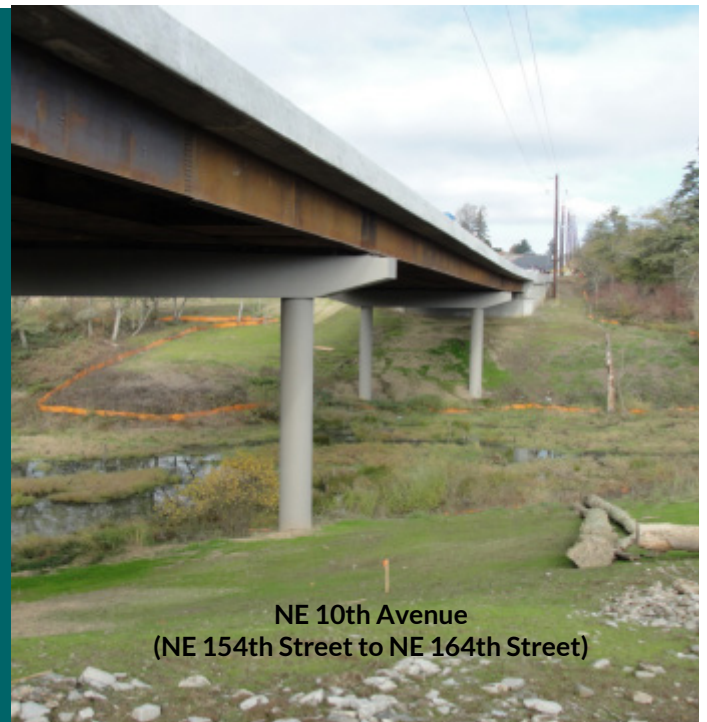




CLARK COUNTY
WASHINGTON
PUBLIC WORKS



NE 10th Avenue
(NE 154th Street to NE 164th Street)

2020-2025 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM (TIP)



NE 119th Street Corridor



Highway 99 - Kline Line Sidewalk
(NE 122nd Street to NE 129th Street)



NE 259th Street and NE 72nd Avenue
(Intersection Improvement)



2020 - 2025

**TRANSPORTATION IMPROVEMENT PROGRAM
(T I P)**

Adopted: November 5, 2019

Clark County Public Works

Post Office Box 9810

Vancouver WA, 98666-9810

(564) 397-6118

www.clark.wa.gov/public-works/transportation-improvement-program

CLARK COUNTY, WASHINGTON
RESOLUTION NO. 2019- 11-01

A resolution relating to adoption of the 2020-2025 Six-Year Transportation Improvement Program (TIP).

WHEREAS, the Clark County Council held a duly noticed public hearing on the 2020-2025 Transportation Improvement Program at 10:00 A.M., Tuesday, November 5, 2019 in accordance with RCW 36.81.121 and WAC 136-16-010; and,

WHEREAS, a priority array of potential projects on the County's arterial system was prepared under the direction of the Director of Public Works/County Engineer and was available to the Clark County Council during the preparation of these programs in accordance with WAC 136-14-050; and,

WHEREAS, a written report with respect to deficient bridges was prepared under the direction of the Director of Public Works/County Engineer and was available to the Clark County Council during the preparation of these programs in accordance with WAC 136-20-060; and,

WHEREAS, this Transportation Improvement Program has been analyzed under the direction of the Director of Public Works to ensure consistency with the adopted Comprehensive Plan and adopted policies in the Community Framework Plan; and,

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

WHEREAS, the Clark County Planning Commission held a duly noticed public hearing on the 2020-2025 Transportation Improvement Program in accordance with RCW 36.70A; and,

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

WHEREAS, Clark County's Comprehensive Plan requires that prior to removing the urban holding plan and zoning designations from the I-5/179th Street Interchange area, the Clark County Council must determine that the completion of the localized critical links and intersection improvements is reasonably funded, as shown in the County's 6-year Transportation Improvement Program or through a developer agreement; and

WHEREAS, Clark County has concluded that the critical links and intersection improvements necessary to lift the urban holding designation in the I-5/179th Street Interchange area include: I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue), NE 15th Avenue (NE 179th Street to NE 10th Avenue), NE 179th Street at NE 29th Avenue, NE 179th Street at NE 50th Avenue, and NE 10th Avenue (NE 149th Street to NE 154th Street); and,

WHEREAS, the Clark County Council has selected a finance plan to reasonably fund the critical links and intersection improvements in the I-5/179th Street Interchange area (within the County's jurisdiction only) in resolution 2019-08-05; and


WHEREAS, the determination and designation of the critical links and intersection improvements as reasonably funded are contingent on the County Council's budget allocation of \$12,000,000 of Real Estate Excise Tax 2 over 5-years, and adoption of increased Traffic Impact Fees, an amended Capital Facilities Plan, and the implementation of the approved developer agreements in resolution 2019-08-05 and resolution 2019-10-01; and

WHEREAS, the Clark County Council finds that adoption of the proposed 2020-2025 Transportation Improvement Program is in the best public interests for the health, safety, and welfare of Clark County.

NOW, THEREFORE, the attached 2020-2025 Transportation Improvement Program, as submitted by the Director of Public Works/County Engineer, is hereby approved and adopted.

RESOLVED this 5th day of Nov., 2019.

ATTEST:



Clerk to the Council

COUNTY COUNCIL
CLARK COUNTY, WASHINGTON



Eileen Quiring, Chair

Temple Lentz, District 1

APPROVED AS TO FORM ONLY:
ANTHONY F. GOLIK
Prosecuting Attorney

Julie Olson, District 2

BY: 

WILLIAM RICHARDSON
Deputy Prosecuting Attorney

John Blom, District 3

Gary Medvigy, District 4



CLARK COUNTY, WASHINGTON
RESOLUTION NO. 2019- 11-02

A resolution relating to adoption of the 2020 Annual Construction Program (ACP), an element of the 2020-2025 Six-Year Transportation Improvement Program (TIP).

WHEREAS, the Clark County Council held a duly noticed public hearing on the 2020 Annual Construction Program at 10:00 A.M., Tuesday, November 5, 2019 in accordance with RCW 36.81.121 and WAC 136-16-010; and,

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

WHEREAS, this Annual Construction Program was analyzed under the direction of the Director of Public Works to ensure consistency with the adopted Transportation Improvement Program; and,

WHEREAS, this Annual Construction Program has been analyzed under the direction of the Director of Public Works to ensure the County's financial capability of completing the projects that are contained within the Program; and,

WHEREAS, the Clark County Council finds that adoption of the proposed 2020 Annual Construction Element of the 2020-2025 Transportation Improvement Program is in the best public interests for the health, safety, and welfare of Clark County.

NOW, THEREFORE, the 2020 Annual Construction Program, an element of the 2020-2025 Transportation Improvement Program, as submitted by the Director of Public Works/County Engineer and attached and incorporated by reference, is hereby approved and adopted.

RESOLVED this 5th day of NOV., 2019.

ATTEST:



Clerk to the Council

COUNTY COUNCIL
CLARK COUNTY, WASHINGTON



Eileen Quiring, Chair

Temple Lentz, District 1

APPROVED AS TO FORM ONLY:
ANTHONY F. GOLIK
Prosecuting Attorney

Julie Olson, District 2

BY: 

WILLIAM RICHARDSON
Deputy Prosecuting Attorney

John Blom, District 3

Gary Medvigy, District 4



2020-2025 CLARK COUNTY TRANSPORTATION IMPROVEMENT PROGRAM

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PARTICIPANTS

This document represents a collaborative effort between the Clark County Council, individual residents, and Clark County staff. Thank you to all who participated in the development of the program.

Clark County Council

Eileen Quiring, Chair
Temple Lentz, District 1
Julie Olson, District 2
John Blom, District 3
Gary Medvigy, District 4

Clark County Staff

Ahmad Qayoumi – Director of Public Works /County Engineer
Lori Pearce – Public Works Finance Section
Susan Wilson – Public Works Programming Section
Tom Grange – Public Works Capital Program
Matt Hall – Public Works Project Management
Karen Carlie – Pavement Preservation
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Laura Slye – Public Works Real Property Services
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Halina Lewandowski – Geographic Information Systems (GIS)
Magan Reed – Public Works Information and Outreach
Ken Lader – Public Works Design
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Matt Griswold – Public Works Traffic Engineering
Courtney Furman – Public Works Traffic Engineering
David Jardin – Public Works Concurrency
Ejaz Kahn – Public Works Traffic Engineering
Chris Carle – Public Works Programming
Darlene Sharar – Public Works Programming
Dennis Pritchard – Clark County Sheriff's Office
Tim Goldin - Public Works Information Technology Section

INTRODUCTION

Clark County's 2020-2025 six-year Transportation Improvement Program is essential to implementing the goals of the Clark County Comprehensive Plan and 20-Year Capital Facilities Plan. The TIP uses objective criteria to evaluate and prioritize road improvement projects, and assigns available revenues to projects to achieve those goals. While addressing regional transportation priorities, the TIP recognizes the vision set by the community and the Clark County Council.

Aside from the practical reasons for developing the TIP, there are legal requirements. The Washington Administrative Code (WAC136-15-050) requires Clark County to prepare and update a six-year comprehensive transportation program annually. The WAC specifies that the TIP shall be adopted by the county legislative authority each year and shall include all planned road and bridge construction projects, path/trail projects, and any other specified capital outlays for the next six-year period.

Questions or comments regarding the content or development of this program can be directed to Clark County Public Works Customer Service at (564) 397-4944.

WHAT IS IN THE TRANSPORTATION IMPROVEMENT PROGRAM?

The remainder of this document includes:

- Director's Note
- Description of the process used to develop the program
- Analysis of financial constraints
- County priority project list
- Six-year program funding matrix
- Annual construction program for 2020
- Index of projects included in the program
- Traffic Impact Fee (TIF) area maps
- Detail sheets for all funded road projects in the six-year program
- Ongoing program funding matrix
- Detail sheets for ongoing programs
- Glossary of terms

DIRECTOR'S NOTE

In Clark County, the future is now.

We are refocusing our transportation program to better meet the needs and visions of our residents and the users of our transportation infrastructure.

In 2000, Washington was the first state in the nation to set a unique goal: to reduce traffic fatalities and serious injuries on Washington's roadways to zero by the year 2030. This vision is called "Target Zero." More information about this important initiative can be found here:

<http://www.targetzero.com/PDF2/targetzero.pdf>

Clark County will improve transportation infrastructure and public safety by building more roundabouts. Roundabouts significantly improve safety by virtually eliminating head-on and T-bone crashes. These two crash types often cause severe injuries and fatalities. By building roundabouts, these crash types are reduced by approximately 90%. Roundabouts also improve mobility and lessen congestion at intersections and along roadway corridors. During the past 50 years, there have been substantial decreases in traffic injuries and fatalities based on vehicle miles traveled. Historically, Washington State's fatality rate has been lower than the national fatality rate. These declines have been due to numerous factors, including safer vehicles, mandatory seat belt legislation, stronger driving under the influence laws and enforcement, and continuous improvement to clear zone and roadway standards.

Clark County strives to improve safety by reviewing crash data, assessing road corridors for safety deficiencies, constructing more sidewalks and pedestrian facilities, and incorporating additional safety improvements in projects. There is no such thing as an acceptable level of traffic injuries or fatalities. Every life matters! Our transportation program supports our state's "Target Zero" vision of continually reducing traffic fatalities and serious injuries to zero by the year 2030.

Transportation dollars are becoming scarcer each year, but our responsibilities continue to expand as the population grows. Clark County is striving to meet the safety, capacity and mobility needs that growth has created through increased revenue streams, private/public partnerships, asset management, innovation, and cost-saving strategies.

As in past years, state and federal grants account for approximately 30% of our transportation budget. These grants stretch our local transportation dollars, by helping us build projects that improve safety, ease congestion, enhance multi-modal mobility, and support economic development.

Last year, construction to complete the final phase of the 119th Street Corridor (Northeast 50th Avenue to State Route 503) began. These improvements upgraded the Northeast 119th Street corridor, from Northeast 87th Avenue to Northeast 112th Avenue and construction has been completed. When this project is done, Clark County will have invested \$54 million to improve this major east-west corridor. The changes have taken it from a rural two-lane roadway with narrow lanes, no bicycle or pedestrian facilities to a four-lane arterial with 12-foot lanes, bicycle lanes and pedestrian sidewalks.

Another large project is the Northeast 10th Avenue Bridge over Whipple Creek. This provides a much needed connection between the Salmon Creek and Fairgrounds areas along the west side of Interstate 5. The connection provides alternate north/south routes to I-5 and Northeast 15th Avenue and enhances mobility and economic development. The bridge is a beautiful design and was constructed with no impacts to Whipple Creek.

You can expect additional roadway improvements and construction in this area in future years. In 2020, Clark County intends to complete the southern segment of the 10th Avenue Corridor by reconstructing Northeast 10th Avenue from the new bridge on Northeast 154th Street to Northeast 149th Street. The improved Northeast 10th Avenue corridor will tie into the Salmon Creek Interchange Project to the south, a Clark County and Washington State Department of Transportation partnership that was completed in 2014.

In this same area, Clark County is working with WSDOT on another partnership to improve the Northeast 179th Street interchange at I-5 and the surrounding roads that funnel traffic to the interchange. My staff and I worked endless hours to develop a comprehensive transportation funding package for the local road system in the I-5/Northeast 179th Street area. After several public meetings and a public hearing, the Clark County Council approved Resolution 2019-08-05 on Aug. 20, 2019, selecting a public financing package in consultation with local developers to build road infrastructure in the vicinity of Northeast 179th Street and I-5. However, several County Council decisions are necessary to implement the public financing package. Those include: approving the proposed funding package for the future budgets, amending the 20-Year Capital Facilities Plan, increasing traffic impact fees, and declaring the critical links and intersection improvements necessary to remove urban holding are "reasonably funded."

The financial package to fund the county's portion of Northeast 179th Street in the vicinity of I-5 is estimated to be \$67 million. The funding sources include:

Approximately \$40 million in local funds:

- County Road Funds
- Real Estate Excise Tax 2
- State and Federal Grants

Approximately \$27 million in private funds:

- Development Agreements
- Traffic Impact Fees

The funding will allow the county to build the following projects:

- Northeast 179th Street (Northeast Delfel Road to Northeast 15th Avenue) and the relocation of Northeast Delfel Road
- Northeast 15th Avenue (Northeast 179th Street to Northeast 10th Avenue)
- Northeast 10th Avenue (Northeast 149th Street to Northeast 154th Street)
- Northeast 179th Street at Northeast 29th Avenue
- Northeast 179th Street at Northeast 50th Avenue

Funding from this unique package will build needed infrastructure, allowing the area to reach its potential growth and development as urban holding lifted.

The Washington State Legislature has provided \$50 million for this effort, but most of that money will not be available until the 2023-2025 biennium. We intend to work with the Legislature this year to try to make some of that money available earlier. This will allow the county and WSDOT to continue working on design, engineering, project phasing and environmental issues so we are fully ready to proceed in four years.

I look forward to serving our community and the Clark County Council, and leading Clark County Public Works toward a new and exciting 2020!

Ahmad Qayoumi, P.E.
Public Works Director/County Engineer
January 2020

PROGRAM DEVELOPMENT

The development of the Transportation Improvement Program includes the following steps and processes:

- **Preserving the Current Infrastructure** – Clark County Public Works' number one priority is preserving the public's investment in nearly 2,600 lane miles of county roads and 78 county bridges, including three pedestrian bridges.
- **Defining a Vision** - Define the Clark County Council's vision and expectations. Obtain endorsement of the TIP development process. Much of this vision is defined in the 20-year Capital Facilities Plan and the Comprehensive Growth Management Plan.
- **Assembling a Project Team** - Establish a project team with the resources to develop the annual Transportation Improvement Plan.
- **Reviewing the Existing Program** - Define successful elements of the previous TIP and potential areas for improvement.
- **Identifying Applicable Projects** - Establish an initial list of projects.*
- **Preparing Evaluation Criteria** - Create a clearly defined list of quantifiable and/or qualitative measures for project evaluation.*
- **Evaluating Projects** - Measure and rank each project based upon evaluation criteria and supporting data. *
- **Collecting Data** - Prepare a scope, preliminary estimate, and graphic representation of each project. Provide supplementary data for evaluation criteria.*
- **Preparing a Draft Plan** - Compile a working document for review and refinement.
- **Presenting Information to Transportation Stakeholders** – Present information clearly and succinctly to stakeholder groups such as the Clark County Planning Commission, the Development and Engineering Advisory Board, Regional Transportation Advisory Committee, Neighborhood Association of Clark County and the Human Services Council.
- **Reviewing the Draft Plan** – Seek input and comments from stakeholders and participants.
- **Adopting the TIP** – The Clark County Council adopts the TIP through a public hearing process on an annual basis.
- **Assess the Plan** - Continual refinement and improvement of plan and development process.

* Evaluating and ranking projects occurs approximately every two-four years, as fiscally prudent.

PUBLIC INVOLVEMENT PROCESS

An important component of the Transportation Improvement Program is ensuring the public is informed of projects in their community. This is accomplished throughout the year during the development of the TIP. Public hearings and work sessions were held with the Clark County Council. Presentations were given to the Clark County Planning Commission, Development and Engineering Advisory Board, Regional Transportation Advisory Council, Neighborhood Association of Clark County and the Human Services Council. A State Environmental Policy Act (SEPA) review was completed. Neighborhood outreach, an informational web page and press releases were also utilized to maximize opportunities for public input.

PROJECT IDENTIFICATION

Capital Improvement Projects

Projects within the Transportation Improvement Program include new roadways, roadway widening and reconstruction, bridge rehabilitation and replacement, pavement preservation, landslide and culvert repairs, and pedestrian and bicycle facilities. With the exception of ongoing programs, new projects are identified concurrent with the county Comprehensive Growth Management Plan and Capital Facilities Plan (CFP) updates. With few exceptions, no capital improvement projects are considered without ample opportunity for public input.

The Revised Code of Washington (RCW) 36.81.121 requires the TIP be consistent with the county's adopted Comprehensive Growth Management Plan. The 20-year Capital Facilities Plan reflects transportation priorities in the Comprehensive Growth Management Plan. As a result, the TIP must consider projects from the CFP. After those projects are considered, there is often limited funding available for additional projects.

Ongoing Programs

Ongoing Programs are established to fund specific categories of projects. While these are not major arterial corridor projects, they are important for safety or system integrity. These programs include:

- Advanced right-of-way acquisition program.
- Bridge repair/rehabilitation improvement program.
- Road preservation program.
- Rural road improvement program.
- Sidewalks and Americans with Disabilities Act compliance program.
- Transportation safety improvements program.
- Urban development road program.

See the Ongoing Programs Detail Sheets section for descriptions of the programs.

Projects within the ongoing programs are proposed by Clark County Councilors, residents, and staff members throughout the year as needs are identified. Safety and sidewalk projects are ranked and prioritized using established criteria. Bridge improvement projects are ranked every two years based upon standardized bridge criteria. Road preservation and rural road projects are identified through a ratings and an inventory process. For more details on the Bridge Repair/Rehabilitation Program, contact Kenny Price at (564) 397-1629. For the Road Preservation and Rural Road Improvements Program, contact Karen Carlie at (564) 397-1678. Contact Matt Griswold at (564) 397-4372 for details on the Traffic Safety Improvements program.

PROJECT EVALUATION SYSTEM

The TIP project ranking and evaluation system is usually reviewed every two to four years, concurrent with the public process, and applies only to capital improvement projects. Occasionally, a project may bypass the ranking process due to an urgent/emergency situation or to develop a regionally significant project in conjunction with an adjoining partner agency (i.e. Washington State Department of Transportation or cities in Clark County). Bridge, Sidewalk, Safety, Road Preservation and ADA projects are evaluated in separate processes specific to those individual programs.

The evaluation system for capital projects is designed to provide objective criteria to evaluate and rank projects. The measurement criteria that form the basis of the evaluation system include:

- Safety (considering both collision data and exposure measures).
- Comparison to the County Arterial Atlas.
- Concurrency.
- Multimodal improvements.
- Route connectivity.
- Environmental impacts.
- Public and outside agency support.
- Support for economic development.
- Leveraging of non-county funding.

Based upon the evaluation criteria, a weighted scoring system measures and assigns a numbered rank to each project. The system recognizes safety, mobility, and future development potential as the most important considerations in the ranking of projects. The system is outlined on the following pages.

EVALUATION CRITERIA

Safety (Maximum Score = 30, Weight = 1)

The safety criteria consider two significant measures of safety for a potential project. The *Performance Score* statistically analyzes the actual collision history. The *Risk Exposure Score* quantifies the risk that substandard conditions present, which the project is intended to address. Points are distributed as follows:

| | |
|---------------------|-------------------------------------|
| Performance Score | (1 to 5) x 13 = 65 maximum possible |
| Risk Exposure Score | (Sum) = 35 maximum possible |
| Total | 100 maximum possible |

The 100 points of the Performance Score and Risk Exposure Score is then multiplied by 0.30 to arrive at the final Safety score, a maximum of 30 points:

$$\text{Final Safety Score} = (\text{Performance Score} + \text{Risk Exposure Score}) \times 0.30.$$

The Performance Score and Risk Exposure Score calculations are detailed below:

Performance (Collision) Score:

The first portion of the Safety criteria is a calculation of a Performance Score, using statistical methods recommended in the Highway Safety Manual (HSM), a joint effort of the American Association of State Highway and Transportation Officials (AASHTO) and Federal Highway Administration (FHWA). The HSM quantitatively integrates crash frequency rates, crash severity and contributing factors, allowing a more comprehensive safety analysis than previous methods which looked only at the number of collisions.

The Performance Score first calculates a Critical Crash Rate for the roadway segment or intersection. Rates greater than 1.0 indicate more collisions than expected under normal conditions. The Critical Crash Rate is then adjusted for crash severity, type of collision and other statistically-validated HSM factors to arrive at the Performance Score, a number between 1 and 5. Higher Performance Scores indicate greater and/or more severe collisions than normally expected.

Additional information on the Highway Safety Manual is available at:

www.highwaysafetymanual.org and <http://safety.fhwa.dot.gov/rsdp/hsm.aspx>

The Performance Score (0-5) is multiplied by 13 to equal a maximum of 65 points, allowing comparison with previous TIP rankings which also allocated 65 points to the collision-history portion of the Safety calculation.

Risk Exposure Score:

The second portion of the Safety criteria is a Risk Exposure score which evaluates existing roadway conditions in the field. A score of 0 to 5 points is assigned to 7 different physical roadway attributes described below. Measurement scores are then summed to create the Risk Exposure Score. A maximum of 35 points is possible.

| Risk Exposure Measures: | Score |
|---|-------|
| Existing Shoulder Widths: | |
| ◇ Up to 1 foot wide | 5.0 |
| ◇ More than 1 to 2 feet wide | 3.75 |
| ◇ More than 2 to 4 feet wide | 2.50 |
| ◇ More than 4 to 8 feet wide | 1.25 |
| ◇ Greater than 8 feet wide | 0 |
| Fixed Objects Adjacent to the Roadway (average per 100 feet of roadway): | |
| ◇ More than 4 objects | 5.0 |
| ◇ More than 3 to 4 objects | 3.75 |
| ◇ More than 2 to 3 objects | 2.50 |
| ◇ More than 1 to 2 objects | 1.25 |
| ◇ Less than 1 object | 0 |
| Roadside Drop-off (distances from edge of roadway to bottom of hill, gully, etc.): | |
| ◇ 31 feet and greater | 5.0 |
| ◇ Between 21 and 30 feet | 3.75 |
| ◇ Between 11 and 20 feet | 2.50 |
| ◇ Between 1 and 10 feet | 1.25 |
| ◇ Less than 1 foot | 0 |
| Bike Lanes (widths of existing bike lanes in urban area or shoulders in rural area; separated paths may be considered wider than actual): | |
| ◇ Between 0 and 2.5 feet | 5.0 |
| ◇ Between 2.6 and 4 feet | 3.0 |
| ◇ Between 4.1 and 5 feet | 1.0 |
| ◇ More than 5 feet | 0 |
| Sidewalks (existing sidewalks or walkways along both sides of project corridor): | |
| ◇ No sidewalks to 25% of project length | 5 |
| ◇ Between 26% and 50% of project length | 3 |
| ◇ Between 51% and 75% of project length | 1 |
| ◇ Between 75% to full length of project | 0 |
| Pedestrian Safety: | |
| ◇ Includes frontage to a school, park, or other high-volume source of pedestrian or bicycle use | 5.0 |
| ◇ Directly serves a school or other high-volume source of pedestrian or bicycle use | 3.0 |

Alignment and Sight Distance (horizontal/vertical alignment, sight distance, intersection alignment)

- | | |
|--|-----|
| ◇ Existing alignment or sight distance deficiencies | 5.0 |
| ◇ No existing alignment or sight distance deficiencies | 0 |

Projects can accumulate up to 100 points from the eight elements in the safety category as previously described (65 points for Performance Score and 35 points for Risk Exposure). A final Safety Score is calculated by multiplying the sum of Performance and Risk Exposure scores by 0.30 to reach the maximum 30 points assigned to the Safety category:

$$\text{Final Safety Score} = (\text{Performance Score} + \text{Risk Exposure Score}) \times 0.30$$

Comparison to County Arterial Atlas (Maximum Score = 5, Weight = 2)

Comparison of project's existing roadway section with the section specified in the County Arterial Atlas:

- | | |
|--|---|
| ◇ Requires additional travel lanes | 1 |
| ◇ Requires center/left-turn lane | 2 |
| ◇ Requires sidewalks (shoulders for rural-classified roads) | 1 |
| ◇ Requires bike lanes (shoulders for rural-classified roads) | 1 |

Concurrency (Maximum Score = 10, Weight = 1)

Concurrency standards are measured in terms of Volume to Capacity Ratio (V/C) for corridors and level of service (LOS) for intersections as described in Clark County Code 40.350.020: Transportation Concurrency Management System.

- | | |
|---|---|
| ◇ The project will improve one or more intersections of regional significance that are: | |
| ◇ Failing (LOS of E or F) | 6 |
| ◇ Within 10 percent of failing (LOS of D) | 4 |
| ◇ The project will improve an adopted concurrency corridor that is: | |
| ◇ Failing (V/C ratio >0.90) | 3 |
| ◇ Within 10 percent of failing (V/C ratio 0.80 to 0.89) | 2 |
| ◇ The project will improve congestion in an adopted or de-facto transportation moratorium area: | |
| ◇ Project alleviates congestion (improves LOS or V/C) | 1 |
| ◇ Does not address any congestion or LOS concerns | 0 |
| ◇ The project will improve critical transportation features within or immediately adjacent to a current or past urban holding area: | |
| ◇ Significant improvements (Project is within a UH Area) | 4 |
| ◇ Partial improvements (Project adjacent to a UH Area) | 2 |

Multimodal (Maximum Score = 6, Weight = 1)

Transit or bicycle/pedestrian system improvements (addition of bike lanes and sidewalks is included in the "Comparison to County Arterial Atlas" criteria):

- ◇ Improves existing, defined bicycle route* 2
- ◇ Improves access to a Park & Ride facility 2
- ◇ Improves access to C-TRAN bus route within project limits 2
- ◇ Improves access to trail or trailhead* 1

*As listed in: 2006 Regional Trail & Bikeway Systems Plan or 2015 Clark County Bicycle Map

Route Connectivity (Maximum Score = 5, Weight = 2)

Project links to other arterial and collector routes as defined in the Arterial Atlas:

- ◇ Project links both Arterial(s) and Collector(s) 3
- OR
- ◇ Project links two Arterials 2
- OR
- ◇ Project links two secondary routes(collectors) 1
- ◇ Project fills a gap in the road network 2

Environmental Impact (Maximum Score = 6, Weight = 1)

The potential impact a project may have on the environment is reviewed by Public Works Environmental Staff. Potential impact of No/Low, Medium or High is determined for the following concerns as described below:

- ◇ NEPA/SEPA Requirements
 - No/Low: Categorical Exemption/Categorical Exclusion. 0.75 Points
 - Medium: Determination of Non-Significance, Documented Categorical Exclusion. 0.40 Points
 - High: Environmental Assessment, Environmental Impact Statement. 0.00 Points
- ◇ Wetland Permits
 - No/Low: Exemption, Clark County Type I Permit 0.75 Points
 - Medium: Clark County Type II, Corps Nationwide Permit, Ecology Letter of Verification 0.40 Points
 - High: Ecology Individual 401 Water Quality Certification, Corps Individual Permit, Clark County Public Interest Exception 0.00 Points
- ◇ Habitat Permits
 - No/Low: Exemption, Clark County Type I Permit 0.75 Points
 - Medium: Clark County Type II Permit, WDFW Hydraulic Project Approval 0.40 Points
 - High: Clark County Public Interest Exception 0.00 Points

| | |
|--|-------------|
| ◇ <u>Shoreline Permits</u> | |
| No/Low: Exemption | 0.75 Points |
| Medium: Substantial Development or Conditional Use | 0.40 Points |
| High: Variance | 0.00 Points |
| ◇ <u>Environmental Species Act (ESA)</u> | |
| No/Low: No Effect Letter, Section 4(d) | 0.75 Points |
| Medium: Informal consultation | 0.40 Points |
| High: Formal consultation | 0.00 Points |
| ◇ <u>Cultural Resources</u> | |
| No/Low: Exempt or documented high level of disturbance | 0.75 |
| Points | |
| Medium: Survey needed, No significant resources | 0.40 |
| Points | |
| High: Monitoring, Mitigation, Memorandum of Agreement | 0.00 |
| Points | |
| ◇ <u>Size of Impacts (wetland, habitat and/or aquatic)</u> | |
| No/Low: Less than 0.10 acre | 0.75 Points |
| Medium: Between 0.11 and 1.0 acres | 0.40 Points |
| High: More than 1.0 acres | 0.00 Points |
| ◇ <u>Mitigation Difficulty</u> | |
| No/Low: None needed, minimal, advanced, consolidated site | 0.75 Points |
| Medium: On County-owned property | 0.40 Points |
| High: Acquire property | 0.00 Points |

Points for each level of impact are totaled to arrive at a final Environmental Impact score:

Final Impact Score = (Sum of No/Low) + (Sum of Moderate) + (Sum of High).

Public and Outside Agency Support (Maximum Score = 2, Weight = 1)

| | |
|---|---|
| * Included in Regional Transportation Council Plan (MTIP), State Transportation Plan, or surrounding city's transportation plan | 1 |
| * Supported by formal public outreach (e.g. adopted circulation plan) | 1 |
| * Utility Partnership adding new (not upgraded) sewer, water, etc. | 1 |
| * No formal support by local agencies or the public | 0 |

Support for Economic Development (Maximum Score = 20, Weight = 1)

The Vacant Buildable Lands Model (VBLM) is used to estimate the economic benefit from a project. The VBLM is used for consistency with other county land use planning criteria and documents. The VBLM analyzes vacant and underutilized land to estimate the potential for new jobs surrounding a proposed project

1. Vacant land within one quarter-mile (0.25 mile) of the project limits is determined using data from the County Assessor's Office and GIS data.
2. Potential future jobs are calculated by multiplying the net acres of vacant land determined by the VBLM model, by the following estimates:
 - ◇ For vacant industrial property: 9 jobs per net acre
 - ◇ For vacant commercial property 20 jobs per net acre
3. The potential number of jobs in the project area is then used to determine the score:
 - ◇ Potential future industrial jobs within one quarter-mile of project:
 - ◇ 300 or more 7 points
 - ◇ 156 to 299 5 points
 - ◇ 100 to 155 3 points
 - ◇ 25 to 99 1 point
 - ◇ 0 to 24 0 points
 - ◇ Potential future commercial jobs within one quarter-mile of project:
 - ◇ 700 or more 4 points
 - ◇ 360 to 699 3 points
 - ◇ 160 to 359 2 points
 - ◇ 100 to 159 1 point
 - ◇ 0 to 158 0 points
4. Other factors that improve the development potential of a project include:
 - ◇ Improves access to or is within a formally adopted Focused Public Investment Area: 5 points
 - ◇ Within 1 mile of a development-ready site identified in the Columbia River Economic Development Council's Employment Land Study (2016) 4 Points
 - ◇ Within 1 mile of state highway access/interchange 2 points

Leveraging of Non-County Funding (Maximum Score = 6, Weight = 1)

State/federal grant sources, regional, municipal, or other non-county funds:

| | |
|-------------------------------|---|
| * 50% outside funds available | 6 |
| * 40% outside funds available | 5 |
| * 30% outside funds available | 4 |
| * 20% outside funds available | 3 |
| * 10% outside funds available | 2 |
| * No funds committed | 0 |

Project Ranking Summary

The scores within each criterion are multiplied by the weighting factor to give a total score for the criteria. The sum of the nine criteria scores result in a total score and ranking for the project. Refer to the attached priority array for project specific scoring and ranking information.

The outcome of the scoring/ranking process defines the priority for each project. The resulting priority array is used as the starting point to decide which projects are funded in the next six years.

Projects currently underway where 10% or more of estimated total project costs have been expended are considered "obligated." Obligated status recognizes that, at a minimum the project engineering is well underway and the project is one that the county is generally committed to completing. Obligated projects are not re-ranked.

Obligated capital projects are listed alphabetically and assigned a letter in the TIP matrix. The assigned letter does not indicate priority in any way.

PROGRAMMING CONSIDERATIONS

After establishing the priority array, available program dollars are assigned to projects with consideration to the following:

- Available grant funds.
- Available Transportation Impact Fees.
- The priority array.
- Clark County Councilors' special projects.
- Regional transportation priorities.

The six-year program matrix displays only those projects that have funding in at least one phase of the project during the next six years.

TITLE VI COMPLIANCE

Clark County operating policies reflect official commitment that there shall be opportunity, free from discrimination, for all persons. The policy refers to employment, the provision of all county services, and services of its contractors. The county's practices of non-discrimination are consistent with Title VI of the 1964 Civil Rights Act, as amended.

Title VI compliance is a condition of receipt of federal funds. Assurance of compliance falls under the authority of the Clark County Councilors pursuant to its budgetary authority and responsibility. The County Manager and Title VI coordinator are authorized to ensure compliance with provisions of the requirements of 23 Code of Federal Regulation (CFR) 200 and 49 CFR 21.

Clark County hereby gives public notice that it is the county's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, as amended, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI and related laws require that no person shall on the grounds of race, color, sex, national origin, age, disability, low-income or Limited English Proficiency (LEP) be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any Federal Aid Highway program or other activity for which Clark County receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with Clark County. Any such complaint must be in writing and filed with the Clark County Public Works Title VI Coordinator within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. The Title VI Complaint Procedures and Form may be obtained from the Title VI Coordinator at no cost to the complainant by calling 564-397-4944 or visiting our Public Works Title VI website at:

<https://www.clark.wa.gov/public-works/equal-opportunity-title-vi>

FINANCIAL ANALYSIS

There are several funding sources available for engineering/design, right-of-way land acquisition, and construction of transportation improvements. The Clark County Road Fund provides the principal source of dollars and leverages grants and private funds. This local money is supplemented by federal and state dollars administered through different agencies. Below is a brief description of available funds, along with an explanation of projected revenues from each source. (See TIP Expenditures and Figure 2 on page 27 for the percentage of program funded by various grants over 6 years).

FEDERAL FUNDING SOURCES:

The federal gas tax and other transportation fees and taxes are the major federal revenue sources for transportation grants used by the county. The Fixing America's Surface Transportation Act (FAST) was signed into law in December 2015, providing transportation funding for fiscal years 2016 to 2020. The FAST act authorizes a single amount annually for all programs combined. That amount is apportioned among the states, and then each state's portion is divided among Regional Transportation Planning Organizations including the Southwest Washington Regional Transportation Council (RTC) which selects projects for funding.

The former bill, Moving Ahead for Progress in the 21st Century Act (MAP-21) provided funding for fiscal years 2013, 2014, and 2015.

The FAST and MAP-21 programs focus on preserving the pavements and bridges of the National Highway System. The National Highway System (NHS) consists of major roads in the U.S. including the interstate system, other routes identified for their strategic defense characteristics, routes providing access to major ports, airports, public transportation and intermodal transportation facilities, and selected principal arterials.

Only programs that Clark County qualifies for are described below.

National Highway Performance Program (NHPP): The National Highway Performance Program was established under MAP-21, providing support for the condition and performance of the National Highway System, for the construction of new facilities on the NHS, and ensuring that investments of Federal-aid funds are directed to support the achievement of performance targets established in a state's asset management plan for the NHS.

In 2017, this program awarded Clark County \$3.7 million to the Highway 99 Pavement Improvements project (NE 78th Street to NE 134th Street).

Surface Transportation Block Grant Program (STBG): The FAST act converted the longstanding Surface Transportation Program into the Surface Transportation Block Grant Program. STBG funds can be used to preserve and improve any Federal-aid highway, bridge or tunnel on any public road. STBG funds are divided between the following programs:

- **STBG-Urban Large (STBG-UL):** Formula allocation to the Clark County Transportation Management Area (TMA) based on the population of the Vancouver Urban Area. Surface Transportation Program –Transportation Management Area (STP-TMA) is the older designation for this program, and is now being phased out.
- **STBG-Rural (STBG-R):** Formula allocation for projects outside the Urban Area.

Surface Transportation funding is awarded in a competitive application process managed by the Southwest Washington Regional Transportation Council (RTC), Clark County's Metropolitan Planning Organization.

Clark County has received recent STBG awards for the following projects:

- \$4.5 million to NE 99th Street (NE 94th Avenue to NE 117th Avenue).
- \$2.0 million to Highway 99 Corridor Improvements (Highway 99 at NE 99th Street).
- \$3.1 million to NE 119th Street East (NE 87th Avenue to NE 112nd Avenue).
- \$2.8 million to NE 10th Avenue (NE 154th Street to NE 164th Street).
- \$929,000 to NE Blair Road (SR 500 to MP 2.47).
- \$500,000 to NE 15th Avenue (NE 179th Street to NE 10th Avenue).
- \$750,000 to I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue).
- \$500,000 to Salmon Creek/Hazel Dell Adaptive Signal Operations (Various Locations).

STP-Bridge Program (STP-Bridge): Bridges located on the National Highway System (NHS) are eligible for funding under the National Highway Performance Program (NHPP). However, that leaves the majority of local agency bridges on federally-classified, non-NHS roads without dedicated funding.

In 2012 a Washington State MAP-21 Steering Committee created a set-aside for local agency bridges that do not qualify for NHPP funds. This program continues under the current FAST-Act. The Highway Bridge Program uses a portion of the State's STBG and NHPP funds to preserve and improve these local structures.

County bridge projects awarded STP-Bridge funds through the Washington State Highway Bridge Program include:

- \$404,000 to Lehto Bridge #294 (NE Lehto Road, milepost 0.25).
- \$661,000 to Salmon Creek Bridge #331 (NE Caples Road, 0.39 miles North of NE 159th Street).
- \$586,000 to Smith Bridge #211 (NE 167th Avenue, 0.25 mi. South of NE 199th Street).
- \$983,000 to Cast-in-Place Bridge Bundle for (Gibbons Creek Bridge #6, Matney Bridge #168 and Morgan Bridge #213).
- \$1.505M to Fiber Reinforced Polymer Bridge Bundle for (Flatwood Bridge #30, Landon Bridge #299, Lucia Falls Bridge #116, Unnamed Bridge #222, Rock Creek Bridge #96 and Venersborg Bridge #217).

Congestion Mitigation and Air Quality (CMAQ): The CMAQ program provides funding for transportation projects and programs to help meet National Air Quality Standards specified in the Clean Air Act. Funding is available to projects that reduce congestion and/or improve air quality. Bicycle and pedestrian facilities as well as travel demand management projects are eligible for CMAQ funds.

The Regional Transportation Council selects projects for funding through a competitive process. Clark County has received CMAQ funding for several recent and projects in this TIP including:

- \$920,000 to Signal, Timing, Evaluation, Verification, and Enhancement (STEVE).
- \$685,000 to Working to Refine IntelliGent Highway Transportation (WRIGHT) – (NE 20th Avenue to NW 2nd Avenue).
- \$340,000 to Signal Timing, Evaluation, Verification and Enhancement – Phase 2 (STEVE2).
- \$620,000 to NE 134th Corridor Adaptive Traffic Signals (NE 136th Street to NE Salmon Creek Avenue).
- \$470,000 to System-Wide Signal Enhancement.
- \$600,000 to NE 68th Street Sidewalk (Highway 99 to NE St. John's Road).
- \$500,000 to Salmon Creek/Hazel Dell Adaptive Signal Operations (Various Locations).

These projects implement several upgrades to improve the responsiveness of county traffic signals to actual, real-time traffic, reducing wait time and delay experienced by motorists, bicyclists and pedestrians. Several corridors including NE 79th Street, NE 99th Street, NE 134th Street, NE Padden Parkway, NE Hazel Dell Avenue, NE Highway 99, NE Andresen Road and Covington Road/NE 94th Avenue have benefitted from approximately \$11 million in CMAQ funding in recent years.

Highway Safety Improvement Program (HSIP): This program began in 2006 under MAP-21, and seeks to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. States are required to develop and implement a strategic highway safety plan and submit annual reports to the Federal Government describing at least 5% of the state's most hazardous locations, progress in implementing projects and their effectiveness in reducing fatalities and injuries. HSIP funds can be targeted to programs addressing: 1) Railway/Highway Crossings, 2) Intersection and Corridor Safety, 3) Rural County Two-Lane Roadways.

Funding applications are reviewed and funds awarded by the Washington State Department of Transportation, Highways and Local Programs. Recently awarded HSIP funds for projects in this TIP were awarded for:

- \$926,000 to NE 63rd Street and NE 58th Avenue Intersection.
- \$3.0 million to NE 119th Street at NE 152nd Avenue (Intersection Improvement).

Transportation Alternatives Program (TA): The Transportation Alternatives Program (TA) combines previously separate grant programs for Transportation Enhancement, Safe Routes to Schools, recreational trails, and scenic byways.

The Regional Transportation Council has awarded TA funding to the following project:

- \$1.25 million to NE 68th Street Sidewalk (Highway 99 to Vancouver City Limits).
- \$80,000 to NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street to NE 117th Street).

Safe Routes to School Program (SRTS): This program seeks to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development, and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. SRTS funding may be either state or federal in nature. A new call for projects will occur in early 2020. Previous SRTS grants have funded projects on:

- NE 104th Street near NE 23rd Avenue.
- NE 110th Street, NE 111th Street and NE 5th Avenue in Hazel Dell.

Federal Emergency Management Agency (FEMA): The Federal Emergency Management Agency grants support a broad scope of activities and may be used to recover from state or federally-declared disasters and mitigate hazards. Clark County pursues grants from FEMA to assist with damage caused by severe storms.

Two FEMA-funded projects that were previously completed:

- \$65,000 to Strong Avenue Slide Repair (near Crown Road).
- \$750,000 to Salmon Creek Slide Repair (NE 50th Avenue to NE 53rd Avenue).

Federal Lands Access Program (FLAP): The Federal Lands Access Program (Access Program) was established in 23 U.S.C. 204 to improve transportation facilities that provide access to, are adjacent to, or are located within federal lands. The Access Program supplements state and local resources for public roads, transit systems, and other transportation facilities, with an emphasis on high-use recreation sites and economic generators.

FLAP is providing funding to construct the Main Avenue Access Improvement. This project will construct approximately 0.42 miles of paved pedestrian trail from the north end of the Ridgefield city limits to the National Wildlife Refuge. This multi-agency partnership project includes Clark County, City of Ridgefield, Western Federal Lands and the National Wildlife Refuge. Western Federal Lands will construct the project starting in 2019. Clark County and City of Ridgefield are providing matching funds.

FLAP funding previously provided \$2.8 million to the NE Sunset Falls Road Pavement Rehabilitation (Dole Valley Road to Sunset Campground) project.

Highway Infrastructure Program (HIP): The 2018 Omnibus bill contained a one-time allocation of funds under the Highway Infrastructure Program. HIP funds may be used for restoration, repair, construction and other activities eligible under the Surface Transportation Program.

HIP funding was previously awarded for NE Blair Road (SR 500 to MP 2.47).

STATE FUNDING SOURCES

In the State of Washington, the state motor vehicle fuel tax (MVFT), currently 49.4 cents per gallon, is shared among the cities, counties and the State Department of Transportation. This includes dedicating a portion of the MVFT to grant programs managed by the Transportation Improvement Board (TIB) and the County Road Administration Board (CRAB).

Transportation Improvement Board (TIB): The Washington State Legislature created the Transportation Improvement Board to foster state investment in quality local transportation projects. The Transportation Improvement Board is an independent state agency that distributes and manages street construction and maintenance grants to cities and urban counties throughout Washington State.

Three cents of the statewide gas tax provides revenue for TIB's grant programs. TIB requires multi-agency planning and public/private cooperation to further the goal of achieving a balanced transportation system in Washington.

Projects are reviewed and scored in TIB-defined category bands including Safety, Growth & Development, Physical Condition, and Mobility to determine funding. Clark County qualifies to participate in the following TIB programs:

- **Urban Arterial Program (UAP):** In order to qualify for UAP funding, projects must be consistent with state, regional and local transportation plans. The local match requirement is determined by a county's road levy valuation, varying from 10 to 20%. Clark County's match requirement is 20%. Funds are distributed across five regions based on arterial lane miles and population.

Recent TIP projects with TIB Urban Arterial Program funding include:

- \$3.0 million to NE 119th Street (NE 50th Avenue to NE 72nd Avenue).
 - \$3.99 million to NE 119th Street (NE 72nd Avenue to NE 87th Avenue).
 - \$4.2 million to NE 119th Street East (NE 87th Avenue to NE 112th Avenue).
- **Urban Sidewalk Program (SP):** This program provides funding for pedestrian projects that improve pedestrian access and mobility. The selection criteria include safety, pedestrian generators, convenience, public support, and project cost.

TIB is providing Sidewalk Program funding for the following projects:

- \$300,000 to NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street to NE 117th Street).

County Road Administration Board (CRAB): CRAB was created by the state legislature in 1965 to provide statutory oversight of Washington's 39 county road departments. The board establishes and maintains Standards of Good Practice to ensure consistency and professional management of county road departments in the State of Washington. The agency is funded from a portion of the motor vehicle fuel tax that is designated for state supervision and from a small portion of two grant programs the agency administers.

Rural Arterial Program (RAP): This program helps finance the reconstruction of rural arterial roads. The program is funded with 0.58 cents of the State Motor Vehicle Fuel Tax (MVFT). Approximately \$40 million per biennium is available statewide.

Current projects that received RAP funding include:

- \$1.85 million to NE Manley Road (NE 244th Street - NE 82nd Avenue).
- \$850,000 to SE Blair Road (SR 500 to mile post 2.47 near NE Washougal River Road).
- \$155,000 to NE Munch Road (NE Cedar Creek Road to NE 414th Street).
- \$1.509 million to NE Blair Road (Mile post 2.47 to mile post mile post 3.91/ SE Washougal River Road).

County Arterial Preservation Program (CAPP): In 1990, the state legislature created a second grant program to be administered by CRAB. CAPP is designed to assist counties in preserving their existing paved arterial road networks. The program is funded with 0.45 cents of the Motor Vehicle Fuel Tax.

- Clark County receives approximately \$700,000 per year in CAPP funds dedicated to Clark County's Road Preservation Program.

Pedestrian and Bicycle Program (Ped-Bike): This program strives to reduce pedestrian and bicycle collisions, enhancing safety and mobility for people who choose to walk or bike. Grant awards under this program may utilize state or federal funds at the discretion of WSDOT when awards are announced.

In the past, Clark County has received state Ped-Bike funding for the following project:

- \$410,000 to Highway 99 – Kline Sidewalk (NE 122nd Street to NE 129th Street).

Community Economic Revitalization Board (CERB): This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.

- The I-5/NE 179th Street project was previously awarded CERB funds for a feasibility study and preliminary scoping.

Public Works Trust Fund (PWTF): Created by the 1985 State Legislature, the mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges. The Public Works Board offers the following programs, subject to annual approval of funding by the Washington State Legislature:

Public Works Trust Fund (PWTF) Construction Loan Program: The PWTF Construction Loan Program provides funds to repair, replace, or create a facility. These loans have a 20-year term with interest now at market rates. The maximum for any agency is \$20 million dollars per biennium. Previous loans include \$4.8 million to the NE 10th Avenue (NE 154th Street to NE 164th Street) project.

Public Works Trust Fund (PWTF) Pre-Construction Loan Program: The PWTF Pre-construction Loan Program provides funds for right-of-way acquisition, design, engineering, permit acquisition, environmental review, and public notification. These loans have a five-year term, with an interest rate as low as 0.5 percent. The maximum for any agency is \$1 million per biennium.

LOCAL FUNDING SOURCES

Local funding sources are not administered through state or federal agencies. These funds are generated through taxes, private contributions, and other methods described below.

- **Clark County Road Fund (CRF):** The funds are provided by county property tax, county portion of the motor vehicle fuel tax, and other revenues. By State law, 0.5% of the annual Motor Vehicle Fuel Tax allocation (approximately \$32,000 per year) must be used for special projects, such as bikeways. The County Road Fund is comprised of various sources of revenue shown in Figure 1:

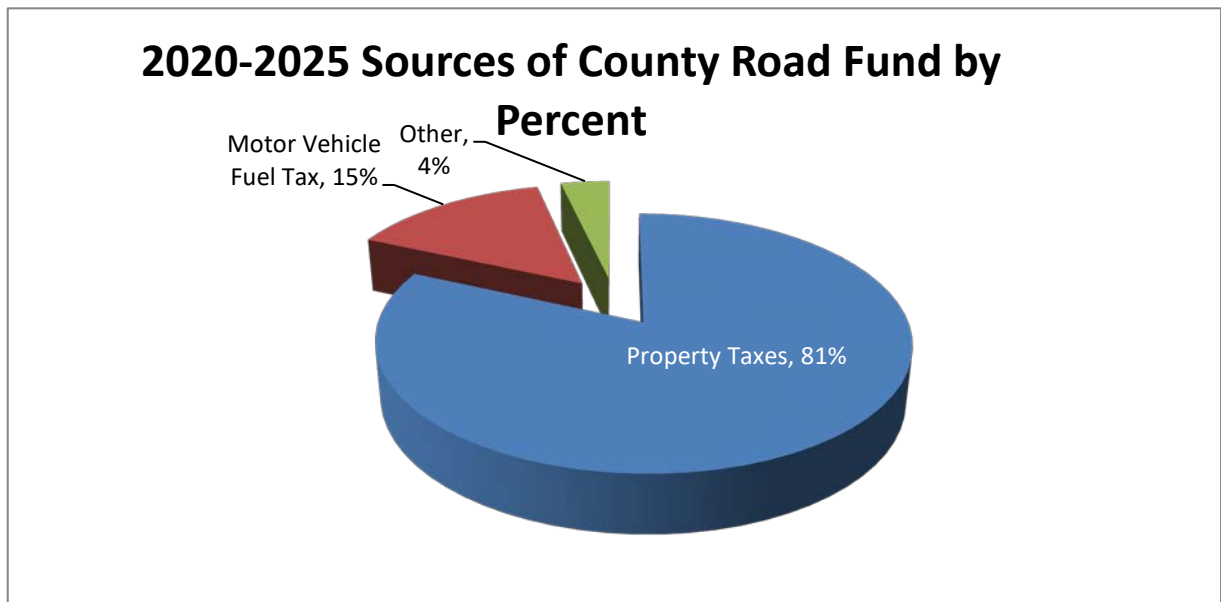


Figure 1: Sources of County Road Fund

- **Traffic Impact Fees (TIF):** New real-estate developments and re-developments are assessed transportation impact fees based on their impact to the transportation system. To be eligible for TIF funding, a project must be listed in the 20-Year Capital Facilities Plan (2016), and Growth Management Comprehensive Land Use Plan as amended, adopted by the Clark County Councilors on June 28, 2016, (ordinance 2016-06-12) and related exhibits.

- **Real Estate Excise Taxes (REET2):** A portion of excise taxes collected by the county when property is sold may be dedicated to specific improvement projects with the approval of the Clark County Councilors. The REET2 funding is based upon RCW 82.46.035. In recent years, the Clark County Council has approved \$7.8 million of REET2 for various capital projects.
- **Road Improvement District (RID):** Road Improvement Districts are special taxing districts which are funded by those properties benefiting from the improvement. The county builds the project using revenue bonds repaid by the RID participants. This TIP does not project any revenues from RIDs. Clark County will pursue a road improvement district if a project is applicable and the adjacent property owners express an interest in the program.
- **Frontage Improvement Agreements (Developer):** A developer may enter into a frontage improvement agreement with the county where the developer pays the county for improvements along their road frontage. Most developments are required to construct frontage improvements (e.g. turn lanes, bike lanes, sidewalks, drainage, curb and gutter, and signal/intersection improvements). In cases where the development abuts a proposed road improvement project, it is often beneficial for the county to construct the improvements as part of the capital project.
- **Latecomers Agreements (Private):** According to State law and Clark County Code, Title 40, Section 40.500, new developments and re-developments may be charged "latecomer fees" by the county for improvements that would have been required as a part of the development, but are scheduled to be constructed by the county. These latecomer fees are collected as a reimbursement to the county for the expense of improvements. Most projects shown on the six-year program matrix are considered eligible for Latecomer Agreement reimbursement.
- **Partnership Agreements (Partnership):** Clark County partners with surrounding jurisdictions including the city of Vancouver and Washington State Department Of Transportation on projects that cross jurisdictional boundaries. When Clark County manages these projects, the other jurisdictions contribute matching funds for the actual cost of improvements within their separate jurisdictions to comply with State law.

TIP EXPENDITURES

The expenditures in the 2019-2024 Transportation Improvement Program are from a combination of the sources discussed in prior pages. Figure 2 indicates the percentage each source contributes to the six-year TIP. The Clark County Road Fund accounts for over half of the TIP expenditures, with grants and traffic impact fees covering remaining costs. Figure 2 includes anticipated grants and loans to be announced after adoption of the current TIP.

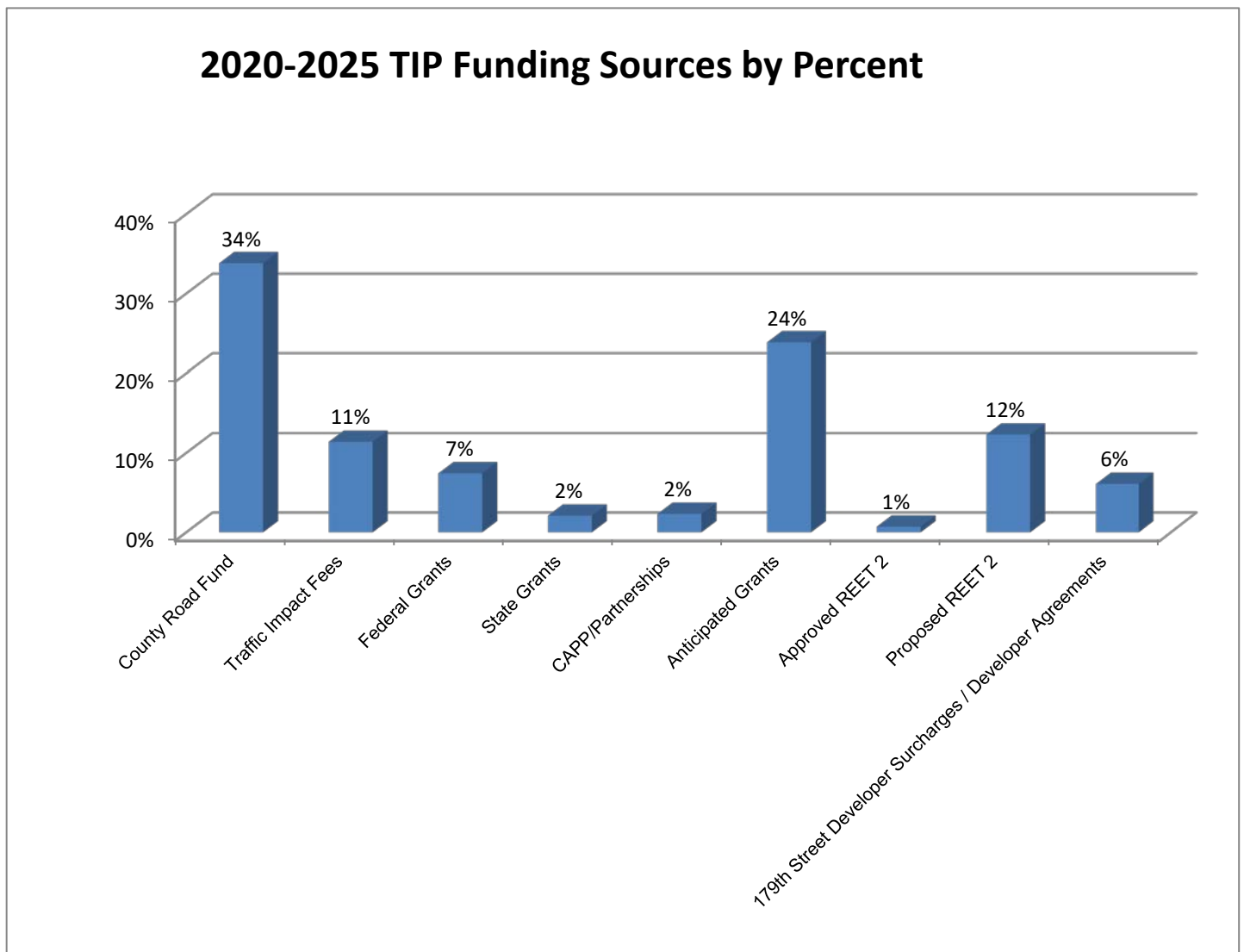


Figure 2: TIP Funding Sources by Percent

Note: 179th Street project funding is contingent on funding approvals listed on Council TIP Resolution No. 2019-11-01 (The resolution is included in this document).

Figure 3 shows the 2020 annual construction program by project phase.

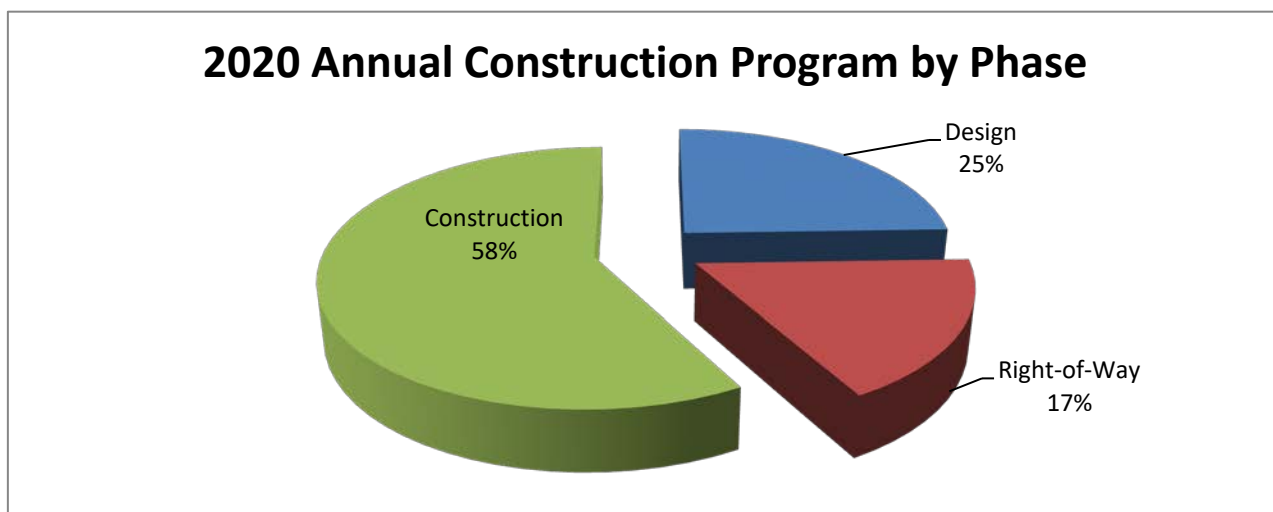


Figure 3: Annual Construction Program by Phase

REASONABLY FUNDED PROJECTS

"Reasonably Funded" projects are defined based on ordinance 2016-06-12, adopted June 28, 2016, by the Board of Commissioners:

"Any improvements being implemented as part of the county's transportation improvement program that are reasonably funded and scheduled for completion of construction within six (6) years of the final date for a decision upon the development application."

These projects include the following:

| <u>Improvement Projects</u> | <u>TIP Projects</u> |
|--|---------------------|
| • I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue) | A * |
| • NE 10th Avenue (NE 149th Street to NE 154th Street) | B * |
| • NE 15th Avenue (NE 179th Street to NE 10th Avenue) | C * |
| • NE 179th Street at NE 29th Avenue (Intersection Improvement) | D * |
| • NE 179th Street at NE 50th Avenue (Intersection Improvement) | E * |
| • NE 99th Street (NE 94th Avenue to Vicinity of NE 117th Avenue (SR 503) | 1 |
| • Highway 99 Corridor Improvements (Highway 99 at NE 99th Street) | 2 |
| • NE 10th Avenue (NE 154th Street to NE 164th Street) | CO |
| • NE 119th Street East (NE 87th Avenue to NE 112th Avenue) | CO |

CO = Carryover Project

* Projects A, B, C, D & E are reasonably funded contingent on funding approvals listed on Council TIP Resolution No. 2019-11-01.

2020 - 2025 Transportation Improvement Program

Project Ranking and Evaluation System (Priority Array)

| Project Rank | Project Name | Safety (30) | Comparison to Atlas (10) | Concurrency (10) | Multimodal (6) | Route Connectivity (10) | Public and Outside Agency Support (2) | Economic Development (20) | Leverage of Non- County Funding (6) | Environmental Impact (6) | Total (100) |
|--------------|--|----------------|--------------------------------|---------------------|-------------------|-------------------------------|--|---------------------------------|---|--------------------------------|----------------|
| 1 | NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)) | 10.88 | 10 | 6 | 3 | 6 | 1 | 12 | 6 | 3.85 | 58.73 |
| 2 | Highway 99 Corridor Improvements (Highway 99 - NE 99th Street) | 19.8 | 8 | 4 | 2 | 4 | 2 | 6 | 6 | 2.8 | 54.6 |
| 3 | NE Ward Road (NE 162nd Avenue - NE 172nd Avenue) | 23.03 | 8 | 7 | 1 | 4 | 1 | 1 | 0 | 3.9 | 48.93 |
| 4 | NE 152nd Avenue (Padden Parkway - NE 99th Street) | 16.05 | 4 | 3 | 2 | 4 | 1 | 8 | 0 | 6 | 44.05 |
| 5 | NE 72nd Avenue (NE 133rd Street - NE 179th Street) | 16.2 | 10 | 5 | 0 | 6 | 2 | 0 | 0 | 3.55 | 42.75 |
| 6 | NE 72nd Avenue (NE 122nd Street - NE 133rd Street) | 14.78 | 10 | 5 | 0 | 0 | 2 | 5 | 0 | 4.95 | 41.73 |
| 7 | NE 119th Street at NE 132nd Avenue (Intersection Improvement) | 16.35 | 8 | 4 | 2 | 4 | 0 | 1 | 0 | 4.95 | 40.3 |
| 8 | NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street) | 19.2 | 8 | 2 | 2 | 6 | 2 | 0 | 0 | 0.8 | 40 |
| 9 | NE Ward Road (NE 172nd Avenue - NE Davis Road) | 16.58 | 4 | 6 | 1 | 4 | 2 | 0 | 0.00 | 2.4 | 35.98 |
| 10 | NE 172nd Avenue (NE Ward Road - NE 119th Street) | 16.13 | 2 | 9 | 2 | 4 | 0 | 0 | 0.00 | 2.75 | 35.88 |
| 11 | NW Lakeshore Ave (NW 78th Street - NW 109th Street) | 9.38 | 8 | 2 | 5 | 6 | 1 | 0 | 0.00 | 4.2 | 35.58 |
| 12 | NE 72nd Avenue (NE 179th Street - NE 219th Street) | 20.25 | 6 | 0 | 0 | 4 | 2 | 0 | 0 | 2.4 | 34.65 |
| 13 | NE 172nd Avenue (NE 18th Street - NE 39th Street) | 6.98 | 8 | 0 | 0 | 6 | 2 | 5 | 0.00 | 5.65 | 33.63 |
| 14 | SCIP- Phase 2 (NE 134th Street) (NE 20th Avenue - WSU Entrance) | 18 | 0 | 0 | 0 | 4 | 2 | 4 | 0 | 3.55 | 31.55 |

2020 - 2025 Transportation Improvement Program Project Ranking and Evaluation System (Priority Array)

| | | | | | | | | | | | |
|----|--|-------|---|---|---|---|---|---|------|------|-------|
| 15 | NE 239th Street & NE 92nd Avenue Intersection (Intersection Improvement) | 12.45 | 4 | 0 | 0 | 2 | 0 | 7 | 0.00 | 4.25 | 29.7 |
| 16 | NW 36th Avenue & NW Bliss Road Intersection (Intersection Improvement) | 11.48 | 6 | 0 | 2 | 4 | 0 | 0 | 0.00 | 3.5 | 26.98 |
| 17 | NE Padden Parkway at NE Andresen (Interchange/Intersection Improvement) | 10.43 | 0 | 6 | 0 | 4 | 0 | 2 | 0 | 1.2 | 23.63 |
| 18 | NE 182nd Avenue at SR 500 (Intersection Improvement) | 7.88 | 4 | 6 | 0 | 0 | 0 | 2 | 0 | 3.2 | 23.08 |
| 19 | NE Minnehaha Street & NE 17th Avenue Intersection (Intersection Improvement) | 10.8 | 4 | 0 | 0 | 0 | 0 | 0 | 0.00 | 4.25 | 19.05 |
| 20 | NE 87th Avenue & NE 63rd Street Intersection (Intersection Improvement) | 8.03 | 0 | 0 | 0 | 0 | 0 | 1 | 0.00 | 5.3 | 14.33 |
| 21 | NE 117th Street & NE Stutz Road Intersection (Intersection Improvement) | 3.83 | 4 | 0 | 0 | 0 | 0 | 0 | 0.00 | 3.55 | 11.38 |

| 2020 - 2025 Transportation Improvement Program Project Funding Analysis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------|---------------|---------|-----------|----------------|---------|---------|---------|----------------|-----------|-----------|-----------|----------------|-----------|-----------|-----------|----------------|-----------|------|-----------|----------------|-----------|---------|-----------|----------------|-----------|------------------|---------------|---|-----------|
| | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | | | | |
| 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 | |
| IMPROVEMENT PROJECTS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue) Project #: 390222 | PE | 993,000 | 5,000 | 250,000 | 250,000 | 410,000 | 0 | 150,000 | 500,000 | 450,000 | 0 | 200,000 | 0 | 700,000 | 0 | 0 | 0 | 92,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,000,000 | 12,926,000 Mt. Vista 2 (3167) Regional TIF | |
| | | ROW | 1,448,000 | 0 | 620,000 | 0 | 782,000 | 0 | 25,000 | 450,000 | 368,000 | 0 | 100,000 | 400,000 | 500,000 | 0 | 0 | 0 | 124,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,817,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | 500,000 | 100,000 | 0 | 4,000,000 | 2,000,000 | 3,000,000 | 430,000 | 4,000,000 | 1,000,000 | 3,120,000 | 0 | 18,550,000 | | |
| | | Total | 2,441,000 | | 2,317,000 | | | | | 1,943,000 | | | | 1,900,000 | | | | 1,216,000 | | | 9,000,000 | | | | 8,550,000 | | 0 | 27,367,000 | | | |
| B | NE 10th Avenue (NE 149th Street - NE 154th Street) Project #: 323322 | PE | 1,350,000 | 5,000 | 21,000 | 0 | 203,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,579,000 | 5,743,000 Mt. Vista (3061) Mt. Vista 2 (3167) | |
| | | ROW | 1,048,000 | 0 | 75,000 | 0 | 275,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,398,000 | | |
| | | CN | 4,000 | 0 | 90,000 | 550,000 | 100,000 | 0 | 467,000 | 3,250,000 | 4,306,000 | 0 | 300,000 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9,767,000 | | |
| | | Total | 2,402,000 | | 1,319,000 | | | | | 8,023,000 | | | | 1,000,000 | | | | 0 | | 0 | | | | 0 | | 0 | 0 | 0 | 12,744,000 | | |
| C | NE 15th Avenue (NE 179th Street - NE 10th Avenue) Project #: 372222 | PE | 226,000 | 5,000 | 29,000 | 200,000 | 65,000 | 0 | 75,000 | 300,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 900,000 | 14,559,000 Mt. Vista (3061) Mt. Vista 2 (3167) REET (179th/15th) Regional TIF | |
| | | ROW | 0 | 0 | 50,000 | 0 | 50,000 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,855,000 | 1,900,000 | 4,245,000 | 0 | 1,510,000 | 0 | 2,390,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13,900,000 | | |
| | | Total | 226,000 | | 399,000 | | | | | 475,000 | | | | 10,000,000 | | | | 3,900,000 | | | 0 | | | 0 | | 0 | 0 | 0 | 15,000,000 | | |
| D | NE 179th Street at NE 29th Avenue (Intersection Improvement) Project #: TBD | PE | 49,000 | 1,000 | 0 | 0 | 310,000 | 0 | 140,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 974,000 Mt. Vista 2 (3167) | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 250,000 | 0 | 0 | 0 | 125,000 | 0 | 125,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 500,000 | 2,000,000 | 1,500,000 | 0 | 500,000 | 1,000,000 | 2,500,000 | 0 | 8,000,000 | | |
| | | Total | 49,000 | | 311,000 | | | | | 140,000 | | | | 250,000 | | | | 250,000 | | | 4,000,000 | | | | 4,000,000 | | 0 | 9,000,000 | | | |
| E | NE 179th Street at NE 50th Avenue (Intersection Improvement) Project #: TBD | PE | 4,000 | 1,000 | 0 | 0 | 310,000 | 0 | 85,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | 1,961,000 Mt. Vista 2 (3167) REET (179th/15th) | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | 200,000 | 0 | 125,000 | 0 | 175,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 750,000 | 750,000 | 1,000,000 | 0 | 300,000 | 250,000 | 1,950,000 | 0 | 5,000,000 | | |
| | | Total | 4,000 | | 311,000 | | | | | 85,000 | | | | 300,000 | | | | 300,000 | | | 2,500,000 | | | | 2,500,000 | | 0 | 6,000,000 | | | |
| F | 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 | 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 | 100,000 | 0 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | | 600,000 |
| | | Total | 0 | | 100,000 | | | 100,000 | | | | 100,000 | | | | 100,000 | | | 100,000 | | | 100,000 | | | 100,000 | | 0 | 600,000 | | | |
| 1 | NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)) Project #: 350722 | PE | 924,000 | 190,000 | 6,000 | 150,000 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,370,000 | 3,547,000 Orchards 2 (3168) Regional TIF | |
| | | ROW | 1,166,000 | 0 | 230,000 | 500,000 | 770,000 | 540,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,206,000 | | |
| | | CN | 1,000 | 0 | 0 | 0 | 20,000 | 0 | 200,000 | 2,000,000 | 2,775,000 | 1,500,000 | 193,000 | 5,000,000 | 4,000,000 | 1,454,000 | 200,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17,343,000 | | |
| | | Total | 2,091,000 | | 1,866,000 | | | | | 5,615,000 | | | | 10,693,000 | | | | 1,654,000 | | | 0 | | | 0 | | 0 | 0 | 0 | 21,919,000 | | |
| 2 | Highway 99 Corridor Improvements (Highway 99 - NE 99th Street) Project #: 351022 | PE | 694,000 | 10,000 | 107,000 | 75,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 886,000 | 6,648,000 Hazel Dell 2 (3166) Hazel Dell TIF (3062) | |
| | | ROW | 986,000 | 100,000 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,186,000 | | |
| | | CN | 0 | 0 | 25,000 | 0 | 0 | 0 | 241,000 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1,266,000 |
| | | Total | 1,680,000 | | 417,000 | | | | | 1,241,000 | | | | 0 | | | | 0 | | | 0 | | | 0 | | 0 | 0 | 0 | 3,338,000 | | |
| 3 | NE Ward Road (NE 162nd Avenue - NE 172nd Avenue) Project #: TBD | PE | 0 | 67,000 | 33,000 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 138,000 | 0 | 0 | 4,000 | 8,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300,000 | 10,098,000 Orchards 2 (3168) Regional TIF Rural 1 (3059) | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | 500,000 | 0 | 200,000 | 200,000 | 0 | 0 | 57,000 | 23,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,000,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300,000 | 1,500,000 | 0 | 710,000 | 190,000 | 1,500,000 | 0 | 500,000 | 4,700,000 | | |
| | | Total | 0 | | 100,000 | | | | | 570,000 | | | | 538,000 | | | | 92,000 | | | 1,800,000 | | | | 2,400,000 | | 500,000 | 6,000,000 | | | |
| 4 | NE 152nd Avenue (Padden Parkway - NE 99th Street) Project #: TBD | PE | 0 | 147,000 | 3,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 300,000, | | |

| 2020 - 2025 Transportation Improvement Program Project Funding Analysis | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------|---------------|------------|-----------|----------------|-----------|------------|------------|----------------|-----------|------------|-----------|----------------|------------|------------|-----------|----------------|-----------|------------|------------|----------------|-----------|------------|-----------|----------------|------------|---------------------------------|--|----------------------|--|
| RANK | Project Name | Phase | Spent to Date | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | 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 | | | | |
| CO | NE 119th Street East (NE 87th Avenue - NE 112th Avenue) Project #: 342422 | PE | 998,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 998,000 | 5,050,000 Orchards 2 (3168) Regional TIF Rural (3169) | | |
| | | 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 | 3,343,000 | | | | |
| | | CN | 10,390,000 | 0 | 239,000 | 200,000 | 37,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,866,000 | | | | |
| | | Total | 14,731,000 | 476,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 15,207,000 | |
| ONGOING PROGRAMS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Advanced Right-Of-Way 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 | 2,000 | 0 | | |
| | | ROW | 1,244,000 | 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 | 1,304,000 | | | |
| | | 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 | | | | |
| | | Total | 1,246,000 | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 0 | | 1,306,000 | |
| NA | Bridge Repair/Rehab Improvement Program (Various Locations) Project #: TBD | PE | 3,120,000 | 215,000 | 0 | 230,000 | 87,000 | 176,000 | 0 | 432,000 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 4,310,000 | 0 | |
| | | ROW | 132,000 | 49,000 | 0 | 0 | 0 | 115,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296,000 | | | |
| | | CN | 7,235,000 | 280,000 | 0 | 727,000 | 0 | 198,000 | 0 | 1,062,000 | 0 | 277,000 | 0 | 1,562,000 | 0 | 249,000 | 0 | 769,000 | 0 | 240,000 | 0 | 500,000 | 0 | 240,000 | 0 | 500,000 | 0 | 50,000 | 13,889,000 | | |
| | | Total | 10,487,000 | 1,588,000 | | | | 1,983,000 | | | | 1,849,000 | | | | 1,028,000 | | | | 750,000 | | | | 750,000 | | | | 60,000 | 18,495,000 | | |
| NA | Road Preservation Program (Various Locations) Project #: TBD | PE | 4,730,000 | 367,000 | 0 | 151,000 | 0 | 240,000 | 28,000 | 154,000 | 0 | 240,000 | 0 | 0 | 0 | 240,000 | 0 | 0 | 0 | 240,000 | 0 | 0 | 0 | 190,000 | 0 | 0 | 0 | 804,000 | 7,384,000 | 0 | |
| | | ROW | 477,000 | 15,000 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 502,000 | | | |
| | | CN | 71,663,000 | 5,130,000 | 0 | 2,426,000 | 667,000 | 4,112,000 | 0 | 1,300,000 | 700,000 | 4,239,000 | 40,000 | 1,249,000 | 700,000 | 4,140,000 | 0 | 0 | 700,000 | 4,140,000 | 0 | 0 | 700,000 | 4,140,000 | 0 | 0 | 700,000 | 8,092,000 | 114,838,000 | | |
| | | Total | 76,870,000 | 8,756,000 | | | | 6,544,000 | | | | 6,468,000 | | | | 5,080,000 | | | | 5,080,000 | | | | 5,030,000 | | | | 8,896,000 | 122,724,000 | | |
| NA | Rural Road Improvement Program (Various Locations) Project #: 361822 | PE | 2,465,000 | 85,000 | 0 | 105,000 | 0 | 35,000 | 0 | 25,000 | 0 | 5,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 186,000 | 2,936,000 | 0 | |
| | | ROW | 508,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 508,000 | | | |
| | | CN | 2,730,000 | 717,000 | 1,000 | 1,482,000 | 0 | 1,785,000 | 0 | 695,000 | 0 | 420,000 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 220,000 | 0 | 500,000 | 0 | 220,000 | 0 | 500,000 | 0 | 1,523,000 | 11,493,000 | | |
| | | Total | 5,703,000 | 2,390,000 | | | | 2,540,000 | | | | 1,125,000 | | | | 10,000 | | | | 730,000 | | | | 730,000 | | | | 1,709,000 | 14,937,000 | | |
| NA | Sidewalks and ADA Compliance Program (Various Locations) Project #: 300111 | PE | 5,268,000 | 645,000 | 0 | 70,000 | 433,000 | 437,000 | 0 | 285,000 | 0 | 490,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 600,000 | 0 | 0 | 0 | 600,000 | 0 | 0 | 0 | 1,665,000 | 10,693,000 | 0 | |
| | | ROW | 1,419,000 | 50,000 | 0 | 0 | 240,000 | 50,000 | 0 | 0 | 10,000 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 387,000 | 2,176,000 | | |
| | | CN | 13,647,000 | 879,000 | 0 | 15,000 | 0 | 1,697,000 | 0 | 1,450,000 | 388,000 | 1,982,000 | 0 | 2,365,000 | 26,000 | 1,870,000 | 0 | 274,000 | 0 | 1,850,000 | 0 | 350,000 | 0 | 1,850,000 | 0 | 250,000 | 0 | 3,681,000 | 32,574,000 | | |
| | | Total | 20,334,000 | 2,332,000 | | | | 4,317,000 | | | | 4,873,000 | | | | 2,354,000 | | | | 2,800,000 | | | | 2,700,000 | | | | 5,733,000 | 45,443,000 | | |
| NA | Transportation Safety Improvements Program (Various Locations) Project #: 314122 | PE | 4,259,000 | 225,000 | 0 | 497,000 | 0 | 312,000 | 0 | 660,000 | 83,000 | 320,000 | 0 | 421,000 | 0 | 230,000 | 0 | 150,000 | 0 | 210,000 | 0 | 0 | 0 | 210,000 | 0 | 0 | 0 | 189,000 | 7,766,000 | 0 | |
| | | ROW | 183,000 | 125,000 | 0 | 0 | 0 | 77,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 385,000 | | | |
| | | CN | 11,074,000 | 332,000 | 0 | 520,000 | 21,000 | 1,220,000 | 0 | 3,020,000 | 59,000 | 1,291,000 | 0 | 883,000 | 49,000 | 1,200,000 | 0 | 1,480,000 | 0 | 990,000 | 0 | 200,000 | 0 | 1,100,000 | 0 | 800,000 | 0 | 1,129,000 | 25,368,000 | | |
| | | Total | 15,516,000 | 1,720,000 | | | | 5,431,000 | | | | 2,964,000 | | | | 3,060,000 | | | | 1,400,000 | | | | 2,110,000 | | | | 1,318,000 | 33,519,000 | | |
| NA | Urban Development Road Program (Various Locations) Project #: TBD | PE | 810,000 | 10,000 | 20,000 | 0 | 100,000 | 5,000 | 60,000 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 713,000 | 1,738,000 | 0 | |
| | | ROW | 1,078,000 | 350,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,946,000 | 3,374,000 | | |
| | | CN | 2,920,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7,400,000 | 10,320,000 | | |
| | | Total | 4,808,000 | 480,000 | | | | 65,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 10,059,000 | 15,432,000 | | |
| Totals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 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 | 6-Year TIP Total 198,977,000 | | | |
| Annual Totals by Funding | | | | 10,331,000 | 1,853,000 | 8,248,000 | 4,880,000 | 11,214,000 | 1,708,000 | 17,183,000 | 9,139,000 | 12,168,000 | 5,628,000 | 16,642,000 | 10,420,000 | 10,458,000 | 2,561,000 | 6,843,000 | 3,706,000 | 11,535,000 | 5,630,000 | 11,700,000 | 6,200,000 | 11,570,000 | 5,290,000 | 5,800,000 | 8,270,000 | | | | |
| Annual Totals by Phase | | | | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | | | | |
| Annual Totals | | | | 6,253,000 | 4,391,000 | 14,668,000 | 4,904,000 | 2,315,000 | 32,025,000 | 3,129,000 | 4,153,000 | 37,576,000 | 1,311,000 | 1,591,000 | 20,666,000 | 1,345,000 | 810,000 | 32,910,000 | 1,411,000 | 369,000 | 29,150,000 | | | | | | | | | | |
| Annual Totals | | | | 25,312,000 | | | | 39,244,000 | | | | 44,858,000 | | | | 23,568,000 | | | | 35,065,000 | | | | 30,930,000 | | | | | | | |

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

ANNUAL CONSTRUCTION PROGRAM FOR 2020

(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) \$14,668
(B) COMPUTED COUNTY FORCES LIMIT \$3,395
(C) TOTAL COUNTY FORCES CONST. PROGRAM (Column 16) \$173

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

CLARK COUNTY

Current Population: 474,643
Date Recommended Program Submitted: 04/17/2019
Date of Environmental Assessment: 10/21/2019
Date of Final Adoption: 11/05/2019
Ordinance/Resolution Number: 2019-11-02

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 | 94360 | I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue) Project #: 390222 | 0.28 | 14 | ABDEFG | I | 5 | TIF (870), REET 2 (1,182), STBG-UL (250), Developer (10) | 915 | 1,402 | 0 | 0 | 0 | 2,317 | |
| 2 | B | 41150 | NE 10th Avenue (NE 149th Street - NE 154th Street) Project #: 323322 | 0.25 | 17 | ABDEFGHK L | S | 5 | TIF (186), REET 2 (568), STBG-UL (100), UAP (450), Developer (10) | 229 | 350 | 171 | 558 | 11 | 1,319 | |
| 3 | C | 43110 | NE 15th Avenue (NE 179th Street - NE 10th Avenue) Project #: 372222 | 0.75 | 16 | ABDEFGHL | S | 5 | TIF (79), REET 2 (105), STBG-UL (200), Developer (10) | 299 | 100 | 0 | 0 | 0 | 399 | |
| 4 | D | 94360 | NE 179th Street at NE 29th Avenue (Intersection Improvment) Project #: TBD | 0.08 | 14 | ABDEFG | I | 1 | REET 2 (300), Developer (10) | 311 | 0 | 0 | 0 | 0 | 311 | |
| 5 | E | 94360 | NE 179th Street at NE 50th Avenue (Intersection Improvement) Project #: TBD | 0.08 | 07 | ABDEFG | I | 1 | REET 2 (300), Developer (10) | 311 | 0 | 0 | 0 | 0 | 311 | |
| 6 | F | NA | Miscellaneous Projects (Various Locations) Project #: TBD | NA | NA | ABCDEFGHIJ IJKL | E | 100 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | |
| 7 | 1 | 23940 | NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)) Project #: 350722 | 1.10 | 16 | ABDEFGHK | S | 190 | TIF (236), REET 2 (790), STBG-UL (500), UCP (150) | 346 | 1,500 | 3 | 17 | 0 | 1,866 | |
| 8 | 2 | 91110 | Highway 99 Corridor Improvements (Highway 99 - NE 99th Street) Project #: 351022 | 0.17 | 14 | ABDEFGHK | I | 110 | TIF (132), STBG-UL (100), STP-TMA (75) | 192 | 200 | 4 | 21 | 0 | 417 | |
| 9 | 3 | 95050 | NE Ward Road (NE 162nd Avenue - NE 172nd Avenue) Project #: TBD | 0.63 | 16 | ABDEFGK | I | 67 | TIF (33) | 100 | 0 | 0 | 0 | 0 | 100 | |
| 10 | 4 | 24190 | NE 152nd Avenue (Padden Parkway - NE 99th Street) Project #: TBD | 0.75 | 17 | ABDEFGK | I | 147 | TIF (3) | 150 | 0 | 0 | 0 | 0 | 150 | |
| 11 | 5 | 91250 | NE 72nd Avenue (NE 133rd Street - NE 179th Street) Project #: TBD | 2.26 | 07 | ABCDEFGHIK | I | 33 | TIF (17) | 50 | 0 | 0 | 0 | 0 | 50 | |

ANNUAL CONSTRUCTION PROGRAM FOR 2020 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 | | | | | | | | | | | | | | | | |
| 12 | 6 | 91250 | NE 72nd Avenue (NE 122nd Street - NE 133rd Street) Project #: TBD | 0.70 | 16 | ABCDEF GK | I | 33 | TIF (17) | | 50 | 0 | 0 | 0 | 0 | 50 |
| 13 | 7 | 94100 | NE 119th Street at NE 132nd Avenue (Intersection Improvement) Project #: TBD | 0.08 | 17 | ABDEFG HK | I | 40 | TIF (20) | | 60 | 0 | 0 | 0 | 0 | 60 |
| Total - Improvement Projects | | | | | | | | 737 | 6,713 | | 3,013 | 3,552 | 178 | 696 | 11 | 7,450 |
| Carry Over Projects | | | | | | | | | | | | | | | | |
| 14 | CO | 94100 | NE 119th Street East (NE 87th Avenue - NE 112th Avenue) Project #: 342422 | 1.33 | 17 | ABDFEF GH K | I | 0 | TIF (239), REET 2 (37), STP-TMA (100), UAP (100) | | 0 | 0 | 52 | 424 | 0 | 476 |
| 15 | CO | 41471 | NE 10th Avenue (NE 154th Street - NE 164th Street) Project #: 370922 | 0.56 | 17 | ABDEFG HI KL | S | 110 | 0 | | 0 | 0 | 12 | 98 | 0 | 110 |
| Total - Carry Over Projects | | | | | | | | 110 | 476 | | 0 | 0 | 64 | 522 | 0 | 586 |
| Ongoing Programs | | | | | | | | | | | | | | | | |
| 16 | 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 |
| 17 | NA | NA | Bridge Repair/Rehab Improvement Program (Various Locations) Project #: TBD | NA | NA | ABDEFG HK | S | 544 | REET 2 (87), STP-Bridge (957) | | 532 | 49 | 201 | 805 | 1 | 1,588 |
| | | | <ul style="list-style-type: none">• Davis Bridge #232 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• Cast-in-Place Bridge Bundle - (Various Locations) - Project #: TBD• Fiber Reinforced Polymer Bridge Bundle - (Various Locations) - Project #: TBD | | | | | | | | | | | | | |
| Total Ongoing Programs - Bridge Repair/Rehab Improvement Program | | | | | | | | 544 | 1,044 | | 532 | 49 | 201 | 805 | 1 | 1,588 |
| 18 | NA | NA | Road Preservation Program (Various Locations) Project #: TBD | NA | NA | ABCDG K L | E | 5,512 | NHS (2,426), RAP(151), CAPP(667) | | 518 | 15 | 528 | 7,550 | 145 | 8,756 |
| | | | <ul style="list-style-type: none">• NE Blair Road - (SR 500 - Mile Post 2.47) - Project #: 322212• 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 #: 390122• SE Blair Road - (Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road) - Project #: 391722• 2021 HMA Overlays - (Various Locations) - Project #: TBD | | | | | | | | | | | | | |

ANNUAL CONSTRUCTION PROGRAM FOR 2020 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 | | | | | | | | | | | | | | | | |
| | | | • Culverts and Slides - (Various Locations) - Project #: TBD | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Road Preservation Program | | | | | 5,512 | 3,244 | 518 | 15 | 528 | 7,550 | 145 | 8,756 | |
| 19 | NA | NA | Rural Road Improvement Program (Various Locations) Project #: 361822 | NA | NA | ABCDEKL | I | 802 | TIF(1), FBRB(105), RAP (1,482) | 190 | 0 | 110 | 2,076 | 14 | 2,390 | |
| | | | • NE Manley Road - (NE 244th Street - NE 82nd Avenue) - Project #: 322012 • Landslide Monitoring - (Various Locations) - Project #: 381012 • Mason Creek Barrier Improvements - (NE 102nd Avenue at Mason Creek) - Project #: 391112 • Jones Creek Fish Passage - (Boulder Creek road crossing over Jones creek) - Project #: TBD | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Rural Road Improvement Program | | | | | 802 | 1,588 | 190 | 0 | 110 | 2,076 | 14 | 2,390 | |
| 20 | NA | NA | Sidewalks and ADA Compliance Program (Various Locations) Project #: 300111 | NA | NA | ABDEFHK | I | 1,574 | TIF(30),REET 2(643), Ped-Bike(15), SP(10), TA (60) | 1,148 | 290 | 499 | 393 | 2 | 2,332 | |
| | | | • ADA Compliance Program - (Various Locations) - Project #: 313111 • Highway 99 - Kline Line Sidewalk - (NE 122nd Street - NE 129th Street) - Project #: 370122 • NE 68th Street Sidewalk - (Highway 99 - NE St. Johns Road) - 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 • NE Hazel Dell Avenue Sidewalk Improvements - (NE 99th Street - NE 117th Street) - Project #: 391222 • 2020 ADA Compliance - (Various) - Project #: 391322 • 2021 Preservation ADA Improvements - (Various Locations) - Project #: 391422 • 2021 ADA Compliance - (Various) - Project #: 391622 • 2022 Preservation ADA Improvements - (Various Locations) - Project #: TBD • Highway 99 Sidewalk - (Vicinity of NE 102nd Street) - Project #: TBD • Highway 99 Sidewalk - (Vicinity of NE 102nd Street - Vicinity of NE 104th Street) - Project #: TBD • Highway 99 Sidewalk - (NE 110th Street - NE 117th Street) - Project #: TBD | | | | | | | | | | | | | |
| | | | Total Ongoing Programs - Sidewalks and ADA Compliance Program | | | | | 1,574 | 758 | 1,148 | 290 | 499 | 393 | 2 | 2,332 | |
| 21 | NA | NA | Transportation Safety Improvements Program (Various Locations) Project #: 314122 | NA | NA | ABDEFGK | I | 682 | CMAQ(417), HSIP(600), Partnership(21) | 722 | 125 | 607 | 266 | 0 | 1,720 | |
| | | | • NE 63rd Street and NE 58th Avenue - (Signal Installation) - Project #: 372422 • Signal Timing, Evaluation, Verification and Enhancement (STEVE) - Phase 2 - (NE 25th Avenue - NE Ward Road) - Project #: 390522 | | | | | | | | | | | | | |

ANNUAL CONSTRUCTION PROGRAM FOR 2020 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 |
| Ongoing Programs | | | | | | | | | | | | | | | | |
| | | | <div>• 2020 Preservation Guardrail - (Various Locations) - Project #: 391522</div> <div>• NE 134th Corridor Adaptive Traffic Signals - (NE 136th Street/Tenney Road - NE Salmon Creek Avenue) - Project #: TBD</div> <div>• NE 119th Street at NE 152nd Avenue - (Intersection Improvement) - Project #: TBD</div> <div>• 2020 Preservation Traffic Signals - (Various Locations) - Project #: TBD</div> | | | | | | | | | | | | | |
| Total Ongoing Programs - Transportation Safety Improvements Program | | | | | | | | 682 | 1,038 | 722 | 125 | 607 | 266 | 0 | 1,720 | |
| 22 | NA | NA | Urban Development Road Program (Various Locations) Project #: TBD | NA | NA | ABDEFGHK | E | 360 | REET 2 (100),TIF(20) | | 130 | 350 | 0 | 0 | 0 | 480 |
| | | | <div>• NE 40th Avenue - (NE 63rd Street - Railroad Crossing) - Project #: 323522</div> <div>• NE 182nd Avenue at SR 500 - (Intersection Improvement) - Project #: 390622</div> | | | | | | | | | | | | | |
| Total Ongoing Programs - Urban Development Road Program | | | | | | | | 360 | 120 | 130 | 350 | 0 | 0 | 0 | 480 | |
| Total - Ongoing Programs | | | | | | | | 9,484 | 7,792 | 3,240 | 839 | 1,945 | 11,090 | 162 | 17,276 | |
| | | | | | | | | ANNUAL CONSTRUCTION PROGRAM TOTALS | 10,331 | 14,981 | 6,253 | 4,391 | 2,187 | 12,308 | 173 | 25,312 |
| | | | | | | | | MAINTENANCE | 14,216 | | | | | | 14,216 | |
| | | | | | | | | SPECIAL MAINTENANCE | NA | | | | | | NA | |
| | | | | | | | | | | | CONSTRUCTION AND MAINTENANCE TOTAL | | | | | 39,528 |

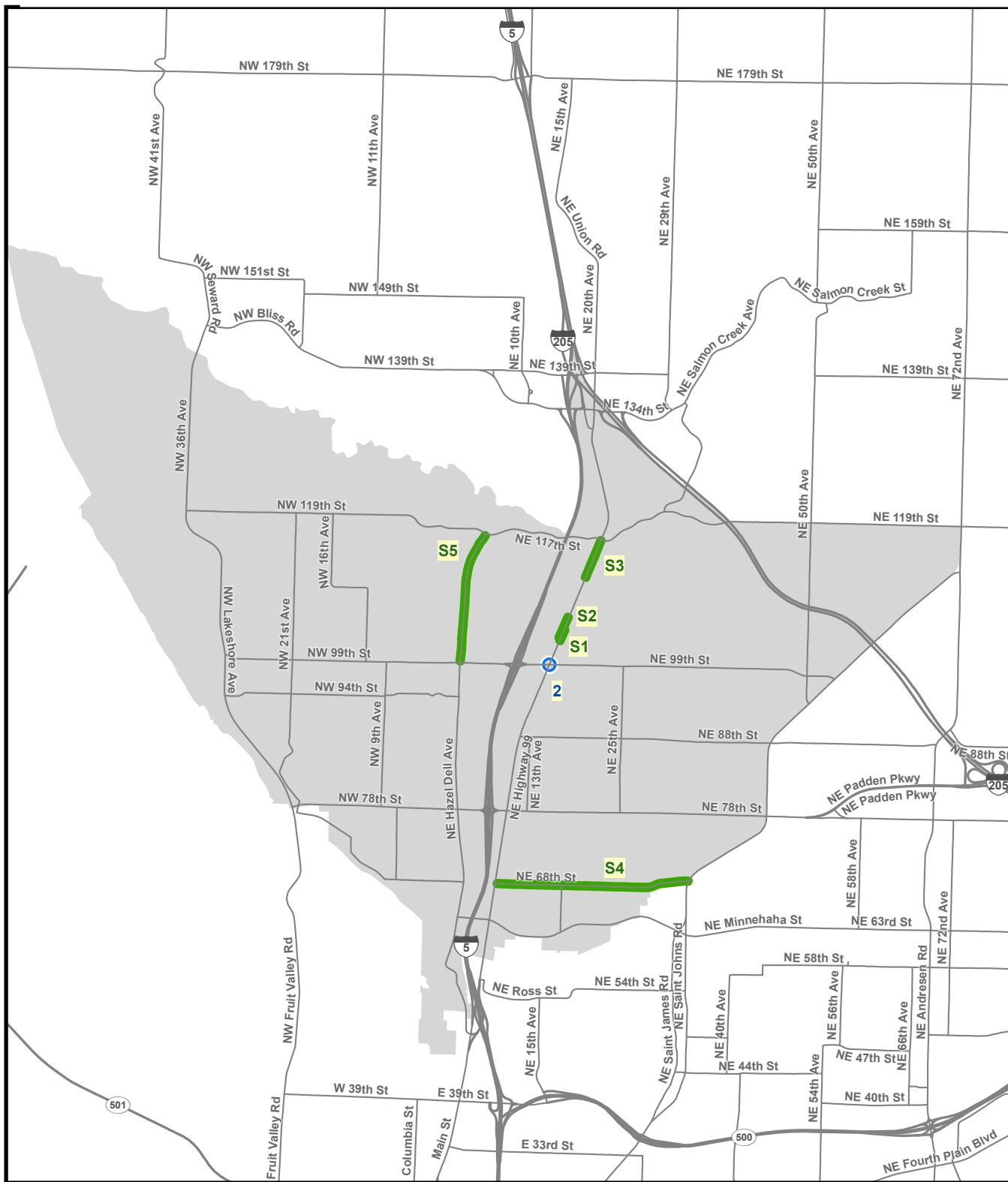
2020 - 2025 Transportation Improvement Program Project Index (By Priority)

| 2020 - 2025 RANKING | PROJECT |
|------------------------|--|
| A | I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue) |
| B | NE 10th Avenue (NE 149th Street - NE 154th Street) |
| C | NE 15th Avenue (NE 179th Street - NE 10th Avenue) |
| D | NE 179th Street at NE 29th Avenue (Intersection Improvement) |
| E | NE 179th Street at NE 50th Avenue (Intersection Improvement) |
| F | Miscellaneous Projects (Various Locations) |
| 1 | NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)) |
| 2 | Highway 99 Corridor Improvements (Highway 99 - NE 99th Street) |
| 3 | NE Ward Road (NE 162nd Avenue - NE 172nd Avenue) |
| 4 | NE 152nd Avenue (Padden Parkway - NE 99th Street) |
| 5 | NE 72nd Avenue (NE 133rd Street - NE 179th Street) |
| 6 | NE 72nd Avenue (NE 122nd Street - NE 133rd Street) |
| 7 | NE 119th Street at NE 132nd Avenue (Intersection Improvement) |
| 8 | NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street) |
| 9 | NE Ward Road (NE 172nd Avenue - NE Davis Road) |
| 10 | NE 172nd Avenue (NE Ward Road - NE 119th Street) |
| 11 | NW Lakeshore Ave (NW 78th Street - NW 109th Street) |
| 12 | NE 72nd Avenue (NE 179th Street - NE 219th Street) |
| 13 | NE 172nd Avenue (NE 18th Street - NE 39th Street) |
| 14 | SCIP- Phase 2 (NE 134th Street) (NE 20th Avenue - WSU Entrance) |
| 15 | NE 239th Street & NE 92nd Avenue Intersection (Intersection Improvement) |
| 16 | NW 36th Avenue & NW Bliss Road Intersection (Intersection Improvement) |
| 17 | NE Padden Parkway at NE Andresen (Interchange/Intersection Improvement) |
| 19 | NE Minnehaha Street & NE 17th Avenue Intersection (Intersection Improvement) |
| 20 | NE 87th Avenue & NE 63rd Street Intersection (Intersection Improvement) |
| 21 | NE 117th Street & NE Stutz Road Intersection (Intersection Improvement) |
| CO | NE 119th Street East (NE 87th Avenue - NE 112th Avenue) |
| CO | NE 10th Avenue (NE 154th Street - NE 164th Street) |



**2020 - 2025 Transportation Improvement Program
Project Index
(Listed Alphanumeric)**

| 2020 - 2025 RANKING | PROJECT |
|--------------------------------|--|
| 2 | Highway 99 Corridor Improvements (Highway 99 - NE 99th Street) |
| A | I-5/NE 179th Street (NE Delfel Road - NE 15th Avenue) |
| F | Miscellaneous Projects (Various Locations) |
| CO | NE 10th Avenue (NE 154th Street - NE 164th Street) |
| B | NE 10th Avenue (NE 149th Street - NE 154th Street) |
| 21 | NE 117th Street & NE Stutz Road Intersection (Intersection Improvement) |
| 7 | NE 119th Street at NE 132nd Avenue (Intersection Improvement) |
| CO | NE 119th Street East (NE 87th Avenue - NE 112th Avenue) |
| 4 | NE 152nd Avenue (Padden Parkway - NE 99th Street) |
| C | NE 15th Avenue (NE 179th Street - NE 10th Avenue) |
| 10 | NE 172nd Avenue (NE Ward Road - NE 119th Street) |
| 13 | NE 172nd Avenue (NE 18th Street - NE 39th Street) |
| D | NE 179th Street at NE 29th Avenue (Intersection Improvment) |
| E | NE 179th Street at NE 50th Avenue (Intersection Improvement) |
| 15 | NE 239th Street & NE 92nd Avenue Intersection (Intersection Improvement) |
| 5 | NE 72nd Avenue (NE 133rd Street - NE 179th Street) |
| 12 | NE 72nd Avenue (NE 179th Street - NE 219th Street) |
| 6 | NE 72nd Avenue (NE 122nd Street - NE 133rd Street) |
| 20 | NE 87th Avene & NE 63rd Street Intersection (Intersection Improvement) |
| 1 | NE 99th Street (NE 94th Avenue - Vicinity of NE 117th Avenue (SR 503)) |
| 19 | NE Minnehaha Street & NE 17th Avenue Intersection (Intersection Improvement) |
| 17 | NE Padden Parkway at NE Andresen (Interchange/Intersection Improvement) |
| 8 | NE Salmon Creek Avenue Realignment (WSUV Entrance - NE Salmon Creek Street) |
| 3 | NE Ward Road (NE 162nd Avenue - NE 172nd Avenue) |
| 9 | NE Ward Road (NE 172nd Avenue - NE Davis Road) |
| 16 | NW 36th Avenue & NW Bliss Road Intersection (Intersection Improvement) |
| 11 | NW Lakeshore Ave (NW 78th Street - NW 109th Street) |
| 14 | SCIP- Phase 2 (NE 134th Street) (NE 20th Avenue - WSU Entrance) |

**2020 - 2025 Transportation Improvement Program
Traffic Impact Fee (TIF) Areas
Projects within the Hazel Dell and Hazel Dell 2 Areas**



Legend

-  TIF Area
 Programmed
 Ongoing

Capital Projects:

2. NE Highway 99 Corridor Improvements (Highway 99 at NE 99th Street)
- S1. Highway 99 Sidewalk (Vicinity of NE 102nd Street)
- S2. Highway 99 Sidewalk (Vicinity of NE 102nd Street to Vicinity of NE 104th Street)
- S3. Highway 99 Sidewalk (NE 110th Street to NE 117th Street)
- S4. NE 68th Street Sidewalk (Highway 99 to NE St. Johns Road)
- S5. NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street to NE 117th Street)

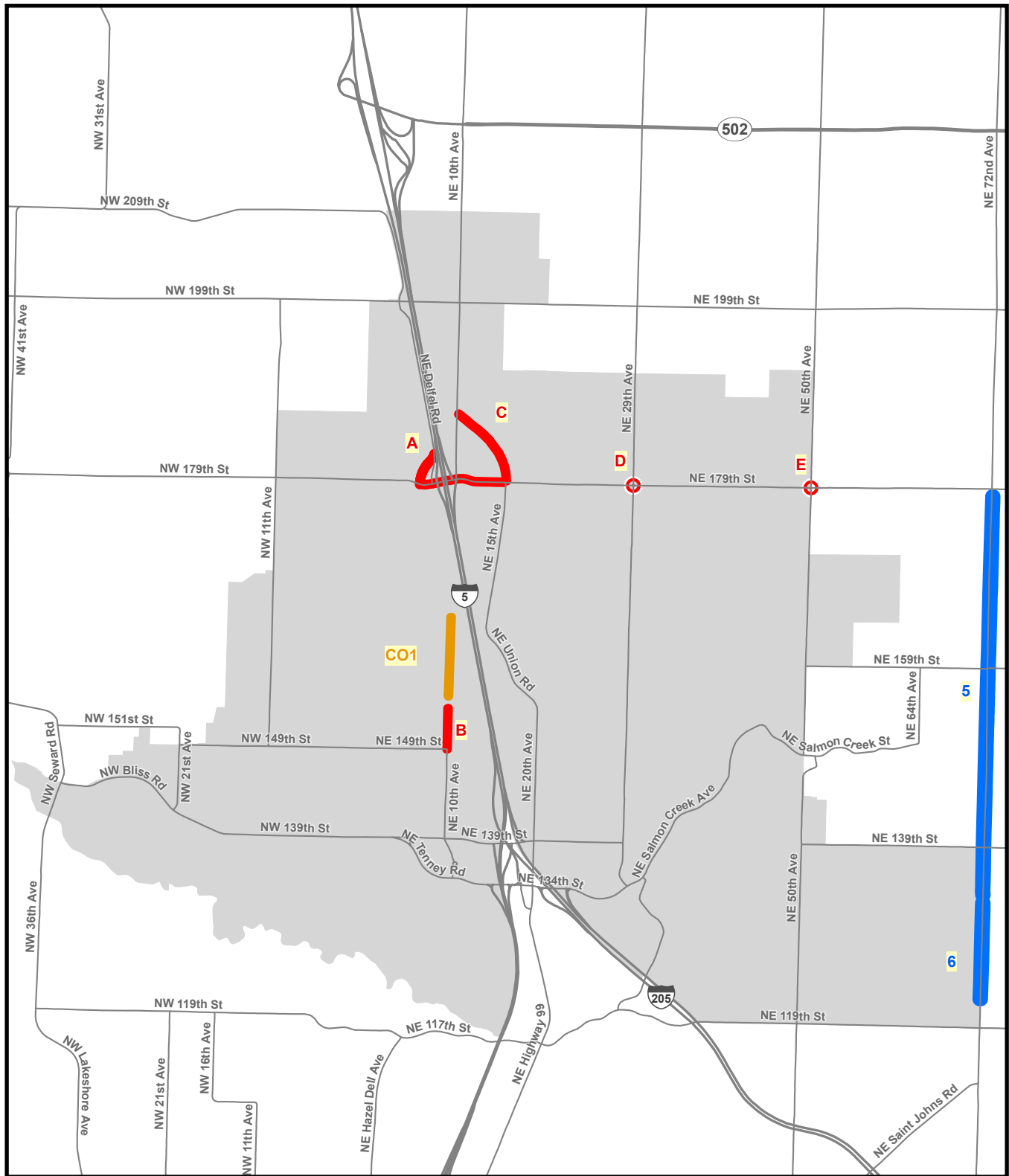
Most Ongoing Program projects qualify to receive TIF funding in this area.



2020 - 2025 Transportation Improvement Program

Traffic Impact Fee (TIF) Areas

Projects within the Mt. Vista and Mt. Vista 2 Areas



Legend

- TIF Area
- Obligated
- Programmed
- Carry Over

Capital Projects:

- A. I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue)
- B. NE 10th Avenue (NE 149th Street to NE 154th Street)
- C. NE 15th Avenue (NE 179th Street to NE 10th Avenue)
- D. NE 179th Street at NE 29th Avenue (Intersection Improvement)
- E. NE 179th Street at NE 50th Avenue (Intersection Improvement)
- 5. NE 72nd Avenue (NE 133rd Street to NE 179th Street)
- 6. NE 72nd Avenue (NE 122nd Street to NE 133rd Street)
- CO1. NE 10th Avenue (NE 154th Street to NE 164th Street)

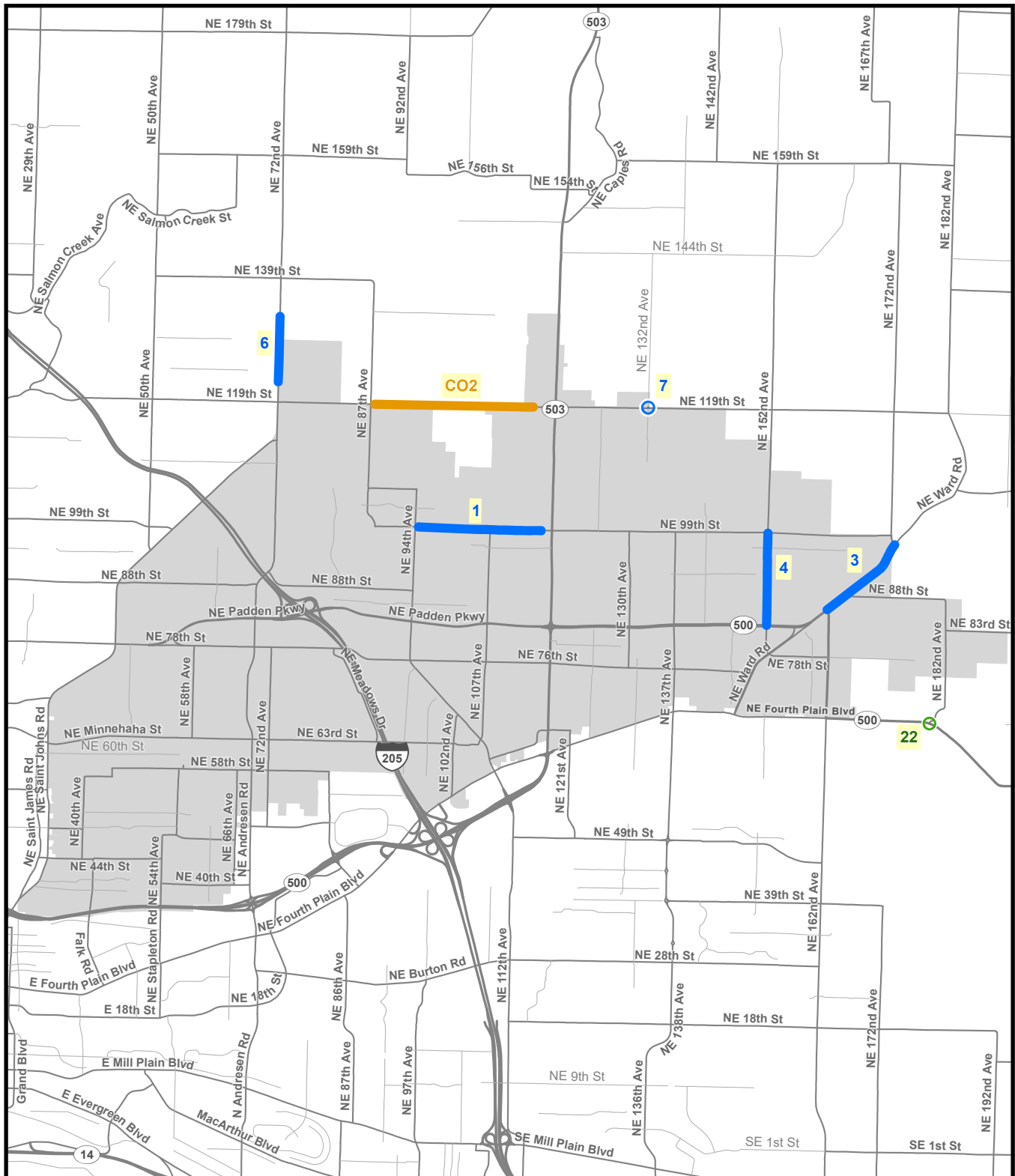


Most Ongoing Program projects qualify to receive TIF funding in this area.

2020 - 2025 Transportation Improvement Program

Traffic Impact Fee (TIF) Areas

Projects within the Orchards and Orchards 2 Areas



Legend

- TIF Area
- Programmed
- Carry Over
- Ongoing

Capital Projects:

1. NE 99th Street (NE 94th Avenue to vicinity of NE 117th Avenue (SR 503))
3. NE Ward Road (NE 162nd Avenue to NE 172nd Avenue)
4. NE 152nd Avenue (Padden Parkway to NE 99th Street)
6. NE 72nd Avenue (NE 122nd Street to NE 133rd Street)
7. NE 119th Street at NE 132nd (Intersection Improvement)
- CO2. NE 119th Street East (NE 87th Avenue to NE 112th Avenue)
22. NE 182nd Avenue at SR 500 (Intersection Improvement)



Most Ongoing Program projects qualify to receive TIF funding in this area.

**2020 - 2025 Transportation Improvement Program
Traffic Impact Fee (TIF) Areas
Projects within the Regional Area**



Legend

-  TIF AREA
 Obligated
 Programmed
 Carry Over

Capital Projects:

- | | |
|------|---|
| A. | I-5/NE 179th Street (NE Delfel Road to NE 15th Avenue) |
| C. | NE 15th Avenue (NE 179th Street to NE 10th Avenue) |
| 3. | NE Ward Road (NE 162nd Avenue to NE 172nd Avenue) |
| 5. | NE 72nd Avenue (NE 133rd Street to NE 179th Street) |
| 6. | NE 72nd Avenue (NE 122nd Street to NE 133rd Street) |
| 7. | NE 119th Street at NE 132nd Avenue (Intersection Improvement) |
| CO1. | NE 10th Avenue (NE 154th Street to NE 164th Street) |
| CO2. | NE 119th Street East (NE 87th Avenue to NE 112th Avenue) |

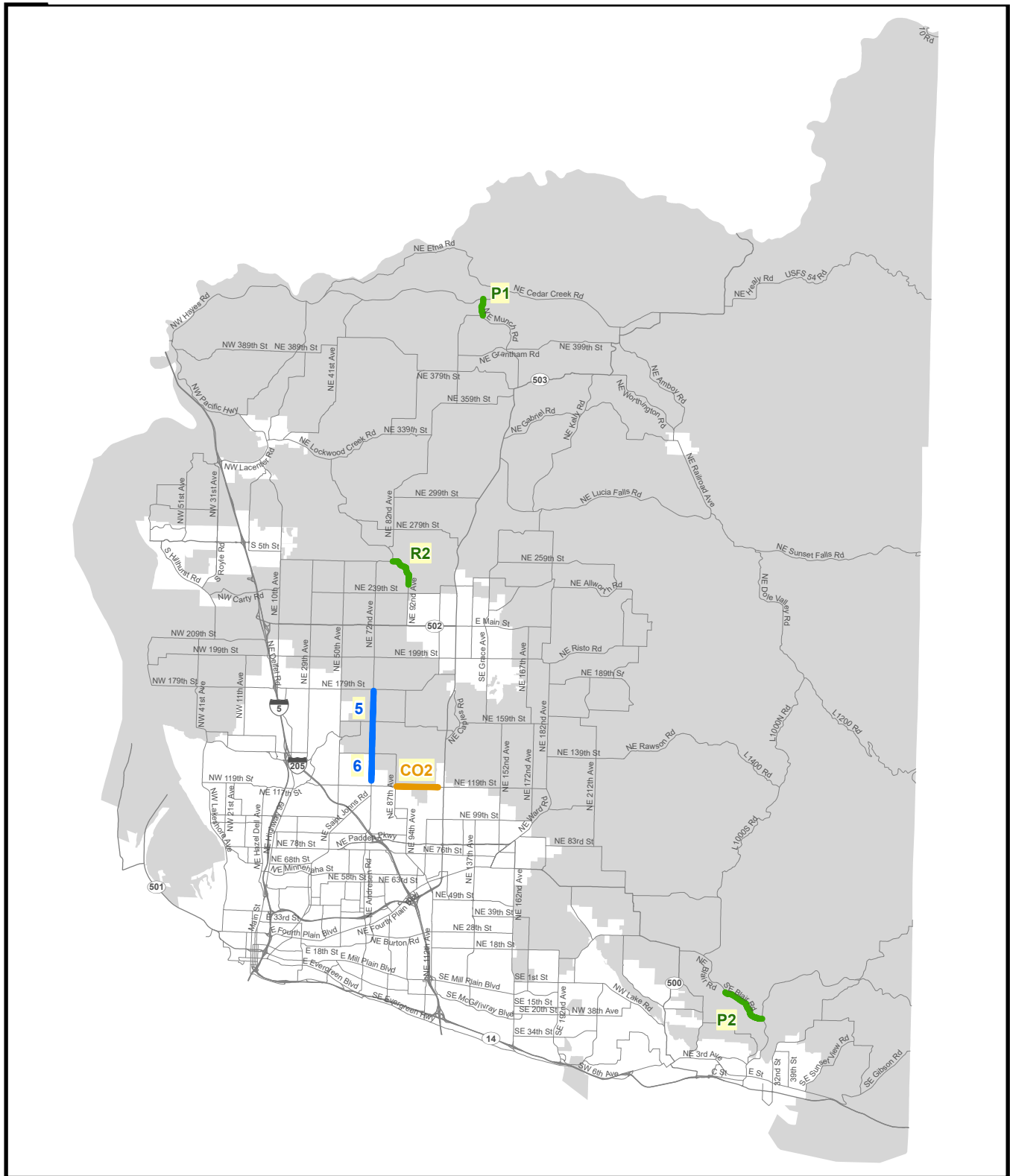


Most Ongoing Program projects qualify to receive TIF funding in this area.

2020 - 2025 Transportation Improvement Program

Traffic Impact Fee (TIF) Areas

Projects within the Rural and Rural 1 Areas



Legend

- TIF Area
- Programmed
- Carry Over
- Ongoing

Capital Projects:

- 5. NE 72nd Avenue (NE 133rd Street to NE 179th Street)
- 6. NE 72nd Avenue (NE 122nd Street to NE 133rd Street)
- CO2. NE 119th Street East (NE 87th Avenue to NE 112th Avenue)

Ongoing Programs:

Preservation Programs:

- P1. NE Munch Road (NE Cedar Creek Road to NE 414th Street)
- P2. SE Blair Road (Mile Post 2.47 to Mile Post 3.91/SE Washougal River Road)
- R2. NE Manley Road (NE 244th Street to NE 82nd Avenue)



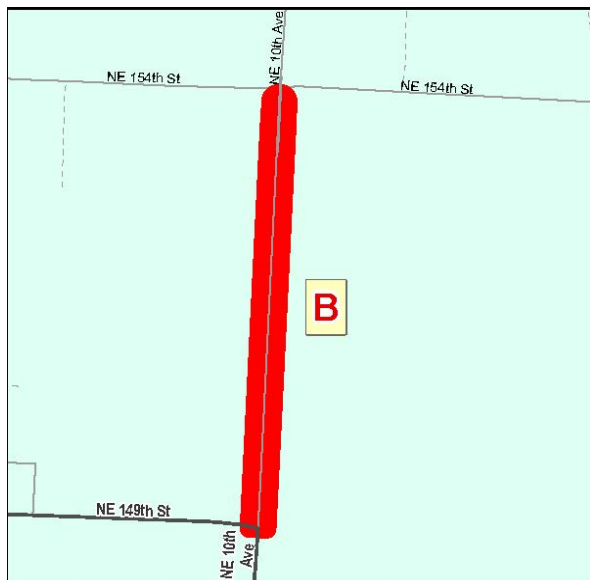
Most Ongoing Program projects qualify to receive TIF funding in this area.



2020 - 2025 Transportation Improvement Program

Project: B. NE 10th Avenue - NE 149th Street to NE 154th Street

Vicinity Map



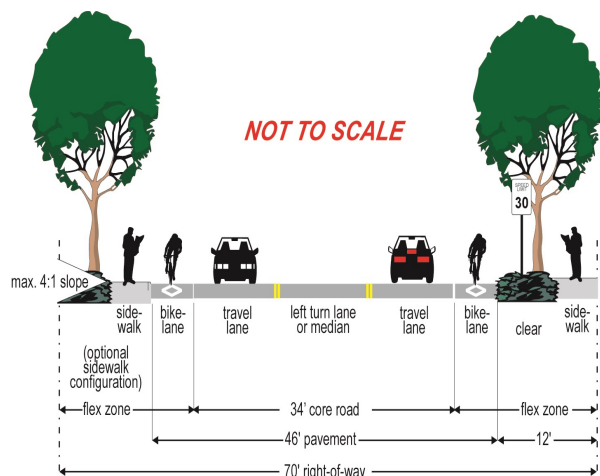
Project Summary

| | | | |
|-----------------------------|--|------------------------------|-------------------|
| Project Number: | 323322 | Project Length (mi.): | 0.25 |
| Project Manager: | Troy Pierce | Client: | Christopher Carle |
| Basis for Project: | Mobility/Traffic Circulation; north/south circulation, alt route to I-5. | | |
| Timeline: | PE Pre 2020-2020; ROW Pre 2020-2020; CN Pre 2020-2022 | | |
| Project Description: | Construct a 2-lane collector with center turn lane, bike lanes, and sidewalks. | | |

Notes:

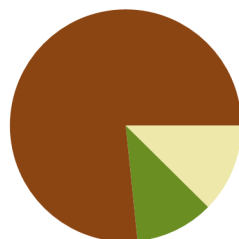
Status: Design is 90% complete. Right of Way is in progress. Construction scheduled for 2020-2021.

Cross-Section Detail



Project Cost Summary

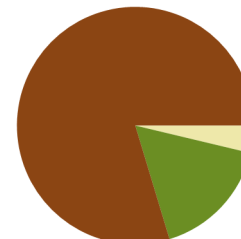
| | |
|----------------|---------------------|
| Engineering: | \$1,579,000 |
| Real Property: | \$1,398,000 |
| Construction: | \$9,767,000 |
| Total: | \$12,744,000 |



Engineering
Real Property
Construction

Funding Summary

| | |
|-------------------|---------------------|
| County Road Fund: | \$344,000 |
| TIF: | \$1,535,000 |
| Federal Grant: | \$1,000,000 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$6,365,000 |
| Projected Funds: | \$3,500,000 |
| Unfunded: | \$0 |
| Total: | \$12,744,000 |



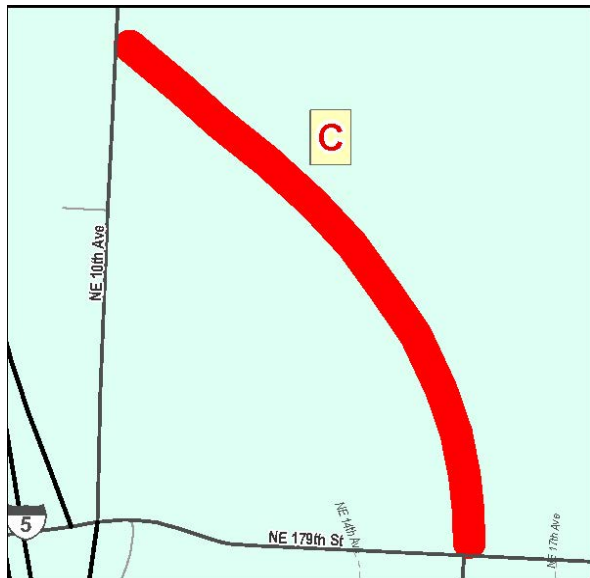
CRF
TIF
All Other Funds



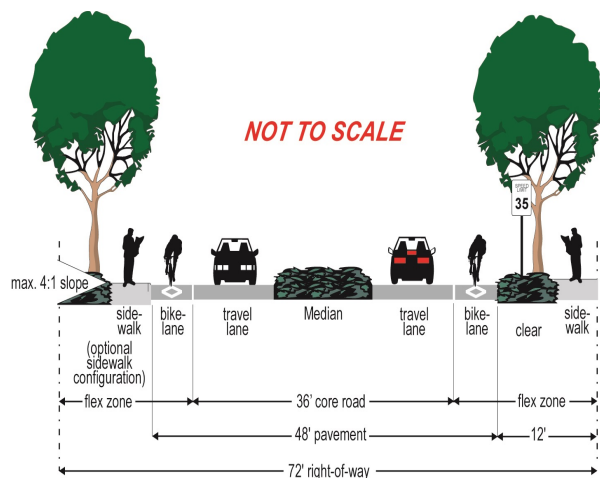
2020 - 2025 Transportation Improvement Program

Project: C. NE 15th Avenue - NE 179th Street to NE 10th Avenue

Vicinity Map



Cross-Section Detail



Project Summary

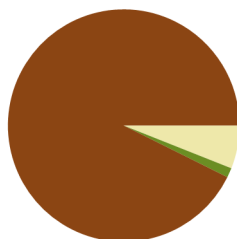
| | | | |
|-----------------------------|---|------------------------------|-------------------------------|
| Project Number: | 372222 | Project Length (mi.): | 0.75 |
| Project Manager: | Troy Pierce | Client: | Darlene Sharar / Susan Wilson |
| Basis for Project: | Mobility/Traffic Circulation; Economic Development; Extend minor arterial. | | |
| Timeline: | PE Pre 2020-2021; ROW 2020-2021; CN 2022-2023 | | |
| Project Description: | Construct a 3-lane minor arterial including center turn lane/median, sidewalks and bicycle lanes. | | |

Notes: Project may be accelerated if funding components are approved in early 2020.

Status: Scoping and traffic modeling is in progress. Working with Developers.

Project Cost Summary

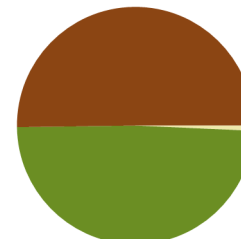
| | |
|----------------|---------------------|
| Engineering: | \$900,000 |
| Real Property: | \$200,000 |
| Construction: | \$13,900,000 |
| Total: | \$15,000,000 |



Engineering
Real Property
Construction

Funding Summary

| | |
|-------------------|---------------------|
| County Road Fund: | \$81,000 |
| TIF: | \$5,619,000 |
| Federal Grant: | \$500,000 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$6,900,000 |
| Projected Funds: | \$1,900,000 |
| Unfunded: | \$0 |
| Total: | \$15,000,000 |



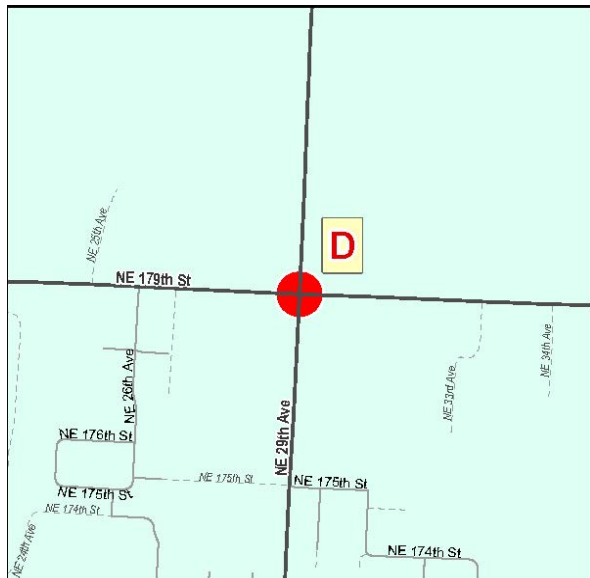
CRF
TIF
All Other Funds



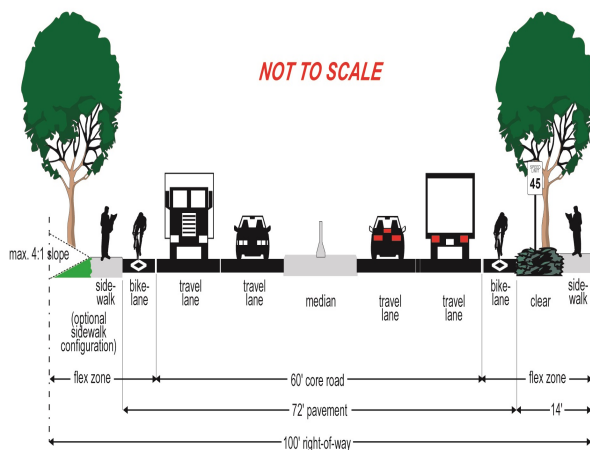
2020 - 2025 Transportation Improvement Program

Project: D. NE 179th Street at NE 29th Avenue - Intersection Improvment

Vicinity Map



Cross-Section Detail



Project Summary

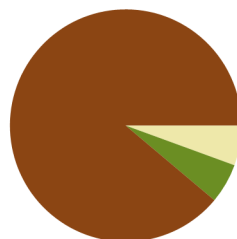
| | | | |
|----------------------|---|-----------------------|--------------|
| Project Number: | TBD | Project Length (mi.): | 0.08 |
| Project Manager: | Scott Sawyer | Client: | Susan Wilson |
| Basis for Project: | Mobility/Traffic Circulation; Safety | | |
| Timeline: | PE Pre 2020-2021; ROW 2022-2023; CN 2024-2025 | | |
| Project Description: | Intersection improvement, | | |

Notes: Project may be accelerated if funding components are approved in early 2020.

Status: Transportation Alternatives Analysis in progress.

Project Cost Summary

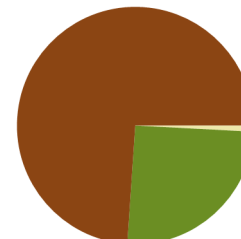
| | |
|----------------|--------------------|
| Engineering: | \$500,000 |
| Real Property: | \$500,000 |
| Construction: | \$8,000,000 |
| Total: | \$9,000,000 |



Engineering
Real Property
Construction

Funding Summary

| | |
|-------------------|--------------------|
| County Road Fund: | \$50,000 |
| TIF: | \$1,515,000 |
| Federal Grant: | \$0 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$4,435,000 |
| Projected Funds: | \$3,000,000 |
| Unfunded: | \$0 |
| Total: | \$9,000,000 |



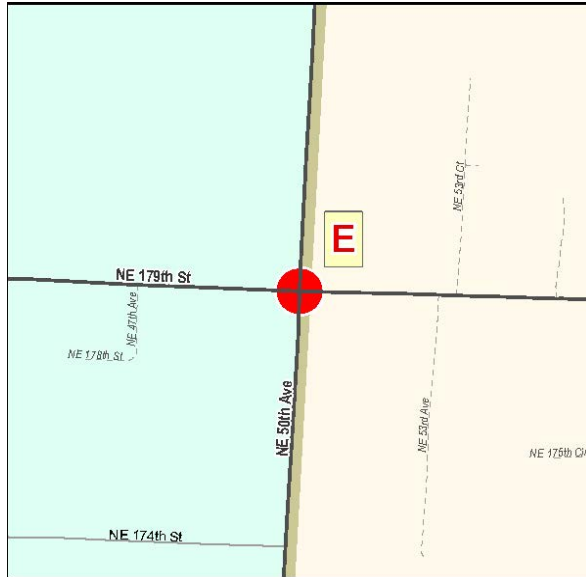
CRF
TIF
All Other Funds



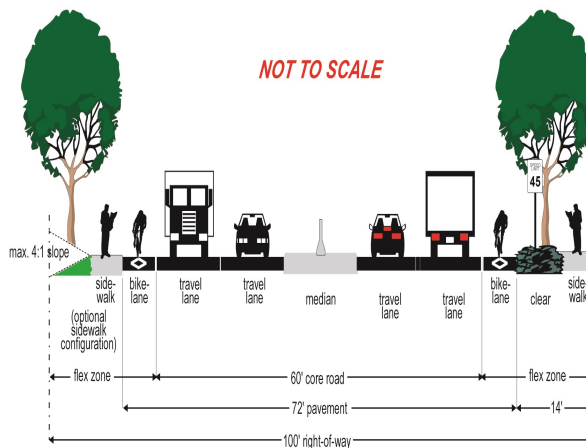
2020 - 2025 Transportation Improvement Program

Project: E. NE 179th Street at NE 50th Avenue - Intersection Improvement

Vicinity Map



Cross-Section Detail



Project Summary

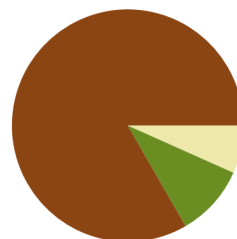
| | | | |
|----------------------|---|-----------------------|--------------|
| Project Number: | TBD | Project Length (mi.): | 0.08 |
| Project Manager: | Scott Sawyer | Client: | Susan Wilson |
| Basis for Project: | Mobility/Traffic Circulation; Safety | | |
| Timeline: | PE Pre 2020-2021; ROW 2022-2023; CN 2024-2025 | | |
| Project Description: | Intersection Improvement, | | |

Notes: Project may be accelerated if funding components are approved in early 2020.

Status: Transportation Alternatives Analysis in progress.

Project Cost Summary

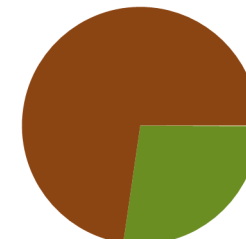
| | |
|----------------|--------------------|
| Engineering: | \$400,000 |
| Real Property: | \$600,000 |
| Construction: | \$5,000,000 |
| Total: | \$6,000,000 |



Engineering
Real Property
Construction

Funding Summary

| | |
|-------------------|--------------------|
| County Road Fund: | \$5,000 |
| TIF: | \$1,360,000 |
| Federal Grant: | \$0 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$3,635,000 |
| Projected Funds: | \$1,000,000 |
| Unfunded: | \$0 |
| Total: | \$6,000,000 |



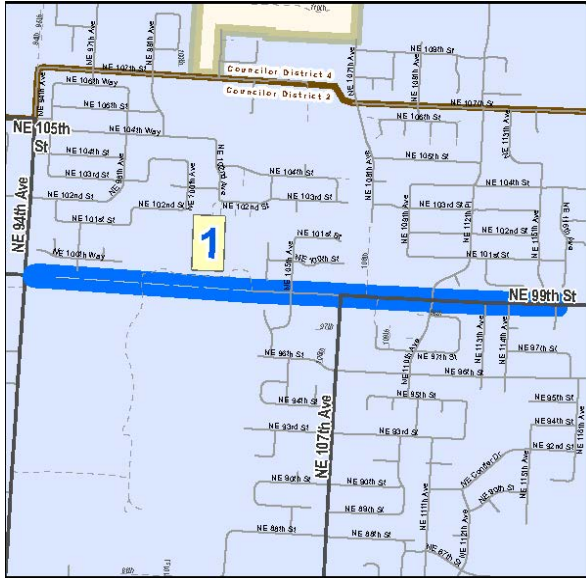
CRF
TIF
All Other Funds



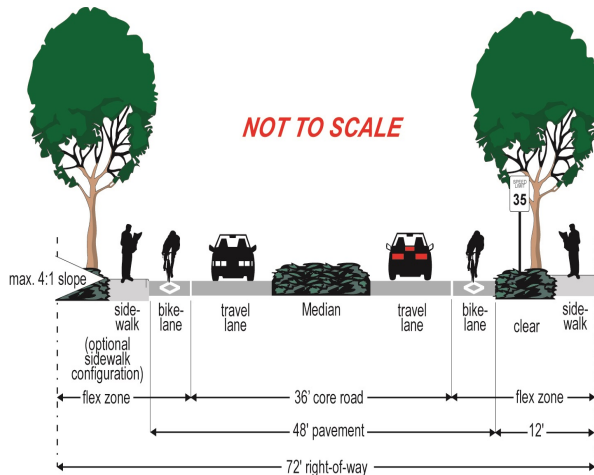
2020 - 2025 Transportation Improvement Program

Project: 1. NE 99th Street - NE 94th Avenue to Vicinity of NE 117th Avenue (SR 503)

Vicinity Map



Cross-Section Detail



Project Summary

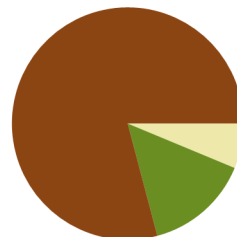
| | | | |
|-----------------------------|--|------------------------------|----------------|
| Project Number: | 350722 | Project Length (mi.): | 1.10 |
| Project Manager: | Scott Fakler | Client: | Darlene Sharar |
| Basis for Project: | Mobility/Traffic Circulation; Congestion on NE 119th Street and Padden Parkway. | | |
| Timeline: | PE Pre 2020-2021; ROW Pre 2020-2021; CN Pre 2020-2023 | | |
| Project Description: | Construct/improve road corridor to a 2-lane minor arterial (M-2cb) with a center turn lane/median, bike lanes and sidewalks. | | |

Notes:

Status: Design in progress. Construction is scheduled to begin in 2021.

Project Cost Summary

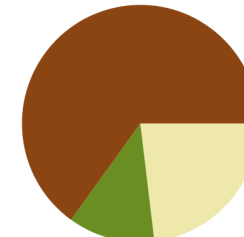
| | |
|----------------|---------------------|
| Engineering: | \$1,370,000 |
| Real Property: | \$3,206,000 |
| Construction: | \$17,343,000 |
| Total: | \$21,919,000 |



Engineering
Real Property
Construction

Funding Summary

| | |
|-------------------|---------------------|
| County Road Fund: | \$4,301,000 |
| TIF: | \$2,209,000 |
| Federal Grant: | \$4,500,000 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$7,609,000 |
| Projected Funds: | \$3,300,000 |
| Unfunded: | \$0 |
| Total: | \$21,919,000 |



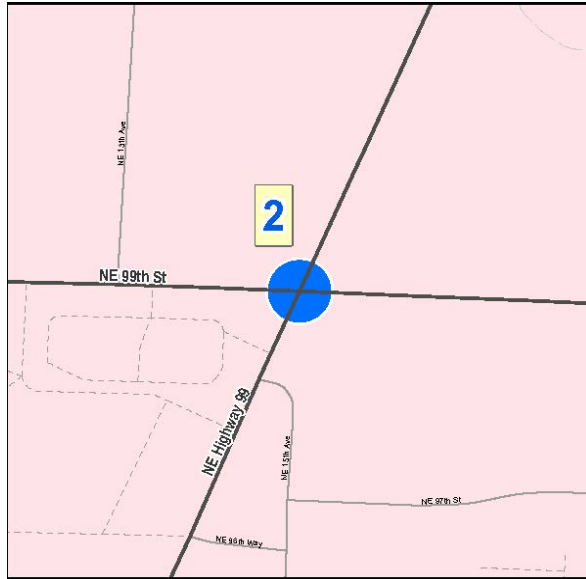
CRF
TIF
All Other Funds



2020 - 2025 Transportation Improvement Program

Project: 2. Highway 99 Corridor Improvements - Highway 99 to NE 99th Street

Vicinity Map



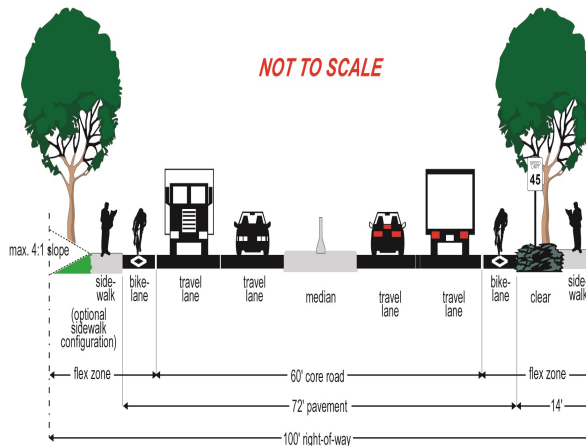
Project Summary

| | | | |
|-----------------------------|--|------------------------------|----------------|
| Project Number: | 351022 | Project Length (mi.): | 0.17 |
| Project Manager: | Robin Washington | Client: | Darlene Sharar |
| Basis for Project: | Congestion at NE 99th Street and Highway 99. | | |
| Timeline: | PE Pre 2020-2020; ROW Pre 2020-2020; CN 2020-2021 | | |
| Project Description: | Widen southbound and westbound lanes on the northwest quadrant, close driveways and install median to improve congestion and safety. | | |

Notes:

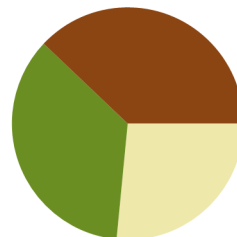
Status: Design is 90% complete. Right of way in progress. Construction scheduled for 2021.

Cross-Section Detail



Project Cost Summary

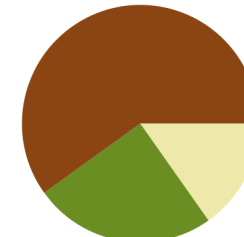
| | |
|----------------|--------------------|
| Engineering: | \$886,000 |
| Real Property: | \$1,186,000 |
| Construction: | \$1,266,000 |
| Total: | \$3,338,000 |



Engineering
Real Property
Construction

Funding Summary

| | |
|-------------------|--------------------|
| County Road Fund: | \$508,000 |
| TIF: | \$830,000 |
| Federal Grant: | \$2,000,000 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$0 |
| Projected Funds: | \$0 |
| Unfunded: | \$0 |
| Total: | \$3,338,000 |



CRF
TIF
All Other Funds



2020 - 2025 Transportation Improvement Program

Project: 3. NE Ward Road - NE 162nd Avenue to NE 172nd Avenue

Vicinity Map



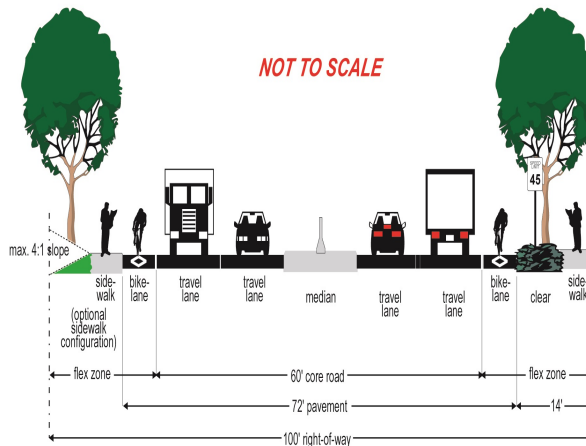
Project Summary

| | | | |
|-----------------------------|---|------------------------------|--------------|
| Project Number: | TBD | Project Length (mi.): | 0.63 |
| Project Manager: | Scott Fakler | Client: | Susan Wilson |
| Basis for Project: | Safety; Mobility/Traffic Circulation | | |
| Timeline: | PE 2020-2023; ROW 2021-2023; CN 2024-Post 2025 | | |
| Project Description: | Improve to 4-lane principal arterial standard or intersection improvements. | | |

Notes: Scoping will determine if improvements are needed to full corridor or just intersections.

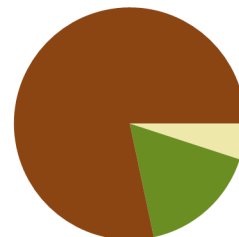
Status: Traffic modelling/scoping in progress.

Cross-Section Detail



Project Cost Summary

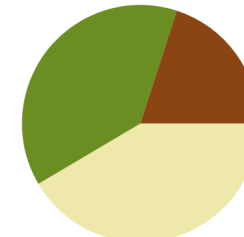
| | |
|----------------|--------------------|
| Engineering: | \$300,000 |
| Real Property: | \$1,000,000 |
| Construction: | \$4,700,000 |
| Total: | \$6,000,000 |



Engineering
Real Property
Construction

Funding Summary

| | |
|-------------------|--------------------|
| County Road Fund: | \$1,038,000 |
| TIF: | \$962,000 |
| Federal Grant: | \$0 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$0 |
| Projected Funds: | \$3,500,000 |
| Unfunded: | \$500,000 |
| Total: | \$6,000,000 |



CRF
TIF
All Other Funds

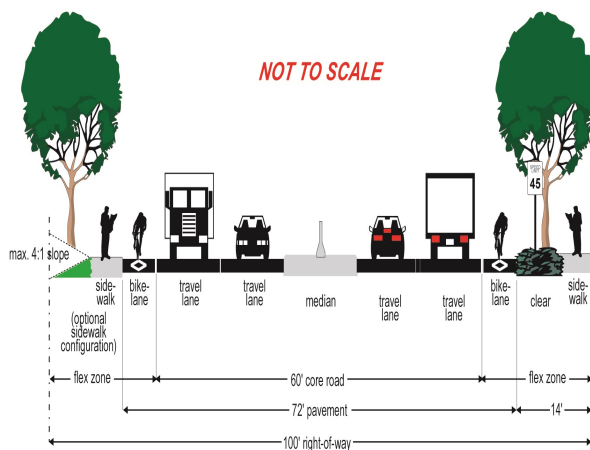
2020 - 2025 Transportation Improvement Program

Project: 5. NE 72nd Avenue - NE 133rd Street to NE 179th Street

Vicinity Map



Cross-Section Detail

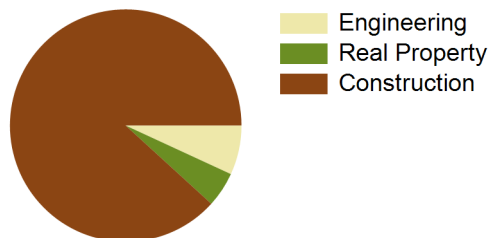


Project Summary

| | | | |
|-----------------------------|--|------------------------------|-------------------|
| Project Number: | TBD | Project Length (mi.): | 2.26 |
| Project Manager: | Robin Washington | Client: | Christopher Carle |
| Basis for Project: | Mobility/Traffic Circulation | | |
| Timeline: | PE 2020-2025; ROW 2024-2025; CN Post 2025 | | |
| Project Description: | Improve corridor to a 5-lane urban arterial standard or provide intersection widening and spot safety upgrades | | |
| Notes: | Consider intersection improvements, turn lanes/pockets and skinny road section due to potential costs. | | |
| Status: | Traffic modelling and scoping in 2020. | | |

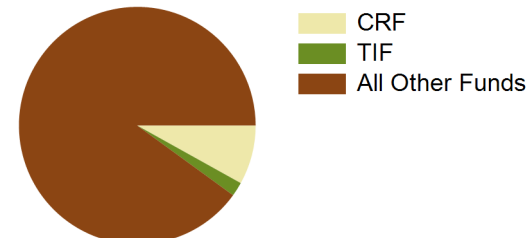
Project Cost Summary

| | |
|----------------------|---------------------|
| Engineering: | \$700,000 |
| Real Property: | \$499,000 |
| Construction: | \$9,000,000 |
| <i>Total:</i> | \$10,199,000 |



Funding Summary

| | |
|-------------------|---------------------|
| County Road Fund: | \$806,000 |
| TIF: | \$193,000 |
| Federal Grant: | \$0 |
| State Grants: | \$0 |
| Loan: | \$0 |
| Other: | \$0 |
| Projected Funds: | \$200,000 |
| Unfunded: | \$9,000,000 |
| Total: | \$10,199,000 |



2020 - 2025 Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| RANK | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | | | | | |
|---|--|-------|---------------|---------|-----|----------------|--------|-----------|--------|----------------|---------|-----------|--------|----------------|-------|---------|--------|----------------|-----------|-----------|--------|----------------|-----------|-----------|--------|----------------|-------|------------------|---------------|----------------------|-----------|--|
| | 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 | 1,244,000 | 10,000 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | | 1,304,000 | |
| | | 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 | 1,246,000 | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 10,000 | | | | 0 | 1,306,000 | | | |
| Bridge Repair/Rehab Improvement Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Bridge Repair/Rehab Improvement Program (Various Locations) Project #: TBD | PE | 10,000 | 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 | 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 | 240,000 | 0 | 700,000 | 0 | 240,000 | 0 | 500,000 | 0 | 240,000 | 0 | 500,000 | 0 | 0 | 2,420,000 | | | |
| | | Total | 10,000 | 10,000 | | | | 10,000 | | | | 10,000 | | | | 950,000 | | | | 750,000 | | | | 750,000 | | | | 0 | 2,490,000 | | | |
| NA | Cast-in-Place Bridge Bundle (Various Locations) Project #: TBD | PE | 0 | 12,000 | 0 | 48,000 | 0 | 33,000 | 0 | 132,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 225,000 | 0 | | |
| | | ROW | 0 | 5,000 | 0 | 0 | 0 | 40,000 | 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 | 0 | 0 | 0 | 0 | 94,000 | 0 | 600,000 | 0 | 8,000 | 0 | 56,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 758,000 | | | |
| | | Total | 0 | 65,000 | | | | 205,000 | | | | 694,000 | | | | 64,000 | | | | 0 | | | | 0 | | | | 0 | 1,028,000 | | | |
| 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 | 0 | | 19,000 | | |
| | | CN | 2,707,000 | 150,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2,857,000 | | |
| | | Total | 3,431,000 | 150,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 3,581,000 | | |
| NA | Davis Bridge #232 Replacement (NE Davis Road - 0.6 mi E of NE Ward Road (Mile Post 0.64) Project #: 362822 | PE | 127,000 | 165,000 | 0 | 0 | 87,000 | 58,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437,000 | 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 | 0 | 25,000 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 155,000 | 0 | 1,000,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,155,000 | | | |
| | | Total | 127,000 | 277,000 | | | | 1,213,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 1,617,000 | | | |
| NA | Fiber Reinforced Polymer Bridge Bundle (Various Locations) Project #: TBD | PE | 0 | 15,000 | 0 | 60,000 | 0 | 75,000 | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 450,000 | 0 | | |
| | | ROW | 0 | 15,000 | 0 | 0 | 0 | 75,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90,000 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 141,000 | 0 | 900,000 | 0 | 1,000 | 0 | 13,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,055,000 | | | |
| | | Total | 0 | 90,000 | | | | 450,000 | | | | 1,041,000 | | | | 14,000 | | | | 0 | | | | 0 | | | | 0 | 1,595,000 | | | |
| NA | Lehto Bridge #294 (Mile Post 0.25 at NE Lehto Road) Project #: 381212 | PE | 165,000 | 0 | 0 | 41,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 206,000 | 0 | | | |
| | | ROW | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 5,000 | | |
| | | CN | 0 | 90,000 | 0 | 217,000 | 0 | 38,000 | 0 | 0 | 0 | 38,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 383,000 | | |
| | | Total | 170,000 | 348,000 | | | | 38,000 | | | | 38,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 594,000 | | |
| NA | Salmon Creek Bridge #331 (NE Caples Road, 0.39 mi N of NE 159th Street) Project #: 381722 | PE | 218,000 | 7,000 | 0 | 47,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 272,000 | 0 | | |
| | | ROW | 13,000 | 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 | 15,000 | | | |
| | | CN | 0 | 40,000 | 0 | 254,000 | 0 | 5,000 | 0 | 32,000 | 0 | 4,000 | 0 | 32,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 367,000 | | | |
| | | Total | 231,000 | 350,000 | | | | 37,000 | | | | 36,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 654,000 | | | |
| NA | Smith Bridge #211 (NE 167th Avenue, 0.25 mi S of NE 199th Street) Project #: 381522 | PE | 161,000 | 6,000 | 0 | 34,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 201,000 | 0 | | | |
| | | ROW | 13,000 | 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 | 15,000 | | | | |
| | | CN | 0 | 0 | 0 | 256,000 | 0 | 0 | 0 | 30,000 | 0 | 0 | 0 | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 316,000 | | |
| | | Total | 174,000 | 298,000 | | | | 30,000 | | | | 30,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 532,000 | | |
| Road Preservation Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | 2024 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 | 3,940,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 4,640,000 | | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 50,000 | | | | 4,730,000 | | | | 0 | | | | 0 | 4,780,000 | | | |
| NA | 2025 HMA Overlays (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 90,000 | 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 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,940,000 | 0 | 0 | 700,000 | 0 | 4,640,000 | | | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 50,000 | | | | 4,730,000 | | | | 0 | | 4,780,000 | | |
| NA | 2021 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 | 3,772,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 4,472,000 | | |
| | | Total | 0 | 50,000 | | | | 4,562,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 4,612,000 | | |

2020 - 2025 Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| RANK | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | | | | | |
|--------------------------------|--|-------|---------------|-----------|-----|----------------|---------|-----------|--------|----------------|-------|-----------|--------|----------------|---------|-----------|-----|----------------|---------|---------|-----|----------------|-------|---------|-----|----------------|---------|------------------|---------------|-------------------------------|--|--|
| | 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 | SE Blair Road (Mile Post 2.47 - Mile Post 3.91/ SE Washougal River Road) Project #: 391722 | PE | 0 | 1,000 | 0 | 106,000 | 0 | 0 | 28,000 | 154,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 289,000 | 700,000 Rural (3169) | | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99,000 | 40,000 | 1,249,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,388,000 | | | |
| | | Total | 0 | 107,000 | | | | 192,000 | | | | 1,388,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 1,687,000 | | | |
| NA | 2022 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 | 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 | 3,940,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,640,000 | | | |
| | | Total | 0 | 0 | | | | 50,000 | | | | 4,730,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 4,780,000 | | | |
| NA | 2023 HMA Overlays (Various Locations) Project #: TBD | PE | 0 | 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 | 0 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,940,000 | 0 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,640,000 | | | |
| | | Total | 0 | 0 | | | | 0 | | | | 50,000 | | | | 4,730,000 | | | | 0 | | | | 0 | | | | 0 | 4,780,000 | | | |
| NA | 2019 HMA Overlays (Various Locations) Project #: 372522 | PE | 172,000 | 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 | 172,000 | 0 | | |
| | | ROW | 1,000 | 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 | 1,000 | | | |
| | | CN | 4,412,000 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,512,000 | | | |
| | | Total | 4,585,000 | 100,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 4,685,000 | | | |
| NA | 2020 HMA Overlays (Various Locations) Project #: 390122 | PE | 80,000 | 60,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 3,973,000 | 0 | 0 | 667,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,640,000 | | | |
| | | Total | 80,000 | 4,700,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 4,780,000 | | | |
| NA | NE Blair Road (SR 500 - Mile Post 2.47) Project #: 322212 | PE | 800,000 | 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 | 800,000 | 836,000 Rural 1 (3059) | | |
| | | ROW | 381,000 | 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 | 381,000 | | | |
| | | CN | 2,224,000 | 65,000 | 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 | 2,299,000 | | | |
| | | Total | 3,405,000 | 65,000 | | | | 10,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 3,480,000 | | | |
| NA | Highway 99 Pavement Improvements (NE 78th Street - NE 134th Street) Project #: 372022 | PE | 281,000 | 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 | 281,000 | 0 | | |
| | | ROW | 23,000 | 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 | 23,000 | | | |
| | | CN | 1,300,000 | 992,000 | 0 | 2,426,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,718,000 | | | |
| | | Total | 1,604,000 | 3,418,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 5,022,000 | | | |
| NA | Culverts and Slides (Various Locations) Project #: TBD | PE | 5,000 | 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 | 0 | 605,000 | 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 | 200,000 | 0 | 400,000 | 0 | 200,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 1,400,000 | | | |
| | | Total | 5,000 | 100,000 | | | | 700,000 | | | | 300,000 | | | | 300,000 | | | | 300,000 | | | | 300,000 | | | | 0 | 2,005,000 | | | |
| NA | NE Munch Road (NE Cedar Creek Road - NE 414th Street) Project #: 371922 | PE | 7,000 | 156,000 | 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 | 208,000 | 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 | 0 | 15,000 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 130,000 | 0 | 900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,030,000 | | | |
| | | Total | 7,000 | 216,000 | | | | 1,030,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 1,253,000 | | | |
| Rural Road Improvement Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Rural Road Improvements Program (Various Locations) Project #: 361822 | PE | 47,000 | 30,000 | 0 | 0 | 0 | 30,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 122,000 | 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 | 220,000 | 0 | 700,000 | 0 | 0 | 0 | 0 | 0 | 220,000 | 0 | 500,000 | 0 | 220,000 | 0 | 500,000 | 0 | 0 | 2,360,000 | | | |
| | | Total | 47,000 | 30,000 | | | | 30,000 | | | | 920,000 | | | | 5,000 | | | | 725,000 | | | | 725,000 | | | | 0 | 2,482,000 | | | |
| NA | Jones Creek Fish Passage (Boulder Creek road crossing over Jones creek) Project #: TBD | PE | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 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 | 150,000 | 150,000 | | | | |
| | | Total | 0 | 50,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 150,000 | 200,000 | | | |
| NA | Landslide Monitoring (Various Locations) Project #: 381012 | PE | 115,000 | 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 | 145,000 | 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 | 0 | 2,000 | | | |
| | | Total | 117,000 | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 5,000 | | | | 0 | 147,000 | | | |
| NA | Mason Creek Barrier Improvements (NE 102nd Avenue at Mason Creek) Project #: 391112 | PE | 25,000 | 0 | 0 | 105,000 | 0 | 0 | 0 | 25,000 | 0 | 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 | 122,000 | 0 | 695,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 817,000 | | | |
| | | Total | 25,000 | 105,000 | | | | 842,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 972,000 | | | |

2020 - 2025 Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| RANK | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | | | | | |
|--------------------------------------|---|-------|---------------|-----------|-------|----------------|---------|-----------|-----|----------------|--------|---------|-----|----------------|-------|---------|-----|----------------|-------|-----------|-----|----------------|-------|-----------|-----|----------------|-----------|------------------|---------------|---------------------------|--|--|
| | 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 | | |
| Rural Road Improvement Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | NE Manley Road (NE 244th Street - NE 82nd Avenue) Project #: 322012 | PE | 1,138,000 | 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 | 1,138,000 | 700,000 Rural 1 (3059) | | |
| | | ROW | 462,000 | 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 | 462,000 | | | |
| | | CN | 5,000 | 717,000 | 1,000 | 1,482,000 | 0 | 1,663,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4,068,000 | | | |
| | | Total | 1,605,000 | 2,200,000 | | | | 1,663,000 | | | | 200,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 5,668,000 | | | |
| Sidewalks and ADA Compliance Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Sidewalks Program (Various Locations) Project #: 300111 | PE | 225,000 | 25,000 | 0 | 0 | 0 | 25,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 675,000 | 0 | | |
| | | ROW | 2,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22,000 | | | |
| | | CN | 67,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | 200,000 | 0 | 350,000 | 0 | 200,000 | 0 | 350,000 | 0 | 350,000 | 0 | 350,000 | 0 | 250,000 | 0 | 0 | 2,217,000 | | | |
| | | Total | 294,000 | 25,000 | | | | 25,000 | | | | 410,000 | | | | 660,000 | | | | 800,000 | | | | 700,000 | | | | 0 | 2,914,000 | | | |
| NA | 2020 ADA Compliance (Various) Project #: 391322 | PE | 20,000 | 80,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | | | |
| | | 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 | 375,000 | 0 | 0 | 0 | 257,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 632,000 | | |
| | | Total | 20,000 | 455,000 | | | | 257,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 732,000 | | |
| NA | 2020 Preservation ADA Ramp Improvements (Various Location - Various Location) Project #: 381922 | PE | 270,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270,000 | 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 | 50,000 | 429,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 479,000 | | | | |
| | | Total | 339,000 | 429,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 768,000 | | |
| NA | 2021 ADA Compliance (Various) Project #: 391622 | PE | 10,000 | 180,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 | 0 | | | |
| | | ROW | 5,000 | 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 | 10,000 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 490,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 490,000 | | | | |
| | | Total | 15,000 | 185,000 | | | | 500,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 700,000 | | |
| NA | 2021 Preservation ADA Improvements (Various Locations) Project #: 391422 | PE | 60,000 | 290,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350,000 | 0 | | | |
| | | 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 | 50,000 | 0 | 0 | 0 | 900,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 950,000 | | | | |
| | | Total | 60,000 | 340,000 | | | | 900,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 1,300,000 | | |
| NA | 2022 Preservation ADA 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 | 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 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 50,000 | 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 | 2023 Preservation ADA Improvements (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 60,000 | 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 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | 0 | 0 | 0 | 900,000 | 0 | 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 | ADA Compliance Program (Various Locations) Project #: 313111 | PE | 59,000 | 5,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 500,000 | 0 | 0 | 0 | 500,000 | 0 | 0 | 0 | 0 | 1,269,000 | 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 | 108,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 600,000 | 0 | 0 | 0 | 600,000 | 0 | 0 | 0 | 1,500,000 | 0 | 0 | 0 | 1,500,000 | 0 | 0 | 0 | 0 | 4,308,000 | | | |
| | | Total | 167,000 | 5,000 | | | | 5,000 | | | | 700,000 | | | | 700,000 | | | | 2,000,000 | | | | 2,000,000 | | | | 0 | 5,577,000 | | | |
| NA | Highway 99 - Kline Sidewalk (NE 122nd Street - NE 129th Street) Project #: 370122 | PE | 131,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131,000 | 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 | 2,000 | | | | |
| | | CN | 516,000 | 25,000 | 0 | 15,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 556,000 | | | | |
| | | Total | 649,000 | 40,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | 689,000 | | |
| NA | Highway 99 Sidewalk (Vicinity of NE 102nd Street) Project #: TBD | PE | 0 | 0 | 0 | 0 | 60,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 60,000 | 0 | | | |
| | | ROW | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20,000 | | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150,000 | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 300,000 | | | | |
| | | Total | 0 | 70,000 | | | | 160,000 | | | | 50,000 | | | | 0 | | | | 0 | | | | 0 | | | | 100,000 | | 380,000 | | |
| NA | Highway 99 Sidewalk (Vicinity of NE 102nd Street - Vicinity of NE 104th Street) Project #: TBD | PE | 0 | 0 | 0 | 0 | 184,000 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 391,000 | 625,000 | 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 | 660,000 | 660,000 | | | | |
| | | 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 | 2,475,000 | 2,475,000 | | | | |
| | | Total | 0 | 184,000 | | | | 50,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 3,526,000 | 3,760,000 | | | |
| NA | Highway 99 Sidewalk (NE 110th Street - NE 117th Street) Project #: TBD | PE | 0 | 0 | 0 | 0 | 184,000 | 0 | 0 | 50,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 246,000 | 480,000 | 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 | 660,000 | 660,000 | | | | |
| | | 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 | 1,750,000 | 1,750,000 | | | | |
| | | Total | 0 | 184,000 | | | | 50,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 2,656,000 | 2,890,000 | | | |

2020 - 2025 Transportation Improvement Program Ongoing Program Projects Funding Analysis

| RANK | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | | | | | |
|--|---|-------|---------------|---------|-----|----------------|---------|-----------|-----|----------------|---------|-----------|-----|----------------|--------|-----------|-----|----------------|-------|---------|-----|----------------|-------|-----------|---------|----------------|-------|------------------|---------------|----------------------|---|
| | 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 | Highway 99 Sidewalk Scoping (Vicinity of NE 104th Street - NE 117th Street) Project #: 382022 | PE | 132,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | | Total | 132,000 | 5,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 137,000 | | |
| NA | NE 68th Street Sidewalk (Highway 99 - NE St. Johns Road) Project #: 372122 | PE | 550,000 | 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 | 550,000 | 0 | |
| | | ROW | 40,000 | 0 | 0 | 0 | 230,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 270,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,300,000 | 388,000 | 174,000 | 0 | 1,400,000 | 26,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,288,000 | | |
| | | Total | 590,000 | 230,000 | | | | 1,688,000 | | | | 1,600,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 4,108,000 | | |
| NA | NE Hazel Dell Avenue Sidewalk Improvements (NE 99th Street - NE 117th Street) Project #: 391222 | PE | 23,000 | 5,000 | 0 | 70,000 | 0 | 37,000 | 0 | 65,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 200,000 | 0 | |
| | | ROW | 0 | 45,000 | 0 | 0 | 0 | 5,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 50,000 | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88,000 | 0 | 565,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 653,000 | | |
| | | Total | 23,000 | 120,000 | | | | 107,000 | | | | 653,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 903,000 | | |
| NA | Truman School Sidewalk (NE 40th Avenue and NE 47th Street - NE 42nd Avenue and NE 49th Street) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 120,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130,000 | 0 | |
| | | ROW | 0 | 0 | 0 | 0 | 0 | 45,000 | 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 | 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 | 314,000 | | |
| | | Total | 0 | 0 | | | | 175,000 | | | | 220,000 | | | | 94,000 | | | | 0 | | | | 0 | | | | 0 | 489,000 | | |
| Transportation Safety Improvements Program | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NA | Transportation Safety Improvement Program (Various Locations) Project #: 314122 | PE | 35,000 | 0 | 0 | 0 | 0 | 30,000 | 0 | 0 | 0 | 100,000 | 0 | 150,000 | 0 | 50,000 | 0 | 150,000 | 0 | 30,000 | 0 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 645,000 | 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 | 105,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 210,000 | 0 | 900,000 | 0 | 100,000 | 0 | 200,000 | 0 | 210,000 | 0 | 800,000 | 0 | 0 | 2,525,000 | | |
| | | Total | 140,000 | 0 | | | | 30,000 | | | | 250,000 | | | | 1,310,000 | | | | 330,000 | | | | 1,110,000 | | | | 0 | 3,170,000 | | |
| NA | 2020 Preservation Guardrail (Various Locations) Project #: 391522 | PE | 5,000 | 65,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 100,000 | 0 | 0 | 0 | 250,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 350,000 | | |
| | | Total | 5,000 | 165,000 | | | | 250,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 420,000 | | |
| NA | 2020 Preservation Traffic Signals (Various Locations) Project #: TBD | PE | 0 | 75,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 75,000 | 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 | 200,000 | 0 | 0 | 0 | 200,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | | |
| | | Total | 0 | 275,000 | | | | 200,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 475,000 | | |
| NA | 2021 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 | 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 | 350,000 | 0 | 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 | | |
| NA | 2021 Preservation Traffic Signals (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 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 | 400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | | |
| | | Total | 0 | 0 | | | | 500,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 500,000 | | |
| NA | 2022 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 Traffic Signals (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 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 | 400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | | |
| | | Total | 0 | 0 | | | | 0 | | | | 500,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 500,000 | | |
| 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 | 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 Traffic Signals (Various Locations) Project #: TBD | PE | 0 | 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 | 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 | 400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 500,000 | | | | 0 | | | | 0 | | | | 0 | 500,000 | | |

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

2020 - 2025 Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| RANK | | | | 2020 | | | | 2021 | | | | 2022 | | | | 2023 | | | | 2024 | | | | 2025 | | | | | | | | |
|--|---|-------|---------------|---------|--------|----------------|---------|-----------|--------|----------------|--------|---------|-----|----------------|--------|---------|-----|----------------|-------|---------|-----|----------------|-------|---------|---------|----------------|-------|------------------|---------------|----------------------|---------|-----------|
| | 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 | 2024 Preservation Traffic Signals (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100,000 | 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 | 400,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 500,000 | | | | 0 | | | | 0 | 500,000 | | | |
| NA | 2025 Preservation Traffic Signals (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 | 100,000 | 0 | 0 | 0 | 0 | 100,000 | 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 400,000 | 0 | 0 | 0 | 0 | 400,000 | | | |
| | | Total | 0 | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 500,000 | | | | 0 | 500,000 | | | |
| NA | NE 119th Street at NE 152nd Avenue (Intersection Improvement) Project #: TBD | PE | 0 | 45,000 | 0 | 300,000 | 0 | 16,000 | 0 | 240,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 601,000 | 0 | | |
| | | ROW | 0 | 125,000 | 0 | 0 | 0 | 77,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 202,000 | | | |
| | | CN | 0 | 0 | 0 | 0 | 0 | 300,000 | 0 | 2,500,000 | 0 | 277,000 | 0 | 660,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,737,000 | | | |
| | | Total | 0 | 470,000 | | | | 3,133,000 | | | | 937,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 4,540,000 | | | |
| NA | NE 134th Corridor Adaptive Traffic Signals (NE 136th Street/Tenney Road - NE Salmon Creek Avenue) Project #: TBD | PE | 0 | 10,000 | 0 | 95,000 | 0 | 16,000 | 0 | 0 | 0 | 0 | 0 | 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 | 40,000 | 0 | 500,000 | 59,000 | 45,000 | 0 | 23,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 667,000 | | | |
| | | Total | 0 | 105,000 | | | | 615,000 | | | | 68,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 788,000 | | | |
| NA | NE 63rd Street and NE 58th Avenue (Signal Installation) Project #: 372422 | PE | 150,000 | 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 | 150,000 | 0 | | |
| | | ROW | 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 | 0 | 31,000 | | | |
| | | CN | 443,000 | 0 | 0 | 300,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 743,000 | | | |
| | | Total | 624,000 | 300,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 924,000 | | | |
| 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 | 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 | | | | 0 | | | | 70,000 | | | | 350,000 | | | | 0 | 420,000 | | | |
| NA | Salmon Creek/Hazel Dell Adaptive Signal Operations (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 56,000 | 0 | 220,000 | 18,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 294,000 | 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 | 79,000 | 0 | 200,000 | 49,000 | 100,000 | 0 | 580,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,008,000 | | | |
| | | Total | 0 | 0 | | | | 294,000 | | | | 328,000 | | | | 680,000 | | | | 0 | | | | 0 | | | | 0 | 1,302,000 | | | |
| NA | Signal Timing, Evaluation, Verification and Enhancement (STEVE) - Phase 2 (NE 25th Avenue - NE Ward Road) Project #: 390522 | PE | 5,000 | 30,000 | 0 | 102,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 | 32,000 | 0 | 220,000 | 21,000 | 30,000 | 0 | 20,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 323,000 | | | |
| | | Total | 5,000 | 405,000 | | | | 50,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 460,000 | | | |
| NA | System-Wide Signal Enhancement (Various Locations) Project #: TBD | PE | 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 | 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 | | | | 289,000 | | | | 311,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | 600,000 | | | |
| NA | Traffic Signal Upgrades (Various Locations) Project #: TBD | PE | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 0 | 10,000 | 0 | 0 | 0 | 40,000 | 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 | 140,000 | 0 | 0 | 0 | 140,000 | 0 | 0 | 0 | 140,000 | 0 | 0 | 0 | 0 | 140,000 | 0 | 0 | 0 | 0 | | 560,000 | |
| | | Total | 0 | 0 | | | | 0 | | | | 150,000 | | | | 150,000 | | | | 150,000 | | | | 150,000 | | | | 0 | 600,000 | | | |
| 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 | | | |
| 18 | NE 182nd Avenue at SR 500 (Intersection Improvement) Project #: 390622 | PE | 130,000 | 0 | 20,000 | 0 | 100,000 | 0 | 60,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 390,000 | 700,000 | 1,964,000 | | |
| | | 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 | 1,100,000 | 1,100,000 | Regional TIF | | |
| | | 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 | 3,800,000 | 3,800,000 | | | |
| | | Total | 130,000 | 120,000 | | | | 60,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 5,290,000 |
| NA | NE 40th Avenue (NE 63rd Street - Railroad Crossing) Project #: 323522 | PE | 21,000 | 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 | 174,000 | 200,000 | 0 | | |
| | | ROW | 19,000 | 350,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 346,000 | 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 | 40,000 | 355,000 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 0 | | | | 2,120,000 |

Transportation Improvement Program
Ongoing Program Projects Funding Analysis

| Totals | | | | | | | | | | | | | | | | | | | | | | | | 6-Year Ongoing Programs 89,117,000 | |
|---------------------------|------------|---------|-------------------|-----------|------------|------------|-------------------|-----------|------------|---------|-------------------|------------|------------|--------|-------------------|-----------|------------|------------|-------------------|---------|------------|-----|-------------------|--|---------|
| 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 | 9,484,000 | 21,000 | 6,223,000 | 1,548,000 | 10,469,000 | 98,000 | 9,083,000 | 1,240,000 | 9,299,000 | 40,000 | 7,180,000 | 775,000 | 8,174,000 | 0 | 2,673,000 | 700,000 | 8,525,000 | 0 | 1,550,000 | 700,000 | 8,585,000 | 0 | 2,050,000 | | 700,000 |
| Annual Totals by Phase | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | CN | PE | ROW | | CN |
| | 3,240,000 | 839,000 | 13,197,000 | 2,932,000 | 272,000 | 17,686,000 | 1,491,000 | 20,000 | 15,783,000 | 845,000 | 20,000 | 10,682,000 | 1,075,000 | 10,000 | 9,690,000 | 1,025,000 | 10,000 | 10,300,000 | | | | | | | |
| Annual Totals | 17,276,000 | | | | 20,890,000 | | | | 17,294,000 | | | | 11,547,000 | | | | 10,775,000 | | | | 11,335,000 | | | | |



2020 - 2025 Transportation Improvement Program

Advanced Right-of-Way Purchases Program



Program Summary

| | |
|-----------------------------|--|
| Program Manager: | Laura Slye |
| Program Description: | This program sets funds aside for right-of-way land acquisitions needed to preserve future transportation corridors. |
| Basis: | Secure right-of-way in advance of projects being funded. |
| Timeline: | Ongoing |
| Notes: | See Ongoing Programs Matrix for proposed projects this year. |
| Budget: | Approximately \$10,000 per year is budgeted for the Advanced ROW program. |



2020 - 2025 Transportation Improvement Program

Bridge Repair/Rehab Improvement Program



Program Summary

| | |
|-----------------------------|---|
| Program Manager: | Rani Jaafar |
| Program Description: | This program includes bridge repair, rehabilitation, replacement and other bridge related improvements. |
| Basis: | Safety and asset preservation |
| Timeline: | Ongoing |
| Notes: | See Ongoing Programs Matrix for proposed projects this year. |
| Budget: | Approximately \$250,000 per year plus any grants received is budgeted for the Bridge Program. |



2020 - 2025 Transportation Improvement Program

Road Preservation Program / County Wide Overlays Program



Program Summary

Program Manager: Karen Carlie

Program Description: This program addresses overlays and other preservation activities. This program also includes slope stabilization projects, guardrail, and ADA ramps relating to preservation, which are listed in the Sidewalk and Safety Ongoing Programs.

Basis: Preservation of existing facilities.

Timeline: Ongoing

Notes: See Ongoing Programs Matrix for proposed projects this year.

Budget: The preservation program budget is approximately \$6 million per year.



2020 - 2025 Transportation Improvement Program

Rural Road Improvements Program

Program Summary



| | |
|-----------------------------|--|
| Program Manager: | Karen Carlie / Matt Griswold |
| Program Description: | This program includes shoulder widening, intersection improvements, culvert improvements, and slide stabilization to preserve and maintain rural roadways in Clark County. |
| Basis: | Safety and asset preservation |
| Timeline: | Ongoing |
| Notes: | See Ongoing Programs Matrix for proposed projects this year. |
| Budget: | Approximately \$225,000 per year plus any grants received is budgeted for the Rural Road Program. |



2020 - 2025 Transportation Improvement Program

Sidewalks Program



Program Summary

| | |
|-----------------------------|---|
| Program Manager: | Matt Griswold |
| Program Description: | This program constructs sidewalk and walkway in urban areas and improves curb ramps to comply with ADA regulations. |
| Basis: | Safety, improve multimodal travel, compliance with ADA regulations. |
| Timeline: | Ongoing |
| Notes: | See Ongoing Programs Matrix for proposed projects this year. |
| Budget: | Approximately \$450,000 per year plus any grants received for specific projects. |



2020 - 2025 Transportation Improvement Program

Transportation Safety Improvement Program



Program Summary

| | |
|-----------------------------|--|
| Program Manager: | Matt Griswold |
| Program Description: | This program consists of spot improvements to address safety and access management in urban Clark County, including guardrail and traffic signal projects. |
| Basis: | Safety, mobility and circulation |
| Timeline: | Ongoing |
| Notes: | See Ongoing Programs Matrix for proposed projects this year. |
| Budget: | Approximately \$200,000 per year plus any grants received for specific projects. |



2020 - 2025 Transportation Improvement Program

Urban Development Road Program

Program Summary



| | |
|-----------------------------|--|
| Program Manager: | Susan Wilson |
| Program Description: | The Urban Development Program will help identify road projects that stimulate economic development and directly support industrial and commercial development. This program will build projects that don't necessarily rank high in the traditional categories of safety and mobility but are critical to stimulate business development in the urban area of Clark County |
| Basis: | Complete urban corridors, enhance freight movement and improve intersection concurrency issues. |
| Timeline: | Ongoing |
| Notes: | See Ongoing Programs Matrix for proposed projects this year. |
| Budget: | Approximately \$100,000 to \$300,000 per year plus any grants received is allocated to support this program. |

Glossary of Frequently Used Terms and Acronyms

20-Year CFP

The 20-Year Capital Facilities Plan.

ACP

Annual Construction Program.

A.M. Peak Hour

A.M. peak hour is identified by a one hour period in the morning when traffic flow is highest. The a.m. peak hour typically occurs between 6:30 a.m. and 9:00 a.m. Traffic volumes occurring during the a.m. peak hour are used to evaluate the overall operation of a roadway or intersection.

Access

Access is a means of approach to provide vehicular or pedestrian entrance or exit to a property. This may not necessarily include all movements.

Access Management

Access management is the process of providing and managing access to abutting properties while preserving the flow of traffic in terms of safety, capacity and speed.

ADT

Average Daily Traffic.

Arterial

An arterial is a major roadway carrying the traffic of local and collector streets to and from freeways and other major streets. Arterials generally have traffic signals or roundabouts at intersections and often have limits on driveway spacing and street intersection spacing (CCC 40.350.030(A)(5)(a)).

Biological Assessment

A biological assessment is an environmental document required for compliance with the Endangered Species Act for projects with federal funding or permits.

Capacity

The maximum rate of flow at which vehicles can be reasonably expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions; usually expressed as vehicles per hour per lane.

CAPP

County Arterial Preservation Program (State funding source) is a funding source for the County Road Administration Board (CRAB). CAPP is designed to assist counties with preserving their existing paved arterial road networks.

CCC

Clark County Code.

CDBG

Community Development Block Grant. These grants are targeted for low and moderate-income areas. Improvements usually consist of sidewalk and capital improvement programs.

CERB

Community Economic Revitalization Board. This state board is focused on economic development through job creation in partnership with local governments. The board has the authority to finance public infrastructure improvements that encourage new private business development and expansion. In addition to construction projects, CERB provides limited funding for studies that evaluate high-priority economic development projects.

CMAQ

Congestion Mitigation and Air Quality Improvement (federal funding source). This funding is for projects that create a direct air quality benefit, leading toward attainment or maintenance of a National Ambient Air Quality Standard (NAAQS).

Collector Streets – Urban Collector

Collectors – Urban Collector. Urban collector streets emphasize traffic circulation within and between residential neighborhoods, commercial and industrial areas. Direct access to adjacent land uses is a secondary priority for urban collector streets, subordinate to traffic movement. Access to abutting properties is controlled through the use of raised channelization, driveway spacing and pavement markings. Typically, collectors are not continuous for any great length, nor do they form a connected network by themselves. Parking is allowed only on two-lane urban collectors (see the Standard Details Manual) where bike lanes are not specified (CCC 40.350.030(A)(5)(b)).

Comprehensive Plan

The comprehensive plan is a long-range policy document detailing how Clark County plans to manage growth and development of the community, ensuring that growth in unincorporated portions of the county is adequately served by public facilities.

Washington state law requires jurisdictions operating under the Growth Management Act (GMA) to develop and implement comprehensive plans (36.70A RCW).

The 2016 Clark County Comprehensive Growth Management Plan covering the years 2015 to 2035 was approved by the Clark County Council on June 21, 2016. The adopting ordinance No. 2016-06-12 was approved on June 28, 2016

Concurrency

The Concurrency ordinance (CCC 40.350.030) was adopted in response to the Washington State Growth Management Act, which required local jurisdictions to adopt level-of-service (LOS) standards for the arterial road system and to maintain those standards when considering new development. This process is called Concurrency, which applies to any development, land division, site plan, and conditional use permits. Concurrency is intended to implement CCC 40.350.030 – Road Standards.

CRAB

County Road Administration Board. This agency is funded from the portion of the motor vehicle fuel tax that is withheld for state supervision, and from a small portion of the two grant programs that it administers. The Board establishes and maintains Standards of Good Practice to guide and ensure consistency and professional management of county road departments in the State of Washington.

CRF

County Road Fund. Funded by a portion of the annual County property tax, gas tax and other revenues, County Road Fund is used for a wide variety of maintenance and capital construction projects.

C-TRAN

Clark County Public Transportation Benefit Area Authority is the transit agency for Clark County, Washington.

CWP

Clean Water Program.

EA

Environmental Assessment.

Environmental Review

The consideration of environmental factors as required by the Washington State Environmental Policy Act (SEPA). The environmental review process is the procedure

used by agencies and others under SEPA for giving appropriate consideration to the environment in agency decision-making (WAC 197-11-746).

ESA

The Endangered Species Act was established in 1973 to preserve ecosystems of endangered and threatened species. The Act includes protection for various species of fish, wildlife, and plants throughout the United States.

FAST

Fixing America's Surface Transportation Act (FAST) was signed into law by the president on December 4, 2015. The FAST Act is the first long-term surface transportation authorization bill signed into law since 2005. The bill reforms and strengthens transportation infrastructure including our roads and bridges. This law officially replaced the Moving Ahead for Progress in the 21st Century Act (MAP-21).

FEMA

Federal Emergency Management Agency. This agency provides funding to assist communities in improving their ability to prevent and respond to emergent situations.

Functional Classification System

The purpose of a functional classification system for county roads is to define varying levels and types of transportation infrastructure and to provide for the safe and efficient movement of people and goods, while preserving residential areas and maintaining the economic vitality of commercial and industrial areas. The system classifies transportation facilities as either urban or rural roads. Within urban and rural roads, they are further divided into arterials, collectors, and access roads. The county's classification system is intended to be in compliance with the federal classification system (CCC 40.350.030(A)(4)).

FFY

Federal Fiscal Year. The 12 month period upon which the federal budget is based. The federal fiscal year is October 1 to September 30 annually.

FY

Fiscal Year. The 12 month period upon which an agency's accounting system is based. Clark County's fiscal year is January 1 to December 31.

Growth Management

A group of strategies used by a government to direct the timing, location and type of development in a community.

Growth Management Act (GMA)

The State of Washington's Growth Management Act was adopted in 1990 to address the consequences of population growth and suburban sprawl in the State. The GMA requires all cities and counties in the State to plan for growth, and has more extensive requirements for the largest and fastest-growing counties and cities in the State. Its' requirements include guaranteeing the consistency of transportation and capital facilities plans with land use plans.

HIP

Highway Infrastructure Program (HIP). This federal program was created through the 2018 Omnibus bill, which contained a one-time allocation of funds under HIP. The HIP funds may be used for restoration, repair, construction and other activities eligible under the Surface Transportation Program (STP). Funds must be obligated by September 30, 2021 or funds lapse.

HRRRP

High Risk Rural Road Program (HRRRP). This grant program is administered by the Washington State Department of Transportation (WSDOT). The HRRR Special Rule (23 USC 148(g)) requires a state to designate specific funding to address rural roads where the fatality rate is increasing.

HSIP

Highway Safety Improvement Program (HSIP) began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety.

Impacts

Impacts are the effects or consequences of actions. For example, environmental impacts are effects upon the elements of the environment (WAC 197-11-752).

Interchange

A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

Intersection

The general area where two or more highways join or cross, within which are included the roadway and roadside facilities for traffic movements in that area.

Land Use

The type of activity associated with a specific geographic area. Land use categories can be broad (residential, retail, office, industrial, and recreational), or they can be very specific (single-family residential, convenience market, or school). In order to estimate trip generation characteristics for a specific geographic area, it is necessary to know both the type and intensity of land use (i.e. single-family residential land use at a development intensity of eight units per acre).

Level of Service (LOS)

Level of Service is a system developed by the transportation profession to quantify the degree of comfort (including such elements as speed, travel time, number of stops, total amount of stopped delay, and impediments caused by other vehicles) experienced by drivers as they travel through an intersection or roadway segment. LOS is expressed as a letter grade that ranges from "A", indicating that drivers will experience little, if any delay, to "F", indicating significant traffic congestion and driver delay will occur.

Local Residential Access Streets

Local residential access streets provide direct access to adjoining properties within a neighborhood. Through trips are discouraged and parking is allowed. In general, these streets do not directly connect to arterials or collectors (CCC 40.350.030(A)(5)(c)(2)).

MAP-21

Moving Ahead for Progress in the 21st Century Act. MAP-21 is the former federal surface transportation funding program that authorized highway funding between 2005 and 2012. MAP-21 was replaced by the FAST Act in 2015.

Mitigation

(1) Avoiding impacts altogether by not taking a certain action or parts of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying impacts by repairing, rehabilitating, or restoring the affected environment; (4) reducing or eliminating impacts over time by preservation and maintenance operations during the life of the action; (5) compensating for impacts by replacing, enhancing or providing substitute resources or environments; and/or, (6) monitoring impacts and taking appropriate corrective measures (WAC 197-11-768).

Mode

The means by which travel is accomplished. Modes of travel include walking, bicycling, auto, bus, light rail, airplane, ferry, etc.

MVFT

Motor Vehicle Fuel Tax. A tax levied on each gallon of fuel. A portion of the Motor Vehicle Fuel Tax is distributed to counties as described in RCW 46.68.090 for roadway preservation projects.

NAAQS

The National Ambient Air Quality Standards were established by the Environmental Protection Agency (EPA) to help mitigate the health impacts of air pollution. EPA established NAAQS measure for six pollutants that include carbon monoxide, ozone, particulate matter, lead, sulfur dioxide, and nitrous oxide.

National Highway Performance Program

The programs include the Interstate Maintenance program, National Highway System, and the Highway Bridge Replacement and Rehabilitation Program.

Non-attainment Area

Geographic area in which air pollution levels exceed the NAAQS.

P.M. Peak Hour

A one hour period in the afternoon or evening when traffic flow is highest. The p.m. peak hour typically occurs between 4 and 6 p.m. Traffic volumes occurring during the p.m. peak hour are used to calculate the overall operation of a roadway or intersection.

Peak Hour

Sixty consecutive minutes during which an intersection or roadway system experiences the greatest amount of traffic volume.

PWB

Public Works Board. The Public Works Board was created by the 1985 Legislature. The Board is comprised of local government officials, special purpose district representatives, and private sector members. The mission of the Washington State Public Works Board is "to assist Washington's local governments and private water systems in meeting their public works needs to sustain livable communities." The Board is authorized to loan money to counties, cities, and special purpose districts to repair, replace, or create domestic water systems, sanitary sewer systems, storm water systems, roads, streets, solid waste and recycling facilities, and bridges.

PWTF

Public Works Trust Fund. This trust fund is administered by the Public Works Board. The PWTF Construction and Pre-construction Loan Programs provide funds to design, repair, replace, or create a facility.

RAP

Rural Arterial Program. This state funding program is administered by the County Road Administration Board. In 1983 the state legislature created the RAP to help finance reconstruction of rural arterial roads. The program is funded with 0.58 cents of the Motor Vehicle Fuel Tax (MVFT).

RCO

Washington State Recreation and Conservation Office, a source of grant funding utilized by the county for parks, trails and other recreational areas.

RCW

The Revised Code of Washington contains all the laws of the state of a general and permanent nature.

REET

Real-estate Excise Tax. The tax charged on the sale of real property.

Right-of-Way

Right-of-way is property held by the county for existing or future public roads or other public improvements.

Roadway

A roadway is the improved portion of an easement or right-of-way, excluding curbs, sidewalks and ditches. Road, roadway and street are considered interchangeable terms.

Roadway Conditions

The geometric characteristics of the street or highway, including the type of facility and its development environment, the number of lanes (by direction), lane and shoulder widths, lateral clearances, design speed, and horizontal and vertical alignments.

Roadway Section

A roadway section is a cross-section of a roadway which displays, travel lanes, turning lanes, bike lanes, sidewalks, and medians with their respective dimensions. Each classification of roadway has a corresponding roadway section.

RTC

Southwest Washington Regional Transportation Council. RTC is the regional transportation planning agency for Clark, Klickitat, and Skamania counties.

SEPA

State Environmental Policy Act. SEPA is a state law requiring agencies to consider the environmental consequences of their decisions (WAC 197-11-790).

Signal Warrant

A criterion that must be met before the installation of a traffic signal can be considered.

Significant/Significance

1) Significant as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environment quality. 2) Significance involves context and intensity and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact. The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred (WAC 197-11-794).

SP

Sidewalk Program. This state funding source was established by the Transportation Improvement Board in 1994 as the Pedestrian Facilities Program. The program goal is to enhance and promote pedestrian mobility by funding projects that improve access and connectivity of pedestrian facilities.

STBG

Surface Transportation Block Grant Program. The objective of this federal program is to fund projects to preserve and improve the conditions and performance of any public road. Prior to 2015, this program was known as the Surface Transportation Program (STP).

Stormwater Facility

Stormwater facility means the natural or constructed components of a stormwater drainage system, designed and constructed to perform a particular function, or multiple functions. Stormwater facilities include, but are not limited to, pipes, swales, ditches, open channels, culverts, storage basins, infiltration devices, catch-basins, manholes, dry wells, oil/water separators, and sediment basins (CCC 40.100.070).

STP

Surface Transportation Program. In 2015, the FAST Act changed the name of this federal funding program to Surface Transportation Block Grant Program (STBG).

SWCAA

Southwest Washington Clean Air Agency is the government agency responsible for air pollution control and planning in Clark, Cowlitz, Lewis, Skamania, and Wahkiakum Counties.

TDM

Transportation Demand Management is a demand-based technique for reducing traffic congestion, such as ride-sharing programs and flexible work schedules, enabling employees to commute to and from work outside of peak hours.

TIB

Transportation Improvement Board. TIB is a state funding agency and administers several state funding programs including the Urban Arterial Program (UAP), Urban Corridor Program (UCP), and Urban Sidewalk Program (SP). The mission of the TIB is to assist local agencies to preserve and improve transportation systems by providing financial assistance, supporting economic development, promoting multi-jurisdictional and multi-modal coordination and to promote public/private cooperation.

TIF

Transportation Impact Fee. TIF is the traffic impact component of a development impact fee that is adopted by ordinance. An impact fee is a fee levied on a developer by the county as compensation for expected effects of the development.

TIP

Transportation Improvement Program. The County Road Administration Board Standards of Good Practice, as well as WAC 136-15-010 require "annual updating of a six-year comprehensive transportation program."

UAP

Urban Arterial Program. A state funding source established in 1967 as the Urban Arterial Trust Account (UATA). The purpose of this program is to fund city and urban county arterial road and street projects to reduce congestion and improve safety, geometrics, and structural concerns. UAP funding is administered by the Transportation Improvement Board.

UCP

Urban Corridor Program. This state funding source was established in 1988 as the Transportation Improvement Account (TIA). This program funds projects on regional transportation plans that are necessitated by existing or future congestion due to economic growth. The Transportation Improvement Board administers this funding.

V/C Ratio

The ratio of volume to capacity for a traffic facility.

Volume

The number of vehicles passing a point on a lane or roadway during some time interval, often taken to be one hour, but may also be expressed in terms such as sub-hourly, daily, or annually.

WAC

Washington Administrative Code. Regulations of executive branch agencies are issued by authority of statutes. Like legislation and the Constitution, regulations are a source of primary law in Washington State. The WAC codifies the regulations and arranges them by subject or agency.

WSDOT

Washington State Department of Transportation. WSDOT is a department of the State of Washington responsible for transportation related planning, management, and coordination.

WWRP

Washington Wildlife and Recreation Program. This funding source is administered by the Washington State Recreation and Conservation Office, providing funding for a broad range of land protection and outdoor recreation including park acquisition and development.

Zoning

A map and ordinance text which divides a city or county into land use "zones" and specifies the types of land uses, setbacks, lot size, and size restrictions for buildings within each zone.