------------------------------|---------|---------|
| Population by Language Spoken at Home* | | | |
| Total (persons age 5 and above) | 426,470 | 100% | 568 |
| English | 362,466 | 85% | 659 |
| Spanish | 24,155 | 6% | 470 |
| French | 933 | 0% | 173 |
| French Creole | N/A | N/A | N/A |
| Italian | N/A | N/A | N/A |
| Portuguese | N/A | N/A | N/A |
| German | 1,848 | 0% | 147 |
| Yiddish | N/A | N/A | N/A |
| Other West Germanic | N/A | N/A | N/A |
| Scandinavian | N/A | N/A | N/A |
| Greek | N/A | N/A | N/A |
| Russian | N/A | N/A | N/A |
| Polish | N/A | N/A | N/A |
| Serbo-Croatian | N/A | N/A | N/A |
| Other Slavic | N/A | N/A | N/A |
| Armenian | N/A | N/A | N/A |
| Persian | N/A | N/A | N/A |
| Gujarathi | N/A | N/A | N/A |
| Hindi | N/A | N/A | N/A |
| Urdu | N/A | N/A | N/A |
| Other Indic | N/A | N/A | N/A |
| Other Indo-European | 5,023 | 1% | 229 |
| Chinese | 3,139 | 1% | 215 |
| Japanese | N/A | N/A | N/A |
| Korean | 1,759 | 0% | 291 |
| Mon-Khmer, Cambodian | N/A | N/A | N/A |
| Hmong | N/A | N/A | N/A |
| Thai | N/A | N/A | N/A |
| Laotian | N/A | N/A | N/A |
| Vietnamese | 2,950 | 1% | 309 |
| Other Asian | 4,846 | 1% | 258 |
| Tagalog | 1,855 | 0% | 202 |
| Other Pacific Island | N/A | N/A | N/A |
| Navajo | N/A | N/A | N/A |
| Other Native American | N/A | N/A | N/A |
| Hungarian | N/A | N/A | N/A |
| Arabic | 588 | 0% | 152 |
| Hebrew | N/A | N/A | N/A |
| African | N/A | N/A | N/A |
| Other and non-specified | 1,036 | 0% | 183 |
| Total Non-English | 64,004 | 15% | 837 |

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
 N/A means not available. Source: U.S. Census Bureau, American Community Survey (ACS) 2012 - 2016.
 *Population by Language Spoken at Home is available at the census tract summary level and up.

February 22, 2019

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APPENDIX E

Public Works Listing of Public Meetings

Public Meetings / Open Houses:

NE Manley Road (NE 244th Street – NE 82nd Avenue) Project: On April 17, 2018, Public Works staff hosted an open house for residents in the surrounding project area. The location was at the Daybreak Primary and Elementary Schools at 1900 NE 20th Avenue in Battle Ground.

NE 99th Street Extension: On June 6th, 2018, Public Works staff hosted an open house for residents in the surrounding project area. The location was at the Barberton Grange at 9400 NE 72nd Avenue in Vancouver.

NE 10th Avenue (NE 141st Street – NE 149th Street) Project: On June 19th, 2018, Public Works staff hosted an open house for residents in the surrounding project area. The location was at Skyview High School at 1300 NE 139th Street in Vancouver.

Highway 99 – NE 99th Street Intersection Improvements Project: On September 11th, 2018, Public Works staff hosted an open house for businesses and residents in the surrounding project area. The location was at the Luke Jensen Sports Park at 4000 NE 78th Street in Vancouver.

APPENDIX F LEP Outreach Efforts – Documents and Flyers

Page 1 of 3

After discussion with the WSDOT Title VI Specialist on February 26, 2019, documents and flyers in LEP languages will be provided in the amendment to Clark County Public Works 2018 Title VI Annual Accomplishment and Update Report. Contained within Appendix F are examples from this year.



AVISO

Se aproxima un proyecto en su área. *Esto es lo que necesita saber.*

ENERO 2019

NE 63RD STREET - 58TH AVENUE MEJORAS A LA INTERSECCIÓN

PROYECTO

El condado de Clark va a mejorar la seguridad de esta intersección al instalar un semáforo. Actualmente la intersección es una parada de dos vías, con señales de alto por la Northeast 58th Avenue.

La instalación de un semáforo mejorará la seguridad al permitir que los conductores por la Northeast 58th Avenue giren hacia la Northeast 63rd Street o que crucen la carretera ocupada sin tener que estar al pendiente si hay suficiente espacio en el tráfico. Los volúmenes de tráfico en esta parte de la Northeast 63rd Street supera los 12,000 vehículos por día.

El proyecto también reconstruirá el bordillo en la esquina noreste de la intersección, incluyendo las rampas accesibles a la banqueta para los discapacitados.

HORARIO Y TRÁFICO

Se espera que la construcción comience a finales de la primavera del 2019 y finalice en el otoño del 2019, esas fechas son condicionales y podrían cambiar.

La Northeast 63rd Street y la Northeast 58th Avenue no estarán cerradas durante la construcción, pero podría haber retrasos en el tráfico durante parte de la obra.

FONDOS

Los cálculos actuales indican que el proyecto costará alrededor de \$1 millón para el diseño, la adquisición de propiedades y la construcción. Una subvención federal del Highway Safety Improvement Program de \$ 926,000, a través del Southwest Washington Regional Transportation Council, cubrirá la mayor parte de los gastos.

PREGUNTAS O COMENTARIOS

¿Tiene preguntas sobre este proyecto o sugerencias sobre cómo reducir la interrupción? Obras Públicas invita sus comentarios y envía avisos con anticipación para que residentes tengan suficiente tiempo para aportar sus comentarios y hacer preguntas. Por favor póngase en contacto con el gerente del proyecto indicado abajo por teléfono o por correo electrónico.

TÍTULO VI/LEY DE ESTADOUNIDENSES CON DISCAPACIDADES

La poliza del condado de Clark es garantizar que ninguna persona por motivos de raza, color, origen nacional o sexo según lo dispuesto en el Title VI of the Civil Rights Act de 1964, según enmendada, sea excluida por participar en, ser negado los beneficios de, o ser discriminado por cualquier programa o actividad patrocinada por el condado. Para preguntas relacionadas con el programa de Title VI de Obras Públicas del condado de Clark, o para servicios de interpretación o traducción para personas que no hablan inglés, o para que los materiales estén disponibles en un formato alternativo, comuníquese con el coordinador del Title VI de Obras Públicas del condado de Clark por correo electrónico a CCPW-TitleVI@clark.wa.gov o por teléfono a 564.397.4944. Las personas con problemas de audición / habla pueden llamar a Washington Relay Center al 711.

MÁS INFORMACIÓN

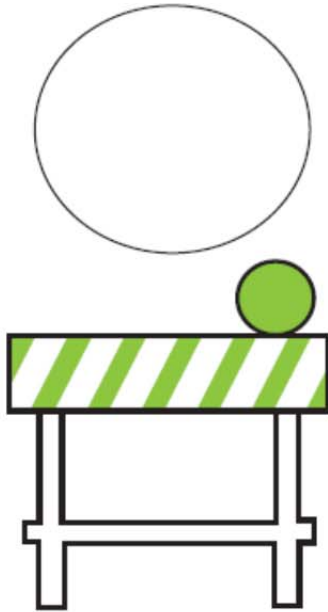
Scott Fakler, Gerente de Proyecto
Clark County Public Works
564.397.4394, scott.fakler@clark.wa.gov

Isaac McConnell, Ingeniero de construcción
Clark County Public Works
564.397.4582, isaac.mcconnell@clark.wa.gov

Proyecto Capital de Carretera Num. 372422

Appendix F – Continued
LEP Outreach Efforts – Documents and Flyers
Page 2 of 3

Seven Day Notice



Temporary Street Closure for Road Work

During the Week of: _____

See reverse for more information

Obras de carretera próximas - vea el anverso

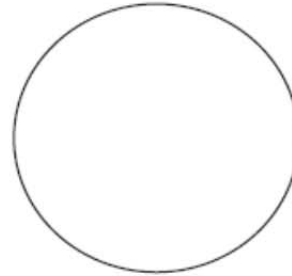
Предстоящие дорожные работы -
см. на обратной стороне



Public Works
Operations Center
(360) 397-2446

www.clark.wa.gov/public-works/summer-road-preservation

Dear Neighbor:



Your street is scheduled for a protective seal, a surface treatment that extends the life of asphalt while protecting it from rain and sun.

In one week, Clark County will close your street for a day to apply a protective surface seal. **YOU WILL NOT BE ABLE TO DRIVE OR PARK YOUR VEHICLE** on the street during this work. You will receive a final notice 24-48 hours prior to the work.

DO NOT WATER LAWNS OR WASH VEHICLES after sundown on the day prior to the surface treatment until the day after the treatment.

This protective seal contains emulsified asphalt that easily can be tracked into your home or vehicle.

Even after the road reopens, the surface can be damaged by vehicles making sharp turns. Please be sure your vehicle is moving before turning the steering wheel for the first week after the road reopens.

This road work is dependent on weather. Equipment breakdowns and other complications can cause schedule changes. If your street is not completed, you will be notified of the new date. Thank you

Información en español

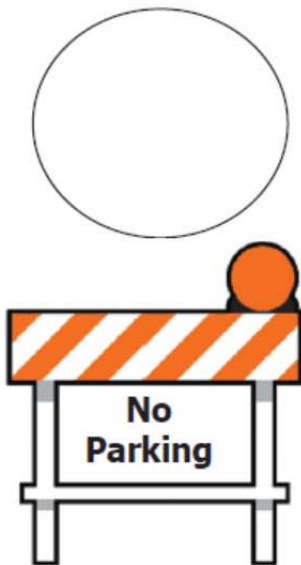
En una semana, el Condado de Clark cerrará su calle durante un día para aplicar un sello protector de superficies. No regar el césped ni lavar los vehículos durante el trabajo. Usted no podrá manejar o estacionar su vehículo en estas calles durante este trabajo. Recibirá un último aviso 24-48 horas antes del inicio de los trabajos.

Информация на русском языке

Через неделю власти округа Кларк на день перекроют вашу улицу с целью нанесения защитного покрытия на дорожное полотно. Не поливайте газоны и не мойте транспортные средства во время работы. Во время проведения дорожных работ вы не сможете проехать по улице или припарковать на ней машину. Окончательное уведомление вы получите за 24-48 часов до проведения работ.

Appendix F – Continued
LEP Outreach Efforts – Documents and Flyers
Page 3 of 3

24-48 Hour Notice



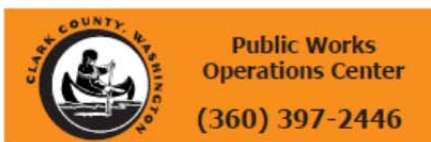
**Temporary
Street
Closure
for
Road Work**

MON TUE WED THUR FRI

See reverse for more information

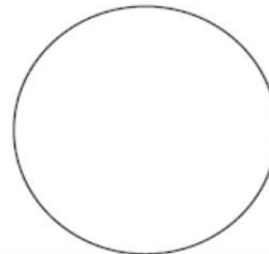
Obras de carretera próximas - vea el anverso

Предстоящие дорожные работы -
см. на обратной стороне



www.clark.wa.gov/public-works/summer-road-preservation

Dear Neighbor:



Your street is scheduled for a protective seal. **DO NOT PARK** on your street the day this road work will be done. **DO NOT DRIVE OR WALK** on the road until it has been reopened.

If you need to leave your home after 7 a.m. on the day your street will be sealed, please park your vehicle on a nearby street not designated as "No Parking" so you can walk to your vehicle.

DO NOT WATER LAWNS OR WASH VEHICLES after sundown on the day prior to the road work until the day after the treatment.

This protective seal contains emulsified asphalt that easily can be tracked into your home or vehicle. Even after the road reopens, the surface can be damaged by vehicles making sharp turns. Please be sure your vehicle is moving before turning the steering wheel for the first week after the road reopens.

This road work is dependent on weather. Equipment breakdowns and other complications can cause schedule changes. If your street is not completed, you will be notified of the new date. Thank you

Información en español

El Condado de Clark cerrará su calle al tráfico o mañana o pasado para aplicar una capa protectora al asfalto. No regar el césped ni lavar los vehículos durante el trabajo. Si necesita salir de su casa después de las 7 a.m., por favor aparque su vehículo en una calle cercana no designada como "No Aparcar," para que pueda caminar hasta su vehículo. Por favor, no maneje o camine por el pavimento nuevo hasta que esté seco, porque puede arrastrar las partículas de este material a su hogar o vehículo.

Информация на русском языке

Завтра или послезавтра администрация округа Кларк перекроет движение по вашей улице для покрытия поверхности дороги защитным слоем. Не поливайте газоны и не мойте транспортные средства во время работы. Если Вам нужно будет выехать из дома после 7:00 утра, пожалуйста, запarkуйте Ваш автомобиль на соседней улице в предназначенных для парковки местах, где нет знака "No Parking" ("Не парковаться"), чтобы Вы смогли пройти к Вашему автомобилю. Пожалуйста, не ездите и не ходите по обработанной части улицы до тех пор, пока ее поверхность не высохнет, так как вы можете выпачкать этим материалом Вашу машину и квартиру.

APPENDIX G

Public Works Consultant Contracts Summary

Payments made against contracts Oct.'17 - Dec.'18

| DIVISION | Contract # | Contract Max | Start Date | End Date | Total Amount Paid between Oct.'17 to Dec.'18 | CONSULTANT |
|------------------------|-----------------|-----------------|------------|------------|--|---|
| Camp Bonneville | 651658 | \$ 35,000.00 | 7/1/2013 | 12/31/2018 | \$4,107.55 | Archaeological Investigations NW, Inc (PO# - 651658) Total |
| Camp Bonneville | 749836 | \$ 35,911.77 | 7/10/2017 | 7/15/2019 | \$35,295.71 | Archaeological Investigations NW, Inc (PO# - 749836) Total |
| Camp Bonneville | 767374 | \$ 15,000.00 | 1/26/2018 | 6/30/2019 | \$14,665.00 | Teresa D. Johnson CPA, Inc. (PO# - 767374) Total |
| Construction | 674850 | \$ 525,000.00 | 7/1/2014 | 12/31/2018 | \$88,561.63 | Columbia West Engineering, Inc. (PO# - 674850) Total |
| Construction | 760486 | \$ 325,000.00 | 1/1/2018 | 12/31/2020 | \$93,920.63 | Columbia West Engineering, Inc. (PO# - 760486) Total |
| Construction | 665175.2 | \$ 375,000.00 | 2/18/2014 | 12/31/2018 | \$34,695.32 | HDR Engineering, Inc. (PO# - 665175.2) Total |
| Construction | 737476.2 | \$ 350,000.00 | 1/1/2017 | 12/31/2019 | \$9,291.32 | HDR Engineering, Inc. (PO# - 737476.2) Total |
| Construction | 668468 | \$ 300,000.00 | 4/3/2014 | 12/31/2018 | \$15,133.24 | KPFF Consulting Engineers (PO# - 668468) Total |
| Construction | 737478 | \$ 250,000.00 | 1/1/2017 | 12/31/2019 | \$2,445.00 | KPFF Consulting Engineers (PO# - 737478) Total |
| Construction | 664122.2 | \$ 400,000.00 | 1/30/2014 | 12/31/2018 | \$58,341.59 | Otak, Inc. (PO# - 664122.2) Total |
| Design | 686264 | \$ 150,000.00 | 12/3/2014 | 12/31/2018 | \$3,459.74 | Apex Companies - Vancouver (PO# - 686264) Total |
| Design | 737098 | \$ 50,000.00 | 1/1/2017 | 12/31/2019 | \$596.55 | Apex Companies - Vancouver (PO# - 737098) Total |
| Design | 674863.2 | \$ 175,826.91 | 7/1/2014 | 12/31/2018 | \$13,190.55 | Berger ABAM (PO# - 674863.2) Total |
| Design | 664148 | \$ 250,000.00 | 1/30/2014 | 12/31/2018 | \$7,850.66 | ESA Vigil Agrimis, Inc. (PO# - 664148) Total |
| Design | 737430 | \$ 200,000.00 | 1/1/2017 | 12/31/2019 | \$23,268.30 | ESA Vigil Agrimis, Inc. (PO# - 737430) Total |
| Design | 737099.1 | \$ 125,000.00 | 1/1/2017 | 12/31/2019 | \$28,240.93 | Geotechnical Resources, Inc. (PO# - 737099.1) Total |
| Design | 737469.1 | \$ 250,000.00 | 1/1/2017 | 12/31/2019 | \$60,680.33 | Harper Houf Peterson Righellis (PO# - 737469.1) Total |
| Design | 664123 | \$ 132,000.00 | 1/30/2014 | 12/31/2018 | \$315.20 | Hart Crowser, Inc. (PO# - 664123) Total |
| Design | 737100 | \$ 175,000.00 | 1/1/2017 | 12/31/2019 | \$82,418.73 | Hart Crowser, Inc. (PO# - 737100) Total |
| Design | 664126 | \$ 120,000.00 | 1/30/2014 | 12/31/2018 | \$17,891.60 | Landelide Technology (PO# - 664126) Total |
| Design | 664122.1 | \$ 450,000.00 | 1/30/2014 | 12/31/2018 | \$9,809.65 | Otak, Inc. (PO# - 664122.1) Total |
| Design | 738452.1 | \$ 250,000.00 | 1/1/2017 | 12/31/2019 | \$10,201.98 | Otak, Inc. (PO# - 738452.1) Total |
| Design | 664121 | \$ 132,000.00 | 1/30/2014 | 12/31/2018 | \$3,488.88 | PBS Engineering & Environmental (PO# - 664121) Total |
| Design | 664127.1/720717 | \$ 200,000.00 | 1/30/2014 | 12/31/2018 | \$4,708.25 | PBS Engineering & Environmental (PO# - 664127.1/720717) Total |
| Design | 737101.1 | \$ 200,000.00 | 1/1/2017 | 12/31/2019 | \$41,245.25 | PBS Engineering & Environmental (PO# - 737101.1) Total |
| Design | 737101.2 | \$ 150,000.00 | 1/1/2017 | 12/31/2019 | \$15,526.66 | PBS Engineering & Environmental (PO# - 737101.2) Total |
| Design | 737482.1 | \$ 150,000.00 | 1/1/2017 | 12/31/2019 | \$4,436.16 | Wallis Engineering (PO# - 737482.1) Total |
| Design | 710492 | \$ 70,000.00 | 12/7/2015 | 12/31/2019 | \$6,530.00 | West Consultant, Inc. (PO# - 710492) Total |
| Project Management | 693274.1 | \$ 102,000.00 | 3/10/2015 | 3/10/2019 | \$22,568.05 | Cahill, Inc. (PO# - 693274.1) Total |
| Project Management | 734000 | \$ 165,000.00 | 11/22/2016 | 12/31/2019 | \$114,611.37 | Harper Houf Peterson Righellis (PO# - 734000) Total |
| Project Management | 639765 | \$ 1,269,189.00 | 3/21/2013 | 12/31/2019 | \$232,833.79 | KPFF Consulting Engineers (PO# - 639765) Total |
| Project Management | 761645 | \$ 415,206.00 | 4/1/2018 | 12/31/2021 | \$105,711.51 | KPFF Consulting Engineers (PO# - 761645) Total |
| Project Management | 702227 | \$ 310,169.00 | 7/22/2015 | 12/31/2018 | \$581.36 | Olson Engineering, Inc. (PO# - 702227) Total |
| Project Management | 744355 | \$ 465,335.45 | 4/10/2017 | 12/31/2019 | \$333,907.70 | Otak, Inc. (PO# - 744355) Total |
| Project Management | 683740 | \$ 279,213.00 | 10/31/2014 | 12/31/2017 | \$4,290.52 | PBS Engineering & Environmental (PO# - 683740) Total |
| Project Management | 747298 | \$ 505,595.20 | 6/1/2017 | 5/30/2019 | \$392,492.60 | PBS Engineering & Environmental (PO# - 747298) Total |
| Project Management | 734001 | \$ 165,000.00 | 11/22/2016 | 12/31/2019 | \$73,257.05 | Wallis Engineering (PO# - 734001) Total |
| Railroad | 693274.2 | \$ 300,000.00 | 3/10/2015 | 3/10/2019 | \$100,888.17 | Cahill, Inc. (PO# - 693274.2) Total |
| Railroad | 773765 | \$ 26,238.41 | 6/12/2018 | 12/31/2018 | \$26,238.41 | West Rail Construction Co., LLC (PO# - 773765) Total |
| Real Property Services | 676898 | \$ 120,000.00 | 7/29/2014 | 12/31/2018 | \$20,500.00 | Appraisal & Consulting Group, LLC (PO# - 676898) Total |
| Real Property Services | 737607 | \$ 50,000.00 | 3/1/2017 | 12/31/2019 | \$3,800.00 | Arvidson & Associates, Inc. (PO# - 737607) Total |

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Page 1 of 2

Payments made against contracts Oct.'17 - Dec.'18

| | | | | | | |
|------------------------|----------|---------------|-----------|------------|----------------|--|
| Real Property Services | 700642.2 | \$ 55,000.00 | 7/20/2017 | 7/20/2018 | \$22,991.68 | Clark County Title Company (PO# - 700642.2) Total |
| Real Property Services | 774512 | \$ 92,400.00 | 7/3/2018 | 7/31/2020 | \$4,990.74 | Clark County Title Company (PO# - 774512) Total |
| Real Property Services | 676173 | \$ 100,000.00 | 7/15/2014 | 12/31/2018 | \$7,200.00 | Colliers International Valuation (PO# - 676173) Total |
| Real Property Services | 737533 | \$ 100,000.00 | 3/1/2017 | 12/31/2019 | \$11,400.00 | Colliers International Valuation (PO# - 737533) Total |
| Real Property Services | 737608 | \$ 50,000.00 | 3/1/2017 | 12/31/2019 | \$13,000.00 | Donnerberg Enterprises, LLC (PO# - 737608) Total |
| Real Property Services | 677143 | \$ 120,000.00 | 7/30/2014 | 12/31/2018 | \$6,977.16 | HDR Engineering, Inc. (PO# - 677143) Total |
| Real Property Services | 737537 | \$ 100,000.00 | 3/1/2017 | 12/31/2019 | \$5,400.00 | Jarvis Appraisal Company (PO# - 737537) Total |
| Real Property Services | 770733 | \$ 10,406.40 | 2/13/2018 | 4/30/2018 | \$10,406.40 | KP Transport & Excavation (PO# - 770733) Total |
| Real Property Services | 737532 | \$ 150,000.00 | 3/1/2017 | 12/31/2019 | \$26,450.00 | Lingeman Valuation & Consulting, LLC. (PO# - 737532) Total |
| Real Property Services | 676060 | \$ 226,900.00 | 7/15/2014 | 12/31/2018 | \$17,400.00 | R F Duncan and Associates Inc (PO# - 676060) Total |
| Real Property Services | 741657 | \$ 50,000.00 | 4/30/2018 | 5/31/2021 | \$6,908.43 | Ted-Dee Bear Septic LLC (PO# - 741657) Total |
| Real Property Services | 676895 | \$ 165,000.00 | 7/29/2014 | 12/31/2018 | \$8,561.60 | Universal Field Services Inc (PO# - 676895) Total |
| Survey | 737097 | \$ 100,000.00 | 1/1/2017 | 12/31/2019 | \$2,750.00 | KC Development (PO# - 737097) Total |
| Survey | 737173.1 | \$ 150,000.00 | 2/1/2017 | 12/31/2019 | \$6,379.07 | MacKay & Sposito, Inc. (PO# - 737173.1) Total |
| | | | | | \$2,272,812.02 | Grand Total |

Appendix G – Continued
Public Works Consultant Contracts Summary
Page 2 of 2

Interdepartmental Invoicing for Land Use/GMA Planning and Transportation Planning

Interdepartmental Service Agreement Between Community Planning and Public Works Transportation

\$1,468,788 from 1/1/17-8/30/18

2017

| | Jan | Feb | March | April | May | June | July | August | September | October | November | December |
|-------------------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Land Use/GMA Planning | \$38,375.48 | \$39,841.67 | \$41,377.38 | \$38,896.86 | \$42,350.32 | \$41,175.61 | \$39,720.53 | \$37,495.97 | \$41,083.08 | \$46,920.38 | \$39,067.35 | \$24,100.15 |
| Transportation Planning | \$28,867.43 | \$27,748.91 | \$38,676.74 | \$28,989.57 | \$25,576.59 | \$26,882.82 | \$26,662.73 | \$29,458.44 | \$28,548.42 | \$38,633.26 | \$32,879.20 | \$21,665.11 |
| Totals per Month | \$67,242.91 | \$67,590.58 | \$80,054.12 | \$67,886.43 | \$67,926.91 | \$68,058.43 | \$66,383.26 | \$66,954.41 | \$69,631.50 | \$85,553.64 | \$71,946.55 | \$45,765.26 |
| 2017 Year to Date Total | \$824,994.00 | | | | | | | | | | | |

2018

\$1,650,000 from 9/1-12/31/2018

| | Jan | Feb | March | April | May | June | July | August | September | October | November | December |
|--------------------------|----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Land Use/GMA Planning | \$32,375.53 | \$32,979.39 | \$35,454.41 | \$36,539.71 | \$41,802.60 | \$37,111.48 | \$39,986.35 | \$45,621.63 | \$30,656.84 | \$31,723.73 | \$37,786.95 | \$32,324.51 |
| Transportation Planning | \$31,050.95 | \$25,835.54 | \$31,374.26 | \$28,662.97 | \$36,031.59 | \$30,383.63 | \$31,567.99 | \$45,859.22 | \$38,596.77 | \$33,737.85 | \$37,769.62 | \$24,881.37 |
| Totals per Month | \$63,426.48 | \$58,814.93 | \$66,828.67 | \$65,202.68 | \$77,834.19 | \$67,495.11 | \$71,554.34 | \$91,480.85 | \$69,253.61 | \$65,461.58 | \$75,556.57 | \$57,205.88 |
| 17-18 Year to Date Total | \$1,655,108.89 | | | | | | | | | | | |

Percent spent \$1.00
 Remaining -\$5,108.89

APPENDIX H
Reporting Period TIP, Annual Construction Program and On-going Programs

| 2019 - 2024 Transportation Improvement Program Project Funding Analysis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------|---------------|-----------|-----------|----------------|---------|-----------|---------|----------------|-----------|-----------|---------|----------------|---------|-----------|-----------|----------------|---------|-----------|-----------|----------------|---------|-----------|-----------|----------------|-----------|------------------|-----------------------|----------------------|
| RANK | Project Name | Phase | Spent to Date | 2019 | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | Cost to Complete | Project Total | TIF Area Eligibility |
| | | | | 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 | Grants / Loans | Other | | | |
| IMPROVEMENT PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | NE 10th Avenue (NE 149th Street - NE 154th Street) Project #: 323322 | PE | 750,000 | 400,000 | 0 | 200,000 | 0 | 75,000 | 76,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,501,000 | 5,742,852 | |
| | | ROW | 54,000 | 700,000 | 0 | 200,000 | 0 | 172,000 | 74,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,200,000 | Mt. Vista (3061) | |
| | | CN | 4,000 | 0 | 0 | 5,000 | 5,000 | 0 | 0 | 1,306,000 | 2,194,000 | 0 | 0 | 3,999,000 | 801,000 | 0 | 0 | 280,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,594,000 | Mt. Vista 2 (3167) | |
| | | Total | 808,000 | 1,510,000 | | | | 3,897,000 | | | | 4,800,000 | | | | 280,000 | | | | 0 | | | | 0 | | | | 0 | 11,295,000 | |
| B | NE 10th Avenue (NE 154th Street - NE 164th Street) Project #: 370922 | PE | 3,171,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,171,000 | 11,717,732 | |
| | | ROW | 2,614,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,614,000 | Mt. Vista (3061) | |
| | | CN | 16,136,000 | 0 | 1,310,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,446,000 | Regional TIF | |
| | | Total | 21,921,000 | 1,310,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 23,231,000 | |
| C | NE 119th Street (NE 50th Avenue - NE 72nd Avenue) Project #: 333122 | PE | 739,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 739,000 | 5,079,974 | |
| | | ROW | 1,384,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,384,000 | Mt. Vista 2 (3167) | |
| | | CN | 6,360,000 | 0 | 844,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,204,000 | Regional TIF | |
| | | Total | 8,483,000 | 844,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 9,327,000 | |
| D | NE 119th Street East (NE 87th Avenue - NE 112th Avenue) Project #: 342422 | PE | 986,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 986,000 | 5,049,806 | |
| | | ROW | 3,343,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,343,000 | Orchards 2 (3168) | |
| | | CN | 3,504,000 | 0 | 260,000 | 4,242,000 | 0 | 759,000 | 383,000 | 1,358,000 | 0 | 170,000 | 190,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,866,000 | Rural (3169) | |
| | | Total | 7,833,000 | 4,502,000 | | | | 2,500,000 | | | | 360,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 15,195,000 | |
| E | Miscellaneous Projects (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | CN | 100,000 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 700,000 | 0 | |
| | | Total | 100,000 | 100,000 | | | | 100,000 | | | | 100,000 | | | | 100,000 | | | | 100,000 | | | | 100,000 | | | | 0 | 700,000 | |
| 1 | NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR-503)) Project #: 350722 | PE | 660,000 | 0 | 0 | 150,000 | 44,000 | 0 | 6,000 | 150,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,010,000 | 3,546,966 | |
| | | ROW | 1,166,000 | 0 | 10,000 | 50,000 | 506,000 | 0 | 0 | 150,000 | 264,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,146,000 | Orchards 2 (3168) | |
| | | CN | 1,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 3,223,000 | 10,000 | 2,000,000 | 466,000 | 3,218,000 | 193,000 | 5,000,000 | 0 | 36,000 | 400,000 | 0 | 0 | 0 | 0 | 0 | 500,000 | 15,067,000 | | |
| | | Total | 1,827,000 | 760,000 | | | | 590,000 | | | | 5,699,000 | | | | 8,411,000 | | | | 436,000 | | | | 0 | | | | 500,000 | 18,223,000 | |
| 2 | Highway 99 Corridor Improvements (Highway 99 - NE 99th Street) Project #: 351022 | PE | 710,000 | 0 | 22,000 | 144,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 876,000 | 6,647,750 | |
| | | ROW | 267,000 | 0 | 64,000 | 419,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750,000 | Hazel Dell 2 (3166) | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 650,000 | 0 | 0 | 70,000 | 446,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,266,000 | Hazel Dell TIF (3062) | |
| | | Total | 977,000 | 649,000 | | | | 750,000 | | | | 516,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 2,892,000 | |
| 3 | I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue) Project #: 390222 | PE | 954,000 | 0 | 50,000 | 0 | 100,000 | 0 | 150,000 | 0 | 330,000 | 0 | 100,000 | 260,000 | 0 | 0 | 0 | 40,000 | 0 | 100,000 | 100,000 | 200,000 | 0 | 500,000 | 74,000 | 0 | 0 | 1,042,000 | 4,000,000 | 12,925,726 |
| | | ROW | 482,000 | 0 | 0 | 0 | 0 | 0 | 50,000 | 250,000 | 0 | 0 | 25,000 | 450,000 | 0 | 0 | 100,000 | 400,000 | 0 | 100,000 | 0 | 400,000 | 0 | 1,000,000 | 130,000 | 0 | 0 | 1,430,000 | 4,817,000 | Mt. Vista 2 (3167) |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,341,000 | 3,000,000 | 200,000 | 1,300,000 | 1,500,000 | 1,000,000 | 0 | 0 | 2,294,000 | 0 | 0 | 7,915,000 | 18,550,000 | Regional TIF |
| | | Total | 1,436,000 | 150,000 | | | | 780,000 | | | | 835,000 | | | | 5,081,000 | | | | 4,700,000 | | | | 3,998,000 | | | | 10,387,000 | 27,367,000 | |
| 4 | NE Ward Road (NE 162nd Avenue - NE 172nd Avenue) Project #: TBD | PE | 5,000 | 16,000 | 4,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48,000 | 0 | 0 | 0 | 215,000 | 0 | 0 | 4,000 | 8,000 | 0 | 0 | 0 | 0 | 0 | 0 | 300,000 | 10,098,804 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 500,000 | 0 | 150,000 | 250,000 | 0 | 0 | 57,000 | 23,000 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | 4,700,000 | Orchards 2 (3168) |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,500,000 | 0 | 3,200,000 | 4,700,000 | Rural 1 (3059) | |
| | | Total | 5,000 | 20,000 | | | | 0 | | | | 568,000 | | | | 615,000 | | | | 92,000 | | | | 1,500,000 | | | | 3,200,000 | 6,000,000 | |
| 5 | NE 152nd Avenue (Padden Parkway - NE 99th Street) Project #: TBD | PE | 0 | 17,000 | 3,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33,000 | 7,000 | 0 | 0 | 90,000 | 0 | 150,000 | 0 | 0 | 0 | 0 | 0 | 300,000 | 2,404,622 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 280,000 | 120,000 | 0 | 0 | 200,000 | 800,000 | Orchards 2 (3168) |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,000,000 | 7,000,000 | | |
| | | Total | 0 | 20,000 | | | | 0 | | | | 0 | | | | 40,000 | | | | 440,000 | | | | 400,000 | | | | 7,200,000 | 8,100,000 | |
| 6 | NE 15th Avenue (NE 179th Street - NE 10th Avenue) Project #: 372222 | PE | 10,000 | 15,000 | 75,000 | 0 | 50,000 | 0 | 150,000 | 0 | 150,000 | 0 | 30,000 | 300,000 | 40,000 | 0 | 80,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 900,000 | 14,558,608 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 60,000 | 0 | 200,000 | 0 | 0 | 0 | 20,000 | 60,000 | 0 | 0 | 780,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,120,000 | Mt. Vista (3061) | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,090,000 | 3,000,000 | 150,000 | 3,483,000 | 815,000 | 2,800,000 | 0 | 1,642,000 | 12,980,000 | Regional TIF |
| | | Total | 10,000 | 140,000 | | | | 560,000 | | | | 450,000 | | | | 860,000 | | | | 4,240,000 | | | | 7,098,000 | | | | 1,642,000 | 15,000,000 | |
| 7 | NE 72nd Avenue (NE 133rd Street - NE 179th Street) Project #: TBD | PE | 5,000 | 12,000 | 8,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | 100,000 | 0 | 100,000 | 0 | 100,000 | 0 | 200,000 | 0 | 0 | 0 | 75,000 | 700,000 | 6,341,592 |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 499,000 | 499,000 | Mt. Vista 2 (3167) | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | | | | | |

2019 - 2024 Transportation Improvement Program
Project Funding Analysis

| RANK | | | | 2019 | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | | | | | |
|--------------------------|--|-------|---------------|------------|----------------|----------------|------------|-----------|----------------|----------------|------------|-----------|----------------|----------------|------------|-----------|----------------|----------------|------------|-----------|----------------|----------------|------------|-----------|----------------|----------------|---------|------------------|---------------|---------------------------------|--|--|
| | Project Name | Phase | Spent to Date | 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 | Grants / Loans | Other | Cost to Complete | Project Total | TIF Area Eligibility | | |
| NA | Road Preservation Program (Various Locations) Project #: TBD | PE | 1,090,000 | 429,000 | 0 | 11,000 | 0 | 361,000 | 0 | 45,000 | 0 | 240,000 | 28,000 | 254,000 | 0 | 240,000 | 1,000 | 6,000 | 0 | 190,000 | 0 | 0 | 0 | 780,000 | 0 | 0 | 0 | 0 | 3,675,000 | 0 | | |
| | | ROW | 576,000 | 10,000 | 0 | 0 | 0 | 15,000 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 611,000 | | | |
| | | CN | 5,923,000 | 6,606,000 | 17,000 | 4,973,000 | 700,000 | 4,470,000 | 0 | 50,000 | 700,000 | 5,602,000 | 0 | 1,300,000 | 700,000 | 5,600,000 | 79,000 | 1,249,000 | 700,000 | 5,540,000 | 0 | 0 | 700,000 | 5,870,000 | 0 | 0 | 700,000 | 0 | 51,479,000 | | | |
| | | Total | 7,589,000 | 12,746,000 | | | | 5,641,000 | | | | 8,134,000 | | | | 7,875,000 | | | | 6,430,000 | | | | 7,350,000 | | | | 0 | 55,765,000 | | | |
| NA | Rural Road Improvement Program (Various Locations) Project #: 361822 | PE | 1,180,000 | 124,000 | 0 | 100,000 | 0 | 15,000 | 0 | 55,000 | 0 | 15,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 1,519,000 | 0 | | |
| | | ROW | 277,000 | 185,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 462,000 | | | |
| | | CN | 2,000 | 902,000 | 0 | 1,482,000 | 0 | 1,545,000 | 0 | 200,000 | 0 | 142,000 | 0 | 995,000 | 0 | 20,000 | 0 | 500,000 | 0 | 20,000 | 0 | 500,000 | 0 | 20,000 | 0 | 500,000 | 0 | 0 | 6,828,000 | | | |
| | | Total | 1,459,000 | 2,793,000 | | | | 1,815,000 | | | | 1,152,000 | | | | 530,000 | | | | 530,000 | | | | 530,000 | | | | 0 | 8,809,000 | | | |
| NA | Sidewalks and ADA Compliance Program (Various Locations) Project #: 300111 | PE | 1,086,000 | 683,000 | 0 | 420,000 | 399,000 | 466,000 | 0 | 5,000 | 75,000 | 470,000 | 0 | 0 | 0 | 410,000 | 0 | 0 | 0 | 120,000 | 0 | 0 | 0 | 120,000 | 0 | 0 | 0 | 0 | 4,254,000 | 0 | | |
| | | ROW | 4,000 | 45,000 | 0 | 95,000 | 0 | 10,000 | 0 | 100,000 | 155,000 | 10,000 | 0 | 0 | 100,000 | 20,000 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 559,000 | | | |
| | | CN | 354,000 | 1,107,000 | 0 | 375,000 | 67,000 | 2,294,000 | 0 | 750,000 | 0 | 1,313,000 | 0 | 399,000 | 271,000 | 1,370,000 | 0 | 525,000 | 500,000 | 1,280,000 | 0 | 200,000 | 0 | 380,000 | 0 | 350,000 | 0 | 918,000 | 12,453,000 | | | |
| | | Total | 1,444,000 | 3,191,000 | | | | 3,855,000 | | | | 2,563,000 | | | | 2,825,000 | | | | 1,620,000 | | | | 850,000 | | | | 918,000 | 17,266,000 | | | |
| NA | Transportation Safety Improvements Program (Various Locations) Project #: 314122 | PE | 376,000 | 202,000 | 0 | 158,000 | 0 | 260,000 | 0 | 245,000 | 0 | 210,000 | 0 | 200,000 | 65,000 | 220,000 | 0 | 421,000 | 0 | 180,000 | 0 | 150,000 | 0 | 180,000 | 0 | 0 | 0 | 280,000 | 3,147,000 | 0 | | |
| | | ROW | 19,000 | 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 | 19,000 | | | |
| | | CN | 484,000 | 526,000 | 0 | 1,135,000 | 0 | 412,000 | 0 | 240,000 | 21,000 | 910,000 | 0 | 950,000 | 59,000 | 745,000 | 0 | 473,000 | 0 | 700,000 | 0 | 900,000 | 0 | 1,050,000 | 0 | 800,000 | 0 | 1,880,000 | 11,285,000 | | | |
| | | Total | 879,000 | 2,021,000 | | | | 1,178,000 | | | | 2,394,000 | | | | 1,859,000 | | | | 1,930,000 | | | | 2,030,000 | | | | 2,160,000 | 14,451,000 | | | |
| NA | Urban Development Road Program (Various Locations) Project #: TBD | PE | 16,000 | 20,000 | 20,000 | 0 | 30,000 | 5,000 | 0 | 0 | 100,000 | 5,000 | 100,000 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 169,000 | 480,000 | 0 | | |
| | | ROW | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 696,000 | 715,000 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 0 | 75,000 | 543,000 | 682,000 | 0 | 1,900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,700,000 | 5,400,000 | | | |
| | | Total | 35,000 | 70,000 | | | | 105,000 | | | | 680,000 | | | | 3,130,000 | | | | 5,000 | | | | 5,000 | | | | 2,565,000 | 6,595,000 | | | |
| Totals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 6-Year TIP Total 170,384,000 | | |
| Revenue Sources | | | 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 | Grants / Loans | Other | | | | | | |
| Annual Totals by Funding | | | 12,811,000 | 2,698,000 | 14,593,000 | 2,101,000 | 11,192,000 | 1,070,000 | 6,777,000 | 5,009,000 | 12,875,000 | 1,326,000 | 12,483,000 | 2,637,000 | 12,804,000 | 3,549,000 | 17,304,000 | 3,300,000 | 10,544,000 | 3,121,000 | 8,369,000 | 850,000 | 14,388,000 | 3,433,000 | 6,450,000 | 700,000 | | | | | | |
| Annual Totals by Phase | | | PE | | ROW | CN | PE | | ROW | CN | PE | | ROW | CN | PE | | ROW | CN | PE | | ROW | CN | PE | | ROW | CN | | | | | | |
| Annual Totals | | | 32,203,000 | | | | 24,048,000 | | | | 29,321,000 | | | | 36,957,000 | | | | 22,884,000 | | | | 24,971,000 | | | | | | | | | |

PE = Preliminary Engineering ROW = Right-of-Way CN = Construction
CRF = County Road Fund TIF = Traffic Impact Fees TSO = Traffic Signal Optimization

ANNUAL CONSTRUCTION PROGRAM FOR 2019

(7) TYPE OF WORK CODES

A. GRADING DRAINAGE
B. BASE TOP COURSE
C. BITUM SURF TREATMENT
D. AC/PCC PAVEMENT
E. CURBS GUTTERS
F. SIDEWALKS
G. TRAFFIC FACILITIES
H. PATHS, TRAILS, BIKEWAYS
I. BRIDGES
J. FERRY FACILITIES
K. ENVIRONMENTAL MITIGATION
L. FISH PASSAGE

COUNTY FORCES COMPUTATION

(A) TOTAL CONSTRUCTION PROGRAM (Columns 14 + 15 + 16) \$25,101
(B) COMPUTED COUNTY FORCES LIMIT \$3,395
(C) TOTAL COUNTY FORCES CONST. PROGRAM (Column 16) \$48

CLARK COUNTY

Current Population: 471,000
Date Recommended Program Submitted: 07/18/2018
Date of Environmental Assessment: 09/19/2018
Date of Final Adoption: 10/23/2018
Ordinance/Resolution Number: 2018-10-12

LINE (C) MUST BE SMALLER THAN LINE (B)

Environmental Assessment: S = Significant I = Insignificant E = Exempt

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|----------------------|----------|--------------|---|------------------------|-------------|-----------------|--------------------|-----------------------------|--|------------------------------------|-----|-----|--------------|----------|-------|---------------|
| Item No. | 6YR Rank | Road Log No. | ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#) | Project Length (miles) | Func. Class | Work Code(s) | Environ. Assessmt. | Source of Funds (\$1,000's) | | Estimated Expenditures (\$1,000's) | | | | | Total | |
| | | | | | | | | | Other Funds | | | | Construction | | | |
| | | | | | | | | | | | | | | Contract | | County Forces |
| Improvement Projects | | | | | | | | | | | | | | | | |
| 1 | A | 41150 | NE 10th Avenue (NE 149th Street - NE 154th Street) Project #: 323322 | 0.25 | 17 | ABDEFGHK L | S | 1,100 | REET 2 (5), PWTF (2), UAP (403) | 600 | 900 | 2 | 8 | 0 | 1,510 | |
| 2 | B | 41471 | NE 10th Avenue (NE 154th Street - NE 164th Street) Project #: 370922 | 0.56 | 17 | ABDEFGHI KL | S | 0 | TIF (1,310) | 0 | 0 | 119 | 1,162 | 29 | 1,310 | |
| 3 | C | 94100 | NE 119th Street (NE 50th Avenue - NE 72nd Avenue) Project #: 333122 | 0.64 | 17 | ABDEFGHK | I | 0 | TIF (844) | 0 | 0 | 86 | 758 | 0 | 844 | |
| 4 | D | 94100 | NE 119th Street East (NE 87th Avenue - NE 112th Avenue) Project #: 342422 | 1.33 | 17 | ABDFEFGH K | I | 0 | TIF (260), STP-TMA (2,467), UAP (1,775) | 0 | 0 | 488 | 4,012 | 2 | 4,502 | |
| 5 | E | NA | Miscellaneous Projects (Various Locations) Project #: TBD | NA | NA | ABDEFGHI JKL | E | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | |
| 6 | 1 | 23940 | NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR-503)) Project #: 350722 | 1.10 | 16 | ABDEFGHK | S | 0 | TIF (10), REET 2 (550), STBG-UL (70), UCP (130) | 194 | 566 | 0 | 0 | 0 | 760 | |
| 7 | 2 | 91110 | Highway 99 Corridor Improvements (Highway 99 - NE 99th Street) Project #: 351022 | 0.17 | 14 | ABDEFGHK | I | 0 | TIF (86), STBG-UL (419), STP-TMA (144) | 166 | 483 | 0 | 0 | 0 | 649 | |
| 8 | 3 | 94360 | I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue) Project #: 390222 | 0.28 | 14 | ABDEFG | I | 0 | TIF (50), REET 2 (50), Developer (50) | 150 | 0 | 0 | 0 | 0 | 150 | |
| 9 | 4 | 95050 | NE Ward Road (NE 162nd Avenue - NE 172nd Avenue) Project #: TBD | 0.63 | 16 | ABDEFGK | I | 16 | TIF (4) | 20 | 0 | 0 | 0 | 0 | 20 | |
| 10 | 5 | 24190 | NE 152nd Avenue (Padden Parkway - NE 99th Street) Project #: TBD | 0.75 | 17 | ABDEFGK | I | 17 | TIF (3) | 20 | 0 | 0 | 0 | 0 | 20 | |
| 11 | 6 | 43110 | NE 15th Avenue (NE 179th Street - NE 10th Avenue) Project #: 372222 | 0.75 | 16 | ABDEFGH | S | 15 | TIF (75), REET 2 (50) | 140 | 0 | 0 | 0 | 0 | 140 | |
| 12 | 7 | 91250 | NE 72nd Avenue (NE 133rd Street - NE 179th Street) Project #: TBD | 2.26 | 07 | ABCDEFGK | I | 12 | TIF (8) | 20 | 0 | 0 | 0 | 0 | 20 | |

TIF = Traffic Impact Fees
PWTF = Public Works Trust Fund Loan
REET2 = Real Estate Excise Tax 2

ANNUAL CONSTRUCTION PROGRAM FOR 2019 Continued

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|------------------------------|----------|--------------|---|------------------------|-------------|--------------|--------------------|-----------------------------|--|------------------------------------|-------|-------|--------------|---------------|-------|--------|
| Item No. | 6YR Rank | Road Log No. | ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#) | Project Length (miles) | Func. Class | Work Code(s) | Environ. Assessmt. | Source of Funds (\$1,000's) | | Estimated Expenditures (\$1,000's) | | | | | Total | |
| | | | | | | | | County | Other Funds | PE | ROW | CE | Construction | | | |
| | | | | | | | | | Source (Amount) | | | | Contract | County Forces | | |
| Improvement Projects | | | | | | | | | | | | | | | | |
| 13 | 8 | 91250 | NE 72nd Avenue (NE 122nd Street - NE 133rd Street) Project #: TBD | 0.70 | 16 | ABDEF | I | 6 | TIF (4) | | 10 | 0 | 0 | 0 | 0 | 10 |
| 14 | 9 | 94100 | NE 119th Street at NE 132nd Avenue (Intersection Improvement) Project #: TBD | 0.08 | 17 | ABDEFGHK | I | 13 | TIF (7) | | 20 | 0 | 0 | 0 | 0 | 20 |
| Total - Improvement Projects | | | | | | | | 1,279 | 8,776 | | 1,340 | 1,949 | 695 | 6,040 | 31 | 10,055 |
| Ongoing Programs | | | | | | | | | | | | | | | | |
| 15 | NA | NA | Advanced Right-Of-Way Program (Various Locations) Project #: 323911 | NA | NA | NA | I | 10 | 0 | | 0 | 10 | 0 | 0 | 0 | 10 |
| | | | Total Ongoing Programs - Advanced Right-Of-Way Program | | | | | 10 | 0 | | 0 | 10 | 0 | 0 | 0 | 10 |
| 16 | NA | NA | Bridge Repair/Rehab Improvement Program (Various Locations) Project #: TBD | NA | NA | ABDEFGHK | S | 683 | REET 2 (200), STP-Bridge (434) | | 817 | 55 | 53 | 390 | 2 | 1,317 |
| | | | <ul style="list-style-type: none">• Davis #232 Bridge Replacement - (NE Davis Road - 0.6 mi E of NE Ward Road (Mile Post 0.64) - Project #: 362822• Cedar Creek Bridge #65 Replacement - (NE Etna Road at Cedar Creek) - Project #: 380622• Lehto Bridge #294 - (Mile Post 0.25 at NE Lehto Road) - Project #: 381212• Smith Bridge #211 - (NE 167th Avenue 0.25 mi S of NE 199th Street) - Project #: 381522• Salmon Creek Bridge #331 - (NE Caples Road, 0.39 mi N of NE 159th Street) - Project #: 381722 | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Bridge Repair/Rehab Improvement Program | | | | | 683 | 634 | | 817 | 55 | 53 | 390 | 2 | 1,317 |
| 17 | NA | NA | Road Preservation Program (Various Locations) Project #: TBD | NA | NA | ABCDGKL | E | 7,045 | TIF(17), HIP (R)(71),NHS (3,511),RAP(473),STP-R (929), CAPP(700) | | 440 | 10 | 729 | 11,566 | 1 | 12,746 |
| | | | <ul style="list-style-type: none">• NE Blair Road - (SR-500 - Mile Post 2.47) - Project #: 322212• 2018 HMA Overlays - (Various Locations) - Project #: 370322• NE Munch Road - (NE Cedar Creek Road - NE 414th Street) - Project #: 371922• Highway 99 Pavement Improvements - (NE 78th Street - NE 134th Street) - Project #: 372022• 2019 HMA Overlays - (Various Locations) - Project #: 372522• 2020 HMA Overlays - (Various Locations) - Project #: TBD• SE Blair Road - (Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road) - Project #: TBD• Culverts and Slides - (Various Locations) - Project #: TBD | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Road Preservation Program | | | | | 7,045 | 5,701 | | 440 | 10 | 729 | 11,566 | 1 | 12,746 |
| 18 | NA | NA | Rural Road Improvement Program (Various Locations) Project #: 361822 | NA | NA | ABCDEKL | I | 1,211 | RAP(1,482),WDFW(100) | | 224 | 185 | 187 | 2,191 | 6 | 2,793 |
| | | | <ul style="list-style-type: none">• NE Manley Road - (NE 244th Street - NE 82nd Avenue) - Project #: 322012• Landslide Monitoring - (Various Locations) - Project #: 381012• Mason Creek Barrier Improvements - (NE 102nd Avenue @ Mason Creek) - Project #: TBD | | | | | | | | | | | | | |

TIF = Traffic Impact Fees
PWTF = Public Works Trust Fund Loan
REET2 = Real Estate Excise Tax 2

ANNUAL CONSTRUCTION PROGRAM FOR 2019 Continued

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
|------------------|----------|--------------|---|------------------------|-------------|--------------|--------------------|-----------------------------|--|------------------------------------|-------|-----|--------------|---------------|-------|-------|
| Item No. | 6YR Rank | Road Log No. | ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#) | Project Length (miles) | Func. Class | Work Code(s) | Environ. Assessmt. | Source of Funds (\$1,000's) | | Estimated Expenditures (\$1,000's) | | | | | Total | |
| | | | | | | | | County | Other Funds | PE | ROW | CE | Construction | | | |
| | | | | | | | | | Source (Amount) | | | | Contract | County Forces | | |
| Ongoing Programs | | | | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Rural Road Improvement Program | | | | | 1,211 | 1,582 | | 224 | 185 | 187 | 2,191 | 6 | 2,793 |
| 19 | NA | NA | Sidewalks and ADA Compliance Program (Various Locations) Project #: 300111 | NA | NA | ABDEFH | I | 1,835 | REET 2(466), Ped-Bike (420), SP(200), SRTS (120),TA(150) | | 1,502 | 140 | 235 | 1,306 | 8 | 3,191 |
| | | | <ul style="list-style-type: none">• ADA Compliance Program - (Various Locations) - Project #: 313111• Highway 99 Pedestrian/Bicycle Improvements - (NE 63rd Street - NE 78th Street) - Project #: 351322• NE 107th Avenue Sidewalk - (NE Covington Road - NE 76th Street) - Project #: 351822• Highway 99 - Klineline Sidewalk - (NE 122nd Street - NE 129th Street) - Project #: 370122• 2019 Preservation ADA Ramp Improvements - (Various Locations) - Project #: 371622• NE 68th Street Sidewalk - (Highway 99 - Vancouver City Limit) - Project #: 372122• 2020 Preservation ADA Ramp Improvements - (Various Location - Various Location) - Project #: 381922• Highway 99 Sidewalk Scoping - (Vicinity of NE 104th Street - NE 117th Street) - Project #: 382022• 2021 Preservation ADA Ramp Improvements - (Various Locations) - Project #: TBD• NE Hazel Dell Avenue Sidewalk Improvements - (South of NE 102nd Street - NE 114th Street) - Project #: TBD• Truman School Sidewalk - (NE 40th Avenue and NE 47th Street - NE 42nd Avenue and NE 49th Street) - Project #: TBD | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Sidewalks and ADA Compliance Program | | | | | 1,835 | 1,356 | | 1,502 | 140 | 235 | 1,306 | 8 | 3,191 |
| 20 | NA | NA | Transportation Safety Improvements Program (Various Locations) Project #: 314122 | NA | NA | ABDEFG | I | 728 | CMAQ(102),HSIP(1,191) | | 360 | 0 | 516 | 1,145 | 0 | 2,021 |
| | | | <ul style="list-style-type: none">• Klineline Bridge - Salmon Creek Bank Stabilization - (Highway 99 at Klineline Bridge) - Project #: 362612• Hazel Dell Avenue Adaptive Traffic Signals - (NW 9th Avenue - NE Padden Parkway) - Project #: 371522• NE 259th Street and NE 72nd Avenue - (Intersection Improvement) - Project #: 372322• NE 63rd Street and NE 58th Avenue- (Signal Installation) - Project #: 372422• 2018 Preservation Guardrail and Bridge Rail - (Various Locations) - Project #: 381822• Signal Timing, Evaluation, Verification and Enhancement - Phase 2 (STEVE2) - (NE 25th Avenue - NE Ward Road) - Project #: TBD• WSDOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) - (Various Locations) - Project #: TBD• 2019 Preservation Guardrail and Bridge Rail - (Various Locations) - Project #: TBD | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Transportation Safety Improvements Program | | | | | 728 | 1,293 | | 360 | 0 | 516 | 1,145 | 0 | 2,021 |
| 21 | NA | NA | Urban Development Road Program (Various Locations) Project #: TBD | NA | NA | ABDEFGHKL | E | 20 | REET 2(20),TIF(20), Partnership(10) | | 70 | 0 | 0 | 0 | 0 | 70 |
| | | | • NE 47th Avenue - (NE 68th Street - NE 78th Street) - Project #: 313822 | | | | | | | | | | | | | |

TIF = Traffic Impact Fees
PWTF = Public Works Trust Fund Loan
REET2 = Real Estate Excise Tax 2

ANNUAL CONSTRUCTION PROGRAM FOR 2019 Continued

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | |
|---|----------|--------------|---|------------------------|-------------|--------------|--------------------|------------------------------------|-----------------|------------------------------------|------------------------------------|-------|--------------|-------|--------|--------|----------|
| Item No. | 6YR Rank | Road Log No. | ROAD/PROJECT NAME AND LOCATION (Termini description or MP's; Bridge#) | Project Length (miles) | Func. Class | Work Code(s) | Environ. Assessmt. | Source of Funds (\$1,000's) | | Estimated Expenditures (\$1,000's) | | | | | Total | | |
| | | | | | | | | | Other Funds | | | | Construction | | | | |
| | | | | | | | | | Source (Amount) | | | | PE | ROW | | CE | Contract |
| Ongoing Programs | | | | | | | | | | | | | | | | | |
| | | | <div>• NE 40th Avenue - (NE 63rd Street - Railroad Crossing) - Project #: 323522</div> <div>• NE 182nd Avenue at SR 500 - (Intersection Improvement) - Project #: TBD</div> | | | | | | | | | | | | | | |
| Total Ongoing Programs - Urban Development Road Program | | | | | | | | 20 | 50 | 70 | 0 | 0 | 0 | 0 | 70 | | |
| Total - Ongoing Programs | | | | | | | | 11,532 | 10,616 | 3,413 | 400 | 1,720 | 16,598 | 17 | 22,148 | | |
| | | | | | | | | ANNUAL CONSTRUCTION PROGRAM TOTALS | | 12,811 | 19,392 | 4,753 | 2,349 | 2,415 | 22,638 | 48 | 32,203 |
| | | | | | | | | MAINTENANCE | | 14,216 | | | | | | 14,216 | |
| | | | | | | | | SPECIAL MAINTENANCE | | NA | | | | | | NA | |
| | | | | | | | | | | | CONSTRUCTION AND MAINTENANCE TOTAL | | | | | 46,419 | |

TIF = Traffic Impact Fees
PWTF = Public Works Trust Fund Loan
REET2 = Real Estate Excise Tax 2

2019 - 2024 Transportation Improvement Program Ongoing Program Projects Funding Analysis

| RANK | | | 2019 | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | | | | |
|---|--|-------|---------------|-----------|-----|----------------|---------|-----------|-----|----------------|---------|-----------|-----|----------------|-----------|-----------|-----|----------------|-------|---------|-----|----------------|-----------|-----------|-----|----------------|-------|------------------|---------------|----------------------|
| | Project Name | Phase | Spent to Date | 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 | Grants / Loans | Other | Cost to Complete | Project Total | TIF Area Eligibility |
| Advanced Right-Of-Way Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Advanced Right-of-Way Purchases Program (Various Locations) Project #: 323911 | PE | 2,000 | 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 | 2,000 | 0 |
| | | ROW | 1,234,000 | 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 | 10,000 | 0 | 0 | 0 | 0 | 1,294,000 | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | Total | 1,236,000 | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 0 | 1,296,000 | |
| Bridge Repair/Rehab Improvement Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Bridge Repair, Rehab and Replacement Program (Various Locations) Project #: TBD | PE | 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 | 10,000 | 0 | 0 | 0 | 0 | 60,000 | 0 |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 240,000 | 0 | 200,000 | 0 | 0 | 0 | 700,000 | 0 | 240,000 | 0 | 700,000 | 0 | 240,000 | 0 | 500,000 | 0 | 0 | 2,820,000 | |
| | | Total | 0 | 10,000 | | | | 10,000 | | | | 450,000 | | | | 710,000 | | | | 950,000 | | | | 750,000 | | | | 0 | 2,880,000 | |
| NA | Cedar Creek Bridge #65 Replacement (NE Etna Road at Cedar Creek) Project #: 380622 | PE | 705,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 705,000 | 0 | |
| | | ROW | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,000 | | |
| | | CN | 2,555,000 | 425,000 | 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 | | 2,990,000 |
| | | Total | 3,279,000 | 425,000 | | | | 10,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 3,714,000 |
| NA | Davis #232 Bridge Replacement (NE Davis Road - 0.6 mi E of NE Ward Road (Mile Post 0.64) Project #: 362822 | PE | 154,000 | 93,000 | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 447,000 | 0 | |
| | | ROW | 0 | 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 | 25,000 | | |
| | | CN | 0 | 20,000 | 0 | 0 | 0 | 71,000 | 0 | 0 | 800,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 891,000 |
| | | Total | 154,000 | 338,000 | | | | 871,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 1,363,000 |
| NA | Lehto Bridge #294 (Mile Post 0.25 at NE Lehto Road) Project #: 381212 | PE | 60,000 | 25,000 | 0 | 137,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222,000 | 0 | |
| | | ROW | 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 | 5,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 29,000 | 0 | 217,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 246,000 |
| | | Total | 60,000 | 167,000 | | | | 246,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 473,000 |
| NA | Salmon Creek Bridge #331 (NE Caples Road, 0.39 mi N of NE 159th Street) Project #: 381722 | PE | 35,000 | 35,000 | 0 | 200,000 | 0 | 22,000 | 0 | 21,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 313,000 | 0 | |
| | | ROW | 0 | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 64,000 | 0 | 411,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 475,000 | | |
| | | Total | 35,000 | 250,000 | | | | 518,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 803,000 |
| NA | Smith Bridge #211 (NE 167th Avenue 0.25 mi S of NE 199th Street) Project #: 381522 | PE | 75,000 | 20,000 | 0 | 97,000 | 0 | 5,000 | 0 | 25,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 222,000 | 0 | |
| | | ROW | 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 | 15,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399,000 | | |
| | | Total | 75,000 | 127,000 | | | | 434,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 636,000 |
| Road Preservation Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Road Preservation Program/County Wide Overlays Program (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 680,000 | 0 | 0 | 0 | 0 | 680,000 | 0 |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,570,000 | 0 | 0 | 700,000 | 0 | 6,270,000 | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 6,950,000 | | | | 0 | 6,950,000 | |
| NA | 2018 HMA Overlays (Various Locations) Project #: 370322 | PE | 135,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135,000 | 0 | |
| | | ROW | 3,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,000 | | |
| | | CN | 5,918,000 | 51,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,969,000 | | |
| | | Total | 6,056,000 | 51,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 6,107,000 |
| NA | 2019 HMA Overlays (Various Locations) Project #: 372522 | PE | 50,000 | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | CN | 0 | 4,680,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,380,000 | | |
| | | Total | 50,000 | 5,470,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 5,520,000 |
| NA | 2020 HMA Overlays (Various Locations) Project #: TBD | PE | 0 | 50,000 | 0 | 0 | 0 | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 4,160,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,860,000 | | |
| | | Total | 0 | 50,000 | | | | 4,950,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 5,000,000 |
| NA | 2021 HMA Overlays (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,072,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,772,000 | | |
| | | Total | 0 | 0 | | | | 50,000 | | | | 5,862,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 5,912,000 |
| NA | 2022 HMA Overlays (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,240,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,940,000 | | |
| | | Total | 0 | 0 | | | | 0 | | | | 50,000 | | | | 6,030,000 | | | | 0 | | | | 0 | | | | 0 | | 6,080,000 |

PE = Preliminary Engineering ROW = Right-of-Way CN = Construction
CRF = County Road Fund TIF = Traffic Impact Fees

2019 - 2024 Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| RANK | | | | 2019 | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | | | | | |
|--------------------------------------|---|-------|---------------|-----------|--------|----------------|-------|-----------|-----|----------------|-------|-----------|--------|----------------|-------|-----------|--------|----------------|-------|-----------|-----|----------------|---------|---------|-----|----------------|-------|------------------|---------------------------|----------------------|--|--|
| | Project Name | Phase | Spent to Date | 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 | Grants / Loans | Other | Cost to Complete | Project Total | TIF Area Eligibility | | |
| Road Preservation Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | 2023 HMA Overlays (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 90,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,000 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,240,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 5,940,000 | | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 50,000 | | | | 6,030,000 | | | | 0 | | | | 0 | 6,080,000 | | | |
| NA | Culverts and Slides (Various Locations) Project #: TBD | PE | 5,000 | 50,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 655,000 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 300,000 | 0 | 0 | 0 | 400,000 | 0 | 400,000 | 0 | 300,000 | 0 | 0 | 0 | 300,000 | 0 | 0 | 0 | 300,000 | 0 | 0 | 0 | 0 | 2,000,000 | | | |
| | | Total | 5,000 | 50,000 | | | | 500,000 | | | | 900,000 | | | | 400,000 | | | | 400,000 | | | | 400,000 | | | | 0 | 2,655,000 | | | |
| NA | Highway 99 Pavement Improvements (NE 78th Street - NE 134th Street) Project #: 372022 | PE | 199,000 | 80,000 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289,000 | 0 | | | |
| | | ROW | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30,000 | | | | |
| | | CN | 0 | 869,000 | 0 | 3,501,000 | 0 | 10,000 | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 4,430,000 | | |
| | | Total | 229,000 | 4,460,000 | | | | 60,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 4,749,000 | | |
| NA | NE Blair Road (SR 500 - Mile Post 2.47) Project #: 322212 | PE | 696,000 | 158,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 854,000 | 836,000 Rural 1 (3059) | | | |
| | | ROW | 543,000 | 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 | | 553,000 | | |
| | | CN | 5,000 | 1,006,000 | 17,000 | 1,472,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2,500,000 | | |
| | | Total | 1,244,000 | 2,663,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 3,907,000 | | |
| NA | NE Munch Road (NE Cedar Creek Road - NE 414th Street) Project #: 371922 | PE | 5,000 | 1,000 | 0 | 1,000 | 0 | 21,000 | 0 | 45,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15,000 | | | | |
| | | CN | 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 | | 1,030,000 | | |
| | | Total | 5,000 | 2,000 | | | | 81,000 | | | | 1,030,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 1,118,000 | | |
| NA | SE Blair Road (Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28,000 | 254,000 | 0 | 0 | 1,000 | 6,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289,000 | 700,000 Rural (3169) | | | |
| | | ROW | 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 | 10,000 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60,000 | 79,000 | 1,249,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,388,000 | | | | |
| | | Total | 0 | 0 | | | | 0 | | | | 292,000 | | | | 1,395,000 | | | | 0 | | | | 0 | | | | 0 | | 1,687,000 | | |
| Rural Road Improvement Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Rural Road Improvements Program (Various Locations) Project #: 361822 | PE | 46,000 | 5,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 86,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 0 | 500,000 | 0 | 20,000 | 0 | 500,000 | 0 | 20,000 | 0 | 500,000 | 0 | 20,000 | 0 | 500,000 | 0 | 0 | | 2,080,000 | | |
| | | Total | 46,000 | 5,000 | | | | 10,000 | | | | 530,000 | | | | 525,000 | | | | 525,000 | | | | 525,000 | | | | 0 | | 2,166,000 | | |
| NA | Landslide Monitoring (Various Locations) Project #: 381012 | PE | 90,000 | 25,000 | 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 | 140,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| | | CN | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,000 | | | | |
| | | Total | 92,000 | 25,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 0 | | 142,000 | | |
| NA | Mason Creek Barrier Improvements (NE 102nd Avenue @ Mason Creek) Project #: TBD | PE | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 55,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 20,000 | 0 | 200,000 | 0 | 102,000 | 0 | 495,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 817,000 | | |
| | | Total | 0 | 100,000 | | | | 275,000 | | | | 597,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 972,000 | | |
| NA | NE Manley Road (NE 244th Street - NE 82nd Avenue) Project #: 322012 | PE | 1,044,000 | 94,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,138,000 | 700,000 Rural 1 (3059) | | | |
| | | ROW | 277,000 | 185,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 462,000 | | |
| | | CN | 0 | 902,000 | 0 | 1,482,000 | 0 | 1,525,000 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 3,929,000 | | |
| | | Total | 1,321,000 | 2,663,000 | | | | 1,525,000 | | | | 20,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 5,529,000 | | |
| Sidewalks and ADA Compliance Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Sidewalks Program (Various Locations) Project #: 300111 | PE | 193,000 | 25,000 | 0 | 0 | 0 | 96,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 714,000 | 0 | | | |
| | | ROW | 2,000 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 62,000 | | |
| | | CN | 66,000 | 0 | 0 | 0 | 0 | 300,000 | 0 | 100,000 | 0 | 293,000 | 0 | 0 | 0 | 330,000 | 0 | 200,000 | 0 | 330,000 | 0 | 200,000 | 0 | 330,000 | 0 | 350,000 | 0 | 0 | | 2,499,000 | | |
| | | Total | 261,000 | 25,000 | | | | 506,000 | | | | 403,000 | | | | 650,000 | | | | 650,000 | | | | 780,000 | | | | 0 | | 3,275,000 | | |
| NA | 2019 Preservation ADA Ramp Improvements (Various Locations) Project #: 371622 | PE | 399,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 399,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| | | CN | 80,000 | 896,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 976,000 | | |
| | | Total | 479,000 | 896,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 1,375,000 | | |
| NA | 2020 Preservation ADA Ramp Improvements (Various Location - Various Location) Project #: 381922 | PE | 160,000 | 568,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 728,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | | |
| | | CN | 0 | 100,000 | 0 | 0 | 0 | 1,704,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1,804,000 | | |
| | | Total | 160,000 | 668,000 | | | | 1,704,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 2,532,000 | | |

2019 - 2024 Transportation Improvement Program Ongoing Program Projects Funding Analysis

| RANK | | | | 2019 | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | | | | | |
|--|---|-------|---------------|---------|-----|----------------|---------|---------|---------|----------------|---------|---------|---------|----------------|---------|---------|---------|----------------|---------|---------|-----------|----------------|--------|---------|-----------|----------------|-------|------------------|---------------|----------------------|-----------|--|
| | Project Name | Phase | Spent to Date | 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 | Grants / Loans | Other | Cost to Complete | Project Total | TIF Area Eligibility | | |
| Sidewalks and ADA Compliance Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | 2021 Preservation ADA Ramp Improvements (Various Locations) Project #: TBD | PE | 0 | 60,000 | 0 | 0 | 0 | 290,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350,000 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 950,000 | | | |
| | | Total | 0 | 60,000 | | | | | 340,000 | | | | 900,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 1,300,000 | |
| NA | 2022 Preservation ADA Ramp Improvements (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 60,000 | 0 | 0 | 0 | 0 | 290,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350,000 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 950,000 | | | |
| | | Total | 0 | 0 | | | | | 60,000 | | | | 340,000 | | | | 900,000 | | | | 0 | | | | 0 | | | | 0 | | 1,300,000 | |
| NA | 2023 Preservation ADA Ramp Improvements (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60,000 | 0 | 0 | 0 | 0 | 290,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350,000 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 950,000 | | | |
| | | Total | 0 | 0 | | | | | 0 | | | | 60,000 | | | | 340,000 | | | | 900,000 | | | | 0 | | | | 0 | | | |
| NA | ADA Compliance Program (Various Locations) Project #: 313111 | PE | 54,000 | 20,000 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 174,000 | 0 | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| | | CN | 108,000 | 50,000 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | | 408,000 | |
| | | Total | 162,000 | 70,000 | | | | | 70,000 | | | | 70,000 | | | | 70,000 | | | | 70,000 | | | | 70,000 | | | | 0 | | 582,000 | |
| NA | Highway 99 - Kline Avenue Sidewalk (NE 122nd Street - NE 129th Street) Project #: 370122 | PE | 129,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 129,000 | 0 | | | |
| | | ROW | 2,000 | 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 | | 2,000 | | |
| | | CN | 100,000 | 61,000 | 0 | 375,000 | 67,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 603,000 | | |
| | | Total | 231,000 | 503,000 | | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | | 0 | 734,000 | |
| NA | Highway 99 Sidewalk Scoping (Vicinity of NE 104th Street - NE 117th Street) Project #: 382022 | PE | 50,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 75,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300,000 | | 800,000 | | |
| | | Total | 50,000 | 200,000 | | | | | 75,000 | | | | 100,000 | | | | 500,000 | | | | 0 | | | | 0 | | | | | 300,000 | 1,225,000 | |
| NA | NE 68th Street Sidewalk (Highway 99 - Vancouver City Limit) Project #: 372122 | PE | 101,000 | 0 | 0 | 150,000 | 199,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 45,000 | 0 | 0 | 0 | 100,000 | 155,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 300,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325,000 | 271,000 | 40,000 | 0 | 325,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 618,000 | | 1,579,000 | | |
| | | Total | 101,000 | 394,000 | | | | | 255,000 | | | | 596,000 | | | | 365,000 | | | | 0 | | | | 0 | | | | | 618,000 | 2,329,000 | |
| NA | NE Hazel Dell Avenue Sidewalk Improvements (South of NE 102nd Street - NE 114th Street) Project #: TBD | PE | 0 | 0 | 0 | 150,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 155,000 | 0 | | | |
| | | ROW | 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 | 50,000 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 170,000 | 0 | 450,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 620,000 | | | | |
| | | Total | 0 | 200,000 | | | | | 625,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | | 0 | 825,000 | |
| NA | Truman School Sidewalk (NE 40th Avenue and NE 47th Street - NE 42nd Avenue and NE 49th Street) Project #: TBD | PE | 0 | 10,000 | 0 | 120,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130,000 | 0 | | | |
| | | ROW | 0 | 45,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 45,000 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 20,000 | 0 | 200,000 | 0 | 20,000 | 0 | 74,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 314,000 | | | | |
| | | Total | 0 | 175,000 | | | | | 220,000 | | | | 94,000 | | | | 0 | | | | 0 | | | | 0 | | | | | 0 | 489,000 | |
| Transportation Safety Improvements Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Transportation Safety Improvement Program (Various Locations) Project #: 314122 | PE | 5,000 | 30,000 | 0 | 0 | 0 | 100,000 | 0 | 150,000 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 150,000 | 0 | 100,000 | 0 | 150,000 | 0 | 100,000 | 0 | 0 | 0 | 985,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | CN | 25,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 195,000 | 0 | 450,000 | 0 | 210,000 | 0 | 450,000 | 0 | 210,000 | 0 | 900,000 | 0 | 210,000 | 0 | 800,000 | 0 | 0 | | 3,450,000 | | |
| | | Total | 30,000 | 30,000 | | | | | 250,000 | | | | 745,000 | | | | 910,000 | | | | 1,360,000 | | | | 1,110,000 | | | | | 0 | 4,435,000 | |
| NA | 2018 Preservation Guardrail and Bridge Rail (Various Locations) Project #: 381822 | PE | 114,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | CN | 0 | 211,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 211,000 | | | | |
| | | Total | 114,000 | 211,000 | | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | | 0 | 325,000 | |
| NA | 2019 Preservation Guardrail and Bridge Rail (Various Locations) Project #: TBD | PE | 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 | 70,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | CN | 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 | 350,000 | | | | |
| | | Total | 0 | 70,000 | | | | | 350,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | | 0 | 420,000 | |
| NA | 2020 Preservation Guardrail and Bridge Rail (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| | | CN | 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 | 350,000 | | | | |
| | | Total | 0 | 0 | | | | | 70,000 | | | | 350,000 | | | | 0 | | | | 0 | | | | 0 | | | | | 0 | 420,000 | |

PE = Preliminary Engineering ROW = Right-of-Way CN = Construction
CRF = County Road Fund TIF = Traffic Impact Fees

2019 - 2024 Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| RANK | | | | 2019 | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | | | |
|--|---|-------|---------------|---------|-----|----------------|-------|---------|-----|----------------|--------|---------|-----|----------------|--------|---------|-----|----------------|-------|---------|-----|----------------|-------|---------|-----|----------------|-----------|------------------|---------------|----------------------|
| | Project Name | Phase | Spent to Date | 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 | Grants / Loans | Other | Cost to Complete | Project Total | TIF Area Eligibility |
| Transportation Safety Improvements Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | 2021 Preservation Guardrail and Bridge Rail (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | CN | 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 | 350,000 | |
| | | Total | 0 | 0 | | | | 0 | | | | 70,000 | | | | 350,000 | | | | 0 | | | | 0 | | | | 0 | 420,000 | |
| NA | 2022 Preservation Guardrail and Bridge Rail (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | CN | 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 | 350,000 | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 70,000 | | | | 350,000 | | | | 0 | | | | 0 | 420,000 | |
| NA | 2023 Preservation Guardrail and Bridge Rail (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | | CN | 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 | 350,000 | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 70,000 | | | | 350,000 | | | | 0 | | | | 0 | 420,000 | |
| NA | Hazel Dell Avenue Adaptive Traffic Signals (NW 9th Avenue - NE Padden Parkway) Project #: 371522 | PE | 31,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 459,000 | 0 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 180,000 | 659,000 | | |
| | | Total | 490,000 | 20,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 180,000 | | 690,000 |
| NA | Klineline Bridge - Salmon Creek Bank Stabilization (Highway 99 at Klineline Bridge) Project #: 362612 | PE | 15,000 | 30,000 | 0 | 0 | 0 | 80,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 325,000 | | |
| | | Total | 15,000 | 30,000 | | | | 80,000 | | | | 325,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 450,000 |
| NA | NE 134th Corridor Adaptive Traffic Signals (NE 136th Street/Tenney Road - NE Salmon Creek Avenue) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 95,000 | 0 | 16,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 121,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 40,000 | 0 | 500,000 | 59,000 | 45,000 | 0 | 23,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 667,000 |
| | | Total | 0 | 0 | | | | 105,000 | | | | 615,000 | | | | 68,000 | | | | 0 | | | | 0 | | | | 0 | | 788,000 |
| NA | NE 259th Street and NE 72nd Avenue (Intersection Improvement) Project #: 372322 | PE | 127,000 | 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 | 137,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 0 | 185,000 | 0 | 320,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 505,000 | | |
| | | Total | 127,000 | 515,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 642,000 |
| NA | NE 63rd Street and NE 58th Avenue (Signal Installation) Project #: 372422 | PE | 84,000 | 7,000 | 0 | 56,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 147,000 | 0 | |
| | | ROW | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19,000 | | |
| | | CN | 0 | 0 | 0 | 795,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 795,000 | | |
| | | Total | 103,000 | 858,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 961,000 |
| NA | Preservation Guardrail Program (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70,000 | 0 | 0 | 280,000 | 350,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 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 | 1,400,000 | 1,750,000 | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 420,000 | | | | 1,680,000 | | 2,100,000 |
| NA | Signal Timing, Evaluation, Verification and Enhancement (STEVE2) (NE 25th Avenue - NE Ward Road) Project #: TBD | PE | 0 | 35,000 | 0 | 102,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 137,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 0 | 0 | 0 | 0 | 0 | 62,000 | 0 | 240,000 | 21,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 323,000 |
| | | Total | 0 | 137,000 | | | | 323,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 460,000 |
| NA | System-Wide Signal Enhancement (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24,000 | 0 | 200,000 | 65,000 | 40,000 | 0 | 271,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | Total | 0 | 0 | | | | 0 | | | | 289,000 | | | | 311,000 | | | | 0 | | | | 0 | | | | 0 | | 600,000 |
| NA | Traffic Signal Upgrades (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 30,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140,000 | 0 | 0 | 0 | 140,000 | 0 | 0 | 0 | 140,000 | 0 | 0 | 0 | 300,000 | | 720,000 |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 150,000 | | | | 150,000 | | | | 150,000 | | | | 300,000 | | 750,000 |
| NA | WSDOT Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) (Various Locations) Project #: TBD | PE | 0 | 20,000 | 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 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | | CN | 0 | 130,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 130,000 |
| | | Total | 0 | 150,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 150,000 |

2019 - 2024 Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| | | | | 2019 | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | | | | | | | | | | | | |
|--------------------------------|---|-------|---------------|------------|--------|----------------|-----------|------------|-----|----------------|-----------|------------|---------|----------------|-----------|------------|---------|----------------|-----------|------------|-----|----------------|---------|------------|-----|----------------|---------|------------------|---------------|--|--|--|------------|--|-----------|--|--------|--|------------|
| RANK | Project Name | Phase | Spent to Date | 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 | Grants / Loans | Other | Cost to Complete | Project Total | TIF Area Eligibility | | | | | | | | | |
| Urban Development Road Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Urban Development Road Program (Various Locations) Project #: TBD | PE | 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 | 30,000 | 0 | | | | | | | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | Total | 0 | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 0 | 30,000 | | | | | | | | | | |
| 22 | NE 182nd Avenue at SR 500 (Intersection Improvement) Project #: TBD | PE | 0 | 0 | 20,000 | 0 | 30,000 | 0 | 0 | 0 | 100,000 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250,000 | 1,964,936 Orchards 2 (3168) Regional TIF | | | | | | | | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 0 | 75,000 | 543,000 | 682,000 | 0 | 1,900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 3,800,000 | | | | | | | | | | |
| | | Total | 0 | 50,000 | | | | 100,000 | | | | 675,000 | | | | 3,125,000 | | | | 0 | | | | 0 | | | | 100,000 | 4,050,000 | | | | | | | | | | |
| NA | NE 40th Avenue (NE 63rd Street - Railroad Crossing) Project #: 323522 | PE | 16,000 | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 169,000 | 200,000 | 0 | | | | | | | | | |
| | | ROW | 19,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 696,000 | 715,000 | | | | | | | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,600,000 | 1,600,000 | | | | | | | | | | |
| | | Total | 35,000 | 15,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 2,465,000 | 2,515,000 | | | | | | | | | | |
| Totals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | 6-Year Ongoing Programs 92,163,000 | | | | | | | |
| Revenue Sources | | | | 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 | Grants / Loans | Other | | | | | | | | | | | | |
| Annual Totals by Funding | | | | 11,532,000 | 37,000 | 9,183,000 | 1,396,000 | 10,079,000 | 0 | 2,763,000 | 1,851,000 | 9,177,000 | 638,000 | 4,298,000 | 1,270,000 | 9,203,000 | 762,000 | 3,874,000 | 3,100,000 | 8,325,000 | 0 | 2,450,000 | 700,000 | 8,675,000 | 0 | 2,150,000 | 700,000 | | | | | | | | | | | | |
| Annual Totals by Phase | | | | PE | | ROW | | CN | | PE | | ROW | | CN | | PE | | ROW | | CN | | PE | | ROW | | CN | | | | | | | | | | | | | |
| Annual Totals | | | | 3,413,000 | | 400,000 | | 18,335,000 | | 1,715,000 | | 295,000 | | 12,683,000 | | 1,597,000 | | 130,000 | | 13,656,000 | | 1,323,000 | | 30,000 | | 15,586,000 | | 665,000 | | 30,000 | | | 10,780,000 | | 1,105,000 | | 10,000 | | 10,410,000 |
| Annual Totals | | | | 22,148,000 | | | | 14,693,000 | | | | 15,383,000 | | | | 16,939,000 | | | | 11,475,000 | | | | 11,525,000 | | | | | | | | | | | | | | | |