

# 2018

# Annual Listing of Federal Obligation

March 2019



**Southwest Washington  
Regional Transportation Council**



## Agency Overview

**Southwest Washington Regional Transportation Council (RTC)** is the Metropolitan Planning Organization (MPO) for Clark County, Washington, 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: NE 137<sup>th</sup> Avenue Roundabout*

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

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## Introduction

The 2018 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 2018.

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

## Requirements

RTC is required by federal regulations to annually publish a list of all federal obligations 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 obligations 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*

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

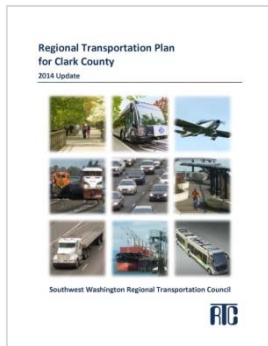
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An obligation, otherwise known as a commitment, is the federal government's budgetary term that refers to a binding agreement that results in an outlay to pay for a project. Obligation occurs when Federal Highway Administration (FHWA) or the Federal 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 WSDOT 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 2018 (January 1, 2018 to December 31, 2018).

## 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 either 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.

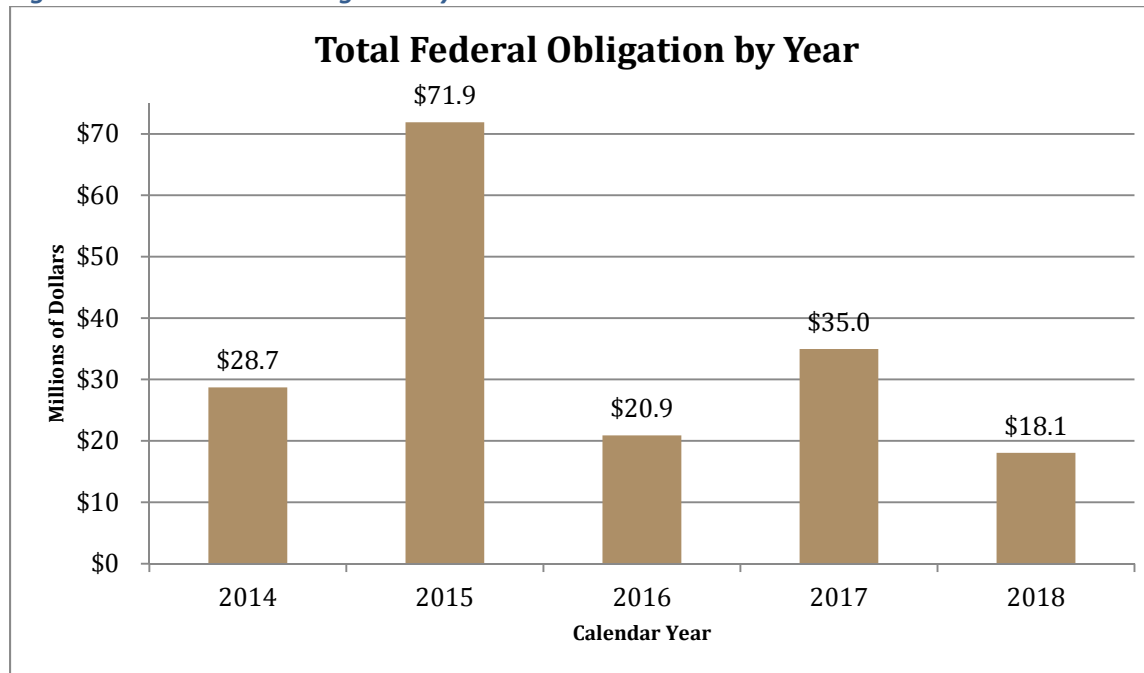
Projects phases (PE-Preliminary Engineering, RW-Right of Way, and CN-Construction) are programmed in the TIP and are obligated through FHWA and FTA. An obligation of a federal highway project occurs when FHWA and WSDOT execute a project agreement, while federal transit obligation occurs when FTA awards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

## 2018 Obligation Summary

### Total Obligation

A total of approximately \$18.1 million in federal funds were obligated in calendar year 2018 between 33 projects within the Clark County region. The 2015 obligation totals were unusually high due to the one-time \$38.3 million Fourth Plain BRT project. The 2018 obligation totals were lower than in previous years.

**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 can include sidewalks, bicycle lanes, paths, improved pedestrian crossing, etc.
- ◆ **Bridge:** This represents all work that is accomplished on bridges. This can include bridge replacement, repair, and painting.
- ◆ **Planning:** This is about 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 can include pavement overlay, pavement repair, and transit preventative maintenance.
- ◆ **Road Improvement:** This represents an improvement that enhances a roadway for motor vehicles. This can 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 which C-TRAN provides within Clark County.
- ◆ **TSMO:** Transportation System Management and Operations are low-cost 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.



*Downtown Vancouver Bike Lane*



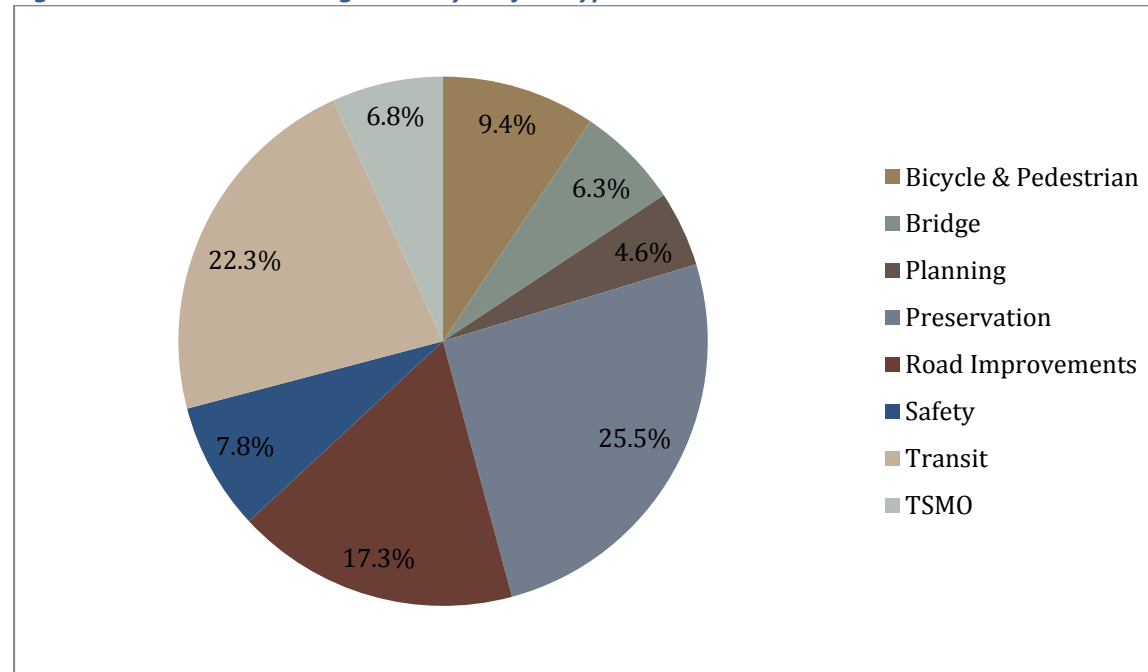
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*The Surface Transportation Program provides flexible funding that may be used for a wide range of projects and programs that address the federal-aid transportation system.*

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**Figure 2** illustrates the 2018 obligation by the type of project. Of the total federal funds obligated approximately \$4.6 million (25.6%) was for preservation, \$4.0 million (22.3%) for transit, \$3.1 million (17.3%) for road improvements, \$1.7 million (9.4%) for bicycle & pedestrian, \$1.4 million (7.8%) for safety, \$1.2 million (6.8%) for TSMO, \$1.1 million (6.3%) for bridge, and \$0.8 million (4.6%) for planning.

**Figure 2: 2018 Federal Obligations by Project Type**



### Federal Obligation by Funding Program

Table 1 provides a summary of the 2018 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 which improve bridges.
- ◆ **CMAQ:** This program provides funding for projects and programs which reduce transportation related emissions.

- ◆ **HSIP:** This program provides funds for projects that reduce traffic fatalities and serious injuries.
- ◆ **NHPP:** This program provides funding for improvements on the National Highway System.
- ◆ **Section 5307:** This program provides funding 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 an old federal program. This may include Emergency Relief, earmarks, Rail/highway crossings, NHS Asset Management, and other funding programs.



*C-TRAN: Fourth Plain BRT*



*WSDOT: SR-14 Traveler Information*

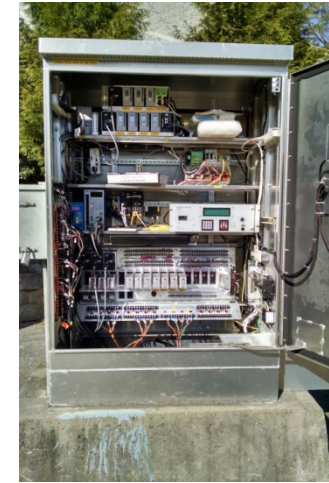
**Table 1: 2018 Federal Obligations by Funding Program**

| Funding Program | Funds Obligated     | Percent of Total |
|-----------------|---------------------|------------------|
| Bridge          | \$1,130,560         | 6.3%             |
| CMAQ            | \$3,562,617         | 19.7%            |
| HSIP            | \$836,553           | 4.6%             |
| NHPP            | \$929,640           | 5.2%             |
| Other           | \$1,064,126         | 5.9%             |
| Section 5307    | \$2,978,995         | 16.5%            |
| Section 5310    | \$328,570           | 1.8%             |
| STBG Regional   | \$3,940,000         | 21.8%            |
| STBG State      | \$3,289,705         | 18.2%            |
| <b>Total</b>    | <b>\$18,060,766</b> | <b>100.0%</b>    |

**RTC Managed Obligation**

WSDOT has placed additional responsibility on RTC to ensure that the region annually obligates their local share of the Federal Highway program. The local Federal Highway programs include the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TA). Projects within these programs are selected by the RTC Board through a competitive prioritization process and implemented by local agencies. The first two years of projects programmed in the Transportation Improvement Program are considered selected and can proceed when ready. Due to statewide management of obligation and the two-year project selection, projects in out years (3<sup>rd</sup> thru 4<sup>th</sup> year) are not allowed to proceed. RTC has also developed project delay policies which encourage the timely obligation of projects and limits project delay.

A total of \$7.5 million in the local share of Federal Highway funds were obligated in calendar year 2018 between 12 projects within the Clark County region. The region receives approximately \$10.1 million of Federal Highway funds annually. The 2018 total is lower than the available local Federal Highway funds (Table 2). The region has been obligating at a level that is higher than the available rate for many years. As a result of the previous high level of obligation, the region had obligated all of their 2018 allocation before the end of the federal fiscal year (September 30, 2018).

*Clark County: Orchards Traffic Signal Optimization*

**Table 2: 2018 Federal Obligations of Local Share**

| Funding Program | 2018 Allocation     | 2018 Obligation    | Total      |
|-----------------|---------------------|--------------------|------------|
| STBG            | \$6,500,000         | \$3,940,000        | 60%        |
| CMAQ            | \$3,000,000         | \$3,562,617        | 119%       |
| TA              | \$600,000           | \$0                | 0%         |
| <b>Total</b>    | <b>\$10,100,000</b> | <b>\$7,502,617</b> | <b>74%</b> |

*Battle Ground: South Parkway*

## 2018 Annual Listing of Federal Obligations

Table 3 is a list of federal funded transportation projects within the MPO boundary for Southwest Washington Regional Transportation Council (Clark County, Washington) that were obligated during the 2018 calendar year.

**Table 3: 2018 Annual Listing of Federal Obligations**

| Agency    | Federal Aid # | Project Title                                     | Project Type | Funding Program       | Phase(s) | 2018-2021 TIP Program | Federal Obligation | Federal \$ Remaining |
|-----------|---------------|---|--------------|-----------------------|----------|-----------------------|--------------------|----------------------|
| C-Tran    | WA-2018-028   | FY16 5310 Purchased Services, Mobility Management | Transit      | Section 5310          | CN       | \$993,000             | \$328,570          | \$664,430            |
| C-Tran    | WA-2018-037   | FY 16 & 17 Section 5307 Preventative Maintenance  | Transit      | Section 5307          | CN       | \$8,162,000           | \$2,978,995        | \$5,183,005          |
| C-Tran    | FT18(024)     | FTA Transfer: Bus Replacement                     | Transit      | CMAQ                  | CN       | \$720,000             | \$720,000          | \$0                  |
| Camas     | 000S(455)     | NE 3 <sup>rd</sup> Ave Bridge – Seismic Retrofit  | Bridge       | Bridge                | PE       | \$510,000             | \$510,000          | \$0                  |
| Camas     | 1602(020)     | NW Forest Home Road Slide Repair                  | Preservation | Emergency Relief (ER) | PE       | \$106,408             | \$106,408          | \$0                  |
| Camas     | 1602(020)     | NW Forest Home Road Slide Repair                  | Preservation | Emergency Relief (ER) | RW       | \$8,253               | \$8,253            | \$0                  |
| Camas     | 1602(020)     | NW Forest Home Road Slide Repair                  | Preservation | Emergency Relief (ER) | CN       | \$431,373             | \$431,373          | \$0                  |
| Clark Co. | 000S(477)     | NE 259th St & NE 72nd Ave Intersection            | Safety       | HSIP                  | PE       | \$121,500             | \$121,500          | \$0                  |
| Clark Co. | 2006(071)     | Lehto Bridge Scour                                | Bridge       | Bridge                | PE       | \$187,280             | \$187,280          | \$0                  |

| Agency            | Federal Aid # | Project Title   | Project Type         | Funding Program       | Phase(s) | 2018-2021 TIP Program | Federal Obligation | Federal \$ Remaining |
|-------------------|---------------|---|----------------------|-----------------------|----------|-----------------------|--------------------|----------------------|
| Clark Co.         | 4206(001)     | NE 68th St Sidewalk   | Bicycle & Pedestrian | CMAQ                  | PE       | \$150,000             | \$150,000          | \$0                  |
| Clark Co.         | 4253(015)     | Highway 99 Pavement Improvements  | Preservation         | NHS Asset Management  | PE       | \$172,000             | \$172,000          | \$0                  |
| Clark Co.         | 4364(002)     | NE 63rd St & NE 58th Ave Signal   | Safety               | HSIP                  | PE       | \$130,500             | \$130,500          | \$0                  |
| Clark Co.         | 4430(006)     | NE 119th St East  | Road Improvement     | STP Regional          | CN       | \$3,100,000           | \$3,100,000        | \$0                  |
| Clark Co.         | 4453(001)     | Salmon Creek Bridge   | Bridge               | Bridge                | PE       | \$246,000             | \$246,000          | \$0                  |
| Clark Co.         | H063(001)     | Smith Bridge Scour  | Bridge               | Bridge                | PE       | \$187,280             | \$187,280          | \$0                  |
| Clark Co.         | 000S(456)     | Curve Safety Improvement  | Safety               | HSIP                  | PE       | \$21,220              | \$21,220           | \$0                  |
| Clark Co.         | 000S(456)     | Curve Safety Improvement  | Safety               | HSIP                  | CN       | \$309,780             | \$309,780          | \$0                  |
| Port of Vancouver | 1350(024)     | Port Connector Bike/Pedestrian Path   | Bicycle & Pedestrian | CMAQ                  | CN       | \$500,000             | \$500,000          | \$0                  |
| RTC               | 9906(050)     | 2019 UPWP & CMP Support   | Planning             | STP Regional          | PL       | \$350,000             | \$350,000          | \$0                  |
| RTC               | 9906(051)     | VAST/TSMO Coordination & Management   | Planning             | STP Regional          | PL       | \$275,000             | \$275,000          | \$0                  |
| RTC               | 9906(052)     | Urban Freeway Corridors Operations Study - Phase 2                                | Planning             | STP Regional          | PL       | \$215,000             | \$215,000          | \$0                  |
| Vancouver         | 1350(028)     | NW Neighborhood Connectivity  | Bicycle & Pedestrian | CMAQ                  | PE       | \$145,000             | \$145,000          | \$0                  |
| Vancouver         | 9906(047)     | BRT Corridor Fort Vancouver Way/McLoughlin Sidewalk Infill and Ped Signal Upgrade | Bicycle & Pedestrian | CMAQ                  | CN       | \$821,800             | \$821,700          | \$100                |
| WSDOT             | 0014(083)     | SR 14 ATIS Infill - I-5 to Evergreen  | TSMO                 | CMAQ                  | PE       | \$67,000              | \$67,000           | \$0                  |
| WSDOT             | 0503(037)     | SR 503 - Fourth Plain to Main Street ITS  | TSMO                 | CMAQ                  | CN       | \$274,700             | \$274,700          | \$0                  |
| WSDOT             | 9999(824)     | Centralized Signal System - Joint ATMS throughout Clark County                    | TSMO                 | CMAQ                  | CN       | \$149,000             | \$149,000          | \$0                  |
| WSDOT             | 0503(034)     | SR 503/Brush Prairie RR XING - Bus and Truck Pullout Lanes                        | Safety               | Rail/Highway Crossing | CN       | \$800,642             | \$800,642          | \$0                  |

| Agency | Federal Aid # | Project Title   | Project Type         | Funding Program       | Phase(s) | 2018-2021 TIP Program | Federal Obligation | Federal \$ Remaining |
|--------|---------------|---|----------------------|-----------------------|----------|-----------------------|--------------------|----------------------|
| WSDOT  | 0503(034)     | SR 503/Brush Prairie RR XING - Bus and Truck Pullout Lanes        | Safety               | Rail/Highway Crossing | PE       | \$22,590              | \$22,590           | \$0                  |
| WSDOT  | 0005(016)     | I-5/Woodland Vicinity at Horseshoe Lake - Upgrade Pump System     | Preservation         | STP                   | PE       | \$215,563             | \$215,563          | \$0                  |
| WSDOT  | 0503(032)     | SR 503 / Padden Parkway – Intersection Improvements               | Road Improvement     | STP                   | CN       | \$16,506              | \$16,506           | \$0                  |
| WSDOT  | 0503(036)     | SR 503/Rock Creek Rd Vic to Williams Rd Vic - Paving              | Preservation         | STP                   | PE       | \$49,710              | \$49,710           | \$0                  |
| WSDOT  | 0503(036)     | SR 503/Rock Creek Rd Vic to Williams Rd Vic - Paving              | Preservation         | STP                   | CN       | \$2,842,175           | \$2,842,175        | \$0                  |
| WSDOT  | 0014(079)     | SR 14/6TH ST TO BINGEN - CHIP SEAL                                | Preservation         | NHPP                  | CN       | \$4,061               | \$4,061            | \$0                  |
| WSDOT  | 0503(036)     | SR 503/Rock Creek Rd Vic to Williams Rd Vic - Paving              | Preservation         | STP                   | CN       | \$81,747              | \$81,747           | \$0                  |
| WSDOT  | 0500(023)     | SR 500/Burnt Bridge Creek to 4th Plain Rd - ADA                   | Bicycle & Pedestrian | STP                   | PE       | \$84,005              | \$84,005           | \$0                  |
| WSDOT  | 0014(083)     | SR 14 ATIS Infill; I-5 to Evergreen                               | TSMO                 | CMAQ                  | CN       | \$735,217             | \$735,217          | \$0                  |
| WSDOT  | 9999(701)     | SWR Regionwide Safety - Shoulder Rumble Strips Phase 1            | Safety               | HSIP                  | CN       | \$1,680               | \$1,680            | \$0                  |
| WSDOT  | 0051(309)     | I-5/NB Ridgefield to La Center Vicinity - Concrete Pavement Rehab | Preservation         | NHPP                  | PE       | \$164,320             | \$164,320          | \$0                  |
| WSDOT  | 0051(299)     | I-5/NB Interstate Bridge – South Tower Trunnion Replacement       | Preservation         | NHPP                  | PE       | \$535,992             | \$535,992          | \$0                  |