

YAKIMA COUNTY ROADS



6 YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2020 - 2025

COUNTY COMMISSIONERS

Norm Childress
Ron Anderson
Michael D. Leita

COUNTY ENGINEER

Matt Pietrusiewicz, P.E.

YAKIMA COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
2020 - 2025
INDEX

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BOARD OF YAKIMA COUNTY COMMISSIONERS

IN THE MATTER OF ADOPTION)
OF THE REVISED SIX YEAR)
TRANSPORTATION IMPROVEMENT)
PROGRAM FOR YAKIMA COUNTY)
PURSUANT TO R.C.W. 36.81.121)

RESOLUTION 356 -2019

WHEREAS, R.C.W. 36.81.121 sets forth that each county in the State of Washington shall each year prepare and adopt a comprehensive Six (6) Year Transportation Improvement Program; and,

WHEREAS, in compliance with said law, the Board of County Commissioners of Yakima County, Washington, with the assistance and recommendation of the County Engineer, did consult the County's updated Arterial and Collector condition/capacity level of service Priority Array in accordance with WAC 136.14, the County Bridge Report in accordance with WAC 136.20, and the access road Priority Array and did review and revise the Comprehensive Six Year Transportation Improvement Program; and,

WHEREAS, in compliance with said law, the Board of County Commissioners held a public hearing at 10:00 a.m. on Tuesday, September 3, 2019, after due notice of the time and place being given publication and posting; and,

WHEREAS, at the time and place fixed, a number of residents of Yakima County appeared and the proposed Six Year Transportation Improvement Program was explained and discussed; and,

BE IT HEREBY RESOLVED by the Board of County Commissioners of Yakima County, Washington, to adopt, for Yakima County, the Revised Comprehensive Six (6) Year Transportation Improvement Program as recommended by the County Engineer and attached hereto, which is hereby incorporated and made a part of this resolution.

DONE this 22nd day of October 2019

Excused

Michael D. Leita, Chairman



Ron Anderson, Commissioner

Attest: Melissa Paul
Clerk of the Board

Norm Childress, Commissioner
*Constituting the Board of County Commissioners
for Yakima County, Washington*

| YAKIMA COUNTY BRIDGES | | | | | | | | | | | | as of August 28, 2019 | |
|-----------------------|----------|----------|----------|----------|-----------|----------------|----------|-----------|-----------|------------|----------------|-----------------------|--|
| BRIDGE TYPE | PA | MA | MAC | MIC | ACCESS | URBAN TOTAL | MA | MAC | MIC | ACCESS | RURAL TOTAL | GRAND TOTAL | |
| | (14) | (16) | (17) | (18) | (19) | | (06) | (07) | (08) | (09) | | | |
| CONCRETE | 1 | 3 | 7 | | 5 | 16 | 2 | 60 | 76 | 104 | 242 | 258 | |
| STEEL | | | 1 | | 3 | 4 | | 3 | 6 | 7 | 16 | 20 | |
| WOOD | | | | | 2 | 2 | | 5 | 3 | 19 | 27 | 29 | |
| ALUMINUM | | | | | | 0 | | 1 | | | 1 | 1 | |
| TOTAL | 1 | 3 | 8 | 0 | 10 | 22 | 2 | 69 | 85 | 130 | 286 | 308 | |

| YAKIMA COUNTY SHORT SPAN BRIDGES | | | | | | | | | | | | as of August 28, 2019 | |
|----------------------------------|----------|----------|----------|----------|----------|----------------|----------|-----------|-----------|------------|----------------|-----------------------|--|
| SHORT SPAN/ BRIDGE TYPE | PA | MA | MAC | MIC | ACCESS | URBAN TOTAL | MA | MAC | MIC | ACCESS | RURAL TOTAL | GRAND TOTAL | |
| | (14) | (16) | (17) | (18) | (19) | | (06) | (07) | (08) | (09) | | | |
| CONCRETE | 1 | | 2 | | | 3 | 4 | 34 | 54 | 85 | 177 | 180 | |
| STEEL | | | | | 2 | 2 | 2 | 5 | 7 | 26 | 40 | 42 | |
| WOOD | | | | | | 0 | 2 | 3 | 3 | 33 | 41 | 41 | |
| ALUMINUM | | | | | | 0 | | | 1 | 3 | 4 | 4 | |
| TOTAL | 1 | 0 | 2 | 0 | 2 | 5 | 8 | 42 | 65 | 147 | 262 | 267 | |

**YAKIMA COUNTY
SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM
REVENUE AND EXPENDITURE ANALYSIS
2020 - 2025**

ESTIMATED REVENUES:

| SOURCE | 2020 ESTIMATE | 2021 ESTIMATE | 2022 ESTIMATE | 2023 - 2025 ESTIMATE |
|---|---------------------|---------------------|---------------------|-------------------------|
| ESTIMATED CASH CARRY OVER - IN (Total Cash) | \$3,750,000 | \$5,522,288 | \$4,388,743 | \$3,531,817 |
| COUNTY ROAD LEVY | \$13,027,073 | \$15,237,198 | \$15,505,040 | \$48,097,370 |
| FEDERAL FOREST | \$235,000 | \$235,000 | \$235,000 | \$705,000 |
| STATE GAS TAX | \$6,461,133 | \$6,525,724 | \$6,590,981 | \$20,195,000 |
| OTHER LOCAL DIRECT REVENUE | \$190,239 | \$127,400 | \$127,400 | \$127,400 |
| SUBTOTAL, "LOCAL REVENUE" | \$23,663,445 | \$27,647,610 | \$26,847,164 | \$72,656,587 |
| FEDERAL FUNDS - Bridge Replacement or Rehabilitation | \$0 | \$0 | \$800,000 | \$0 |
| FEDERAL FUNDS - Surface Transportation Program | \$0 | \$0 | \$778,500 | \$7,093,000 |
| FEDERAL FUNDS - Surface Transportation Program - Emergency Relief | \$0 | \$0 | \$0 | \$0 |
| SUBTOTAL, "FEDERAL FUNDS" | \$0 | \$0 | \$1,578,500 | \$7,093,000 |
| County Road Administration Board - County Arterial Preservation Program | \$1,095,402 | \$1,106,356 | \$1,117,420 | \$3,385,781 |
| County Road Administration Board - Rural Arterial Program | \$90,000 | \$245,000 | \$988,000 | \$918,000 |
| Transportation Improvement Board - Urban Arterial Program | \$4,146,000 | \$1,040,000 | \$635,000 | \$0 |
| Connecting Washington Account | \$0 | \$2,502,600 | \$20,000,000 | \$27,550,400 |
| SUBTOTAL, "STATE FUNDS" | \$5,331,402 | \$4,893,956 | \$22,740,420 | \$31,854,181 |
| OTHER LOCAL PROJECT REVENUE (PWTF, SIED, ETC.) | \$1,768,600 | \$2,219,600 | \$1,490,300 | \$2,675,200 |
| OTHER FEDERAL FUNDS (YBIP, BOR, ETC.) | \$0 | \$135,000 | \$1,215,000 | \$0 |
| DEBT ISSUE | \$5,000,000 | \$0 | \$0 | \$0 |
| SUBTOTAL, "OTHER REVENUE" | \$6,768,600 | \$2,354,600 | \$2,705,300 | \$2,675,200 |
| TOTAL REVENUE | \$35,763,447 | \$34,896,166 | \$53,871,384 | \$114,278,969 |

ESTIMATED EXPENDITURES:

| | 2020 ESTIMATE | 2021 ESTIMATE | 2022 ESTIMATE | 2023 - 2025 ESTIMATE |
|---|------------------|------------------|------------------|-------------------------|
| ESTIMATED CONSTRUCTION EXPENSES (County Road Funds) | \$6,624,600 | \$6,103,900 | \$6,032,300 | \$17,715,800 |
| ESTIMATED CONSTRUCTION EXPENSES (All Other Sources) | \$7,104,600 | \$7,242,200 | \$27,006,800 | \$41,536,600 |
| SUBTOTAL, "CONSTRUCTION EXPENSES" | \$13,729,200 | \$13,346,100 | \$33,039,100 | \$59,252,400 |
| ESTIMATED MAINTENANCE EXPENSES | \$10,995,300 | \$10,995,300 | \$11,013,800 | \$33,514,400 |
| ESTIMATED ADMINISTRATION EXPENSES | \$2,575,554 | \$3,224,917 | \$3,386,549 | \$9,401,755 |
| ESTIMATED OPERATIONS EXPENSE Incl. RISK MANAGEMENT | \$1,715,829 | \$1,715,829 | \$1,687,250 | \$5,045,534 |
| ESTIMATED DEBT SERVICE | \$705,596 | \$705,596 | \$685,393 | \$1,514,989 |
| ESTIMATED TRAFFIC POLICING | \$519,680 | \$519,680 | \$527,475 | \$1,630,375 |
| TOTAL EXPENDITURES | \$30,241,159 | \$30,507,422 | \$50,339,567 | \$110,359,454 |
| CARRYOUT (Total Cash) | \$5,522,288 | \$4,388,743 | \$3,531,817 | \$3,919,515 |

LEGEND

1. Functional Classification.

RURAL (under 5,000 area)

- 01 Principal Arterial-Interstate
- 02 Principal Arterial-Other
- 06 Minor Arterial
- 07 Major Collector
- 08 Minor Collector
- 09 Local Access
- 00 No Classification Applicable

URBAN (over 5,000 area)

- 11 Principal Arterial-Interstate
- 12 Principal Arterial-Expressway
- 14 Principal Arterial Other
- 16 Minor Arterial
- 17 Collector
- 19 Local Access

2. Improvement Type Codes.

- | | |
|---|--|
| 01 New construction on new alignment | 14 Intersection improvement |
| 02 Reconstruction (added capacity) | 15 Rail highway crossing |
| 03 Reconstruction (no added capacity) | 16 Guardrail |
| 04 Resurfacing/restoration/rehabilitation | 17 Other/safety/roadside/traffic operation |
| 05 Paths, trails, sidewalks | 18 Carpool, vanpool |
| 06 Other enhancements | 21 Transit capital project |
| 08 New bridge | 22 Transit operational project |
| 09 Bridge replacement | 23 Transit planning |
| 10 Bridge rehabilitation | 24 Transit training/administration |
| 11 Other bridge work | 31 Non capital improvement |
| 12 Safety/traffic operations/TSM | 32 Non motor vehicle project |
| 13 Environmentally related | |

3. Utility Codes. Utilities that may need to be relocated or may be impacted by the project.

- | | |
|------------|-------------|
| C Cable TV | S Sewer |
| G Gas | T Telephone |
| P Power | W Water |
| O Other | |

4. Project Phase. Project cost in thousands per phase.

- | | |
|---------------|-------------------------------------|
| Prelim. Engr. | Preliminary engineering or planning |
| Right of Way | Right of way or land acquisition |
| Constr. | Construction |
| Grand Total | Total of phases |

5. Federal Funding Source Code.

- | | |
|---|--|
| BIA - Bureau of Indian Affairs | STP - Surface Transportation Program |
| BR - Bridge Replacement or Rehabilitation | STP(D) - STP Demo Projects |
| CMAQ - Congestion Mitigation Air Quality | STP(E) - Transportation Enhancements |
| ITS - Intelligent Transportation Systems | STP(R) - STP Rural Regionally Selected |
| NHS - National Highway System | STP(S) - STP Safety, Incl. R/R Crossings |
| FLH - Federal Lands Highway Funds | STP(U) - STP Urban Regionally Selected |
| IC - Interstate Construction | STP(ER) - STP Emergency Relief |
| IM - Interstate Maintenance | |

6. Funds by State or Other Source

- AIP - Arterial Improvement Program
- CAPP - County Arterial Preservation Program
- PSMP - Pedestrian Safety & Mobility Program
- PWTF - Public Works Trust Fund
- RAP - Rural Arterial Program
- TIB - Transportation Improvement Board
- WSDOT - WSDOT Funding

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2020 TO 2025

Public Hearing Date: August 27, 2019; Adoption Date: October 22, 2019; Resolution No: 356-2019

| I T E M | F C U L N A C S T S | ROAD LOG NO. | CRP# | 1st Year | ROAD NAME AND/OR BRIDGE NUMBER | LOCATION | PROJECT DESCRIPTION | MP FROM | MP TO | L E N G T H | IMPRV. TYPE | UTIL. CODE | F U N D I N G | FUND SOURCE CODE | FUND SOURCE AMOUNT (\$1,000's) | ESTIMATED EXPENDITURES BUDGET | | | | 1st. | 2nd. | 3rd. | 4th - 6th. | | |
|------------------------|--|--------------------|------|-------------|-----------------------------------|---|---|------------|----------|----------------------------|----------------|---------------------------|---------------------------------|------------------------|---|----------------------------------|--------------------------------|------------------------|-------------------------------|--|--|--|---|------------|--|
| | | | | | | | | | | | | | | | | PRELIM. ENGR. (\$1,000's) | RIGHT OF WAY (\$1,000's) | CONSTR. (\$1,000's) | GRAND TOTAL (\$1,000's) | DOLLAR EXPENSE 2020 (\$1,000's) | DOLLAR EXPENSE 2021 (\$1,000's) | DOLLAR EXPENSE 2022 (\$1,000's) | DOLLAR EXPENSE 2023-2025 (\$1,000's) | | |
| URBAN ARTERIALS | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 16 | 45200 | 3446 | 2007 | EAST - WEST CORRIDOR | I - 82 TURNBACK LIMITS TO END OF N. KEYS ROAD | New arterial connection including new Yakima River Bridge, I-82 Access Modifications and connection to City of Yakima Mill Site. | 0.00 | 1.05 | 1.05 | 01 08 | C,G, P,T, O,S | S | LOCAL | \$9,586.1 | 13.71% | \$1,366.5 | \$1,637.4 | \$6,582.2 | \$9,586.1 | \$1,120.6 | \$1,733.9 | \$1,733.8 | \$4,997.8 | |
| | | | | | | | | | | | | | | SIED | \$5,030.7 | 7.19% | \$731.7 | \$881.6 | \$3,417.4 | \$5,030.7 | \$691.0 | \$832.3 | \$832.2 | \$2,675.2 | |
| | | | | | | | | | | | | | | CITY LIFT | \$1,123.0 | 1.61% | \$623.0 | \$500.0 | \$0.0 | \$1,123.0 | \$77.6 | \$387.3 | \$658.1 | \$0.0 | |
| | | | | | | | | | | | | | | STATE CW | \$50,053.0 | 71.57% | \$0.0 | \$0.0 | \$50,053.0 | \$50,053.0 | \$0.0 | \$2,502.6 | \$20,000.0 | \$27,550.4 | |
| | | | | | | | | | | | | | | TIB | \$2,790.0 | 3.99% | \$0.0 | \$0.0 | \$1,900.0 | \$1,900.0 | \$2,600.0 | \$190.0 | \$0.0 | \$0.0 | |
| | | | | | | | | | | | | | | STP(U) | \$0.0 | 0.00% | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | |
| | | | | | | | | | | | | | | YBIP | \$1,350.0 | 1.93% | \$0.0 | \$0.0 | \$1,350.0 | \$1,350.0 | \$0.0 | \$135.0 | \$1,215.0 | \$0.0 | |
| | | | | | | | | | | | | | | TOTAL | \$69,932.8 | 100.00% | \$2,721.2 | \$3,019.0 | \$83,302.6 | \$89,042.8 | \$4,489.2 | \$5,781.1 | \$24,439.1 | \$35,223.4 | |
| 2 | 16 | 30260 | 3566 | 2001 | AHTANUM RD. | S. 26TH AVE. VICINITY (CITY LIMIT) TO S. 52ND AVE. VICINITY | Reconstruct to 3 lanes w/ curbs, gutters and multi purpose bike / ped. facilities. | 3.42 | 5.04 | 1.62 | 04 | C,P, T,W, O | S | LOCAL | \$3,634.0 | 60.32% | \$317.1 | \$125.0 | \$3,475.1 | \$3,917.2 | \$1,359.0 | \$1,275.0 | \$1,000.0 | | |
| | | | | | | | | | | | | | | TIB | \$2,391.0 | 39.68% | \$172.9 | \$125.0 | \$2,159.9 | \$2,457.8 | \$906.0 | \$850.0 | \$635.0 | | |
| | | | | | | | | | | | | | | TOTAL | \$6,025.0 | 100.00% | \$490.0 | \$250.0 | \$5,635.0 | \$6,375.0 | \$2,265.0 | \$2,125.0 | \$1,635.0 | | |
| 3 | 17 | 45050 | 3368 | 2010 | BUTTERFIELD ROAD | TERRACE HEIGHTS DRIVE TO VICINITY OF HARTFORD ROAD | Reconstruct to 3 lanes w/ curbs, gutters, sidewalks, and illumination. | 0.00 | 0.45 | 0.45 | 02 17 | C,G, P,S, T,W, | P | LOCAL | \$640.0 | 50.00% | \$64.0 | \$470.0 | \$640.0 | \$1,174.0 | \$640.0 | | | | |
| | | | | | | | | | | | | | | TIB | \$640.0 | 50.00% | \$64.0 | \$470.0 | \$640.0 | \$1,174.0 | \$640.0 | | | | |
| | | | | | | | | | | | | | | TOTAL | \$1,280.0 | 100.00% | \$128.0 | \$940.0 | \$1,280.0 | \$2,348.0 | \$1,280.0 | | | | |
| 4 | 17 | 44080 | | 2019 | TERRACE HEIGHTS DRIVE | N. 33rd St. TO 39th St | Widen to 5 lanes Signalize Intersection | 1.34 | 1.73 | 0.34 | 03 | C,G, P,S, T,W, O | S | OTHER | \$250 | 11.11% | \$0 | \$0 | \$250 | \$500 | \$200 | \$50 | | | |
| | | | | | | | | | | | | | | SEID | \$2,000.0 | 88.89% | \$100.0 | \$50.0 | \$1,850.0 | \$2,000.0 | \$1,000.0 | \$1,000.0 | | | |
| | | | | | | | | | | | | | | TOTAL | \$2,250.0 | 100.00% | \$100.0 | \$50.0 | \$2,100.0 | \$2,000.0 | \$1,200.0 | \$1,050.0 | | | |
| 5 | 17 | 44000 | 3654 | 2018 | ROZA HILL DR. | S. 58TH ST. VICINITY TO WENDT RD. | Reconstruct to 2R Standards. | 0.97 | 1.92 | 0.95 | 04 | P,T | S | LOCAL | \$1,230.0 | 100.00% | \$15.0 | \$40.0 | \$1,175.0 | \$1,230.0 | | \$55.0 | \$1,175.0 | | |
| | | | | | | | | | | | | | | TOTAL | \$1,230.0 | 100.00% | \$15.0 | \$40.0 | \$1,175.0 | \$1,230.0 | | \$55.0 | \$1,175.0 | | |
| 6 | 17 | 42250 | 3502 | 2003 | BEAUDRY RD. | NORMAN RD. VICINITY | Construct new bridge crossing to Intersect with Bittner / Wendt Roads. | 0.00 | 0.05 | 0.05 | 8 14 | P,T | P | STP | \$8,045 | 86.50% | | \$779 | \$7,266 | \$8,045 | | | \$779 | \$7,093 | |
| | | | | | | | | | | | | | | LOCAL | \$1,255.5 | 13.50% | | \$121.5 | \$1,134.0 | \$1,255.5 | \$60.0 | \$140.0 | \$121.5 | \$1,107.0 | |
| | | | | | | | | | | | | | | TOTAL | \$9,300.0 | 100.00% | \$0.0 | \$900.0 | \$8,400.0 | \$9,300.0 | \$60.0 | \$140.0 | \$900.0 | \$8,200.0 | |
| 7 | 16 | 10050 | 3524 | 2001 | OLD NACHES HWY. | SR 12 TO MAPLEWAY RD. | Reconstruct to 3 lanes w/ curbs, gutters, pedestrian facilities and on-road bicycle facilities. | 0.00 | 0.86 | 0.86 | 03 | C,P, T,O | P | LOCAL | \$2,470.0 | 100.00% | \$100.0 | \$550.0 | \$1,820.0 | \$2,470.0 | | \$50.0 | \$50.0 | \$2,370.0 | |
| | | | | | | | | | | | | | | TOTAL | \$2,470.0 | 100.00% | \$100.0 | \$550.0 | \$1,820.0 | \$2,470.0 | | \$50.0 | \$50.0 | \$2,370.0 | |
| 8 | 16 | 10120 | 3525 | 2000 | MAPLEWAY RD. | SELAH HEIGHTS RD. TO OLD NACHES HIGHWAY | Reconstruct to 3 lanes w/ curbs, gutters, pedestrian facilities and on-road bicycle facilities. | 0.75 | 2.04 | 1.29 | 03 | C,P, T,O | P | LOCAL | \$2,909.0 | 100.00% | \$125.0 | \$400.0 | \$2,384.0 | \$2,909.0 | | \$50.0 | \$75.0 | \$2,784.0 | |
| | | | | | | | | | | | | | | TOTAL | \$2,909.0 | 100.00% | \$125.0 | \$400.0 | \$2,384.0 | \$2,909.0 | | \$50.0 | \$75.0 | \$2,784.0 | |
| 9 | 16 | 30260 | | 2001 | AHTANUM RD. | S. 52ND AVE. VICINITY TO S. 90TH AVE. VICINITY | Reconstruct to 3 lanes w/ curbs, gutters, pedestrian facilities and on-road bicycle facilities. | 5.04 | 7.44 | 2.40 | 04 | C,P, T,W, O | P | LOCAL | \$180.0 | 100.00% | \$180.0 | \$0.0 | \$0.0 | \$180.0 | | | | \$180.0 | |
| | | | | | | | | | | | | | | TOTAL | \$180.0 | 100.00% | \$180.0 | \$0.0 | \$0.0 | \$180.0 | | | | \$180.0 | |
| 10 | 16 | 30360 | | 2016 | WIDE HOLLOW RD. | YAKIMA CITY LIMIT TO COTTONWOOD CANYON Rd. | Reconstruct to 3 lanes w/ curbs, gutters, pedestrian facilities and shared bicycle facilities. Install Traffic Signal at 96th Ave. | 0.75 | 2.03 | 1.28 | 03 | C,P, T,W, O | P | LOCAL | \$150.0 | 100.00% | \$150.0 | | | \$150.0 | | | | \$150.0 | |
| | | | | | | | | | | | | | | TOTAL | \$150.0 | 100.00% | \$150.0 | | | \$150.0 | | | | \$150.0 | |
| 11 | 17 | 10020 | | 2002 | POWERHOUSE RD., W. | YAKIMA CITY LIMITS TO NACHES RD., S. | Reconstruct to 3 lanes w/ curbs, gutters, pedestrian and on-road bicycle facilities. | 1.21 | 1.58 | 0.37 | 03 | C,P, T,O | P | LOCAL | \$75.0 | 100.00% | \$75.0 | | | \$75.0 | | | | \$75.0 | |
| | | | | | | | | | | | | | | TOTAL | \$75.0 | 100.00% | \$75.0 | | | \$75.0 | | | | \$75.0 | |
| 12 | 17 | 32400 | | 2017 | S. 96th AVENUE | SPOKANE STREET VIC. TO COOLIDGE AVE | Construct new 3 lane road w/ curbs, gutters, pedestrian and on-road bicycle facilities. | 0.64 | 1.01 | 0.37 | 01 | C,P, T,O | P | LOCAL | \$75.0 | 100.00% | \$75.0 | | | \$75.0 | | | | \$75.0 | |
| | | | | | | | | | | | | | | TOTAL | \$75.0 | 100.00% | \$75.0 | | | \$75.0 | | | | \$75.0 | |
| 13 | 17 | 40410 | | 2018 | S. 41ST ST. | POLLY LN. VICINITY TO KROUM RD. VICINITY | Reconstruct to 3 lane road w/ curbs, gutters nad sidewalks. | 0.05 | 0.44 | 0.39 | 03 | C,P, T,O | P | LOCAL | \$75.0 | 100.00% | \$75.0 | | | \$75.0 | | | | \$75.0 | |
| | | | | | | | | | | | | | | TOTAL | \$75.0 | 100.00% | \$75.0 | | | \$75.0 | | | | \$75.0 | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2020 TO 2025

Public Hearing Date: August 27, 2019; Adoption Date: October 22, 2019; Resolution No: 356- 2019

| I T E M | FC UL NA CS T,S | ROAD LOG NO. | CRP# | 1st Year | ROAD NAME AND/OR BRIDGE NUMBER | LOCATION | PROJECT DESCRIPTION | MP FROM | MP TO | L E N G T H | IMPRV. TYPE | UTIL. CODE | F U N D I N G | FUND SOURCE CODE | FUND SOURCE AMOUNT (\$1,000's) | ESTIMATED EXPENDITURES BUDGET | | | | 1st. | 2nd. | 3rd. | 4th. - 6th. | | | | |
|--|-----------------------------|--------------------|------|-------------|---|---|---|------------|----------|----------------------------|----------------|---------------------------|---------------------------------|------------------------|---|----------------------------------|--------------------------------|------------------------|-------------------------------|--|--|--|---|-----------|-----------|-----------|-----------|
| | | | | | | | | | | | | | | | | PRELIM. ENGR. (\$1,000's) | RIGHT OF WAY (\$1,000's) | CONSTR. (\$1,000's) | GRAND TOTAL (\$1,000's) | DOLLAR EXPENSE 2020 (\$1,000's) | DOLLAR EXPENSE 2021 (\$1,000's) | DOLLAR EXPENSE 2022 (\$1,000's) | DOLLAR EXPENSE 2023-2025 (\$1,000's) | | | | |
| RURAL COLLECTORS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | 07 | 61120 | | 2019 | YAKIMA VALLEY HWY | Gurley Rd Intersection | Reconstruct Intersection with Gurley Rd and Gurley Y Rd. | 17.10 | 17.40 | 0.30 | 21 | C,P, T,O | S | | | | LOCAL | \$750.0 | 100.00% | \$50.0 | \$200.0 | \$1,000.0 | \$1,250.0 | \$50.0 | | | \$1,200.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$750.0 | 100.00% | \$50.0 | \$200.0 | \$1,000.0 | \$1,250.0 | \$50.0 | | | \$1,200.0 |
| 15 | 07 | 60320 | 3567 | 2015 | INDEPENDENCE ROAD | FORDYCE ROAD TO MAPLE GROVE ROAD | Reconstruct to Yakima County rural major collector standards | 3.05 | 4.09 | 1.04 | 03 | C,P, T,O | S | | | | LOCAL | \$127.0 | 10.00% | \$10.0 | \$15.0 | \$102.0 | \$127.0 | \$10.0 | \$20.0 | \$97.0 | |
| | | | | | | | | | | | | | | | | | RAP | \$1,143.0 | 90.00% | \$90.0 | \$135.0 | \$918.0 | \$1,143.0 | \$90.0 | \$200.0 | \$853.0 | |
| | | | | | | | | | | | | | | | | | TOTAL | \$1,270.0 | 100.00% | \$100.0 | \$150.0 | \$1,020.0 | \$1,270.0 | \$100.0 | \$220.0 | \$950.0 | |
| 16 | 07 | 60320 | | 2016 | INDEPENDENCE ROAD | N. OUTLOOK ROAD TO FORDYCE ROAD | Reconstruct to Yakima County rural major collector standards | 1.55 | 3.05 | 1.50 | 03 | C,P, T,O | P | | | | LOCAL | \$122.0 | 10.00% | \$5.0 | \$15.0 | \$102.0 | \$122.0 | | \$5.0 | \$15.0 | \$102.0 |
| | | | | | | | | | | | | | | | | | RAP | \$1,098.0 | 90.00% | \$45.0 | \$135.0 | \$918.0 | \$1,098.0 | | \$45.0 | \$135.0 | \$918.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$1,220.0 | 100.00% | \$50.0 | \$150.0 | \$1,020.0 | \$1,220.0 | | \$50.0 | \$150.0 | \$1,020.0 |
| 17 | 07 | 20150 | | 2012 | NACHES RD., S. | POWERHOUSE RD. W TO YOUNG GRADE | Reconstruct to County standard 40' road (12' lanes, 8' shoulders). Improve horizontal alignment. | 0.00 | 2.69 | 2.69 | 03 | C,P, T | P | | | | LOCAL | \$100.0 | 100.00% | \$100.0 | | | \$100.0 | | | | \$100.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$100.0 | 100.00% | \$100.0 | | | \$100.0 | | | | \$100.0 |
| 18 | 07 | 10210 | | 2019 | WENAS RD., N. | SHAW RD. TO SHEEP COMPANY ROD. | Reconstruct to Yakima County rural major collector standards | 5.17 | 6.36 | 1.19 | 03 | C,P, T,O | P | | | | LOCAL | \$30.0 | 100.00% | \$30.0 | | | \$30.0 | | | | \$30.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$30.0 | 100.00% | \$30.0 | | | \$30.0 | | | | \$30.0 |
| BRIDGES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 19 | 08 | 30000 | | 2020 | NORTH FORK RD. BRIDGE #109 | AT BRIDGE #109 | Reconstruct existing bridge | 5.62 | 5.62 | 0.00 | 09 | P,T | P | | | | LOCAL | \$200 | 20.00% | \$40 | \$0 | \$160 | \$200 | \$10 | \$30 | \$160 | |
| | | | | | | | | | | | | | | | | | BR | \$800.0 | 80.00% | \$0.0 | \$0.0 | \$800.0 | \$800.0 | \$0.0 | \$0.0 | \$800.0 | |
| | | | | | | | | | | | | | | | | | TOTAL | \$1,000.0 | 100.00% | \$40.0 | \$0.0 | \$960.0 | \$1,000.0 | \$10.0 | \$30.0 | \$960.0 | |
| 20 | 07 | 10050 | | 2009 | OLD NACHES HWY. BRIDGE #460 | AT BRIDGE #460 | Reconstruct existing bridge | 6.00 | 6.00 | 0.00 | 11 | P,T | P | | | | LOCAL | \$210.0 | 100.00% | \$210.0 | | | \$210.0 | | | | \$210.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$210.0 | 100.00% | \$210.0 | | | \$210.0 | | | | \$210.0 |
| OPERATIONS, PRESERVATION & SAFETY | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 21 | N/A | VARIOUS | | | COUNTYWIDE TRAFFIC OPERATIONS AND SIGNAL UPGRADES | VARIOUS LOCATIONS IN YAKIMA COUNTY | Install / Upgrade Traffic Signals at various locations and / or traffic operations improvements | N/A | N/A | | 44 | N/A | S | | | | LOCAL | \$390.0 | 100.00% | \$60.0 | \$0.0 | \$330.0 | \$390.0 | \$65.0 | \$65.0 | \$65.0 | \$195.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$390.0 | 100.00% | \$60.0 | \$0.0 | \$330.0 | \$390.0 | \$65.0 | \$65.0 | \$65.0 | \$195.0 |
| 22 | N/A | VARIOUS | | | COUNTYWIDE SAFETY / GUARDRAIL PROJECTS | VARIOUS LOCATIONS IN YAKIMA COUNTY | Construct spot safety & guardrail improvements. | N/A | N/A | | 21 | N/A | S | | | | LOCAL | \$300.0 | 100.00% | \$50.0 | \$0.0 | \$250.0 | \$300.0 | \$50.0 | \$50.0 | \$50.0 | \$150.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$300.0 | 100.00% | \$50.0 | \$0.0 | \$250.0 | \$300.0 | \$50.0 | \$50.0 | \$50.0 | \$150.0 |
| 23 | N/A | VARIOUS | | | COUNTYWIDE SHORT SPAN BRIDGE REPLACEMENT PROGRAM | TO BE DETERMINED BY BRIDGE MANAGEMENT PROGRAM | Replace existing deficient short span bridges at various locations | N/A | N/A | | 7 | N/A | S | | | | LOCAL | \$1,500.0 | 100.00% | \$300.0 | \$0.0 | \$1,200.0 | \$1,500.0 | \$250.0 | \$250.0 | \$250.0 | \$750.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$1,500.0 | 100.00% | \$300.0 | \$0.0 | \$1,200.0 | \$1,500.0 | \$250.0 | \$250.0 | \$250.0 | \$750.0 |
| 24 | N/A | VARIOUS | | | COUNTYWIDE SIDEWALK ADA RETROFIT PROJECTS | VARIOUS LOCATIONS IN YAKIMA COUNTY | Retrofit non-compliant sidewalks with required ADA compliant improvements at various locations. | N/A | N/A | | 12 | N/A | S | | | | LOCAL | \$300.0 | 100.00% | \$60.0 | \$0.0 | \$240.0 | \$300.0 | \$100.0 | \$100.0 | \$100.0 | |
| | | | | | | | | | | | | | | | | | TOTAL | \$300.0 | 100.00% | \$60.0 | \$0.0 | \$240.0 | \$300.0 | \$100.0 | \$100.0 | \$100.0 | |
| 25 | N/A | VARIOUS | | | OVERLAYS - VARIOUS ROADS | TO BE DETERMINED BY PVMNT. MANAGEMENT SYSTEM | Construct structural overlays on arterial roadways | N/A | N/A | | 7 | N/A | S | | | | LOCAL | \$2,400.0 | 26.67% | \$100.0 | \$0.0 | \$2,300.0 | \$2,400.0 | \$400.0 | \$400.0 | \$400.0 | \$1,200.0 |
| | | | | | | | | | | | | | | | | | CAPP/HSA | \$6,600.0 | 73.33% | \$0.0 | \$0.0 | \$6,600.0 | \$6,600.0 | \$1,100.0 | \$1,100.0 | \$1,100.0 | \$3,300.0 |
| | | | | | | | | | | | | | | | | | TOTAL | \$9,000.0 | 100.00% | \$100.0 | \$0.0 | \$8,900.0 | \$9,000.0 | \$1,500.0 | \$1,500.0 | \$1,500.0 | \$4,500.0 |
| LOCAL ACCESS ROADS | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 26 | 19 | 12750 | | 2001 | COLLINS RD. | GRABENSTEIN RD. TO END | Reconstruct gravel road to reduced standard BST section | 0.64 | 1.74 | 1.10 | 03 | C,G, P,S, T,W, O | P | | | | LOCAL | \$960.0 | 100.00% | | \$135.0 | \$825.0 | \$960.0 | \$960.0 | | | |
| | | | | | | | | | | | | | | | | | TOTAL | \$960.0 | 100.00% | | \$135.0 | \$825.0 | \$960.0 | \$960.0 | | | |
| | | | | | | COLLINS RD | Reconstruct gravel road to | | | | | | | | | | | | | | | | | | | | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2020 TO 2025

Public Hearing Date: August 27, 2019; Adoption Date: October 22, 2019; Resolution No: 356-2019

| I T E M | F C U L N A C S T S | ROAD LOG NO. | CRP# | 1st Year | ROAD NAME AND/OR BRIDGE NUMBER | LOCATION | PROJECT DESCRIPTION | MP FROM | MP TO | L E N G T H | IMPRV. TYPE | UTIL. CODE | F U N D I N G | ESTIMATED EXPENDITURES BUDGET | | | | 1st. DOLLAR EXPENSE 2020 (\$1,000's) | 2nd. DOLLAR EXPENSE 2021 (\$1,000's) | 3rd. DOLLAR EXPENSE 2022 (\$1,000's) | 4th. - 6th. DOLLAR EXPENSE 2023-2025 (\$1,000's) | | | | |
|------------------|--|--------------------|------|-------------|-----------------------------------|--|---|------------|----------|----------------------------|----------------|---------------------------|---------------------------------|---|---|---------------------------------|--------------------------------|--|--|--|--|------------------------|-------------------------------|------------|--|
| | | | | | | | | | | | | | | FUND SOURCE CODE | FUND SOURCE AMOUNT (\$1,000's) | PRELIM. ENGR. (\$1,000's) | RIGHT OF WAY (\$1,000's) | | | | | CONSTR. (\$1,000's) | GRAND TOTAL (\$1,000's) | | |
| 27 | 19 | 12850 | | 2016 | GRABENSTEIN RD. | TO PARISH RD. | reduced standard BST section | 0.00 | 0.22 | 0.22 | 03 | P,S, T,W, O | P | LOCAL | \$235.0 | 100.00% | \$10.0 | \$60.0 | \$165.0 | \$235.0 | \$60.0 | \$165.0 | | | |
| | | | | | | | | | | | | | | TOTAL | \$235.0 | 100.00% | \$10.0 | \$60.0 | \$165.0 | \$235.0 | \$60.0 | \$165.0 | | | |
| 28 | 09 | 12790 | | 2001 | POULIN RD. | PARISH RD. TO COLLINS RD. | Reconstruct gravel road to reduced standard BST section | 0.00 | 0.41 | 0.41 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$350.0 | 100.00% | | \$10.0 | \$340.0 | \$350.0 | \$350.0 | | | | |
| | | | | | | | | | | | | | | TOTAL | \$350.0 | 100.00% | | \$10.0 | \$340.0 | \$350.0 | \$350.0 | | | | |
| 29 | 19 | 12820 | | 2001 | PARISH RD. | SELAH LOOP RD. TO END OF GRAVEL | Reconstruct gravel road to reduced standard BST section | 0.00 | 0.86 | 0.86 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$760.0 | 100.00% | | \$120.0 | \$640.0 | \$760.0 | \$120.0 | \$640.0 | | | |
| | | | | | | | | | | | | | | TOTAL | \$760.0 | 100.00% | | \$120.0 | \$640.0 | \$760.0 | \$120.0 | \$640.0 | | | |
| 30 | 09 | 12190 | | 2016 | SELAH RIDGE RD. | COLLINS RD TO END | Reconstruct gravel road to reduced standard BST section | 0.00 | 0.29 | 0.29 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$245.0 | 100.00% | \$20.0 | \$25.0 | \$200.0 | \$245.0 | \$20.0 | \$25.0 | \$200.0 | | |
| | | | | | | | | | | | | | | TOTAL | \$245.0 | 100.00% | \$20.0 | \$25.0 | \$200.0 | \$245.0 | \$20.0 | \$25.0 | \$200.0 | | |
| 31 | 09 | 60620 | | 2001 | VANCE RD. | EDGE OF BST TO FERRY RD. | Reconstruct gravel road to standard 30' BST roadway | 0.76 | 1.31 | 0.55 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$530.0 | 100.00% | \$25.0 | \$35.0 | \$470.0 | \$530.0 | | | \$60.0 | \$470.0 | |
| | | | | | | | | | | | | | | TOTAL | \$530.0 | 100.00% | \$25.0 | \$35.0 | \$470.0 | \$530.0 | | | \$60.0 | \$470.0 | |
| 32 | 09 | 66700 | | 2001 | DURHAM RD. | DIVISION RD. TO ORCHARDVALE RD. VIC. | Reconstruct gravel road to standard 30' BST roadway | 0.00 | 0.57 | 0.57 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$565.0 | 100.00% | \$25.0 | \$60.0 | \$480.0 | \$565.0 | | | \$85.0 | \$480.0 | |
| | | | | | | | | | | | | | | TOTAL | \$565.0 | 100.00% | \$25.0 | \$60.0 | \$480.0 | \$565.0 | | | \$85.0 | \$480.0 | |
| 33 | 09 | 51320 | | 2020 | JENSEN RD. | OLDENWAY RD. S. TO OLD GOLDFENDALE RD. | Reconstruct gravel road to standard 30' BST roadway | 2.65 | 2.90 | 0.25 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$400.0 | 100.00% | \$50.0 | \$0.0 | \$350.0 | \$400.0 | | | \$50.0 | \$350.0 | |
| | | | | | | | | | | | | | | TOTAL | \$400.0 | 100.00% | \$50.0 | \$0.0 | \$350.0 | \$400.0 | | | \$50.0 | \$350.0 | |
| 34 | 09 | 41890 | 3425 | 2010 | BRIDLE WAY | BITTNER RD TO BEGINNING OF PAVMENT | Reconstruct gravel road to 28' HMA roadway w/ curb & Gutter | 0.00 | 0.25 | 0.25 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$655.0 | 100.00% | \$30.0 | \$30.0 | \$595.0 | \$655.0 | | | \$30.0 | \$625.0 | |
| | | | | | | | | | | | | | | TOTAL | \$655.0 | 100.00% | \$30.0 | \$30.0 | \$595.0 | \$655.0 | | | \$30.0 | \$625.0 | |
| 35 | 09 | 41900 | 3426 | 2010 | BRIDLE LANE | TERRACE HEIGHTS. DR TO BRIDLE WAY | Reconstruct gravel road to 28' HMA roadway w/ curb & Gutter | 0.00 | 0.13 | 0.13 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$190.0 | 100.00% | \$15.0 | \$30.0 | \$145.0 | \$190.0 | | | \$15.0 | \$175.0 | |
| | | | | | | | | | | | | | | TOTAL | \$190.0 | 100.00% | \$15.0 | \$30.0 | \$145.0 | \$190.0 | | | \$15.0 | \$175.0 | |
| 36 | 09 | 23900 | | 2018 | COWICHE CANYON RD. | COWICHE CANYON LN. TO END | Reconstruct gravel road to reduced standard 28' BST roadway | 1.17 | 2.36 | 1.19 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$95.0 | 100.00% | \$95.0 | | | \$95.0 | | | | \$95.0 | |
| | | | | | | | | | | | | | | TOTAL | \$95.0 | 100.00% | \$95.0 | | | \$95.0 | | | | \$95.0 | |
| 37 | 19 | 42050 | | 2017 | EKELMAN RD. | MIERAS RD. TO MOXEE C/L | Reconstruct gravel road to 28' HMA roadway w/ curb & gutter | 0.00 | 0.37 | 0.37 | 03 | C,G, P,S, T,W, O | P | LOCAL | \$90.0 | 100.00% | \$90.0 | | | \$90.0 | | | | \$90.0 | |
| | | | | | | | | | | | | | | TOTAL | \$90.0 | 100.00% | \$90.0 | | | \$90.0 | | | | \$90.0 | |
| | | | | | | | | | | | | | | 22.77 | \$117,097 | | | | | \$12,929 | \$12,396 | \$33,039 | \$59,222 | | |
| | | | | | | | | | | | | | | LOCAL MATCH FOR ARTERIALS & COLLECTORS | \$14,239.1 | | \$1,792.6 | \$2,262.4 | \$10,901.3 | \$14,956.3 | \$3,129.6 | \$3,033.9 | \$2,845.8 | \$5,129.8 | |
| | | | | | | | | | | | | | | LOCAL MATCH FOR BRIDGES | \$200.0 | | \$40.0 | \$0.0 | \$160.0 | \$200.0 | \$10.0 | \$30.0 | \$160.0 | \$0.0 | |
| | | | | | | | | | | | | | | LOCAL MATCH FOR OPERATIONS, PRESERVATION & SAFETY | \$4,890.0 | | \$570.0 | \$0.0 | \$4,320.0 | \$4,890.0 | \$865.0 | \$865.0 | \$865.0 | \$2,295.0 | |
| | | | | | | | | | | | | | | LOCALLY FUNDED ARTERIALS & COLLECTORS | \$11,299.5 | | \$1,075.0 | \$1,361.5 | \$9,363.0 | \$11,799.5 | \$1,110.0 | \$1,295.0 | \$1,421.5 | \$8,146.0 | |
| | | | | | | | | | | | | | | LOCALLY FUNDED BRIDGES | \$210.0 | | \$210.0 | \$0.0 | \$0.0 | \$210.0 | \$0.0 | \$0.0 | \$0.0 | \$210.0 | |
| | | | | | | | | | | | | | | LOCALLY FUNDED ACCESS ROADS | \$5,075.0 | | \$360.0 | \$505.0 | \$4,210.0 | \$5,075.0 | \$1,510.0 | \$880.0 | \$740.0 | \$1,935.0 | |
| | | | | | | | | | | | | | | TOTAL LOCAL FUNDS | \$35,913.6 | | \$4,047.6 | \$4,128.9 | \$28,954.3 | \$37,130.8 | \$6,624.6 | \$6,103.9 | \$6,032.3 | \$17,715.8 | |

SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM 2020 TO 2025

Public Hearing Date: August 27, 2019; Adoption Date: October 22, 2019; Resolution No: 356-2019

| I T E M | F C U L N A C S T S | ROAD LOG NO. | CRP# | 1st Year | ROAD NAME AND/OR BRIDGE NUMBER | LOCATION | PROJECT DESCRIPTION | MP FROM | MP TO | L E N G T H | IMPRV. TYPE | UTIL. CODE | F U N D I N G | FUND SOURCE CODE | FUND SOURCE AMOUNT (\$1,000's) | ESTIMATED EXPENDITURES BUDGET | | | | 1st. | 2nd. | 3rd. | 4th. - 6th. | | | |
|--------------------------------|--|--------------------|------|-------------|-----------------------------------|----------|------------------------|------------|----------|----------------------------|----------------|---------------|---------------------------------|------------------------|---|--|--------------------------------|------------------------|-------------------------------|--|--|--|---|------------|------------|------------|
| | | | | | | | | | | | | | | | | PRELIM. ENGR. (\$1,000's) | RIGHT OF WAY (\$1,000's) | CONSTR. (\$1,000's) | GRAND TOTAL (\$1,000's) | DOLLAR EXPENSE 2020 (\$1,000's) | DOLLAR EXPENSE 2021 (\$1,000's) | DOLLAR EXPENSE 2022 (\$1,000's) | DOLLAR EXPENSE 2023-2025 (\$1,000's) | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROJECT FUNDING SUMMARY | | | | | | | | | | | | | | | | OTHER LOCAL INCL. CITY | \$1,123.0 | | \$623.0 | \$500.0 | \$0.0 | \$1,123.0 | \$77.6 | \$387.3 | \$658.1 | \$0.0 |
| | | | | | | | | | | | | | | | | SIED | \$7,030.7 | | \$831.7 | \$931.6 | \$5,267.4 | \$7,030.7 | \$1,691.0 | \$1,832.3 | \$832.2 | \$2,675.2 |
| | | | | | | | | | | | | | | | | STP(ER) | \$0.0 | | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 | \$0.0 |
| | | | | | | | | | | | | | | | | STP | \$8,044.5 | | \$0.0 | \$778.5 | \$7,266.0 | \$8,044.5 | \$0.0 | \$0.0 | \$778.5 | \$7,093.0 |
| | | | | | | | | | | | | | | | | TOTAL STP FUNDS | \$8,044.5 | | \$0.0 | \$778.5 | \$7,266.0 | \$8,044.5 | \$0.0 | \$0.0 | \$778.5 | \$7,093.0 |
| | | | | | | | | | | | | | | | | YBIP | \$1,350.0 | | \$0.0 | \$0.0 | \$1,350.0 | \$1,350.0 | \$0.0 | \$135.0 | \$1,215.0 | \$0.0 |
| | | | | | | | | | | | | | | | | TOTAL FEDERAL BRIDGE FUNDS | \$800.0 | | \$0.0 | \$0.0 | \$800.0 | \$800.0 | \$0.0 | \$0.0 | \$800.0 | \$0.0 |
| | | | | | | | | | | | | | | | | STATE CONNECTING WASHINGTON ACCOUNT | \$50,053.0 | | \$0.0 | \$0.0 | \$50,053.0 | \$50,053.0 | \$0.0 | \$2,502.6 | \$20,000.0 | \$27,550.4 |
| | | | | | | | | | | | | | | | | STATE TIB FUNDS | \$5,821.0 | | \$236.9 | \$595.0 | \$4,699.9 | \$5,531.8 | \$4,146.0 | \$1,040.0 | \$635.0 | \$0.0 |
| | | | | | | | | | | | | | | | | STATE RAP FUNDS | \$2,241.0 | | \$135.0 | \$270.0 | \$1,836.0 | \$2,241.0 | \$90.0 | \$245.0 | \$988.0 | \$918.0 |
| | | | | | | | | | | | | | | | | STATE CAPP / HSA FUNDS | \$6,600.0 | | \$0.0 | \$0.0 | \$6,600.0 | \$6,600.0 | \$1,100.0 | \$1,100.0 | \$1,100.0 | \$3,300.0 |
| | | | | | | | | | | | | | | | | TOTAL GRANT FUNDS | \$83,063.2 | | \$1,826.6 | \$3,075.1 | \$77,872.3 | \$82,774.0 | \$7,104.6 | \$7,242.2 | \$27,006.8 | \$41,538.6 |
| | | | | | | | | | | | | | | | | TOTAL CONSTRUCTION | \$118,976.8 | | \$5,874.2 | \$7,204.0 | \$106,826.6 | \$119,904.8 | \$13,729.2 | \$13,346.1 | \$33,039.1 | \$59,252.4 |
| \$1,880.0 | | | | | | | | | | | | | | | | \$800.0 | \$950.0 | \$0.0 | \$30.0 | | | | | | | |