



Transportation Alternatives Program 2023 Application

Instructions

Complete application in the space provided. Applicants are limited to application form and 5 pages of attachments. Submit completed application and attachments electronically to dale.robins@rtc.wa.gov. You will receive an e-mail confirmation within one business day of submittal. If you do not receive confirmation or have questions about the application contact Dale Robins at 564-397-5212.

General Information

Project Title: S 27th Street Shared Use Path Project
 Project Location and Limits: S 27th Street - Index Street to Main Street
 Project Length (miles): 0.53
 Agency: City of Washougal
 Contact Person: Scott Collins
 Telephone: 360-835-8501 ext. 230 Email: scott.collins@cityofwashougal.us
 Certified Acceptance Agency: Washington State Department of Transportation

Project Screening Criteria

Check all that apply.

- Project is consistent with the RTP
- Project contains at least one eligible Transportation Alternatives Category
- Project is directly related to the surface transportation system (except trails)
- Project does not supplement the construction of an existing project
- Project is open to public access

Cost Summary

Project Phase	Start Date	TAP Funds	Other Funds	Total Cost
Design	06/01/2023		\$224,000	\$224,000
Right of Way	01/01/2024	\$216,250	\$33,750	\$250,000
Construction	08/01/2024	\$1,154,750	\$288,750	\$1,443,500
Totals	n/a	\$1,371,000	\$546,500	\$1,917,500
Overall Match Ratio:				28.50%

Project Type

Check all that apply.

- | | |
|---|--|
| <input checked="" type="checkbox"/> Bike/Pedestrian facilities | <input type="checkbox"/> Vegetation management practices |
| <input checked="" type="checkbox"/> Safe routes for non-drivers | <input type="checkbox"/> Archaeological activities |
| <input type="checkbox"/> Abandoned railroad corridors for trails | <input type="checkbox"/> Environmental mitigation activity |
| <input type="checkbox"/> Turnouts, overlooks, and viewing areas | <input type="checkbox"/> Recreational Trails Program |
| <input type="checkbox"/> Control of outdoor advertising | <input type="checkbox"/> Safe Routes to School Program |
| <input type="checkbox"/> Historic preservation of transportation facilities | |

Project Information

1. Project Description:

The S 27th Street Shared Use Path project will provide a dedicated separated shared use path on S 27th Street. The proposed project expands the bicycle and pedestrian facility connectivity within Washougal and the region and furthers a safe and cohesive active transportation network.

Currently there is no existing bicycle and pedestrian facilities connecting eastern Washougal to the Captain William Clark Park and the Dike Trail. These recreational facilities are heavily used by the community year around. This project will close an active transportation gap and provide a safe multi-modal connection.

The existing lack of active transportation facilities introduces challenges for non-motorized travel between the residential areas in eastern Washougal and the recreational areas by the Columbia River. Adjacent roadways have sidewalks and bicycle facilities. The existing roadway has two lanes and is approximately 32 feet wide with no existing bicycle or pedestrian improvements and narrow shoulders. The existing roadway is the sole roadway which crosses under SR-14 to the Captain William Clark Park from eastern Washougal. A roundabout on SR 14 at 32nd Avenue is the only other crossing option, but it is a four-lane high-speed, high-volume freeway.

Proposed complete street improvements will create a more equitable environment for users of all abilities. Planned improvements consist of storm-water improvements, paved multi use path on the east side of the road, ADA improvements, and a crosswalk and Rectangular Rapid Flashing Beacon (RRFB) for safe crossing of Index Street. Conduit for future fiber optic facilities will also be constructed the entire length of the project.

Project Information

2. Describe how the project will improve the public travel experience, and travel options, including the benefit to the community:

S. 27th Street lacks convenient transportation choices other than the private automobile. The proposed project will improve circulation and safety, accommodate mobility for users of all abilities, and enhance the vital linkage between the eastern neighborhoods, a region wide recreational shared use path, and the river. There is a myriad of benefits that come with adding a shared use path to S 27th Street: (1) equity - this public facility will be usable by all, by connecting residents to recreation destinations and allowing for modal choice; (2) safety - proposed facility will add a shared path reducing conflicts; (3) efficiency - roadway will have more capacity to carry more multi-modal users to arrive to their destination safely without delay. Improvements will provide additional measures of safety, while encouraging more active transportation use by having a multimodal facility that is comfortable to use and less stressful than riding/walking on a roadway shoulder. The multiuse path will complete a gap in active transportation facilities on S 27th Street Avenue between Addy Street and The Dike Trail.

Additionally, there are numerous developments currently underway that this trail would be a critical connection point bridging the waterfront, downtown, and eastern Washougal residents. First, the Camas/Washougal Port is currently under construction of Ninebark Apartment Units. This 242 multifamily residential development will start occupancy in April of 2023. Additionally, the Port is also preparing plan submittals for Phase 1 of the Waterfront at Parker's Landing Development (a 21.1 acre mixed use development). Phase 1 includes four mixed use buildings that include a variety of commercial uses (restaurants, cafes, retail, etc.). The City is also under review of The Preserve Development - Phase 1. The preserve will eventually include more than 350 dwelling units as well as commercial retail space. This development is located right adjacent to the project site at 27th Street and Main Street.

A significant portion of Washougal's population relies on personal vehicles as their primary mode of transportation, with very limited public transportation opportunities. Transit service consists of one local public bus route (Route 92), that travels between Fisher's Landing Transit Center, Addy Neighborhood, and Washougal High School. Washougal residents and students have expressed the need for expanded transportation alternatives such as biking and walking.

Exhibit B attached, shows the proposed project location with connections to existing multiuse paths and trails.

3. Describe how the project provides a connection between modes, or improves transportation choices, or connects to land use services such as job locations, a civic center, library, grocery market, playground, retail center, medical office, school, and other. (Include modes and list of specific land uses connect within 1/2 mile of project):

This project constructs a multi-use path that can be utilized by both pedestrians and bicyclists. It completes an active transportation gap by providing access for all of eastern Washougal to the Captain William Clark Park and Dike Trail. Once this segment is improved there will be dedicated pedestrian and bike pathways through the vast majority of eastern Washougal to the Captain William Clark Park and Dike trail. Additionally, this connection serves to provide alternate modes of travel to a variety of land uses within the vicinity as mentioned below.

Although there is not a transit stop within the project limits, there is an active C-Tran Route #92 that passes through the northern limits at 27th/Main, with a bust stop located at Addy St/Addy Loop approximately 4,600ft away.

Below are land uses within 0.5miles of the project limits. It meets social service, park, retail/restaurant, office/industrial, medical offices, school, and other (churches/baseball fields):

Bi-Mart Discount Store - 1,100ft / Pendleton Baseball Field - 1,000ft / Downtown Retail and Restaurants - 2,200ft / New Horizon Church - 1,000ft / St. Anne's Church - 1,000ft / Evergreen Marketplace (Safeway, Rite Aid, Restaurants, UPS, etc.) - 1,900ft / Port Office/Industrial Complex (Exterior Wood, West Columbia Gorge Human Society, Mary Jane's Glass Production, Madlyn Metal Fab, etc.) - 0ft; all located on 27th street within project limits / Captain William Clark Park - 1,400ft / Children's Home Society (Social Services) - 2,600ft / Discovery Dental Office - 700ft / Hathaway Elementary School - 1,200ft / Ripple Wellness (Message Therapy, Mental Health Counseling, Naturopathic Medicine) - 700ft / Backzone Kids Preschool - 1,800ft / Yahweh's Preschool and Childcare - 2,100ft

Some other amenities/facilities that do not meet the half mile criteria but are close that should be mentioned are: Library - 2,800ft / City Hall - 2,700ft / Community Center - 2,800ft / Police and Fire Departments - 3,500ft / Gause Elementary - 3,600ft / Washougal High School - 4,300ft / Orchard Hills Golf Club - 3,000ft

Project Information

4. Describe how the project relates to an adopted plan such as the GMA plan, modal plan, neighborhood plan or other planning process. (Include name of Plan and attach a copy of page from plan that including project by name):

The S 27th Street Shared Use Path Project is identified in our last updated Transportation Capital Facilities Plan, see Exhibit C attached. Additionally, as part of Washougal's City Council 2022-2023 Goals, Pedestrian and Bike Improvements are specifically identified as one of the top priorities for the City. Our Comprehensive Plan also makes references to emphasize multi-modal transportation systems with a heavy emphasis on needs for pedestrian, bike, and transit.

5. Describe to what extent the project will improve mobility for disadvantage populations, including elderly, disabled minority, and low income populations:

The project located adjacent to the Addy neighborhood, which are both in Clark County Census Tract 405.07. In 2018, Tract 405.07 and the adjacent tract, 405.09, were designated Federal Opportunity zones, due to their level of economic distress. This census tract is one of the most diverse in the City with 23.5% of residents considered minority. According to the U.S. Census Bureau, Tract 405.07 experienced significantly higher poverty (29.6%) and lower median household income (\$57,279) than Washougal (13.7%; \$89,608), Clark County (9.1%; \$77,184), and Washington (10.2%; \$77,006). Education levels in Census Tract 405.07 are also lower than the county and state averages; 10.3% of residents in the area did not graduate high school, compared to 5.5% in Washougal, 7.3% for Clark County, and 8.7% for Washington (according to US Census Bureau 2015-2019 American Community Survey). Census Tract 405.07 households are also considered low-income, low access based on food access indicators provided by the U.S. Department of Agriculture Economic Research Service.

6. List affordable house complex and number of housing units that are within 1/2 mile of project:

There is one affordable housing complex within 0.5 miles of the project location:
Towne Square Apartments (Section 515) - 1,500ft

There are affordable housing locations outside of the 0.5 mile radius of the project that are important to note:
Clark village (LIHTC / Section 8) - 1.09 miles
Rockwood Terrace (LIHTC) - 1.37 miles
Gateway Gardens Apartments (Section 8) - 1.06 miles

Project Information

7. Identify the safety issues addressed by project (collision data, lack of adequate safe crossing or access, lack of separated facility, high speed or volume, other):

Based off of the Traffic Crash Data and the Washougal Local Road Safety Plan - there are no bike or pedestrian related incidents on S. 27th Street. However, as indicated in our Safety Plan, this project will eliminate the need for pedestrians and bicycles to compete with heavy freight traffic to access the Dike Trail and the Captain William Clark Park. Given this is a port industrial area, there are a large amount of trucks utilizing this roadway segment.

Although no crash data is shown yet, there is a large concern for the south end of 27th Street that turns into Index Street. There is trail access right at this corner, but given the curve radius of 27th onto Index, this provides a potential visibility issue of pedestrians and bicyclists. There is also concern of crossing limitations across main street, given the connectivity to the downtown core, which may be susceptible to future accidents.

Given the amount of future development in the area as mentioned earlier, particularly the Preserve Development - Phase 1, there is an increasing need to provide a multi-use path to prevent future injuries from occurring. The preserve will eventually include more than 350 dwelling units as well as commercial retail space that is located right adjacent to the project site at 27th Street and Main Street. Once this development is in place, as well as future port projects, 27th will be heavily utilized by pedestrians and bikes for the various trails, parks, and waterfront activities that would be available to easterly residents of Washougal. Although no injuries have occurred yet, it is in the best interest to mitigate any unsafe roadways for multi-modal use before a severe injury does occur.

8. Describe how the project addresses the safety issues identified:

This project will establish a separated multi-use path and eliminate the potential conflicts of the vehicles with the multi-modal users. The project will all install ADA improvements for safe travel through intersections and will also install rectangular rapid flashing beacons near the south corner of 27th street to eliminate visibility issues with drivers. The project will install all proper MUTCD signage and striping for crossings and trail warnings as well. See Exhibit D for proposed concept.

9. Readiness:

- Design at 70% or higher
- Right of way acquisition complete or not needed
- Environmental permits approved

Please explain:

Although the project does not meet any of the above readiness categories, it should be noted that the design funds have been authorized through WSDOT and a Request for Proposals (RFP) has been drafted. WSDOT has reviewed the RFP draft and we are just waiting on the DBE determination. Once DBE goal is set, the RFP will be posted right away to get the design consultant on board.

Project Information

10. Describe how the local community and other agencies have been involved in the planning process for the project.

List any opposition to the project and how it was overcome:

S 27th Street Shared Use Path Project has been a priority for the City of Washougal given the connectivity it will provide with not only existing infrastructure, but future developments planned as well. The project was specifically listed in our Transportation Capital Facilities Plan approved through City Council. Additionally, City Council has echoed the need for the multi-use path and is considered a high priority project.

The city has recently submitted on the Pedestrian/Bicycle Program through WSDOT but was unsuccessful.

11. Describe how the project improves public health and increase physical activity:

The project installs a multi-use path encouraging residents to walk or bike. Given that this project will connect easterly Washougal residents to the downtown core, waterfront trails, Steamboat Landing Dock, and future port development properties, there will be an incentive to walk or bike given the new connection point. Without this connection point, many residents may opt to drive instead. Given that 1/4 of the population in Washougal is under 19 years in age, there are many families who do not feel safe walking or biking with children without separated or dedicated paths to do so.

12. Describe how the project includes design elements that contribute to quality of life:

The project incorporates funds to install local school artwork along the trail. With 1/4 of Washougal's population being under 19 years old, the City prides itself on being a family oriented town. Given Hathaway Elementary School is located near the path, the City would work with our Art Commission board to develop a competition with the school where students submit a drawing and short paragraph indicating why biking and walking is an important aspect in our community. The Art Commission board would select the winning drawings from each grade level and the project will construct signs throughout the path displaying the winning submissions. The city also has an annual Art Project Fund that constructs art projects throughout the City. Every few years, the City could fund a new competition to replace the signs on the path with new entries. Not only is this a great way for community involvement, but creates discussion of multi-modal travel within the school system.

Project Information

13. List all funding partners contributing to the project:

Funding Source	Amount
Current TAP Grant	\$1,371,000
Previous TAP Grant	\$224,000
Local	\$322,500

Other Information

You may use this space to provide any additional project information considered worth noting:

Washougal hired a new City Engineer in November of 2022. Although new, he came from City of Modesto in California, where he oversaw the Traffic Division which managed on a yearly basis over 30 capital improvements projects totaling on average over \$21 million, in which over \$17 million on average was federally funded (all of which were on schedule and authorized on time). He was also the project manager and directly oversaw completion of the City's first large project which was the State Route 99/Pelandale Avenue Interchange Reconstruction Project valued at a total cost of \$40 Million. He was also involved and coordinated on the SR 132 Phase 1 Construction Project valued at nearly \$120 million. Both large projects were delivered and authorized on time while having a variety of funding sources, which included federal revenue streams. Although Washougal's project delivery score is low, it is important to note for reference that Washougal is capable of delivering projects on time.

Exhibits Attached:

Exhibit A - Vicinity Map

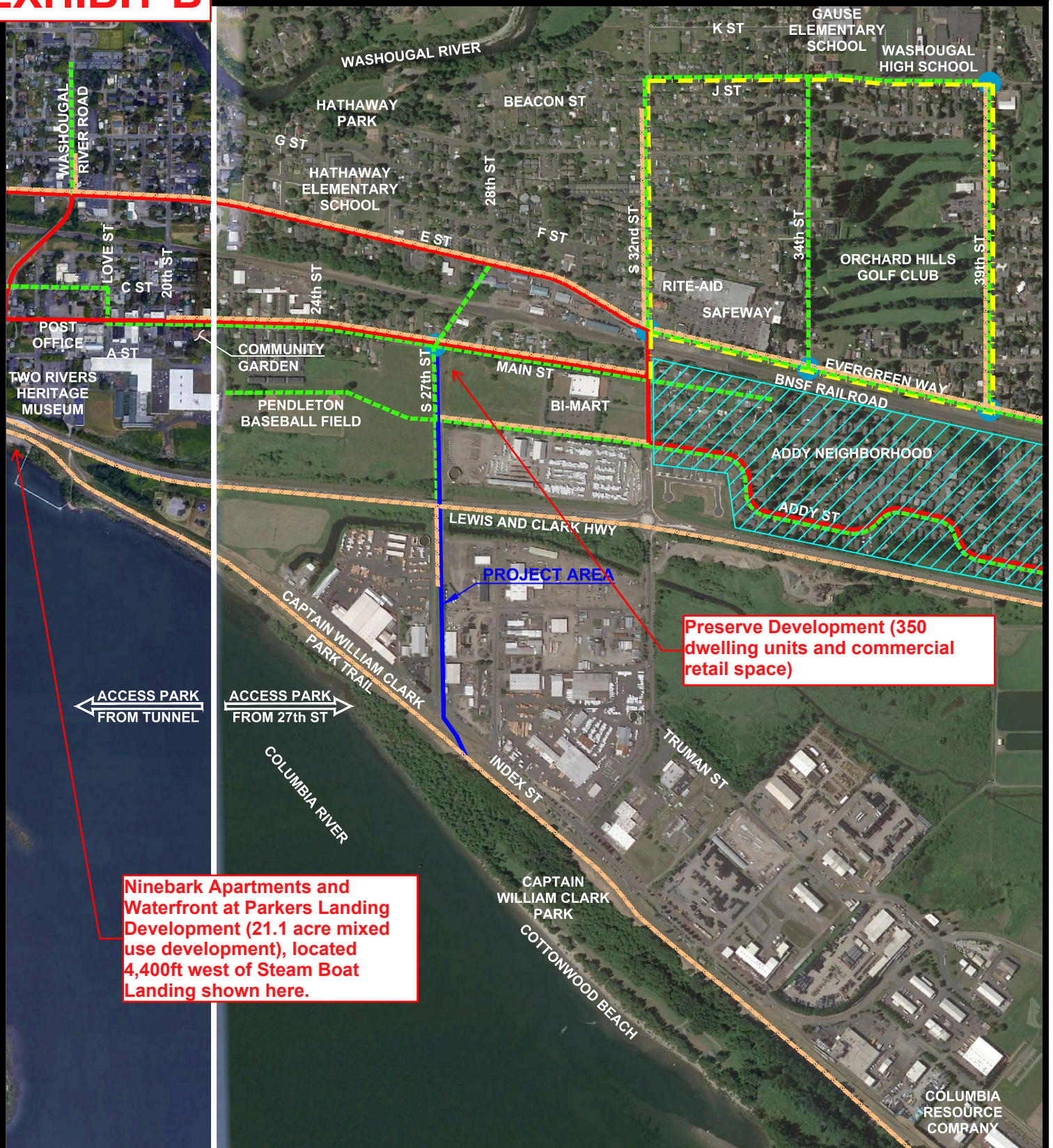
Exhibit B - Project Location to Trails

Exhibit C - Transportation Capital Facility Project List

Exhibit D - Project Schematic

Exhibit E - Existing Photos

EXHIBIT B



Ninebark Apartments and Waterfront at Parkers Landing Development (21.1 acre mixed use development), located 4,400ft west of Steam Boat Landing shown here.

Preserve Development (350 dwelling units and commercial retail space)

ACCESS PARK FROM TUNNEL

ACCESS PARK FROM 27th ST

LEGEND

- PROJECT AREA
- C-TRAN #92 CAMAS/WASHOUGAL (HIGH SCHOOL LOOP)
- C-TRAN #92 CAMAS/WASHOUGAL
- - - PED/BIKE IMPROVEMENTS (CITY OF WASHOUGAL CAPITAL FACILITIES PLAN)
- PED/BIKE INTERSECTION IMPROVEMENTS (CITY OF WASHOUGAL CAPITAL FACILITIES PLAN)
- ○ ○ ○ EXISTING BICYCLE FACILITIES

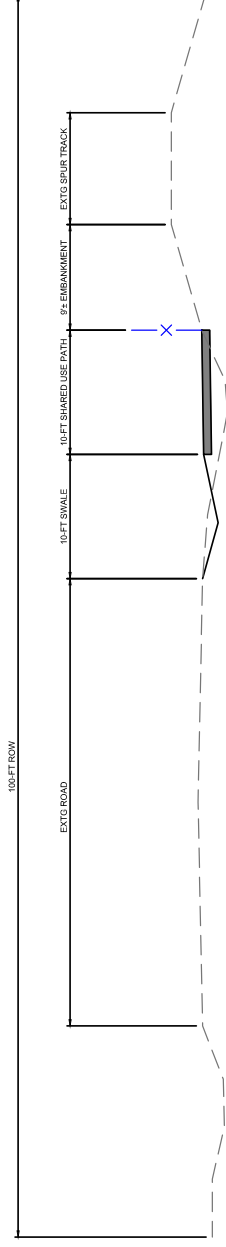
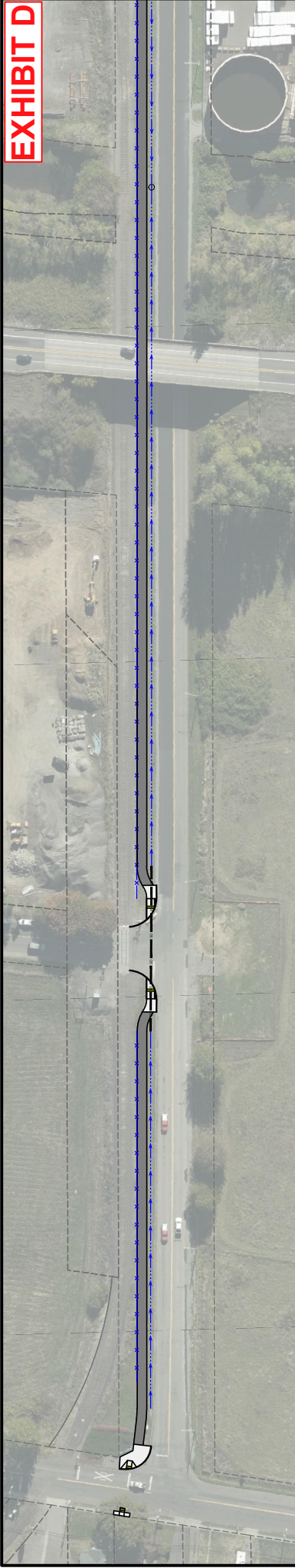
APPENDIX B – DETAILED LIST OF PROPOSED TRANSPORTATION CAPITAL FACILITIES PROJECTS

Washougal Traffic Impact Fee Calculations - 2021																
Segment	Priority	Segment Name	From	To	Estimated Year of Completion	Project Eligible for TIF Funds?	Grant	WSDOT Share/Other	TIF	Private Share	Total Improvement Cost	Grant Share	WSDOT Share	Public Share	TIF Share	Private Share
B	High	27th Street, widen for turnlanes and bike lanes, sidewalks	Main Street	SR-14	2021-2025	Yes	25%	30%	30%	15%	\$ 1,158,762	\$ 965,635	\$ -	\$ 1,158,762	\$ 1,158,762	\$ 579,381
AH	High	S 27th Street - Shared Use Path	SR-14	Index St/Termite E Street	2021-2025	Yes	50%	0%	50%	0%	\$ 268,691	\$ 134,345	\$ -	\$ -	\$ 134,345	\$ -
A	High	32nd Street Rail Pedestrian Project at BNSF	Main Street	E Street	2021-2025	Yes	40%	30%	15%	15%	\$ 500,000	\$ 200,000	\$ -	\$ 15,000,000	\$ 7,500,000	\$ 7,500,000
W	Low	27th Street, widen for turnlanes and bike lanes, sidewalks (coordinate with Camas to extend improvements north of the BNSF Railroad/Lecher Road)	C Street	E Street	2021-2025	No	40%	40%	0%	20%	\$ 300,000	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ 60,000
AF	High	W Hood Avenue improvements to Urban Collector	SE Crown Road	SE 23rd Street	2026-2030	Yes	0%	6%	14%	80%	\$ 26,206,159	\$ -	\$ -	\$ 1,572,370	\$ 3,686,666	\$ 20,964,927
F	High	E Street, traffic calming	25th Street	34th Street	2026-2030	No	25%	50%	0%	25%	\$ 1,006,351	\$ 251,588	\$ -	\$ 503,176	\$ -	\$ 251,588
G	High	Shepherd Road bike-pool facilities	3rd Avenue	Washougal River Road	2026-2030	No	25%	50%	0%	25%	\$ 3,713,047	\$ 928,262	\$ -	\$ 1,856,524	\$ -	\$ 928,262
J	Medium	Evergreen Way, widen to install bike lanes on south side	32nd Street	45th Street	2026-2030	Yes	40%	35%	10%	15%	\$ 600,000	\$ 240,000	\$ -	\$ 210,000	\$ 60,000	\$ 90,000
O	Medium	Washougal River Road intersection improvements	18th O Street	Shepherd Rd	2026-2030	Yes	35%	30%	20%	15%	\$ 1,756,666	\$ 614,833	\$ -	\$ 527,000	\$ 351,333	\$ 263,500
P	Low	32nd St bike Road/34th Street, widen to 3 lanes, bike lanes, SW, angled rail	Evergreen Way	SE Leher Road	2026-2030	Yes	50%	25%	6%	15%	\$ 14,607,893	\$ 7,303,946	\$ -	\$ 4,250,897	\$ 861,866	\$ 2,191,184
Q	Low	Sunset View Road, widen to 2 lane collector with 32nd Street, 2 lane collector and extension across creek	Evergreen Way	SE Wooding Rd	2026-2030	No	45%	40%	0%	15%	\$ 10,645,689	\$ 4,790,960	\$ -	\$ 4,284,275	\$ -	\$ 1,596,853
T	Low	49th Street, widening	32nd Street	49th Street	2026-2030	No	75%	10%	0%	15%	\$ 13,685,544	\$ 10,284,158	\$ -	\$ 1,368,554	\$ -	\$ 2,052,832
U	Low	Leher Road, widen to collector strds, plus sidewalks	34th Street	UGA Boundary	2026-2030	No	0%	20%	80%	100%	\$ 3,591,507	\$ -	\$ -	\$ 718,301	\$ -	\$ 2,873,206
V	Low	Miscellaneous west city sidewalks	NE 7th	Camas UGA	2026-2030	No	0%	0%	100%	100%	\$ 5,317,315	\$ -	\$ -	\$ -	\$ -	\$ 5,317,315
I	Low	Crown Road/28th Ave, widen to 3 lane arterial plus bike lanes and sidewalks (coordinate with Camas to extend improvements further north)	NE 7th	Camas UGA	2026-2030	Yes	20%	21%	9%	50%	\$ 6,166,155	\$ 1,233,631	\$ -	\$ 1,295,313	\$ 655,134	\$ 3,084,078
Y	Low	Evergreen Way & Sunset View Road Intersection	Intersection	Intersection	2026-2030	Yes	30%	40%	10%	20%	\$ 2,600,956	\$ 780,287	\$ -	\$ 1,040,382	\$ 260,096	\$ 520,191
Z	Low	49th Street, widening for turnlanes, bike lanes, sidewalks	27th Street	45th Street	2026-2030	No	25%	50%	0%	25%	\$ 7,810,160	\$ 1,952,540	\$ -	\$ 3,905,080	\$ -	\$ 1,952,540
AA	High	A Street/Adly Street Connection/Town Center Connector	20th Street	27th Street	2026-2030	Yes	30%	25%	5%	40%	\$ 7,000,000	\$ 2,100,000	\$ -	\$ 1,750,000	\$ 350,000	\$ 2,800,000
H	Medium	W Street, traffic calming	W Street	27th Street	2021-2040	No	25%	65%	0%	20%	\$ 2,574,255	\$ 643,515	\$ -	\$ 1,287,030	\$ -	\$ 643,515
S	Medium	27th Street, traffic calming	27th Street	34th Street	2021-2040	No	25%	25%	0%	20%	\$ 2,477,007	\$ 602,535	\$ -	\$ 1,864,532	\$ -	\$ 932,266
L	Medium	C & Main Street bike lanes and sidewalks	Washougal River Road	34th Street	2021-2040	No	25%	50%	0%	25%	\$ 3,094,408	\$ 773,602	\$ -	\$ 1,547,204	\$ -	\$ 773,602
M	Medium	C Street bike lanes and sidewalks	6th Street	Washougal River Road	2021-2040	No	25%	50%	0%	25%	\$ 2,474,554	\$ 618,639	\$ -	\$ 1,237,277	\$ -	\$ 618,639
N	Medium	39th Street bike-pool facilities	W Street	Evergreen Way	2021-2040	No	25%	50%	0%	25%	\$ 2,474,701	\$ 618,675	\$ -	\$ 1,237,350	\$ -	\$ 618,675
R	Low	Improvements @ 38th Street, minor Intersection	Intersection	Intersection	2021-2040	Yes	0%	85%	15%	0%	\$ 104,730	\$ -	\$ -	\$ 89,063	\$ 15,717	\$ -
AC	Low	N T Street (previously 40th Street) bike-pool facilities	Crown Rd/28th Ave	Woodburn Hill	2021-2040	No	25%	50%	0%	25%	\$ 4,950,324	\$ 1,237,581	\$ -	\$ 2,475,162	\$ -	\$ 1,237,581
AB	Low	Shepherd River Bike-pool trail and crossing @ 8th Street	Shepherd Rd	K Street	2021-2040	No	25%	50%	0%	25%	\$ 1,855,916	\$ 463,979	\$ -	\$ 927,868	\$ -	\$ 463,979
K	Medium	39th Street, traffic calming	Evergreen Way	M Street	2021-2040	No	50%	0%	0%	25%	\$ 1,006,351	\$ 503,176	\$ -	\$ 251,588	\$ -	\$ 251,588
X	Low	Washougal River Bike-pool trail and crossing @ 28th Street	28th Street	L Street	2021-2040	No	50%	25%	0%	25%	\$ 1,856,916	\$ 463,979	\$ -	\$ 231,979	\$ -	\$ 231,979
C	High	Blum Interim Improvements at 27th	Blum Interim	Blum Interim	2021-2025	No	55%	26%	0%	19%	\$ 15,000,000	\$ 4,250,000	\$ -	\$ 3,050,000	\$ -	\$ 1,525,000
E	High	27th Street Point Access Improvements Project	27th at Adly Street	Private Driveway	2021-2025	Yes	25%	45%	5%	25%	\$ 8,000,000	\$ 2,000,000	\$ -	\$ 3,800,000	\$ 400,000	\$ 2,000,000
AD	High	S. 2nd Street/A Street Realignment	S. 2nd Street RB	S. 4th Street	2021-2025	Yes	0%	86%	14%	0%	\$ 1,900,000	\$ -	\$ -	\$ 1,632,499	\$ 267,501	\$ -
AE	High	S. 4th Street	S. 2nd Street	S. Marina Way	2021-2025	Yes	0%	86%	14%	0%	\$ 770,000	\$ -	\$ -	\$ 661,592	\$ 108,408	\$ -
AG	High	Marina Way/A Street Improvements	S. 2nd Street RB	S. 7th Street	2021-2025	No	0%	86%	14%	0%	\$ 400,000	\$ -	\$ -	\$ 343,684	\$ 56,316	\$ -

Private Percent = 15% generally assumed for heritage improvements paid by adjacent development (defaults, #6)
Public Share based on percentage of TIF fee set using the facility study compared to in the future (2040)

TRIP DATA BASED ON 2010 SUBAREA MODELING EXTRAPOLATED TO 2040															
2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021	2021
Grant Share	WSDOT Share	WSDOT Share	Public Share	TIF Share	Private Share	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)	Blended TIF (single zone)
\$ 2,130,718	\$ 93,914	\$ 93,914	\$ 56,136,531	\$ 19,050,044	\$ 19,050,044	\$ 689	\$ 689	\$ 689	\$ 689	\$ 689	\$ 689	\$ 689	\$ 689	\$ 689	\$ 689
32.8%	2.6%	2.6%	84.2%	24.2%	24.2%	22,894	22,894	22,894	22,894	22,894	22,894	22,894	22,894	22,894	22,894
2021 Maximum Revenue Blended TIF (single zone) ALL TRIPS \$ 689 Blended TIF (single zone) ALL TRIPS \$ 689 Private \$ 77,366,518 Public \$ 213,052,463 Total \$ 213,052,463															

EXHIBIT D



27TH STREET SHARED-USE PATH PROJECT

