

Introduced By: Rob McKenna

12/08/99

Proposed No.: 1999-0528

ORDINANCE NO. 13696

AN ORDINANCE relating to road fees; setting the Mitigation System Program project list and providing for an updated road mitigation payment system fee schedule; and amending Ordinance 11617, Section 43, and K.C.C. 14.75.040, Ordinance 11617, Section 44, and K.C.C. 14.75.050 and Ordinance 11617, Section 47, and K.C.C. 14.75.080 and repealing Ordinance 11617, Attachment A.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Ordinance 11617, Section 43, and K.C.C. 14.75.040 are each hereby amended to read as follows:

**Fee schedules and establishment of service districts.**

A. Fee schedules stating the amount of the MPS fee which residential development shall pay for development subject to MPS fees (~~effective October 4, 1993 [Editor's Note: Ord. 11020],~~) are set forth in (~~Attachment B to Ordinance 11617 which is incorporated herein by reference as if fully set forth~~) K.C.C. 14.75.040F as described in K.C.C. 14.75.040 D and E. Subsequent fee schedules shall be established pursuant to (~~Section~~) K.C.C. 14.75.050. All other development shall pay an MPS fee individually calculated by the department, as set forth in (~~Section~~) K.C.C. 14.75.050B. The MPS administrative fee which all developers shall pay is set forth in (~~Sections~~) K.C.C. 14.75.080 and 14.75.090.

1 B. For purposes of this chapter, the county is divided into service districts, as set  
2 forth in Attachment A of ~~((Ordinance 11617 which is incorporated herein by reference as~~  
3 ~~is if fully set forth))~~ this ordinance. In each service district, similar types of residential  
4 development shall pay the same MPS fee, unless the amount of the fee is altered because:

5 1. Unusual circumstances exist and the department adjusts the amount of the  
6 fee as provided in ~~((subsection C below))~~ K.C.C. 14.75.040C; or

7 2. The developer submits studies or data showing that the fee as set forth in  
8 the applicable schedule or as calculated by the department is in error, as provided in  
9 ~~((Section))~~ K.C.C. 14.75.150.

10 C. The department may adjust the standard impact fee as set forth in the fee  
11 schedules at the time the fee is imposed to consider unusual circumstances in specific cases  
12 to ensure that MPS fees are imposed fairly. The department shall set forth its reasons for  
13 adjusting the standard MPS fee in written findings.

14 D. ~~((Single family residential fee per dwelling unit (multi family residential fee is~~  
15 ~~the single family fee multiplied by 0.6)))~~ The fee schedule in K.C.C. 14.75.040F for  
16 residential dwelling units is effective on December 27, 1999, if the MPS interlocal  
17 agreements between King County and the city of Issaquah and King County and the city of  
18 Redmond for reciprocal collection of transportation impact fees have been executed and  
19 are in effect by that date. If those interlocal agreements are not effective by that date, then  
20 the fee schedule has no effect and the county shall continue to use its present fee schedule  
21 until a revised schedule is adopted by the council.

22 E. The multifamily residential fee shall be determined based on the appropriate  
23 single family fee shown K.C.C. 14.75.040F multiplied by 0.6. The residential MPS fee for

1 any unincorporated area not within a zone listed on the King County residential fee  
 2 schedule shall be one hundred eighty-nine dollars.

3 F. King County residential fee schedule

Zone	\$Fee	Zone	\$Fee	Zone	\$Fee	Zone	\$Fee
<u>70</u>	<u>\$24</u>	<u>195</u>	<u>((98)) \$135</u>	<u>294</u>	<u>((1586)) \$0</u>	<u>378</u>	<u>((2654)) \$200</u>
<u>71</u>	<u>\$26</u>	<u>196</u>	<u>((178)) \$260</u>	<u>295</u>	<u>((3973)) \$5488</u>	<u>379</u>	<u>((975)) \$105</u>
<u>75</u>	<u>\$60</u>	<u>197</u>	<u>((109)) \$0</u>	<u>296</u>	<u>((4396)) \$7535</u>	<u>380</u>	<u>((672)) \$60</u>
<u>85</u>	<u>\$1082</u>	<u>198</u>	<u>((114)) \$0</u>	<u>297</u>	<u>((594)) \$997</u>	<u>381</u>	<u>((1517)) \$54</u>
<u>86</u>	<u>\$330</u>	<u>199</u>	<u>((172)) \$136</u>	<u>298</u>	<u>((2273)) \$2928</u>	<u>382</u>	<u>((4081)) \$6200</u>
<u>88</u>	<u>\$348</u>	<u>200</u>	<u>((39)) \$80</u>	<u>299</u>	<u>((3900)) \$6474</u>	<u>383</u>	<u>((4029)) \$5584</u>
<u>89</u>	<u>\$457</u>	<u>201</u>	<u>((56)) \$0</u>	<u>300</u>	<u>((1402)) \$1925</u>	<u>384</u>	<u>((6375)) \$4880</u>
<u>90</u>	<u>\$885</u>	<u>202</u>	<u>((145)) \$0</u>	<u>301</u>	<u>((1749)) \$2050</u>	<u>385</u>	<u>((4061)) \$5843</u>
<u>100</u>	<u>\$394\$</u>	<u>203</u>	<u>((366)) \$0</u>	<u>302</u>	<u>((1753)) \$2018</u>	<u>386</u>	<u>((8219)) \$5481</u>
<u>102</u>	<u>\$223</u>	<u>204</u>	<u>((199)) \$0</u>	<u>303</u>	<u>((4025)) \$6455</u>	<u>387</u>	<u>((6485)) \$5007</u>
<u>108</u>	<u>\$2125</u>	<u>205</u>	<u>((268)) \$0</u>	<u>304</u>	<u>((2265)) \$1962</u>	<u>388</u>	<u>((4494)) \$7136</u>
<u>113</u>	<u>\$254</u>	<u>206</u>	<u>((89)) \$0</u>	<u>305</u>	<u>((2156)) \$4734</u>	<u>389</u>	<u>((5317)) \$4819</u>
<u>115</u>	<u>\$449</u>	<u>207</u>	<u>((80)) \$0</u>	<u>306</u>	<u>((4419)) \$6330</u>	<u>390</u>	<u>((2735)) \$3313</u>
<u>117</u>	<u>\$1065</u>	<u>208</u>	<u>((208)) \$0</u>	<u>307</u>	<u>((3870)) \$6058</u>	<u>391</u>	<u>((899)) \$3201</u>
<u>120</u>	<u>((850)) \$284</u>	<u>209</u>	<u>((233)) \$0</u>	<u>308</u>	<u>((2055)) \$0</u>	<u>392</u>	<u>((2904)) \$3827</u>
<u>121</u>	<u>((629)) \$149</u>	<u>210</u>	<u>((150)) \$0</u>	<u>309</u>	<u>((438)) \$0</u>	<u>393</u>	<u>((2902)) \$4698</u>
<u>124</u>	<u>((149)) \$73</u>	<u>211</u>	<u>((192)) \$0</u>	<u>310</u>	<u>((556)) \$0</u>	<u>394</u>	<u>((2180)) \$4784</u>
<u>126</u>	<u>((130)) \$33</u>	<u>212</u>	<u>((99)) \$0</u>	<u>311</u>	<u>((816)) \$1092</u>	<u>395</u>	<u>((977)) \$2327</u>
<u>128</u>	<u>((130)) \$43</u>	<u>213</u>	<u>((94)) \$0</u>	<u>312</u>	<u>((1650)) \$1577</u>	<u>396</u>	<u>((743)) \$4799</u>
<u>129</u>	<u>((140)) \$39</u>	<u>214</u>	<u>((104)) \$0</u>	<u>313</u>	<u>((651)) \$1053</u>	<u>397</u>	<u>((729)) \$3060</u>
<u>130</u>	<u>((130)) \$29</u>	<u>215</u>	<u>((865)) \$1273</u>	<u>314</u>	<u>((1459)) \$1581</u>	<u>398</u>	<u>((1434))</u>

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							\$3109
132	((87)) \$34	216	((491)) \$785	315	((1350)) \$0	399	((2116)) \$2223
133	(59) \$1	217	((89)) \$0	316	((1134)) \$258	400	((1140)) \$2090
134	((2088)) \$4621	218	((189)) \$0	317	((1138)) \$315	401	((250)) \$1412
135	((2275)) \$3380	219	((188)) \$0	318	((987)) \$524	402	((1192)) \$1414
136	((2234)) \$4545	220	((123)) \$0	319	((749)) \$427	403	((961)) \$1203
137	((2162)) \$4651	221	((127)) \$0	320	((1122)) \$1207	404	((4436)) \$1092
138	((2223)) \$3776	222	((103)) \$0	321	((579)) \$1402	405	((4035)) \$1123
139	((1766)) \$3164	223	((142)) \$135	322	((1324)) \$0	406	((1475)) \$2226
140	((433)) \$1909	224	((133)) \$0	323	((686)) \$0	407	((2204)) \$2167
141	((334)) \$1740	225	((141)) \$0	324	((517)) \$0	408	((2969)) \$3250
142	((529)) \$1684	226	((201)) \$219	325	((836)) \$1374	409	((2506)) \$3029
143	((701)) \$1515	227	((93)) \$152	326	((1667)) \$2295	410	((1440)) \$4291
144	((179)) \$788	228	((177)) \$0	327	((3166)) \$1901	411	((394)) \$1150
145	((164)) \$742	229	((198)) \$0	328	((996)) \$1256	412	((1599)) \$0
146	((113)) \$790	230	((390)) \$305	329	((1649)) \$0	413	((3112)) \$0
147	((44)) \$604	231	((101)) \$0	330	((1209)) \$0	414	((2779)) \$0
148	((43)) \$406	232	((148)) \$156	331	((2083)) \$4738	415	((1641)) \$0
149	((93)) \$368	233	((193)) \$184	332	((476)) \$0	416	((1277)) \$3689
150	((24)) \$0	234	((317)) \$222	333	((678)) \$824	417	((1942)) \$2433
151	((24)) \$0	235	((483)) \$166	334	((801)) \$1770	418	((2188)) \$2362
152	((26)) \$0	236	((343)) \$185	335	((1593)) \$1855	419	((1609)) \$1481
153	((28)) \$0	238	((65)) \$0	336	((1447)) \$4687	420	((633)) \$0
154	((34)) \$0	239	((126)) \$64	337	((3523)) \$6353	421	((737)) \$0
155	((34)) \$0	240	((92)) \$38	338	((2742)) \$4933	422	((175)) \$575
156	((68)) \$34	241	((88)) \$26	339	((3502)) \$5575	423	((446)) \$820
157	((131)) \$0	242	((154)) \$56	340	((881)) \$3168	424	((323)) \$872

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158	<u>((170)) \$0</u>	243	<u>((98)) \$49</u>	341	<u>((830)) \$3352</u>	425	<u>((467)) \$835</u>
159	<u>((24)) \$0</u>	255	<u>((77)) \$0</u>	342	<u>((1869)) \$3730</u>	426	<u>((274)) \$899</u>
160	<u>((24)) \$0</u>	257	<u>((24)) \$16</u>	343	<u>((591)) \$1228</u>	427	<u>((509)) \$718</u>
161	<u>((49)) \$0</u>	258	<u>((60)) \$38</u>	344	<u>((1978)) \$2898</u>	428	<u>((1273)) \$1546</u>
162	<u>((56)) \$0</u>	259	<u>((51)) \$40</u>	345	<u>((3658)) \$3704</u>	429	<u>((988)) \$0</u>
163	<u>((50)) \$0</u>	260	<u>((36)) \$29</u>	346	<u>((4744)) \$3886</u>	430	<u>((1245)) \$0</u>
164	<u>((297)) \$0</u>	263	<u>((24)) \$21</u>	347	<u>((1722)) \$1550</u>	431	<u>((794)) \$990</u>
165	<u>((96)) \$0</u>	264	<u>((1306)) \$2969</u>	348	<u>((3533)) \$2866</u>	432	<u>((2285)) \$2297</u>
166	<u>((172)) \$0</u>	265	<u>((253)) \$843</u>	349	<u>((2554)) \$2613</u>	433	<u>((847)) \$2366</u>
167	<u>((124)) \$0</u>	266	<u>((1814)) \$1513</u>	350	<u>((1600)) \$1408</u>	434	<u>((1035)) \$1538</u>
168	<u>((29)) \$0</u>	267	<u>((1509)) \$1688</u>	351	<u>((291)) \$611</u>	435	<u>((448)) \$1324</u>
169	<u>((35)) \$0</u>	268	<u>((1695)) \$1336</u>	352	<u>((368) \$0</u>	436	<u>((526)) \$2270</u>
170	<u>((31)) \$0</u>	269	<u>((1567)) \$962</u>	353	<u>((294) \$0</u>	437	<u>((708)) \$1213</u>
171	<u>((118)) \$0</u>	270	<u>((1093)) \$865</u>	354	<u>((546) \$735</u>	438	<u>((200)) \$0</u>
172	<u>((35)) \$0</u>	271	<u>((1178)) \$980</u>	355	<u>((712)) \$1562</u>	439	<u>((950)) \$1229</u>
173	<u>((76)) \$0</u>	272	<u>((1146)) \$929</u>	356	<u>((439)) \$649</u>	440	<u>((3180)) \$4594</u>
174	<u>((37)) \$0</u>	273	<u>((1046)) \$1084</u>	357	<u>((632)) \$1507</u>	441	<u>((2635)) \$2159</u>
175	<u>((67)) \$0</u>	274	<u>((1479)) \$1720</u>	358	<u>((1521)) \$2154</u>	442	<u>((2288)) \$2913</u>
176	<u>((75)) \$31</u>	275	<u>((1404)) \$281</u>	359	<u>((2112)) \$1631</u>	443	<u>((2614)) \$2122</u>
177	<u>((317)) \$25</u>	276	<u>((1512)) \$405</u>	360	<u>((493)) \$0</u>	444	<u>((305)) \$0</u>
178	<u>((53)) \$14</u>	277	<u>((1791)) \$732</u>	361	<u>((1555)) \$0</u>	445	<u>((412)) \$0</u>
179	<u>((58)) \$10</u>	278	<u>((1255)) \$166</u>	362	<u>((1837)) \$0</u>	446	<u>((1380)) \$794</u>
180	<u>((34)) \$12</u>	279	<u>((1059)) \$176</u>	363	<u>((4258)) \$2021</u>	447	<u>((1542)) \$0</u>
181	<u>((47)) \$35</u>	280	<u>((1012)) \$119</u>	364	<u>((3032)) \$0</u>	448	<u>((545)) \$0</u>
182	<u>((40)) \$48</u>	281	<u>((793)) \$292</u>	365	<u>((1561)) \$272</u>	449	<u>((1766)) \$2740</u>
183	<u>((48)) \$60</u>	282	<u>((417)) \$472</u>	366	<u>((1440)) \$177</u>	450	<u>((1409)) \$1559</u>
184	<u>((100)) \$68</u>	283	<u>((456)) \$381</u>	367	<u>((4396)) \$917</u>	451	<u>((1285)) \$1476</u>
185	<u>((64)) \$147</u>	284	<u>((441)) \$360</u>	368	<u>((3371)) \$0</u>	452	<u>((2042))</u>

							\$2128
186	((74)) \$0	285	((234)) \$0	369	((2819)) \$201	453	((1286)) \$1476
187	((69)) \$43	286	((249)) \$0	370	((624)) \$471	454	((2678)) \$2467
188	((64)) \$51	287	((214)) \$0	371	((614)) \$512	455	((224)) \$449
189	((119)) \$62	288	((230)) \$0	372	((1274)) \$294	456	((305)) \$1410
190	((67)) \$54	289	((382)) \$378	373	((1607)) \$352	457	((228)) \$0
191	((68)) \$68	290	((684)) \$421	374	((2279)) \$105		
192	((71)) \$84	291	((441)) \$0	375	((2336)) \$199		
193	((88)) \$0	292	((427)) \$866	376	((2395)) \$242		
194	((103)) \$165	293	((476)) \$0	377	((1236)) \$113		

1            SECTION 2. Ordinance 11617, Section 44, and K.C.C. 14.75.050 are each hereby  
 2 amended to read as follows:

3            **Calculation of MPS ((F))fees.**

4            A. The department shall calculate the MPS fees set forth in the fee schedules,  
 5 ((Section)) K.C.C. 14.75.040((A)), by means of a computer modeling system that:

6                    1. Incorporates the service districts adopted in ((Section)) K.C.C. 14.75.040B.

7                    2. Within each service district of the county, determines the standard fee for  
 8 similar types of residential development, which shall be reasonably related to each  
 9 development's proportionate share of the cost of the transportation improvement projects  
 10 being funded by this chapter and shall reasonably reflect the average fee for similar  
 11 development in the same service district; and

12                    3. Reduces the proportionate share by applying the benefit factors set forth in  
 13 this chapter.

14            B. When a development's fee is not determined by the fee schedules adopted in  
 15 ((Section)) K.C.C. 14.75.040((A)), the department shall calculate the MPS fee by means of

1 a computerized modeling system, which is the same system used to determine the fee  
2 schedules, and which:

- 3 1. Determines the development's proportionate share of the cost of the  
4 transportation improvements projects being funded by this chapter; and
- 5 2. Reduces the proportionate share by applying the benefit factors set forth in  
6 this chapter.

7 C. The departments' computer model shall calculate proportionate share for use in  
8 ~~((both))~~ either fee schedules ~~((and))~~ or individual calculations by:

- 9 1. Determining the number of peak hour vehicle trips generated by  
10 development that will benefit from the vehicle capacity added, or to be added, by the road  
11 improvements on the MPS ~~((P))~~ project ~~((L))~~ list;
- 12 2. Determining the unit cost of added capacity for each MPS project by  
13 dividing the estimated cost of each project by the amount of capacity added; and
- 14 3. Multiplying the number of peak hour trips added to each MPS project by  
15 the unit cost of added capacity for those projects.

16 D. In calculating proportionate share, the department's modeling system shall:

- 17 1. Recognize that a development's traffic will use a corridor rather than a  
18 particular roadway;
- 19 2. Use trip generation rates published by the Institute of Transportation  
20 Engineers (ITE) unless:
  - 21 a. ~~((A))~~ actual measurements of the rate of trip generation by similar  
22 developments in King County are available, and the director determines that these local  
23 measurements are more accurate; or

1 b. ITE trip generation rates for the proposed development are not  
2 available, in which case the director:

- 3 (1) ~~((M))~~may use published rates from another source; ~~((or))~~  
4 (2) ~~((M))~~may calculate the rate from data about the population of the  
5 proposed development; or  
6 (3) ~~((M))~~may require the developer to obtain actual measurements of  
7 trip generation rates by similar developments in King County;

8 3. Reduce the trip generation rate to reflect reductions in traffic that will occur  
9 because of transportation strategies, as described in the administrative rules for this title;

10 4. Identify all roadways and intersections that will be impacted by traffic from  
11 each development for as far from the development as the model can measure;

12 5. Identify when the capacity of an MPS project has been fully utilized;

13 6. Update the data in the model as often as ~~((practical, but at least annually))~~  
14 practicable;

15 7. Estimate the cost of constructing the projects on the MPS ~~((P))~~project  
16 ~~((L))~~list as of the time they are placed on the list, and then update the cost estimates ~~((at~~  
17 ~~least annually))~~ periodically, considering the:

18 a. ~~((A))~~availability of other means of funding transportation facility  
19 improvements;

20 b. ~~((C))~~cost of existing transportation facility improvements; and

21 c. ~~((M))~~methods by which transportation facility improvements were  
22 financed;



1           8. Update the fee collected against a project which has already been  
 2 completed, through an advancement of county funds, at a rate(~~(, determined annually,~~  
 3 ~~which is equivalent to the county's return on its investments)) adjusted in accordance with  
 4 the Engineering News Record (ENR) Construction Cost Index for the Seattle area; and~~

5           9. Charge a development for the total traffic entering and exiting the  
 6 development during the peak hour.

7           E. The department's modeling system shall reduce the calculated proportionate  
 8 share by giving credit for the following benefit factors:

9           1. A fifteen-~~((15))~~percent credit in recognition that some of the trips from a  
 10 development paying an MPS fee may begin or end within a jurisdiction with which the  
 11 county has executed a reciprocal MPS agreement, or within another development which is  
 12 or has been subject to MPS requirements;

13           2. Past or future payments made or reasonably anticipated to be made by a  
 14 development to pay for particular transportation improvements in the form of user fees,  
 15 debt service payments, taxes or other payments earmarked for or proratable to the same  
 16 projects being funded by ~~((such))~~ the development's MPS fee; ~~((and))~~ or

17           3. The value of any dedication of land for, improvement to~~((;))~~ or new  
 18 construction of any system improvements provided by the developer~~((;))~~ to transportation  
 19 facilities that are identified in the MPS project list and that are required by the county as a  
 20 condition of approving the development activity~~((; provided that w))~~. When an MPS  
 21 project is constructed on both on-site and off-site land, the department shall determine, in  
 22 light of all the circumstances, what proportion of the developer's costs should fairly and  
 23 reasonably be attributed to the work done on off-site land.

1 F. The department shall review the fifteen-~~((15))~~percent factor ~~((annually))~~  
2 periodically and propose revisions to the factor when appropriate to reflect the actual  
3 number of trips generated by new development which also begin or end in other  
4 developments which have previously been subject to a fee for the same impact.

5 G. If the credit determined ~~((pursuant))~~ according to ~~((Section))~~ K.C.C.  
6 14.75.050E.3 exceeds the amount of the developer's MPS fee, the department shall  
7 reimburse the developer from MPS fees collected from other developers for the same MPS  
8 project.

9 H. The amount of credit determined ~~((pursuant))~~ according to ~~((Section))~~ K.C.C.  
10 14.75.050E.3 shall be credited proportionately among all the lots in the development~~((s))~~  
11 and the MPS fee for each lot for which a building permit is applied shall be reduced  
12 accordingly.

13 I. The department shall use the information from the computerized modeling  
14 system to prepare ~~((an annual))~~ a draft fee schedule list periodically. The council shall~~((;~~  
15 ~~as often as is necessary but at least annually,))~~ establish by ordinance ~~((establish))~~ the fee  
16 schedule applicable to each service area in the county by adopting, with or without  
17 modification, the department's draft fee schedules.

18 J. The department shall present to the council in administrative rules the proposed  
19 changes in the service district boundaries, set forth in ~~((Section))~~ K.C.C. 14.75.040B, as  
20 often as is necessary to ensure that the service district boundaries conform to sound  
21 planning or engineering principles.

22 K. To the extent ~~((practical))~~ practicable, and in accordance with sound planning  
23 or engineering principles, the department shall develop and propose to the council for

1 adoption precalculated fee schedules applicable to types of development in addition to  
2 residential development.

3 SECTION 3. Ordinance 11617, Section 47, and K.C.C. 14.75.080 are each hereby  
4 amended to read as follows:

5 **Administrative ~~(F)~~fees.**

6 A. All development permits subject to the MPS fees pursuant to ~~((Section))~~  
7 K.C.C. 14.75.070 shall pay an administrative fee of ~~(((\$60))~~ sixty dollars.

8 B. All development permits which require an individually determined MPS  
9 fee ~~((pursuant))~~ according to ((Section)) K.C.C. 14.75.070C shall pay an administrative  
10 processing fee of ~~(((\$320))~~ three hundred twenty dollars.

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SECTION 4. Mitigation payment system program (MPS) project list.


A. The MPS project list, as set forth in Attachment B to this ordinance, is adopted and shall be used by the department of transportation in preparing the MPS fee schedules and in calculating MPS fees.

B. Ordinance 11617, Attachment A, is hereby repealed.

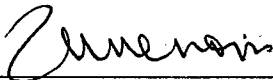
INTRODUCED AND READ for the first time this 20th day of September, 1900.

PASSED by a vote of 13 to 0 this 13th day of December, 1999.

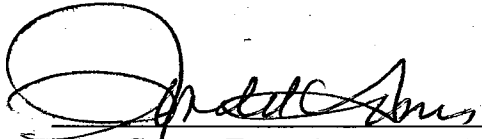
KING COUNTY COUNCIL  
KING COUNTY, WASHINGTON

  
Chair

ATTEST:

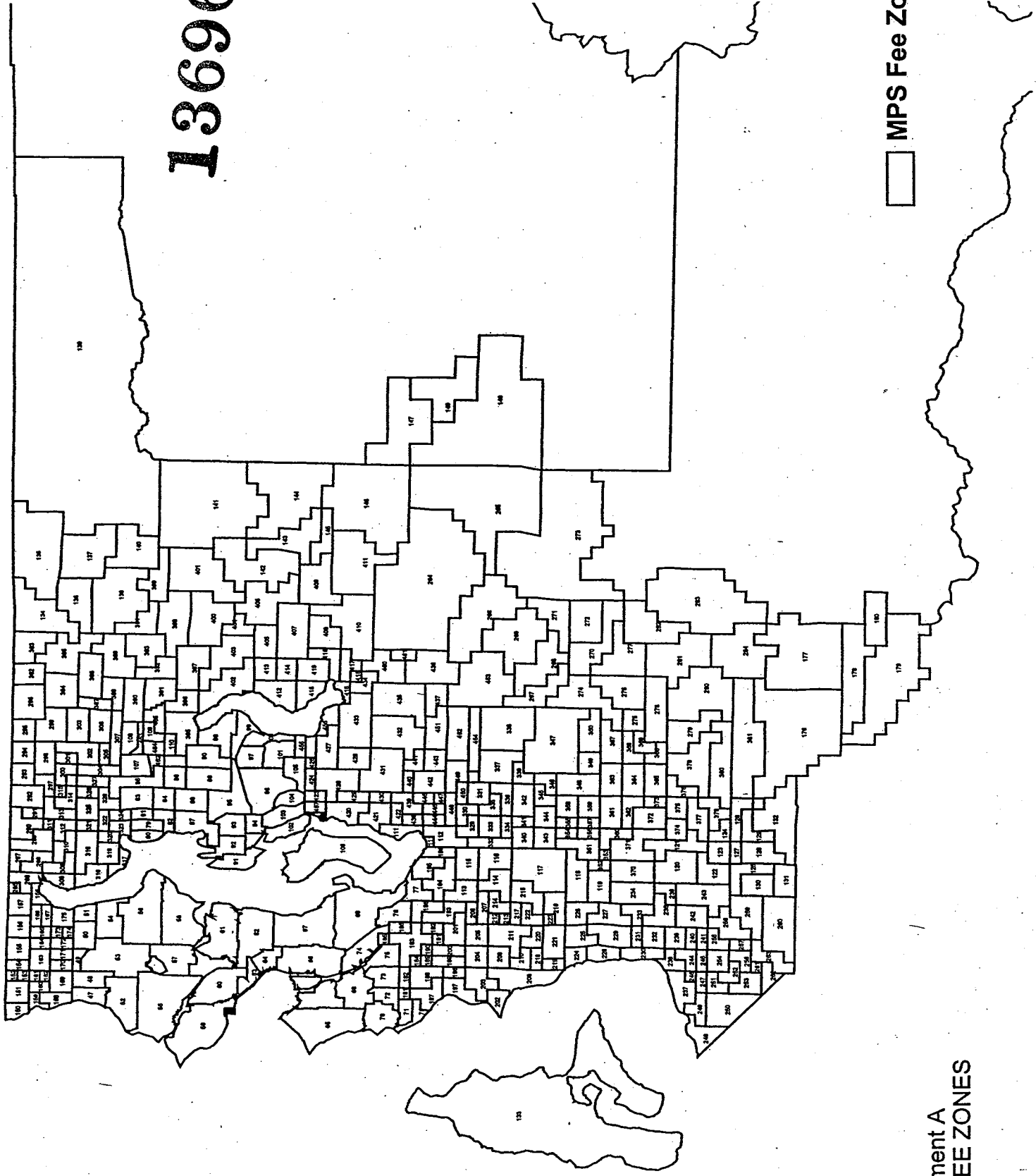
  
Clerk of the Council

APPROVED this 16 day of December, 19 99

  
King County Executive

- Attachments: A. Mitigation Payment System Fee Zones Map  
B. 1999 Proposed Mitigation Payment System (MPS) Project List

13696



□ MPS Fee Zones

Attachment A  
MPS FEE ZONES

# Ord.13696

## 1999 Proposed Mitigation Payment System Program (MPS) Project List

## ATTACHMENT B

Juris	Proj #	Project Name	From	To	1999 MPS Cost
County	B-6	NE 132 ST/NE 128 ST	184 AVE NE	196 AVE NE	\$6,134,000
County	B-9.10	AVONDALE RD	WOOD-DUVALL RD	NE 155 ST	\$8,361,000
County	B-9.20	AVONDALE RD PH III	NE 155 ST	NE 133 ST	\$4,920,000
County	B-9.30	Woodinville-Duvall Rd @ Avondale Rd NE			\$2,806,000
County	B-23	NE UNION HILL RD	198 AVE NE	206 AVE NE	\$11,437,000
County	B-29	AVONDALE RD	REDMOND C/L	AVONDALE PL NE	\$11,089,000
County	B-30	AVONDALE RD PH III	AVONDALE PL NE	NE 132 ST	\$7,544,000
County	B-56.12	NOVELTY HILL RD STAGE 2	AVONDALE RD NE	244 AVE NE	\$20,697,000
County	B-56.20	NOVELTY HILL -EAST- REDMOND	AVONDALE RD NE	REDMOND C/L	\$1,029,000
County	ES-2.50	E LK SAMMAMISH PKWY INTERST	@ INGLEWOOD HILL RD	@ THOMPSON RD	\$1,641,000
County	ES-5.10	SE 56 ST BRIDGE	SE 56 XING	ISSAQUAH CREEK	\$582,000
County	ES-6.20	E LK SAMMAMISH PKWY	SE 56 ST	Issaquah Fall City Rd	\$5,794,000
County	ES-6.30	E LK SAMMAMISH PKWY	ISSAQ FALL CITY RD	I-90 on Ramp	\$6,347,000
County	ES-7.30	SUNSET INTERCHANGE I-90 IMPRVMTS			\$2,022,000
County	ES-12.22	ISSQ-PINE LK RD PH I CONSTRUCTION	SE 48 ST	ISSAQUAH FALL CITY RD	\$5,022,000
County	ES-15.10	ISSQ-FALL CITY RD PH II	ISSQ-PINE LK RD	2300 ' EAST OF ISSQ PINE LK RD	\$4,109,000
County	ES-15.42	ISSAQUAH - FALL CITY RD - PHIII	APPROX SE 48 ST	KLAHANIE DR	\$6,993,000
County	ES-48.12	SPAR NORTH LINK STAGE 1	ISSQ-FALL CITY/PINE LK	GRAND RIDGE MPD	\$20,550,000
County	ES-48.22	SPAR SOUTH LINK CONST	GRAND RIDGE MPD	I-90 SUNSET INTERCHANGE	\$30,232,000
County	ES-75.22	SAHALEE WAY CONST	NE 50 ST	SR-202	\$805,000
County	F-24	S 272 ST	SR-99	16 AVE S	\$1,487,000
County	G-6.10	GREEN RIVER BRIDGE PROJECTS	83 AVE S @ GREEN RIV		\$2,179,000
County	G-6.20	EAST VALLEY HIGHWAY	GREEN RIVER BRIDGE	S 277 ST	\$689,000
County	G-6.30	GREEN RIVER OVERFLOW BRIDGE	CROSSING GREEN RIV		\$259,000
County	G-8.40	S 196 ST / S 200 ST CORRIDOR	W VALLEY HWY	ORILLIA RD	\$5,771,000
County	G-85	55 AVE S @ S 277 ST			\$938,000
County	H-36.20	1 AVE S	S 146 ST	S 160 ST	\$433,000
County	H-48	4 AVE SW @ SW 136 ST			\$222,000
County	NC-2	LAKEMONT BLVD EXTENSION	171 AVE SE	NEWPORT WAY	\$9,369,000
County	NC-5.10	ELLIOTT BRIDGE NO: 3166	ON 149 AVE SE	XING CEDAR RVR	\$8,447,000
County	NC-5.20	149 AVE SE	SR-169	ELLIOT BRIDGE	\$5,399,000
County	NC-12.12	COAL CREEK PARKWAY CONSTRUCT	SE 72 ST	RENTON/CL	\$6,398,000
County	NC-58	SE 128 ST @ 164 AVE SE			\$1,011,000
County	N-11.20	100 AVE NE	NE 139 ST	NE 145 ST	\$3,725,000
County	N-12.10	JUANITA-WOODINVILLE WY NE	100 AVE NE	NE 145 ST	\$3,478,000
County	N-16.11	JUANITA-WOODINVILLE WAY NE	NE 145 ST	112 AVE NE	\$1,981,000
County	N-16.20	JUANITA-WOODINVILLE WAY NE	112 AVE NE	I-405	\$3,367,000
County	N-19.20	NE 160 ST	116 AVE NE	124 AVE NE	\$2,028,000
County	N-28.10	NE 124 ST PH II	132 PL NE	WILLOWS RD	\$10,502,000
County	N-28.30	NE 124 ST PH III	WILLOWS RD	SR-202	\$7,293,000
County	N-30.10	NE 124 ST/NE 128 ST	SR 202	172 AVE NE	\$6,201,000
County	N-35.12	WOODINVILLE-DUVALL RD CONST	171 AVE NE	AVONDALE RD	\$9,423,000
County	N-37	WOODINVILLE CBD BYPASS	NE 175 ST	140 AVE NE	\$6,674,000
County	N-39	NE 195 ST	139 AVE NE	WOOD-DUV. @ 149 NE	\$15,759,000
County	N-45.12	124TH AVE NE CONSTRUCT	NE 132 ST	NE 145 ST	\$4,936,000
County	N-61.10	132 PL / AVE NE PHASE I	NE 124 ST	NE 132 ST	\$6,553,000
County	S-85	5 AVE NE @ NE 175 ST			\$2,967,000
County	SC-23	140 PL SE	SR-169	PETROVITSKY RD	\$16,706,000
County	SC-26.12	SE 240 ST	116 AVE SE	138 AVE SE	\$11,963,000

Juris	Proj #	Project Name	From	To	1999 MPS Cost
County	SC-34.12	SE 208 ST PH II	116 AVE SE	132 AVE SE	\$9,748,000
County	SC-55.10	140 PL SE/132 AVE SE	SE 176 ST	SE 196 ST	\$16,410,000
County	SC-55.32	140/132 AVE SE PH III CONST	SE 208 ST	SE 224 ST	\$8,815,000
County	SC-55.42	140 PL SE/132 AVE SE PH IV CONST	SE 224 ST	SE 242 ST	\$7,180,000
County	SC-68.23	SE CARR RD DESIGN AND CONSTRUCTION	108 AVE SE	SR-167	\$7,560,000
County	SC-78.12	PETROVITSKY RD PHASE III	143 AVE SE	151 AVE SE	\$6,935,000
County	SC-150.12	SE 212 WY / SE 208 CONST	SR-515	SR-167	\$8,297,000
County	SC-201	140 AVE SE @ PETROVITSKY			\$7,074,000
County	SC-215	SR-515 (BENSON RD) @ PETROVITSKY			\$9,415,000
		<b>Total</b>			<b>\$395,706,000</b>
Issaquah		FRONT STREET SOUTH	S 2 St	Issq City Limits	\$1,627,636
Issaquah		SE ISSAQUAH BYPASS RD	NE 100 St	NE 116 St	\$16,440,760
Issaquah		MAPLE ST	SR-900	Locust Way	\$7,192,482
Issaquah		MAPLE ST	SR-900	Newport Way	\$2,000,000
Issaquah		SE NEWPORT WAY	Maple St	Lakemont Blvd	\$2,000,000
Issaquah		SE NEWPORT WAY	Locust Way	Sunset Blvd	\$3,597,590
		<b>Total</b>			<b>\$32,858,468</b>
Newcastle		Newcastle - COAL CREEK PARKWAY CONST-	SE 72 ST	RENTON C/L	\$33,947,000
		<b>Total</b>			<b>\$33,947,000</b>
Redmond		WILLOWS ROAD	NE 90 St	NE 95 St	\$1,475,000
Redmond		WILLOWS ROAD	NE 100 St	NE 116 St	\$2,025,000
Redmond		WILLOWS ROAD	NE 116 St	NE 124 St	\$4,260,000
Redmond		West Lake Sammamish Parkway	SR-520	Bel-Red Rd	\$8,100,000
Redmond		West Lake Sammamish Parkway	Leary Way	SR-520 eastbd ramp	\$1,900,000
Redmond		NE 90 STREET	154 Ave NE	160 Ave NE	\$12,500,000
Redmond		UNION HILL ROAD	Avondale Rd	178 PI NE	\$1,730,000
Redmond		UNION HILL ROAD	178 PI NE	Redmond City Limits	\$6,500,000
Redmond		160 AVE NE	NE 90 St	Redmond Woodinville Rd	\$12,000,000
Redmond		EAST LAKE SAMMAMISH PKWY	Redmond Way	187 Ave NE	\$7,300,000
Redmond		NE 116 ST	Redmond Woodinville Rd	Avondale Rd	\$12,500,000
Redmond		188 AVE NE	Redmond Way	Union Hill Rd	\$7,300,000
Redmond		185 AVE NE	NE 80 St	Union Hill Rd	\$4,950,000
Redmond		AVONDALE RD - HOV	Union Hill Rd	SR-520	\$1,540,000
Redmond		WILLOWS RD @ NE 116 ST			\$100,000
Redmond		WILLOWS RD @ NE 90 ST			\$565,000
Redmond		UNION HILL RD @ 178 PL NE			\$254,000
Redmond		UNION HILL RD @ AVONDALE RD			\$725,000
Redmond		160 Ave NE	Redmond-Woodinville-Duvall Rd @ 106	NE 124 St	\$3,000,000
		<b>Total</b>			<b>\$88,724,000</b>
		<b>Grand Total</b>			<b>\$551,235,468</b>