

# 2022

# Annual Listing of Federal Obligation

February 2023



**Southwest Washington  
Regional Transportation Council**



## Agency Overview

**Southwest Washington Regional Transportation Council (RTC)** is the Metropolitan Planning Organization (MPO) for Clark County, Washington, which is a portion of the larger Portland-Vancouver urbanized area. RTC conducts the federally required transportation planning process that is a condition for the receipt of federal transportation funds.

RTC's Website: [www.rtc.wa.gov](http://www.rtc.wa.gov)



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*Vancouver: Waterfront Trail*

*This report responds to the directive established in federal statute and serves as a useful evaluation tool to track the region's progress in implementing federally funded transportation projects.*

## Introduction

The 2022 Annual Listing of Federal Obligation for Southwest Washington Regional Transportation Council (RTC) details the projects from the Transportation Improvement Program (TIP) that obligated federal transportation funds in calendar year 2022.

This report responds to the directive established in federal statutes and serves as a useful evaluation tool to track the region's progress in implementing federally funded transportation projects.

## Requirements

RTC is required by federal regulations to publish annually a list of all federal obligation that occurred in the previous program year (23 CFR §450.332):

*(a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.*

*(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligation in the preceding program year, and shall at a minimum include the TIP information under §450.324(e)(1) and (4) and identify, for each project, the amount of Federal funds requested in the TIP, the Federal funding that was obligated during the preceding year, and the Federal funding remaining and available for subsequent years.*

*(c) The listing shall be published or otherwise made available in accordance with the MPO's public participation criteria for the TIP.*



*Vancouver: Stencil Worker*

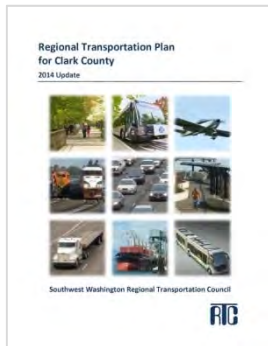
*Obligation occurs when FHWA or FTA authorizes funds for a transportation improvement.*

An obligation, otherwise known as a commitment, is the federal government's budgetary term that refers to a binding agreement that results in an outlay to pay for a project. Obligation occurs when the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) authorizes funds for a transportation improvement. In fact, a project sponsor may not necessarily begin or complete an obligated project in its program year; and the amount obligated may not necessarily equal the total cost of that project phase.

Federal regulations require MPOs to publish an annual listing of projects for which federal funds have been obligated in the preceding year as a record of project delivery. Although it is the primary responsibility of the MPO to prepare the obligation list, the list must be developed through a cooperative effort with Washington State Department of Transportation (WSDOT), C-TRAN, and other agencies that are responsible for tracking project obligation. This report responds to the federal directive by listing all transportation projects in the Clark County region that were obligated in calendar year 2022 (January 1, 2022, to December 31, 2022).

## Regional Transportation Plan

At least once every five years, RTC prepares a Regional Transportation Plan (RTP) that establishes the long-range goals for the region and identifies projects and strategies that will be necessary to implement those goals. The 2019 Update of the Regional Transportation Plan for Clark County was adopted by the RTC Board on March 5, 2019.



## Transportation Improvement Program

The Transportation Improvement Program (TIP) serves as a short-range programming document and indicates commitment for funding on these planned projects over the next four years. Projects programmed in the TIP are drawn directly from specific project recommendations made in the Regional Transportation Plan or are developed from a more general series of recommendations (preservation, maintenance, safety, etc.). The regional TIP is adopted by the RTC Board each October and becomes effective in January of the following year. Occasionally changes need to be made to the TIP following its adoption and are handled through a monthly TIP administrative process.

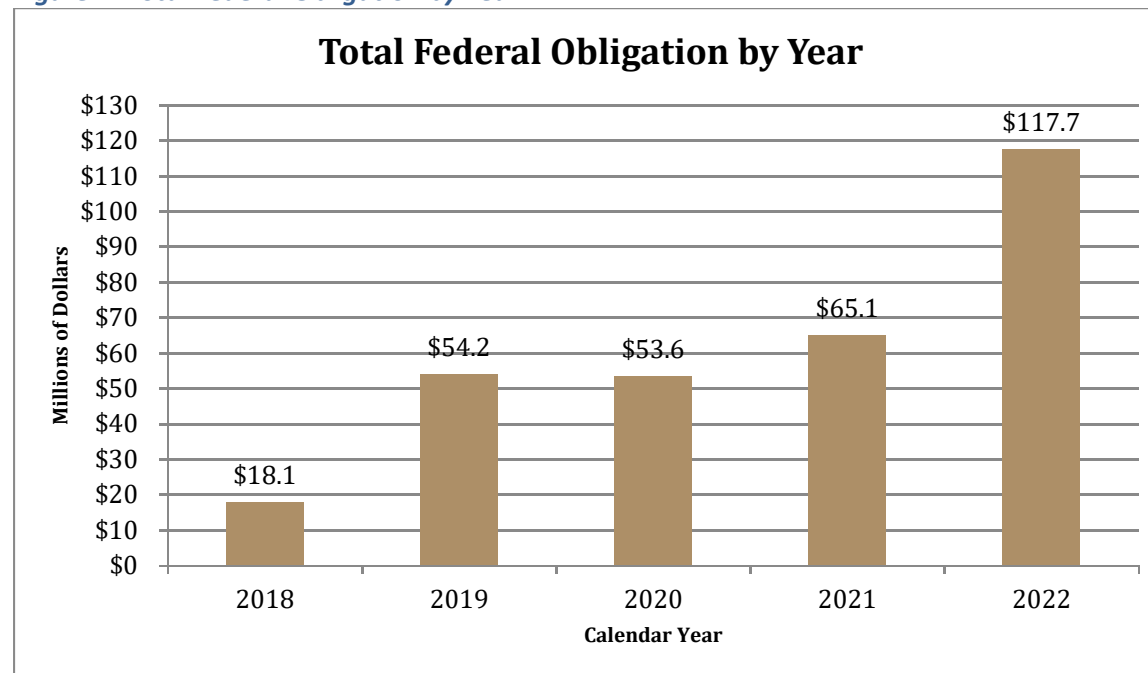
Projects phases (PL-Planning, PE-Preliminary Engineering, RW-Right of Way, and CN-Construction) are programmed in the TIP and are obligated through FHWA and FTA. An obligation of a federal highway project occurs when FHWA and WSDOT execute a project agreement, while federal transit obligation occurs when FTA awards the grant. Once obligated, the project sponsor can start work and receive reimbursement for work incurred.

## 2022 Obligation Summary

### Total Obligation

A total of approximately \$117.7 million in federal funds were obligated in calendar year 2022 among 78 projects within the Clark County region. The 2022 obligation includes obligation of \$20.2 million through RTC selected projects, and \$9.9 million of additional Obligation authority granted to the region.

**Figure 1: Total Federal Obligation by Year**



### Project by Type

Projects have been classified by the primary project type to represent the number of dollars associated with different types of projects. The difficulty is that many projects could be classified under 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:** This includes standalone projects that primarily encourage walking and bicycling. This may include sidewalks, bicycle lanes, paths, improved pedestrian crossings, etc.
- ◆ **Bridge:** This represents all work that is accomplished on bridges. This may include bridge replacement, repair, and painting.
- ◆ **Planning:** This encompasses preparing, analyzing, and implementing studies and plans to improve the transportation systems.
- ◆ **Preservation:** This represents a proactive approach in maintaining the existing transportation system. This may include pavement overlay, pavement repair, and transit preventative maintenance.
- ◆ **Road Improvement:** This represents an improvement that enhances a roadway for motor vehicles. This may include road widening, reconstruction, intersection improvements, and other geometric improvements.
- ◆ **Safety:** This includes methods and measures used to prevent fatalities or serious injuries on the transportation system.
- ◆ **Transit:** This includes all capital and planning projects of the public transit service that C-TRAN, Clark County's public transportation agency, provides within Clark County.
- ◆ **TSMO:** Transportation System Management and Operations are projects that are implemented to optimize the performance of existing transportation systems. These projects often include technology-based improvements such as traffic detection and signal improvements.



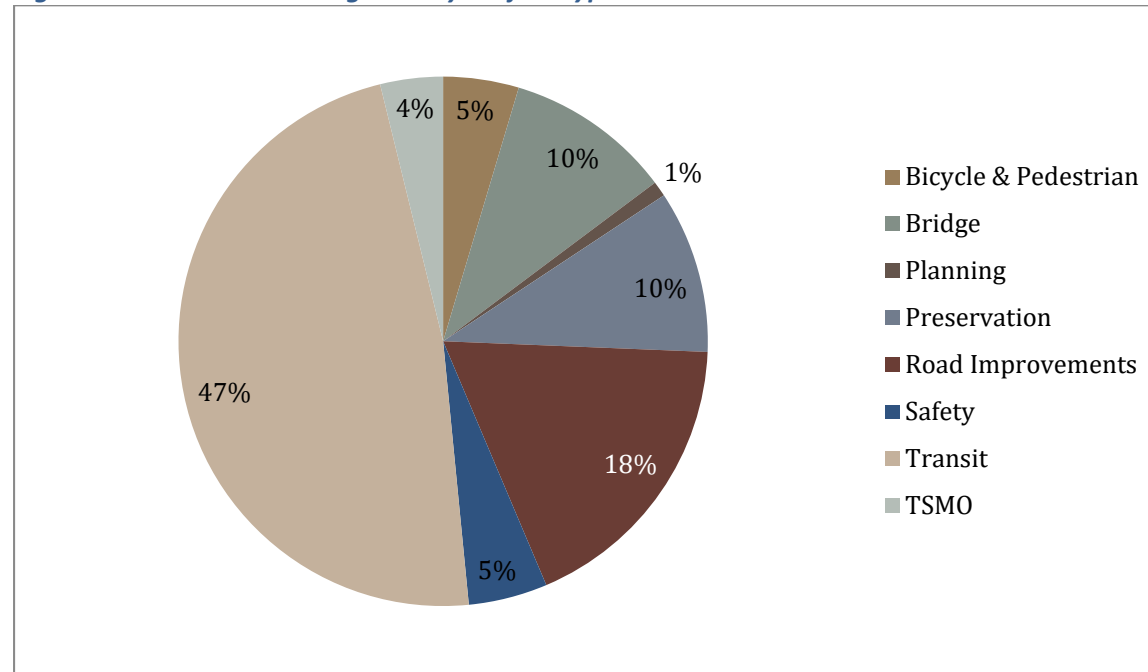
*Vancouver: Mill Plain Blvd. west of I-205*



*The Surface Transportation Program provides flexible funding that may be used for a wide range of projects and programs that address the federal-aid transportation system.*

**Figure 2** illustrates the 2022 obligation by the type of project. Of the total federal funds obligated, \$55.2 million (47%) was for transit, \$21.6 million (18%) was for road improvements, \$12 million (10%) for bridges, \$11.9 million (10%) for preservation, \$5.8 million (5%) for safety, \$5.5 million (5%) for bicycle and pedestrians, \$4.6 million (4%) for TSMO, and \$1.1 million (1%) for planning.

**Figure 2: 2022 Federal Obligation by Project Type**



### Federal Obligation by Funding Program

Table 1 provides a summary of the 2022 federal obligation by funding program. The following is a brief description of each of the programs:

- ◆ **Bridge:** This program provides funding for projects and programs that improve bridges.
- ◆ **CMAQ:** This program provides funding for projects and programs that reduce transportation-related emissions.

- ◆ **HSIP:** This program provides funds for projects that reduce traffic fatalities and serious injuries.
- ◆ **IM:** This program funds the maintenance of the Interstate Highway System.
- ◆ **NHFP:** This program provides funding for improvements on the National Highway Freight Network.
- ◆ **NHPP:** This program provides funding for improvements on the National Highway System.
- ◆ **Section 5307:** This program provides funding for both capital and operating assistance to public transit.
- ◆ **Section 5310:** This program provides funds to enhance mobility for seniors and persons with disabilities.
- ◆ **Section 5337:** This program is a formula-based program to repair and upgrade the transit system.
- ◆ **Section 5339:** This program is a discretionary fund that provides capital assistance for transit vehicles.
- ◆ **STBG:** This program provides flexible funding that may be used for a wide range of projects and programs that address the federal-aid transportation system. The funds are divided between regions and the state department of transportation.
- ◆ **TA:** The Transportation Alternatives Program provides funding for a variety of alternative transportation projects.
- ◆ **Other:** This category includes federal funding programs that are not funded on an annual basis or projects funded under a former federal program. This may include the CARES Act, Highway Infrastructure Program, Safe Routes to Schools, and other funding programs.



*Columbia River Renaissance Trail Connection*



*I-205/Mill Plain NB Ramp Meter*

**Table 1: 2022 Federal Obligation by Funding Program**

<b>Funding Program</b>	<b>Funds Obligated</b>	<b>Percent of Total</b>
<b>Additional OA</b>	\$9,922,013	8%
<b>Bridge</b>	\$3,444,655	3%
<b>CMAQ</b>	\$8,848,600	8%
<b>HSIP</b>	\$5,792,936	5%
<b>NHPP</b>	\$15,260,986	13%
<b>Other</b>	\$8,792,710	7%
<b>FTA Funds</b>	\$50,495,521	43%
<b>STBG</b>	\$11,487,833	10%
<b>TA</b>	\$3,695,587	3%
<b>Total</b>	<b>\$117,740,841</b>	<b>100.0%</b>

*NE 10th Avenue, NE 149th St. -NE 154th St***RTC-Managed Obligation**

WSDOT has placed additional responsibility on RTC to ensure that the Region annually obligates its local share of the Federal Highway programs. Projects are selected by the RTC Board through a competitive prioritization process and are implemented by local agencies. The first two years of projects programmed in the Transportation Improvement Program are considered selected and may proceed when ready. Due to statewide management of obligation and the two-year project selection, projects in out-years (3rd through 4th year) are not allowed to proceed. RTC has also developed project delay policies, which encourage the timely obligation of projects and limit project delay.

A total of \$20.4 million in the local share of Federal Highway funds were obligated in calendar year 2022 among 29 projects within the Clark County region. The Region received \$13.8 million in Federal Highway funds, but the obligation target was \$11 million due to advancement of projects in 2021. As a result, the Region exceeded its 2022 obligation target before the end of the federal fiscal year (September 30, 2022) and was awarded an additional \$9.9 million in federal obligation authority.

*Table 2: 2022 Federal Obligation of Local Share*

Funding Program	2022 Allocation	2022 Obligation	Percent of Allocation Used	Obligation Target
STBG	\$8,699,244	\$6,807,100	78%	
CMAQ	\$3,254,009	\$8,848,600	>100%	
CRP	\$859,345	\$0	0%	
HIP/CRRSAA	\$0	\$1,897,400	>100%	
TA*	\$1,020,647	\$2,864,000	>100%	
<b>Total</b>	<b>\$13,833,245</b>	<b>\$20,417,100</b>	<b>148%</b>	<b>\$11,060,000</b>
*TA totals include Clark, Skamania, and Klickitat counties				

*Port of Ridgefield: Pioneer Street Railroad Overpass*

## 2022 Annual Listing of Federal Obligation

Table 3 is a list of federally funded transportation projects within the MPO boundary for Southwest Washington Regional Transportation Council (Clark County, Washington) that were obligated during the 2022 calendar year.

**Table 3: 2022 Annual Listing of Federal Obligation**

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2022-2025 TIP Program	Federal Obligation	Federal \$ Remaining
<b>Battle Ground</b>	000S(576)	Country Terrace Subdivision Safety	Safety	HSIP	CN	\$131,100	\$131,100	\$0
<b>Battle Ground</b>	0060(002)	Small Cities ATMS	TSMO	LP Federal	CN	\$0	\$132,995	\$0
<b>Battle Ground</b>	9906(062)	SR 502/SR 503 Turn Lanes	Road	LP Federal	CN	\$0	\$1,141,688	\$0
<b>Battle Ground</b>	9906(062)	SR 502/SR 503 Turn Lanes	Road	STBG	CN	\$2,950,000	\$2,950,000	\$0
<b>Battle Ground</b>	4460(001)	SW Eaton Blvd, SW 20 <sup>th</sup> Av. to SR 503	Road	CRRSAA	RW	\$825,000	\$825,000	\$0
<b>Camas</b>	7040(006)	NE 3 <sup>rd</sup> Ave Bridge – Seismic Retrofit	Bridge	Bridge	CN	\$328,196	\$328,196	\$0
<b>Camas</b>	7031(004)	NW 38 <sup>th</sup> Ave. Improvements Phase 3	Road	STBG	RW	\$213,100	\$213,100	\$0
<b>Camas</b>	7031(004)	NW 38 <sup>th</sup> Ave. Improvements Phase 3	Road	CRRSAA	RW	\$477,900	\$477,900	\$0
<b>Clark Co.</b>	F067(006)	Day Break Bridge	Bridge	Bridge	PE	\$525,000	\$525,000	\$0
<b>Clark Co.</b>	9906(061)	Highway 99 Sidewalk, 102 <sup>nd</sup> St. to 104 <sup>th</sup> St.	Bike/Ped	TA	PE	\$145,000	\$145,000	\$0
<b>Clark Co.</b>	2006(079)	Matney South Bridge	Bridge	Bridge	PE	\$450,000	\$450,000	\$0
<b>Clark Co.</b>	4247(003)	NE 179 <sup>th</sup> Street at NE 29 <sup>th</sup> Avenue	Road	STBG	PE	\$250,000	\$250,000	\$0
<b>Clark Co.</b>	4410(004)	NE 99 <sup>th</sup> Street (NE 94 <sup>th</sup> to NE 117 <sup>th</sup> )	Road	STBG	CN	\$950,000	\$950,000	\$0
<b>Clark Co.</b>	4410(004)	NE 99 <sup>th</sup> Street (NE 94 <sup>th</sup> to NE 117 <sup>th</sup> )	Road	LP Federal	CN	\$0	\$5,000,000	\$0
<b>Clark Co.</b>	4231(006)	NE Hazel Dell Avenue Sidewalk	Bike/Ped	TA	CN	\$600,000	\$600,000	\$0
<b>Clark Co.</b>	4231(006)	NE Hazel Dell Avenue Sidewalk	Bike/Ped	LP Federal	CN	\$0	\$647,330	\$0
<b>Clark Co.</b>	4347(006)	NE St. Johns Road, NE 68 <sup>th</sup> St. to NE 78 <sup>th</sup> St.	Preservation	NHPP	PE	\$330,000	\$330,000	\$0
<b>Clark Co.</b>	000S(640)	NE Ward & NE Davis Rds Roundabout	Safety	HSIP	PE	\$733,000	\$733,000	\$0

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2022-2025 TIP Program	Federal Obligation	Federal \$ Remaining
Clark Co.	4392(016)	NW 78 <sup>th</sup> Street, Lake Shore to Hazel Dell Av.	Preservation	NHPP	PE	\$247,000	\$247,000	\$0
Clark Co.	2006(077)	Strengthening Bridge Bundle #1	Bridge	Bridge	CN	\$1,082,440	\$1,082,440	\$0
Clark Co.	Z906(003)	Strengthening Bridge Bundle #2	Bridge	Bridge	CN	\$358,019	\$359,019	\$0
Clark Co.	9906(060)	Systemwide Signal Data Enhancement	TSMO	CMAQ	PL	\$471,000	\$471,000	\$0
Clark Co.	Z906(004)	Whipple Creek/Knapps Station/Carson Bridges	Bridge	Bridge	PE	\$700,000	\$700,000	\$0
Clark Co.	4206(002)	NE 68 <sup>th</sup> Street Sidewalk	Bike/Ped	CMAQ	CN	\$600,000	\$600,000	\$0
Clark Co.	4206(002)	NE 68 <sup>th</sup> Street Sidewalk	Bike/Ped	TA	CN	\$1,100,000	\$1,100,000	\$0
Clark Co.	9906(053)	STEVE 2 – Signal Timing, Evaluation, Verification, and Enhancement	TSMO	CMAQ	PL	\$100,000	\$100,000	\$0
Clark Co.	9906(063)	Salmon Creek/Hazel Dell Adaptive Signal	TSMO	CRRSAA	PE	\$220,000	\$220,000	\$0
Clark Co.	2006(081)	NE Sunset Falls Road Pavement Preservation	Preservation	Federal Lands	PE	\$72,814	\$72,814	\$0
C-TRAN	FT22(009)	Bus Replacement	Transit	CMAQ	CN	\$600,000	\$600,000	\$0
C-TRAN	WA-2022-016	Replacement Bus Purchase	Transit	Sec. 5337 Sec. 5339	All	\$1,550,532	\$1,550,532	\$0
C-TRAN	FT22(015)	Highway 99 Bus Rapid Transit	Transit	CMAQ	PE	\$850,000	\$850,000	\$0
C-TRAN	FT22(011)	Mill Plain Bus Rapid Transit	Transit	CMAQ	CN	\$3,305,000	\$3,305,000	\$0
C-TRAN	WA-2022-024	Mill Plain Bus Rapid Transit	Transit	Section 5309	CN	\$3,704,781	\$3,704,781	\$0
C-TRAN	WA-2022-023	Operating Assistance	Transit	Section 5307	All	\$37,174,839	\$37,174,839	\$0
C-TRAN	WA-2022-048	Purchase of Services	Transit	Section 5310	All	\$63,201	\$63,201	\$0
C-TRAN	WA-2022-049	Mobility Management	Transit	Section 5310	All	\$63,202	\$63,202	\$0
C-TRAN	WA-2022-050	Purchase of Services and Mobility Management	Transit	Section 5310	All	\$737,738	\$737,738	\$0
C-TRAN	WA-2022-074	Preventative Maintenance	Transit	Section 5307	All	\$7,201,228	\$7,201,228	\$0
La Center	0640(002)	Pedestrian Path on Pacific Highway	Bike/Ped	TA	PE	\$200,000	\$200,000	\$0
La Center	000S(649)	Systemic Horizontal Curve and Roadway Departure	Safety	HSIP	PE	\$140,000	\$140,000	\$0



Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2022-2025 TIP Program	Federal Obligation	Federal \$ Remaining
<b>Port of Vancouver</b>	2006(080)	Renaissance Trail Segment 4	Bike/Ped	TA	PE	\$280,000	\$280,000	\$0
<b>Port of Vancouver</b>	0501(027)	Renaissance Trail Segment 5	Bike/Ped	TA	PE	\$315,000	\$315,000	\$0
<b>Ridgefield</b>	1085(008)	Gee Creek Trail – North Segment	Bike/Ped	Federal Lands	PE	\$0	\$287,998	\$0
<b>Ridgefield</b>	1085(007)	Pioneer Street Extension	Road	BUILD	CN	\$5,812,000	\$5,812,000	\$0
<b>RTC</b>	PD23(013)	2023 UPWP & CMP Support	Planning	STBG	PL	\$475,000	\$475,000	\$0
<b>RTC</b>	PD23(016)	Transportation Data Study	Planning	STBG	PL	\$300,000	\$300,000	\$0
<b>RTC</b>	PD23(017)	VAST/TSMO Coordination & Management 2023	Planning	STBG	PL	\$350,000	\$350,000	\$0
<b>Vancouver</b>	4280(022)	Fourth Plain & Stapleton Intersection	Safety	HSIP	PE	\$0	\$20,200	\$0
<b>Vancouver</b>	4266(002)	SE 1 <sup>st</sup> Street – SE 162 <sup>nd</sup> Av. to SE 192 <sup>nd</sup> Av.	Road	STBG	CN	\$950,000	\$950,000	\$0
<b>Vancouver</b>	4266(002)	SE 1 <sup>st</sup> Street – SE 162 <sup>nd</sup> Av. to SE 192 <sup>nd</sup> Av.	Road	LP Federal	CN	\$0	\$3,000,000	\$0
<b>Vancouver</b>	4280(022)	Fourth Plain & Stapleton Intersection	Safety	HSIP	CN	\$130,618	\$130,618	\$0
<b>Vancouver</b>	4280(023)	Fourth Plain Blvd road Diet	Safety	HSIP	PE	\$82,500	\$82,500	\$0
<b>Washougal</b>	7077(002)	S. 27 <sup>th</sup> Street Shared Use Path	Bike/Ped	TA	PE	\$224,000	\$224,000	\$0
<b>WSDOT</b>	2051(286)	I-205/NB Mill Plain On-Ramp – Ramp Meter	TSMO	CMAQ	CN	\$100,000	\$100,000	\$0
<b>WSDOT</b>	2051(287)	I-205/SB 134 <sup>th</sup> to Mill Plain – Ramp Meter	TSMO	CMAQ	CN	\$2,822,600	\$2,822,600	\$0
<b>WSDOT</b>	0051(318)	I-5/NB Fourth Plain On Ramp – Ramp Meter	TSMO	CRRSAA	PE	\$46,556	\$46,556	\$0
<b>WSDOT</b>	0051(318)	I-5/NB Fourth Plain On Ramp – Ramp Meter	TSMO	CRRSAA	CN	\$27,944	\$27,944	\$0
<b>WSDOT</b>	0051(318)	I-5/NB Fourth Plain On Ramp – Ramp Meter	TSMO	HIP	CN	\$200,000	\$200,000	\$0
<b>WSDOT</b>	9999(882)	SW Washington Regional Signal System	TSMO	CRRSAA	PE	\$100,000	\$100,000	\$0
<b>WSDOT</b>	9999(898)	SW WA Joint Operations Center	TSMO	STBG	PE	\$369,000	\$369,000	\$0
<b>WSDOT</b>	9999(866)	SWR Breakaway Cable Terminals Replacement – Freeways 21-23	Safety	HSIP	PE	\$0	\$67,380	\$0
<b>WSDOT</b>	9999(866)	SWR Breakaway Cable Terminals Replacement – Freeways 21-23	Safety	HSIP	CN	\$414,867	\$571,541	\$0



Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2022-2025 TIP Program	Federal Obligation	Federal \$ Remaining
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB – Replace Bridge	Bridge	Repurposed	PE	\$0	\$722,498	\$0
WSDOT	0051(316)	I-5/SB Lewis River Bridge – Deck Overlay	Bridge	NHPP	PE	\$0	\$70,918	\$0
WSDOT	0051(316)	I-5/SB Lewis River Bridge – Deck Overlay	Bridge	NHPP	CN	\$6,251,698	\$6,251,698	\$0
WSDOT	2051(288)	I-205/Glenn Jackson Bridge to I-5 – Replace Deteriorated Concrete Panels	Bridge	NHPP	CN	\$1,471,250	\$1,471,250	\$0
WSDOT	0500(026)	SR 500/NE Robinson Rd and NE 3 <sup>rd</sup> St Intersection Safety Improvement	Safety	HSIP	PE	\$1,361,930	\$1,361,930	\$0
WSDOT	0500(029)	SR 500/NE 182 <sup>nd</sup> Ave – Intersection Improvement	Safety	HSIP	PE	\$105,672	\$105,672	\$0
WSDOT	0500(029)	SR 500/NE 182 <sup>nd</sup> Ave – Intersection Improvement	Safety	HSIP	CN	\$1,146,600	\$1,916,777	\$0
WSDOT	0500(028)	SR 500/NE 42 <sup>nd</sup> and 54 <sup>th</sup> Ave - Intersection	Safety	HSIP	PE	\$370,779	\$370,779	\$0
WSDOT	0503(041)	SR 503/NE Rock Creek Rd – Intersection Improvements	Safety	HSIP	PE	\$100,224	\$161,439	\$0
WSDOT	0500(030)	SR 500/NE Fourth Plain Blvd. 162 <sup>nd</sup> -166 <sup>th</sup> Ave Safe Route to School	Bike/Ped	TA	PE	\$55,000	\$55,000	\$0
WSDOT	0500(030)	SR 500/NE Fourth Plain Blvd. 162 <sup>nd</sup> -166 <sup>th</sup> Ave Safe Route to School	Bike/Ped	TA	CN	\$776,587	\$776,587	\$0
WSDOT	0500(030)	SR 500/NE Fourth Plain Blvd. 162 <sup>nd</sup> -166 <sup>th</sup> Ave Safe Route to School	Bike/Ped	STBG	CN	\$303,597	\$303,597	\$0
WSDOT	0500(031)	SR 500/NE 162 <sup>nd</sup> Ave to Leadbetter Road - Paving	Preservation	STBG	CN	\$4,377,136	\$4,377,136	\$0
WSDOT	0501(025)	SR 501/I-5 to SW 26 <sup>th</sup> Ave Ext Vic Including Couplet - Paving	Preservation	NHPP	CN	\$350,000	\$350,000	\$0
WSDOT	2051(288)	I-205/Glen Jackson Bridge to I-5 – Replace Deteriorated Concrete Panels	Preservation	NHPP	CN	\$6,134,520	\$6,134,520	\$0
WSDOT	0051(322)	I-5/SB I-205 to NE 179 <sup>th</sup> St Concrete Pavement Rehabilitation	Preservation	NHPP	PE	\$405,600	\$405,600	\$0