

2023

Annual Listing of Federal Obligation

February 2024



**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.

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advance notice.



Highway 99 and NE 99th Street Intersection

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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 2023 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 2023.

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.

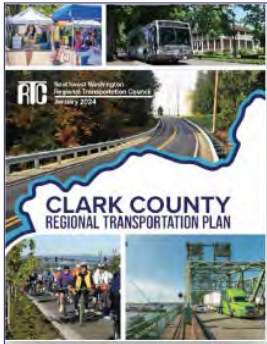


Battle Ground: Paving

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 2023 (January 1, 2023, to December 31, 2023).



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 2024 Update of the Regional Transportation Plan for Clark County was adopted by the RTC Board on February 7, 2024.

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 these are handled through a monthly TIP administrative process.

Project 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.

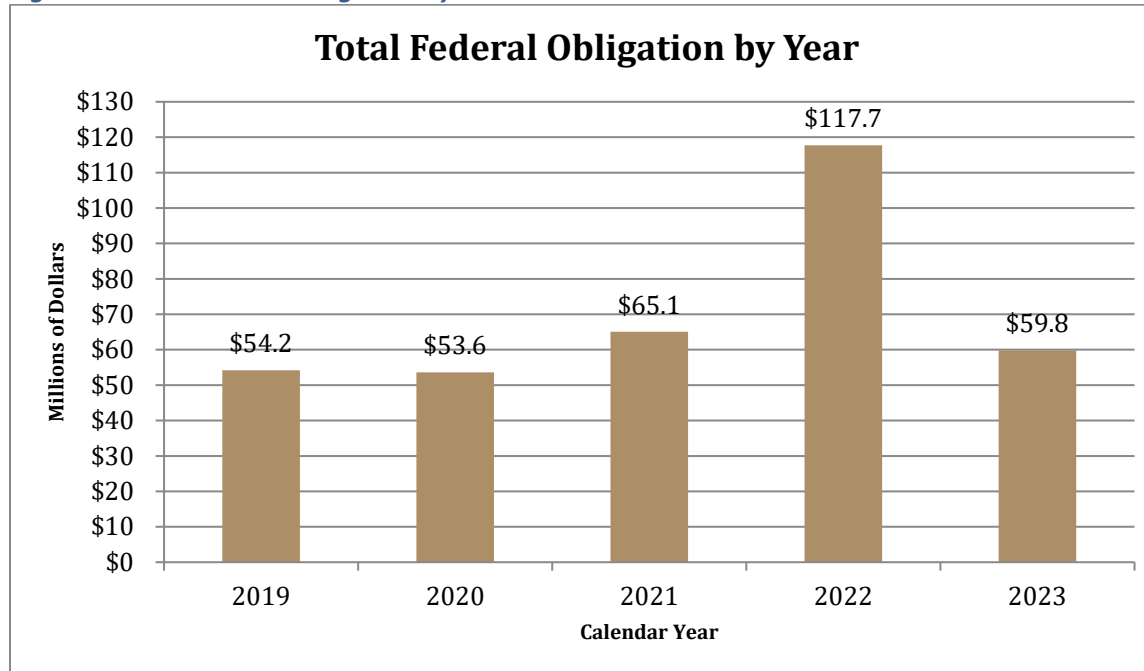
2023 Obligation Summary

Total Obligation

A total of approximately \$59.8 million in federal funds were obligated in calendar year 2023 among 44 projects within the Clark County region. The 2023 obligation includes obligation of \$23.1 million through RTC selected projects, counting \$13.5 million of additional obligation authority granted to the region.

Year 2022 obligation was elevated due to \$37.2 million in additional FTA operating assistance, \$5.8 BUILD grant, and a couple of preservation projects over \$6 million.

Figure 1: Total Federal Obligation by Year



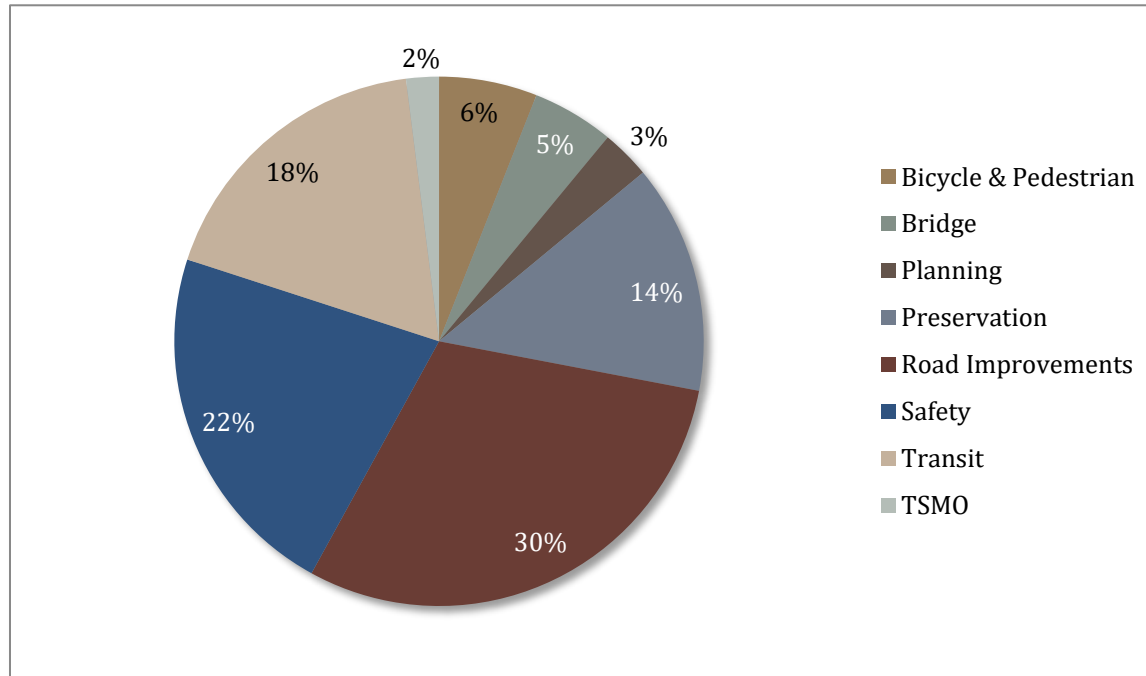
Project by Type

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, and improved pedestrian crossings.
- ◆ **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.

Figure 2 illustrates the 2023 obligation by the type of project. Of the total federal funds obligated, \$18.1 million (30%) was for roads, \$13.4 million (22%) was for safety, \$10.7 million (18%) for transit, \$8.0 million (13%) for preservation, \$3.8 million (6%) for bicycle and pedestrian, \$2.9 million (5%) for bridges, \$1.5 million (3%) for planning, and \$1.3 million (2%) for TSMO.

Figure 2: 2023 Federal Obligation by Project Type



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.

Federal Obligation by Funding Program

Table 1 provides a summary of the 2023 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.

Table 1: 2023 Federal Obligation by Funding Program

Funding Program	Funds Obligated	Percent of Total
Bridge	(\$166)	0%
CRP	\$975,000	2%
CMAQ	\$1,611,618	3%
HSIP	\$11,919,887	20%
NHPP	\$8,329,665	14%
NHS	\$2,852,000	5%
Other	\$3,039,160	5%
FTA Funds	\$10,692,483	18%
STBG	\$18,033,514	30%
TA	\$2,356,779	4%
Total	\$59,809,940	100.0%

*C-TRAN Electric Bus*

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.

As a result, the Region exceeded its 2023 obligation target by June 2023; and four construction projects were awarded an additional \$13.5 million in federal funds. The projects received the following:

- Vancouver's NE 137th Ave, 49th St. to Fourth Plain - \$6,000,000
- Clark County's NE 119th Street/NE 152nd Avenue Intersection - \$850,000
- Camas's NW 38th Avenue, Parker to Grass Valley Pk. - \$3,157,000
- Clark County's NE 68th Street Sidewalk - \$3,534,000

Table 2: 2023 Federal Obligation of Local Share

Funding Program	2022 Carryover	2023 Allocation	2023 Obligation	Balance
STBG	(\$1,941,075)	\$15,572,856	\$17,639,514	(\$4,007,733)
CMAQ	(\$4,023,852)	\$3,730,974	\$1,611,618	(\$1,904,496)
CRP	\$859,345	\$1,221,919	\$975,000	\$1,106,264
TA*	(\$707,469)	\$3,217,474	\$2,530,949	(\$20,944)
HIP/CRRSAA	\$318,762	\$0	\$318,762	\$0
Total	(\$5,494,289)	\$23,743,223	\$23,075,843	(4,826,909)

**TA totals include Clark, Skamania, and Klickitat counties*



SR 502 and SR 503 Intersection

2023 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 2023 calendar year.

Table 3: 2023 Annual Listing of Federal Obligation

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2023-2026 TIP Program	Federal Obligation	Federal \$ Remaining
Battle Ground	4457(001)	NW 20th Avenue and NW 9th Street Intersection	Safety	HSIP	PE	\$76,000	\$76,000	\$0
Camas	000S(661)	Citywide Horizontal Curve Safety	Safety	HSIP	PE	\$80,000	\$80,000	\$0
Camas	7031(004)	NW 38th Ave. Phase 3	Road	STBG	CN	\$5,044,299	\$5,044,299	\$0
Camas	7040(006)	NE 3rd Ave Bridge - Seismic Retrofit	Bridge	Bridge	PE RW CN	\$0	(\$1) (\$1) (\$164)	\$0
Clark Co.	000S(549)	NE 119th Street/NE 152nd Avenue Intersection	Safety	Carbon Reduction HSIP STBG	CN	\$975,000 \$2,460,000 \$770,000	\$975,000 \$2,460,000 \$770,000	\$0
Clark Co.	0099(129)	Highway 99 Corridor Improvements	Road	STBG	PE RW CN	0	\$18,638 (\$186,390) \$39,527	\$0
Clark Co.	4206(002)	NE 68th Street Sidewalk	Bicycle & Pedestrian	CMAQ TA	CN	\$1,247,000 \$2,287,000	\$1,247,000 \$2,287,000	\$0
Clark Co.	9906(064)	Orchards Sifton Adaptive Signals	TSMO	CMAQ	PE	\$85,000	\$85,000	\$0
C-TRAN	WA-2023-073	CMAQ Battery Electric Bus Purchase	Transit	Section 5307	All	\$600,000	\$600,000	\$0
C-TRAN	WA-2023-074	Preventive Maintenance	Transit	Section 5307	All	\$7,349,883	\$7,349,883	\$0
C-TRAN	WA-2023-075	Bus & Bus Facilities Competitive for Bus Replacement	Transit	Section 5339	All	\$2,742,600	\$2,742,600	\$0
Ridgefield	000S(658)	S 11th Street and S Timm Road Intersection	Safety	HSIP	PE	\$30,000	\$30,000	\$0
Ridgefield	000S(659)	Systemic Horizontal Curve Safety	Safety	HSIP	PE	\$80,000	\$80,000	\$0

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2023-2026 TIP Program	Federal Obligation	Federal \$ Remaining
Ridgefield	1085(008)	Gee Creek Trail - North Segment	Bicycle & Pedestrian	Federal Lands	PE	\$220,398	\$220,398	\$0
Ridgefield	1085(006)	Gee Creek Trail – Abrams Pk. to Heron Dr..	Bicycle & Pedestrian	TA	CN	\$0	(\$5,221)	\$0
RTC	9906(056)	2020 VAST/TSMO Coordination & Management	Planning	STBG	PL	\$0	(\$22,399)	\$0
RTC	PD24(013)	RTC 2024-2025 UPWP	Planning	STBG	PL	\$875,000	\$875,000	\$0
RTC	PD23(019)	Regional Signal Timing Plans	Planning	STBG	PL	\$658,413	\$658,413	\$0
Vancouver	4231(007)	Hazel Dell Ave/Burnt Bridge Creek Trail Crossing	Bicycle & Pedestrian	TA	PE	\$75,000	\$75,000	\$0
Vancouver	4270(004)	192nd Avenue Corridor	Road	STBG	PE	\$750,000	\$750,000	\$0
Vancouver	4280(024)	Fourth Plain Blvd - Main to Fort Vancouver Way	Preservation	NHS Asset Management	CN	\$1,092,000	\$1,092,000	\$0
Vancouver	4280(025)	Fourth Plain Blvd - Fort Vancouver Way to Andresen	Preservation	NHS Asset Management	CN	\$1,760,000	\$1,760,000	\$0
Vancouver	4421(004)	NE 137th Ave. Corridor	Road	STBG	CN	\$9,950,000	\$9,950,000	\$0
Vancouver	4242(027)	Mill Plain - Arrival on Green Improvement	TSMO	CMAQ	CN	\$0	(\$1,620)	\$0
Vancouver	4266(003)	SE 1st Street - 177th Ave to 192nd Ave	Road	Congress Directed	CN	\$2,500,000	\$2,500,000	\$0
Washougal	7071(004)	32nd Street Corridor	Safety	HSIP	PE	\$114,000	\$114,000	\$0
WSDOT	9999(882)	Southwest Washington Regional Signal System	TSMO	CMAQ CRRSAA HIP	CN	\$281,238 \$196,376 \$122,386	\$281,238 \$196,376 \$122,386	\$0
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB - Replace Bridge	Bridge	NHPP	CN	\$43,726,913	\$2,884,494	\$40,842,419
WSDOT	0051(315)	I-5/N of 63rd St Bridge Vicinity - Drainage Improvements	Preservation	NHPP	PE	\$0	(\$57,376)	\$0
WSDOT	2051(288)	I-205/Glen Jackson Bridge to I-5 - Replace Deteriorated Concrete Panels	Preservation	NHPP	CN	\$1,609,172	\$1,609,172	\$0

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2023-2026 TIP Program	Federal Obligation	Federal \$ Remaining
WSDOT	0500(029)	SR 500/NE 182nd Ave - Intersection Improvements	Safety	HSIP	CN	\$357,000	\$357,000	\$0
WSDOT	0500(032)	SR 500/I-5 to NE 112th Ave Vicinity - Replace Fiber	TSMO	HSIP	CN	\$665,976	\$665,976	\$0
WSDOT	0500(028)	SR 500/NE 42nd and 54th Ave - Intersection	Safety	HSIP	PE RW CN	\$662,963 \$610,975 \$6,571,538	\$662,963 \$610,975 \$6,571,538	\$0
WSDOT	0503(041)	SR 503/NE Rock Creek Rd - Intersection Improvements	Safety	HSIP	PE RW CN	\$332,407 \$97,564 \$50,067	\$332,407 \$97,564 \$50,067	\$0
WSDOT	0051(302)	I-5 NB/1 Mi S of Todd Rd Vic to Weigh Station Vic - Paving	Preservation	NHPP	CN	\$36,988	\$36,988	\$0
WSDOT	0051(316)	I-5/SB Lewis River Bridge - Deck Overlay and Expansion Joint Replacement	Preservation	NHPP	CN	\$3,112,299	\$3,112,299	\$0
WSDOT	9999(866)	SWR Breakaway Cable Terminal Replacement - Freeways 21-23	Preservation	HSIP	PE CN	\$26,667 (\$294,470)	\$26,667 (\$294,470)	\$0
WSDOT	0051(319)	I-5/SB I-205 to 179th St - Replace Deteriorated Concrete Panels	Preservation	NHPP	PE	\$0	(\$95,540)	\$0
WSDOT	0051(323)	I-5/0.5 Miles N of 78th St to NE 134th St - Paving	Preservation	NHPP	PE	\$81,000	\$81,000	\$0
WSDOT	0500(030)	SR 500/NE Fourth Plain Blvd, 162nd-166th Ave Safe Route to School	Safety	STBG	CN	\$136,426	\$136,426	\$0
WSDOT	0500(033)	SR 500/NE Fourth Plain Blvd to NE 76th St	Preservation	NHPP	PE	\$465,000	\$465,000	\$0
WSDOT	0500(034)	SR 500/I-5 to Burnt Bridge Creek - Paving	Preservation	NHPP	PE	\$325,800	\$325,800	\$0
WSDOT	0501(025)	SR 501/I-5 to SW 26th Ave Ext Vic Including Couplet - Paving	Preservation	NHPP	CN	\$250,000	\$250,000	\$0
WSDOT	9999(812)	I-205 and I-5 Pavement Rehabilitation	Preservation	NHPP	CN	\$0	(\$282,172)	\$0