

# 2025-2028 Transportation Improvement Program Klickitat and Skamania Counties

October 2024



## Southwest Washington Regional Transportation Council

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Những cá nhân yêu cầu chỗ ở hợp lý có thể yêu cầu tài liệu bằng văn bản miễn phí, ở các định dạng thay thế, thông dịch viên ngôn ngữ ký hiệu, chỗ ở dành cho người khuyết tật hoặc chỗ ở hợp lý khác bằng cách liên hệ với RTC theo số 564-397-6067 (TTY 711) hoặc gửi email tới [info@rtc.wa.gov](mailto:info@rtc.wa.gov), báo trước hai ngày.

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# Chapter 1: Introduction

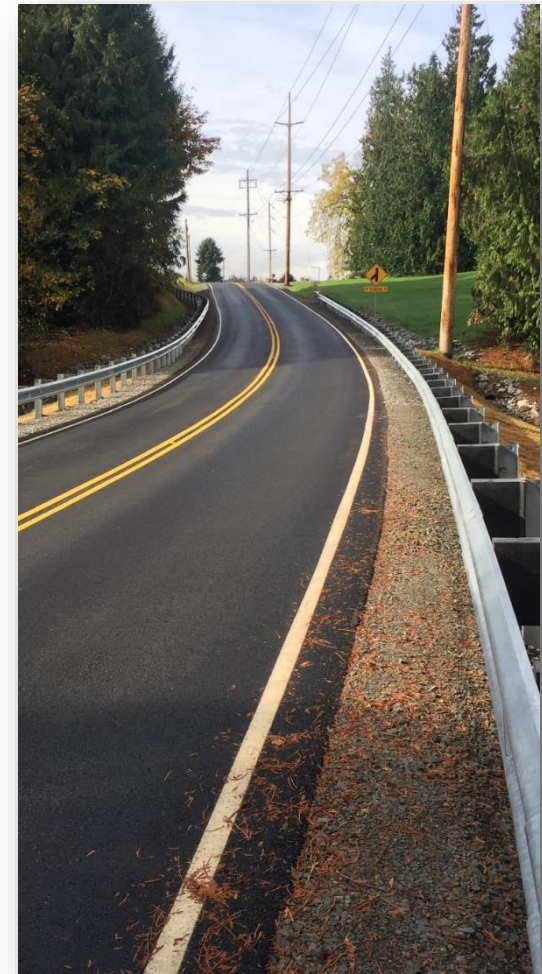
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The Transportation Improvement Program (TIP) is composed of transportation projects to be implemented in the next four years, that address the regional transportation system needs within the Washington State Klickitat and Skamania counties. Only regionally significant projects that plan to obligate funds within the next four years are included in the TIP. If a project has already obligated funds, will obligate funds after four years, or if funds are not secured, the project is not included in the TIP. The TIP includes a priority list of projects to be carried out in each of the next four years and a financial plan that demonstrates how it can be implemented.

The purpose of the TIP is to demonstrate that available transportation resources are being used to implement the Region's long-range transportation plan. A Transportation Improvement Program is developed for each Regional Transportation Planning Organization (RTPO) area in cooperation with the State and transit operators. The TIP is generally prepared each year but must be updated at least every four years. The TIP process is used to determine which projects from the Regional Transportation Plan will be given funding priority year by year.

## **Southwest Washington Regional Transportation Council (RTC)**

Southwest Washington Regional Transportation Council (RTC) is the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger



Portland-Vancouver urbanized area. RTC is also the state-designated Regional Transportation Planning Organization (RTPO) for Clark County, Skamania County, and Klickitat County.

RTC's mission is *"To encourage and promote the development of a balanced, safe, efficient and affordable regional transportation system to meet the mobility needs of people and goods, within and through this region, and minimize transportation-related air pollution."*

As RTPO for the region, RTC maintains a transportation planning process for development of plans and programs consistent with state and federal requirements, including the coordination of interstate transportation issues, and seeks to build regional consensus on regional plans, policies, and issues.

One of the State-required duties of an RTPO is the development of an RTPO Transportation Improvement Program, which must be completed by mid October each year.

### RTC Board and Committee Membership

RTC is a membership organization formed by interlocal agreement. RTC members are listed in Table 1 below, and membership includes general purpose governments, special purpose districts, governmental agencies, or political subdivisions. State legislators whose districts are within RTC's boundaries are ex-officio (nonvoting) members.

**Figure 1: Regional Transportation Planning Organization (RTPO)**



**Table 1: RTC Membership**

Agency/Jurisdiction	Agency/Jurisdiction
Clark County	Washington State Department of Transportation
Skamania County	Port of Vancouver
Klickitat County	Port of Camas/Washougal
City of Vancouver	Port of Ridgefield
City of Camas	Port of Skamania County
City of Battle Ground	Port of Klickitat
City of Ridgefield	Cowlitz Indian Tribe
City of La Center	Metro (Portland, OR)
Town of Yacolt	Oregon Department of Transportation
City of Stevenson	Legislators from the following Washington State Districts:
City of North Bonneville	14 <sup>th</sup> District
City of White Salmon	17 <sup>th</sup> District
City of Bingen	18 <sup>th</sup> District
City of Goldendale	20 <sup>th</sup> District
C-TRAN	49 <sup>th</sup> District

## Klickitat County Transportation Policy Committee

The Klickitat County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the Regional Transportation Planning Organization Klickitat County region. Klickitat County Transportation Policy Committee representation is summarized in Table 2 below.

*Table 2: Klickitat County Transportation Policy Committee*

Representation	
Klickitat County	City of Goldendale
City of White Salmon	Port of Klickitat
City of Bingen	WSDOT, SW Region
Mt. Adams Transportation – transit provider (Nonvoting Member)	

## Skamania County Transportation Policy Committee

The Skamania County Transportation Policy Committee was established in 1990 to oversee and coordinate transportation planning activities in the Regional Transportation Planning Organization Skamania County region. Skamania County Transportation Policy Committee representation is summarized in Table 3 below.

*Table 3: Skamania County Transportation Policy Committee*

Representation	
Skamania County	Port of Skamania County
City of Stevenson	WSDOT, SW Region
City of North Bonneville	Senior Services – transit provider (Nonvoting Member)

## Chapter 2: TIP Development Process

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The RTC Transportation Improvement Program is a product of the regional transportation planning process, which is conducted cooperatively by RTC, the Washington State Department of Transportation, and local general-purpose governments. Although federal transportation revenues are prioritized through federal, state, and regional processes, all projects are programmed through the regional decision-making process.

### Regional Project Development Process

Both Skamania County and Klickitat County are responsible for selecting projects in their respective counties, in cooperation with local jurisdictions, for the regional allocation of federal highway funds. This includes the regional allocation of the Surface Transportation Block Grant program (STBG).

The Transportation Alternative (TA) funds are allocated to RTC for the RTPO Region (Clark, Skamania, and Klickitat counties), with varying amounts being allocated to U.S. Census-defined urban and rural areas. RTC selects projects through a competitive process.

### Public Involvement Process

RTC is committed to a public involvement process that is proactive and supports early and continuous participation. The TIP is developed from the adopted local transportation improvement programs compiled annually by each agency. As required, each local agency conducts a public involvement process in the development and review of its local TIP. These processes vary by jurisdiction, but all culminate in a formal public hearing prior to adoption by the local governing boards. While the individual local TIPs have included a public involvement process, RTC continues this public involvement process for the TIP as outlined in RTC's Public Participation Plan.

## Regional Transportation Plan

The Regional Transportation Plan (RTP) identifies future regional transportation system needs and outlines transportation plans and improvements necessary to maintain adequate mobility and safety within and throughout the Klickitat and Skamania County region. It supports the development of a future regional transportation system that adequately serves the population, employment, and visitor growth projected for both Klickitat and Skamania County.

Projects included in the Transportation Improvement Program (TIP) are drawn either directly from specific recommendations made in the Regional Transportation Plan or developed from a more general series of recommendations; for example, preservation and maintenance of transportation facilities, traffic safety improvements, facilities for walking and biking system management, transit services, and demand management. The project-sponsoring agencies develop specific project proposals that are consistent with the RTP recommendations.

Only projects consistent with the RTP are included in the TIP, as required by federal law. This means that even fully funded projects would be excluded from the TIP if they were inconsistent with the RTP. Projects are reviewed for consistency with the RTP as they are considered for inclusion or amendment into the TIP.

## TIP Administration

Occasionally changes need to be made to the TIP following its adoption. Federal regulations permit changes to the TIP if the procedures for doing so are consistent with federal requirement. Changes include project cost adjustment, scope changes, and addition of projects. When a change is requested, it will be identified as an Update, Administrative Modification, or TIP Amendment. The process for incorporating the change into the TIP follows:

1. Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and the reason for the change.
2. RTC staff review requests to ensure that all needed information is provided and determine the type of action that is required. Requests are also reviewed for financial feasibility, consistency with the RTP, and other state and federal requirements.

3. Projects are submitted to WSDOT through the online STIP database. Projects are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

## Chapter 3: Financial Plan

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This financial plan demonstrates that the program is financially realistic for each year of the TIP. The County, public transit agencies, and the State cooperatively develop estimates of funds that are reasonably expected to be available to support program implementation. These estimates are then used by RTC to ensure that projects identified in the TIP can be funded within the anticipated revenue stream. This chapter contains the financial plan, including a description of assumptions and revenue sources available for transportation projects in the Transportation Improvement Program.

It is important to note that although the information presented in the financial plan covers sources of revenue and expenditures on all transportation projects, only the projects that are federally funded or regionally significant are specifically listed in the TIP.

### Assumptions

Projects programmed in the TIP reflect costs in the year of expenditure dollars. The financial plan assumes that 100 percent of federal allocations will be available. For funding sources with a regional allocation (STBG and TA), the number of dollars available is based on the previous allocations or estimates produced by the Washington State Department of Transportation. For state- or federal-selected funding sources, the regional total is assumed to be equal to the total of projects selected by the Washington State Department of Transportation or by federal agencies.

### Financial Feasibility

Financial feasibility is accomplished by demonstration that adequate resources are available to implement the projects programmed in the TIP. The TIP for Klickitat and Skamania counties demonstrates that it is a financially realistic program, in that projected revenue by program is adequate to meet the estimated cost of programmed projects for each year, as illustrated in Table 4.



**Table 4: 2025-2028 Financial Feasibility Summary (In Thousands)**

Funding Type	Year	Allocation	Program Totals
<b>BR</b>	2025	\$3,038	\$3,038
	2026	\$1,249	\$1,249
<b>HSIP</b>	2025	\$2,022	\$2,022
<b>NHPP</b>	2025	\$642	\$642
	2026	\$222	\$222
	2027	\$5,914	\$5,914
	2028	\$8,199	\$8,199
<b>STBG</b>	2025	\$2,718	\$2,234
	2026	\$6,049	\$5,475
	2027	\$6,513	\$6,220
	2028	\$11,826	\$11,252
<b>State/Local</b>	2025	\$16,680	\$16,658
	2026	\$6,366	\$6,366
	2027	\$10,191	\$10,191
	2028	\$4,062	\$4,097
<b>Financial Feasibility</b>		<b>\$85,691</b>	<b>\$83,781</b>

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## Chapter 4: 2025-2028 Funding Secured Projects

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The Transportation Improvement Program includes the list of all federally funded and regionally significant funded transportation projects within Klickitat and Skamania counties, Washington region. Only regionally significant projects that plan to obligate funds within the next four years are included in this chapter. The list of projects included in the Transportation Improvement Program (TIP) often change, and the most updated list of projects can be found [here](#).

### Project Detail Sheets

State Transportation Improvement Program detailed project sheets are included in Appendix B. Detailed information is provided on each project individually and includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.

### Program Summary

The program of planned projects for 2025-2028 is provided on the annual summary sheets beginning on the next page. The annual program summary includes the projects by funding source and project phase. Project phases include Preliminary Engineering (PE), Right-of-Way (RW), and Construction (CN). Project information includes project priority, sponsoring agency, project name, project description, performance measures, phase, and funding information.

Table 5: Project Program Summary 2025-2028

Agency	Project	Description	2025	2026	2027	2028
Bingen	Sidewalks Alder and Cedar	<i>Infill portions of the sidewalk.</i>	RW			
Klickitat Co.	Bundle #1 – Preventative Maintenance	<i>Replace failing joints on 4 bridges</i>	CN			
	Bundle #2 – Preventative Maintenance	<i>Replace existing bearing pads/seats on 6 bridges</i>	CN			
	Bundle-Preventative Maintenance	<i>Repair decks of 5 bridges</i>	CN			
	Curve Warning Signs and Guidepost	<i>Add/update curve warning signs and guidepost</i>	CN			
	Hood River-White Salmon Bridge Replace	<i>Replacement of existing bridge</i>	PE			
	White Plastic Edge Lines	<i>Install white plastic edge lines</i>	CN			
Skamania Co.	2023 Regulatory Signs & Guardrail	<i>Install/upgrade signs and guardrails</i>	CN			
	Buck Creek Bridge	<i>Repair scour bridge</i>	RW			
	Bundled Bridges Preventative Maintenance.	<i>Preventative maintenance on 3 bridges</i>	PE	CN		
	High Cost Bridge Inspections	<i>Perform bridge inspections</i>	PL			
	Washougal River Road	<i>Widen and correct deficiencies</i>	RW		CN	
	Washougal Slide Feasibility Study	<i>Conduct a geotechnical and stormwater analysis</i>	PL			
	Wind River Road Pavement Preservation	<i>Resurface road and improve safety elements</i>				CN
WSDOT	Asphalt/Chip Seal Preservation	<i>Resurface with chip seal or hot mix asphalt</i>	PE/CN	PE/CN	PE/CN	PE/CN
	Port of Klickitat Access Improvements	<i>Improve access to the Port of Klickitat</i>	CN	CN		
	SR 14/E of Slide Bridge	<i>Repair or replace timber crib wall</i>	CN			
	SR 142/Lyle to Little Klickitat Rv. Br.	<i>Upgrade ADA facilities</i>	RW/CN			
	SR 142/Realignment at Horseshoe Bend	<i>Realign roadway to solve erosion problem</i>	PE	RW		CN
	SR 504/0.3 Miles E of S. Coldwater Tr.	<i>Stormwater treatment improvements</i>	PE	CN		
	SWR Strategic Bridge Preservation	<i>Bridge preservation</i>	CN			

## Projects by Type

The projects in the TIP have been classified by the primary project type to represent the number of and dollars associated with different types of projects. The difficulty is that most projects include multiple project types; and for the purpose of this analysis, only the primary project type is included. Projects are classified by the following project types:

- ◆ Bicycle & Pedestrian: stand-alone projects that primarily encourage walking and biking, such as sidewalks, bicycle lanes, paths, and improved pedestrian crossings.
- ◆ Bridge: work that is accomplished on bridges, such as bridge construction, bridge replacement, repair, and painting.
- ◆ Preservation: proactive approach to maintain the existing transportation system. This can include pavement overlay, pavement repair, guardrail replacement, etc.
- ◆ Road Improvement: improvements that enhance a roadway for motor vehicles, such as road widening, reconstruction, intersection improvements, and other geometric improvements.
- ◆ Safety: improvements to the transportation system that are primarily intended to reduce the risk of a collision, such as intersection improvements, signage, lane markings, and guardrails.

**Table 6: 2025-2028 TIP Projects by Type**

Project Type	Number of Projects	% of Projects	Total Programmed	% of Total Programmed
Bicycle & Pedestrian	2	9.5%	\$327,847	0.4%
Bridge	8	38.1%	\$5,854,600	7.0%
Preservation	4	19.0%	\$52,076,066	62.2%
Road Improvement	1	4.8%	\$12,735,570	15.2%
Safety	6	28.6%	\$12,787,198	15.3%
<b>Total</b>	<b>21</b>	<b>100%</b>	<b>\$83,781,281</b>	<b>100%</b>

*Figure 2: Percentage of Projects by Project Type*

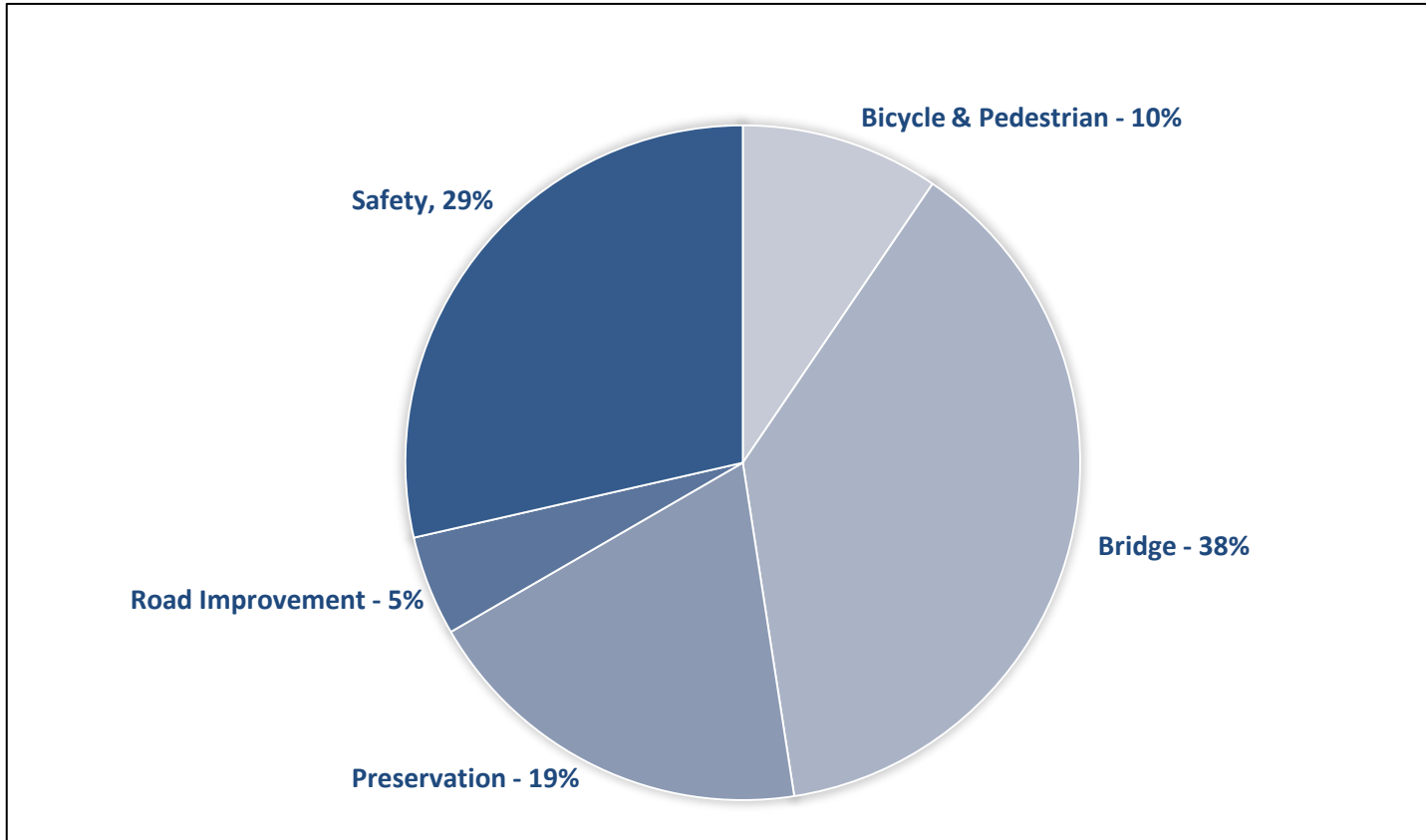
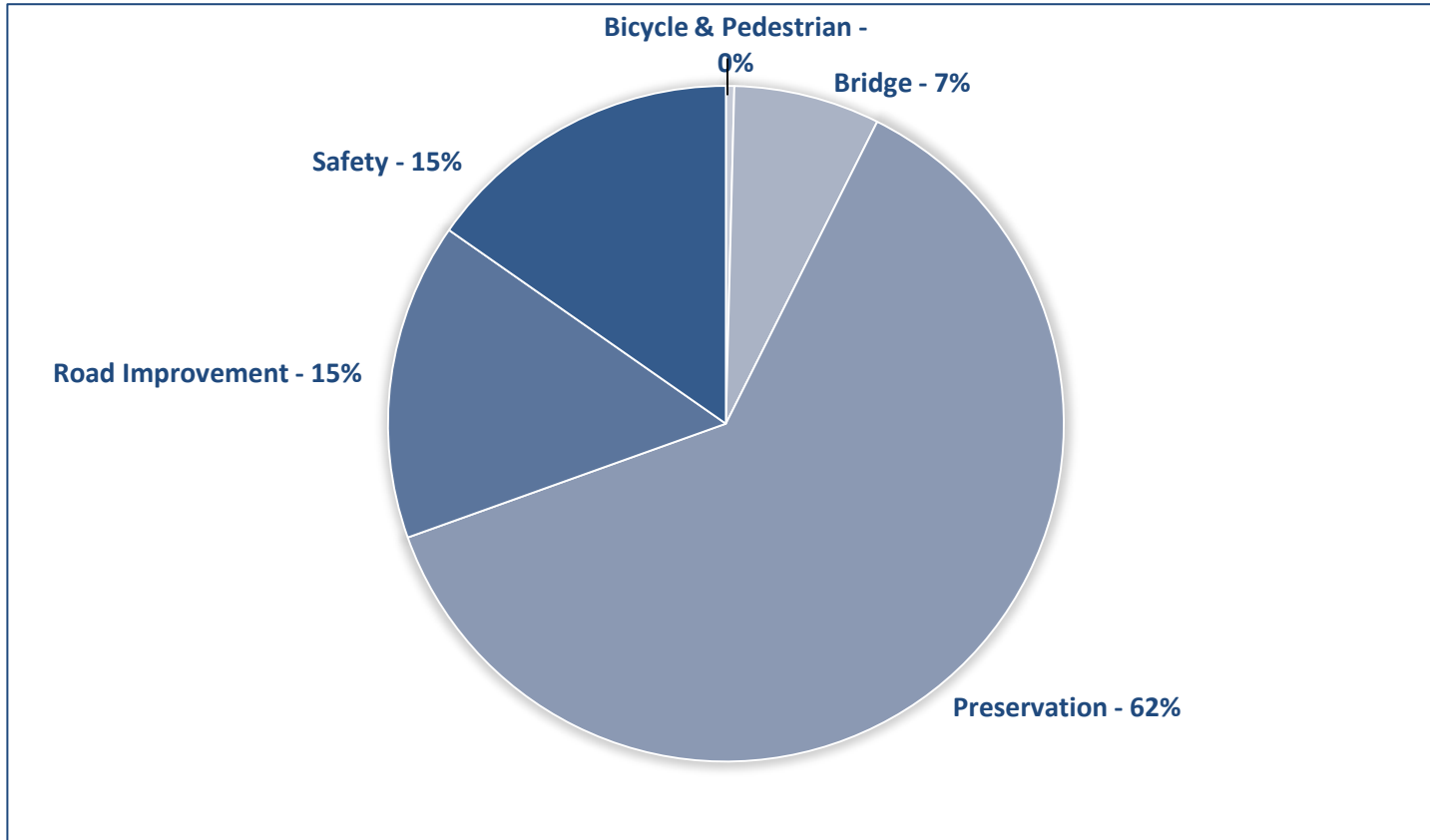


Figure 3: Percentage of Dollars Programmed by Project Type



# APPENDICES

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[APPENDIX A: Federal, State, and Local Funding Sources](#)

[APPENDIX B: Project Detail Sheets](#)

## APPENDIX A: Federal, State, and Local Funding Sources

On November 15, 2021, President Biden signed into law the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA). The BIL authorizes \$567.5 billion in funding over a five-year period and focuses on highway and motor vehicle safety, public transportation improvements, bridge investments, carbon reduction, climate change resiliency, electric vehicle infrastructure, rail investments, and research and technology programs. In addition, the BIL emphasizes expanding access and undoing past harms for historically marginalized communities.

### Formula Funding

The BIL authorizes a single amount of formula funds each year for all the apportioned highway programs combined. That amount is apportioned among the states, and then each state's apportionment is divided among the individual apportioned programs. Part of Washington State's apportionment is then allocated to Skamania and Klickitat counties, which select local transportation projects for funding under the Surface Transportation Block Grant (STBG). Southwest Washington Regional Transportation Council selects local projects across the three-county region for Transportation Alternatives (TA) funding. The other part of the federal funds selection remains with the State and federal government.



**Table 7: FHWA Formula Funding Programs**

Program	Description	Selecting Agency
<b>National Highway Performance Program (NHPP)</b>	Provide support for the condition and performance of the National Highway System (NHS)	State
<b>Highway Safety Improvement Program (HSIP)</b>	Achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-state-owned public roads and roads on tribal lands	State
<b>National Highway Freight Program (NHFP)</b>	Improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support freight goals	State
<b>Highway Infrastructure Program (HIP)</b>	Road, bridge, ferry, transit capital, and Intelligent Transportation System (ITS) capital projects for the elimination of hazards and the installation of protective devices at railway-highway crossings	State
<b>Bridge Formula Program (BFP)</b>	Replace, rehabilitate, preserve, protect, and construct bridges on public roads, including non-federal-aid highway bridges	State
<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)</b>	Make surface transportation more resilient to natural hazards—including climate change, sea level rise, flooding, extreme weather events, and other natural disasters	State
<b>National Electric Vehicle Infrastructure Formula Program (NEVI)</b>	Projects to strategically deploy electric vehicle (EV) charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability	State
<b>Surface Transportation Block Grant (STBG)</b>	Funds can be used for improvements to roads, walking and biking infrastructure, and transit capital projects. STBG funds are divided among the following programs:	
	<ul style="list-style-type: none"> <li>◆ STBG-Urban Large (STBG-UL)/STBG Rural (STBG-R): formula allocation to the region for projects inside and outside the federal designated urban area boundary</li> </ul>	County
	<ul style="list-style-type: none"> <li>◆ STBG-State (STBG): formula allocation to the Washington State Department of Transportation for use on state highway projects</li> </ul>	State
	<ul style="list-style-type: none"> <li>◆ Transportation Alternatives (TA): formula allocation for active transportation projects, such as walking and biking facilities</li> </ul>	RTC

## Discretionary Funding

Another significant source of funding comes through federal discretionary programs, where funding is appropriated on an annual basis. These programs utilize a competitive grant process at the federal level for the distribution of funds. The Federal Highway Administration selects projects for all of the grant programs, with the exception of projects for the Railroad Crossing Elimination Grant Program, which are selected by the Federal Railroad Administration. Projects can also be funded through Congressional Earmarks and other authorization and appropriations acts.

**Table 8: Federal Discretionary Funding Programs**

Program	Description
<b>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</b>	Create high quality jobs, improve safety, protect our environment, and generate equitable economic opportunity. Funding can support roads, bridges, transit, rail, ports, or intermodal transportation.
<b>Infrastructure For Rebuilding America (INFRA)</b>	Financial assistance and competitive grants to nationally and regionally significant freight and highway projects.
<b>National Infrastructure Project Assistance Program (MEGA)</b>	Surface transportation infrastructure projects that are too large or complex for traditional funding programs, that will have a significant national or regional impact.
<b>Rural Surface Transportation Grants</b>	Improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, generate regional economic growth, and improve quality of life.
<b>Safe Streets and Roads for All (SS4A)</b>	Supports planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.
<b>Wildlife Crossings Pilot Program (WCPP)</b>	Reduce wildlife-vehicle collisions (WVCs) while improving habitat connectivity for terrestrial and aquatic species.
<b>Charging and Fueling Infrastructure Grants Program</b>	Deploy electric vehicle charging and hydrogen/propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities.

Program	Description
<b>Bridge Investment Program</b>	Replace, rehabilitate, preserve, or protect bridges on the National Bridge Inventory and for projects that replace or rehabilitate culverts to improve flood control and improve habitat connectivity for aquatic spaces.
<b>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)</b>	Make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters.
<b>Railroad Crossing Elimination Grant Program</b>	Highway-rail or pathway-rail grade crossing improvements that focus on improving the safety and mobility of people and goods.

## State

On the state level, the Motor Vehicle Fuel Tax is the primary funding source for highway maintenance and arterial construction. In addition, the State has other taxes and fees that support the funding of transportation improvements. Some of the programs funded by these revenues are described below:

**Table 9: State Discretionary Funding Programs**

Program	Description
<b>Connecting Washington (CWA)</b>	In 2015 the State passed a transportation investment package known as Connecting Washington (CWA). This package provides \$8.8 billion on state and local road projects, \$1.4 billion on maintenance and preservation, about \$1 billion allocated for non-highway projects, and a portion allocated to local jurisdictions.
<b>Move Ahead Washington (MAW)</b>	In 2022 the State passed a transportation investment package known as Move Ahead Washington (MAW). This package provides \$16.8 billion in new resources over the next 16 years, including \$4.3 billion in transit, bike, and pedestrian improvements; \$4 billion in road and bridge projects; \$3 billion for maintenance and preservation; \$2.4 billion for fish passage barrier removal; and \$1.5 billion for the state ferry system.
<b>Transportation Improvement Board (TIB) Programs</b>	<p>The TIB distributes grant funding that comes from revenue generated by a portion of the statewide gas tax, to cities and urban counties for funding transportation projects through the following programs:</p> <ul style="list-style-type: none"> <li>◆ Relight Washington (LED): help cities convert to more energy efficient LED streetlights.</li> <li>◆ Small City Arterial Program (SCAP): preserve and improve the arterial roadway system for cities under 5,000 population.</li> <li>◆ Small City Pavement Preservation Program (SCPPP): rehabilitation and maintenance of the small city roadway system.</li> <li>◆ Complete Streets: funding for cities and counties that have an adopted complete streets ordinance.</li> <li>◆ Federal Match: Assistance to meet the local match of some federally funded projects in small cities (population under 5,000).</li> </ul>

**Washington State Department of Transportation (WSDOT)**

Programs include a mix of state and federal funding, such as the Consolidated Grant, City Safety, and Safe Routes to School programs. Other funding programs that include only state funding are the Regional Mobility, Pedestrian and Bicycle, and Transit Support programs.

The County Road Administration Board (CRAB) was created by the legislature in 1965 to provide statutory oversight of Washington’s 39 county road departments. CRAB manages two grant programs to assist counties in meeting their transportation needs:

**County Road Administration Board (CRAB)**

- ◆ Rural Arterial Program (RAP): This is a state fund for financing arterial road improvements in rural areas. RAP funds cannot be used for right-of-way.
- ◆ County Arterial Preservation Program (CAPP): funds the preservation of existing paved county arterials, provided to counties as direct allocation based on paved arterial lane miles by the County Road Administration Board.

**Washington State Recreation and Conservation Office (RCO)**

Creates and maintains opportunities for recreation, protects the best of the state’s wild lands, and contributes to the State’s effort to recover salmon from the brink of extinction.

## Local

Local revenue comes from a variety of sources, such as property tax, impact fees for highway projects, and sales tax for transit projects. Other revenues include moneys from permits, fees, and taxes.

*Table 10: Local Revenue Programs*

Program	Description
<b>Property Tax</b>	Portion of property taxes to the County Road Fund (approximately \$2.25 per \$1,000 of assessed value).
<b>Transportation Impact Fees (TIF)</b>	Transportation impact fees to address the impact of development activity on transportation facilities.
<b>Arterial Street Fund (ASF)</b>	Distribution of the state gasoline tax to cities and counties based on each jurisdiction’s population.
<b>Road Improvement District (RID)</b>	Formed and funded by properties benefiting from an improvement. They are usually formed at the request of property owners. Local government will build the project using revenue bonds from road improvement district.
<b>Transportation Benefit District (TBD)</b>	TBDs are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects, usually through vehicle license fees or sales taxes.
<b>Frontage Improvement Agreements</b>	Developments' requirements to construct frontage improvements.
<b>Latecomer Fees</b>	New developments and redevelopments may be charged “Latecomer Fees” by the County for improvements that would have been required for their development but have been constructed by the County.
<b>Sales and Use Tax</b>	Sales and use tax is a portion of the sales and use tax charged within the county. The tax rate can be raised to as much as 0.9% with voter approval.
<b>Transit Fare</b>	This is the amount of revenue generated by transit fare, ticket, and pass sales.

## **APPENDIX B: Project Detail Sheets**

State Transportation Improvement Program detailed project sheets are included in this Appendix. Detailed information is provided on each project individually and includes project title, project description, funding information, and other project information. Projects are listed in alphabetical order by agency and project name.