

2020

Annual Listing of Federal Obligation

February 2021



**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



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Table of Contents

Table of Contents.....	i
Introduction	1
Requirements	1
Regional Transportation Plan	2
Transportation Improvement Program	2
2020 Obligation Summary	3
Total Obligation.....	3
Project by Type	3
Federal Obligation by Funding Program	5
2020 Annual Listing of Federal Obligation	9

List of Figures

Figure 1: Total Federal Obligation by Year.....	3
Figure 2: 2020 Federal Obligation by Project Type.....	5

List of Tables

Table 1: 2020 Federal Obligation by Funding Program	7
Table 2: 2020 Federal Obligation of Local Share	8
Table 3: 2020 Annual Listing of Federal Obligation	9



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 2020 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 2020.

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

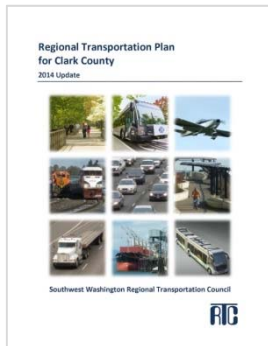
Obligation occurs when FHWA or FTA authorizes funds for a transportation improvement.

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) 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 2020 (January 1, 2020, to December 31, 2020).

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.

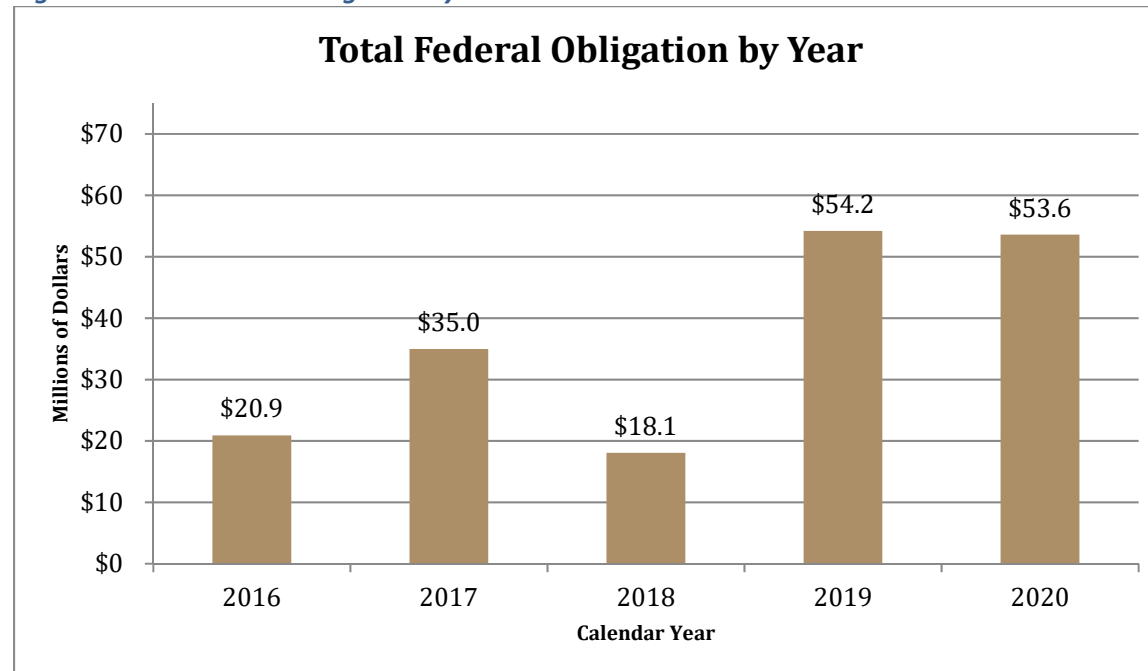
Projects phases (PE-Preliminary Engineering, RW-Right of Way, and CN-Construction) are programmed in the TIP and are obligated through FHWA and FTA. An obligation of a federal highway project occurs when FHWA and WSDOT execute a project agreement, while federal transit obligation occurs when FTA awards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

2020 Obligation Summary

Total Obligation

A total of approximately \$53.6 million in federal funds were obligated in calendar year 2020 between 40 projects within the Clark County region. The 2020 obligation was boosted by the \$15 million C-TRAN CARES Act Operating Assistance, \$6 million I-5 Bridge Trunnion Replacement, and \$4 million I-5 Southbound Active Transportation Management obligation.

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 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.

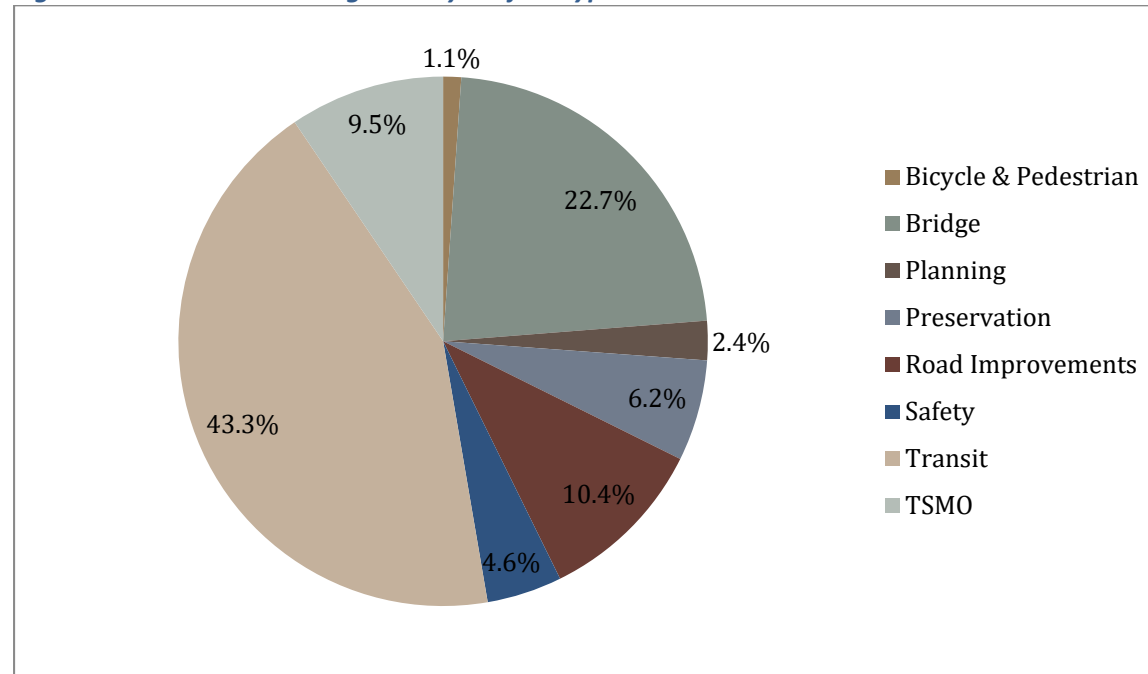


NE 119th Street RR Crossing

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 2020 obligation by the type of project. Of the total federal funds obligated, approximately \$23.2 million (43.2%) was for transit, \$12.2 million (22.7%) for bridge, \$5.6 million (10.4%) for road improvements, \$5.1 million (9.5%) for TSMO, \$3.3 million (6.2%) for preservation, \$2.4 million (4.6%) for safety, \$1.3 million (2.4%) for planning, and \$0.6 million (1.1%) for bicycle and pedestrian improvements.

Figure 2: 2020 Federal Obligation by Project Type

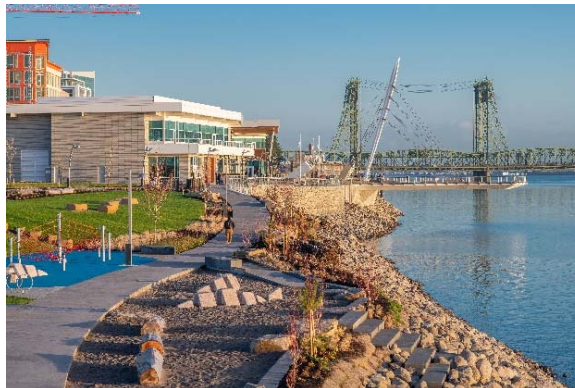


Federal Obligation by Funding Program

Table 1 provides a summary of the 2020 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.
- ◆ **NHPP:** This program provides funding for improvements on the National Highway System.
- ◆ **NHS:** This program provides preservation funding 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.



Vancouver: Waterfront Trail



La Center: 4th Street & Pacific Hwy Roundabout

Table 1: 2020 Federal Obligation by Funding Program

Funding Program	Funds Obligated	Percent of Total
Bridge	\$4,350,404	8.1%
CMAQ	\$2,953,700	5.5%
HSIP	\$2,388,768	4.5%
IM	\$10,110,000	18.9%
NHPP	\$5,007,299	9.3%
NHS	\$0	0%
Other	\$17,630,532	32.9%
Section 5307	\$5,467,883	10.2%
Section 5310	\$0	0.0%
Section 5337	\$0	0.0%
Section 5339	\$0	0.0%
STBG	\$5,623,307	10.5%
TA	\$88,458	0.2%
Total	\$53,620,351	100.0%

*Vancouver: NE 18th Street Construction*

RTC-Managed Obligation

WSDOT has placed additional responsibility on RTC to ensure that the Region annually obligate its local share of the Federal Highway programs. The local Federal Highway programs include the Surface Transportation Block Grant Program (STBG), Congestion Mitigation and Air Quality Program (CMAQ), and the Transportation Alternatives Program (TA). Projects within these programs 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 can proceed when ready. Due to statewide management of obligation and the two-year project selection, projects in out-years (3rd thru 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 \$9.76 million in the local share of Federal Highway funds were obligated in calendar year 2020 between 17 projects within the Clark County region. The Region receives approximately \$10.7 million in Federal Highway funds. Due to carryover funds from 2019, the HIP obligation is higher than the 2020 allocation. The Region has been obligating at a level that is higher than the available rate for many years. As a result of the previously high level of obligation, the Region exceeded its 2020 obligation target by approximately \$550,000 before the end of the federal fiscal year (September 30, 2020). If the Region does not increase the rate of obligation, the Region will not meet its required 2021 federal obligation target.



Clark County: NE 10th Av. Construction

Table 2: 2020 Federal Obligation of Local Share

Funding Program	2020 Allocation	2020 Obligation	Total
STBG	\$6,714,276	\$5,548,307	83%
CMAQ	\$2,958,190	\$2,953,700	100%
HIP	\$395,551	\$1,037,538	262%
TA	\$605,047	*\$221,258	37%
Total	\$10,673,064	\$9,760,803	91%

*TA total includes RTP0 Obligation

2020 Annual Listing of Federal Obligation

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 2020 calendar year.

Table 3: 2020 Annual Listing of Federal Obligation

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2020-2023 TIP Program	Federal Obligation	Federal \$ Remaining
Battle Ground	000S(575)	Captain Strong & Chief Umtuch School Zone Upgrades	Bicycle & Pedestrian	HSIP	PE	\$28,300	\$28,300	\$0
Battle Ground	000S(576)	Country Terrace Subdivision Safety Upgrades	Safety	HSIP	PE	\$7,800	\$7,800	\$0
Battle Ground	0060(002)	Small Cities ATMS	TSMO	CMAQ	CN	\$276,000	\$276,000	\$0
Camas	7031(004)	NW 38th Ave. Improvements Phase 3	Road	STP Regional	PE	\$335,700	\$335,700	\$0
Camas	7040(006)	NE 3rd Ave. Bridge - Seismic Retrofit	Bridge	Bridge	CN	\$2,303,475	\$2,303,475	\$0
Clark Co.	000S(549)	NE 119th Street / NE 152nd Ave. Intersection	Safety	HSIP	PE	\$540,000	\$540,000	\$0
Clark Co.	2006(071)	Lehto Bridge Scour	Bridge	Bridge	CN	\$456,112	\$456,112	\$0
Clark Co.	2006(077)	Fiber Reinforced Polymer Bridge Bundle #1	Bridge	Bridge	PE	\$520,231	\$520,231	\$0
Clark Co.	4201(003)	NE 10th Ave. (NE 149th to NE 154th)	Road	HIP	CN	\$1,362,393	\$1,362,393	\$0
Clark Co.	4201(003)	NE 10th Ave. (NE 149th to NE 154th)	Road	STP Regional	CN	\$1,637,607	\$1,637,607	\$0
Clark Co.	4205(001)	NE 15th Ave., NE 179th St. to NE 10th Ave.	Road	STP Regional	PE	\$500,000	\$500,000	\$0
Clark Co.	4247(002)	I-5/NE 179th St.	Road	STP Regional	PE	\$750,000	\$750,000	\$0
Clark Co.	4453(001)	Salmon Creek Bridge	Bridge	Bridge	CN	\$411,800	\$411,450	\$0
Clark Co.	9906(057)	NE 134th Corridor Adaptive Signals	TSMO	CMAQ	PE	\$95,000	\$95,000	\$0
Clark Co.	H063(001)	Smith Bridge Scour	Bridge	Bridge	CN	\$399,020	\$399,020	\$0
Clark Co.	Z906(003)	Cast-in-Place Bridge Bundle #2	Bridge	Bridge	PE	\$260,116	\$260,116	\$0
C-TRAN	WA-2020-054	FY20 CARES Act Operating Assistance	Transit	CARES Act	CN	\$0	\$15,817,139	\$0
C-TRAN	WA-2020-072	FY20 Section 5307 Preventative Maintenance	Transit	Section 5307	CN	\$5,400,000	\$5,467,883	-\$67,883
C-TRAN	WA-2020-112	FY20 CMAQ Bus Purchase	Transit	CMAQ	CN	\$1,925,000	\$1,925,000	\$0

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2020-2023 TIP Program	Federal Obligation	Federal \$ Remaining
Ridgefield	1085(006)	Gee Creek Trail - Abrams Park to Heron Dr.	Bicycle & Pedestrian	TAP	CN	\$88,458	\$88,458	\$0
RTC	2006(075)	2020 Regional Household Travel Behavior Survey	Planning	STP Regional	PL	\$500,000	\$500,000	\$0
RTC	2006(076)	Region ITS Architectural Study	Planning	STP Regional	PL	\$100,000	\$100,000	\$0
RTC	9906(056)	2020 VAST/TSMO Coordination & Management	Planning	STP Regional	PL	\$675,000	\$675,000	\$0
Vancouver	0099(129)	Highway 99 Corridor Improvements	Road	STP Regional	CN	\$1,000,000	\$1,000,000	\$0
Vancouver	4242(027)	Mill Plain - Arrival on Green Improvement	TSMO	CMAQ	CN	\$72,700	\$72,700	\$0
Washougal	7099(001)	Jemtegaard Trail Improvements	Bicycle & Pedestrian	SRTS	CN	\$451,000	\$451,000	\$0
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB - Replace Bridge	Bridge	NHPP	PE	\$1,725,918	\$1,725,918	\$0
WSDOT	0051(299)	I-5/NB Interstate Bridge - South Tower Trunnion Replacement	Bridge	IM	CN	\$6,000,000	\$6,000,000	\$0
WSDOT	0051(300)	I-5/Ridgefield Port of Entry - Scalehouse Reconstruction	Preservation	NHPP	CN	\$610,000	\$610,000	\$0
WSDOT	0051(308)	I-5/SB Interstate Bridge to NE 99th St. Vic - Active Traffic	TSMO	IM	CN	\$3,910,000	\$3,910,000	\$0
WSDOT	0051(308)	I-5/SB Interstate Bridge to NE 99th St. Vic - Active Traffic	TSMO	HSIP	CN	\$90,000	\$90,000	\$0
WSDOT	0051(310)	I-5/SB E Fork Lewis River to N Fork Lewis River - Concrete Pavement Rehab	Preservation	IM	PE	\$200,000	\$200,000	\$0
WSDOT	0500(027)	SR 500/5th Plain Creek Bridge - Pre-Design	Bridge	STP	PE	\$75,000	\$75,000	\$0
WSDOT	0500(028)	SR 500/NE 42nd and 54th Ave. - Intersection	Safety	NHPP	PE	\$432,000	\$100,000	\$332,000
WSDOT	0501(025)	SR 501/I-5 to SW 26th St. Ext Vic including Couplet - Paving	Preservation	NHPP	PE	\$181,779	\$181,779	\$0
WSDOT	0501(025)	SR 501/I-5 to SW 26th St. Ext Vic including Couplet - Paving	Preservation	NHPP	CN	\$6,150,000	\$908,342	\$5,241,658
WSDOT	0503(038)	SR 503/NE 154th St. to SR 502 - Median Barrier	Safety	HSIP	CN	\$1,482,311	\$1,482,311	\$0

Agency	Federal Aid #	Project Title	Project Type	Funding Program	Phase(s)	2020-2023 TIP Program	Federal Obligation	Federal \$ Remaining
WSDOT	2051(284)	I-205/SR 14 Interchange - Illumination Upgrade	Safety	NHPP	PE	\$75,156	\$74,156	\$0
WSDOT	2051(286)	I-205/NB Mill Plain On-Ramp - Ramp Meter	TSMO	CMAQ	CN	\$298,000	\$298,000	\$0
WSDOT	9999(812)	I-205 and I-5 Pavement Rehabilitation	Preservation	NHPP	CN	\$1,407,107	\$1,407,104	\$0
WSDOT	9999(834)	SW Region/Regionwide Shoulder Rumble Strip Installation 2019-2021	Safety	HSIP	PE	\$43,800	\$43,800	\$0
WSDOT	9999(834)	SW Region/Regionwide Shoulder Rumble Strip Installation 2019-2021	Safety	HSIP	CN	\$196,557	\$196,557	\$0
WSDOT	9999(835)	Centralized Signal System Enhancements	TSMO	CMAQ	CN	\$287,000	\$287,000	\$0
WSDOT	9999(855)	Shared Central Signal Study	TSMO	STP Regional	PL	\$50,000	\$50,000	\$0