

2014

Annual Listing of Federal Obligation

February 2015



**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



Title VI Compliance

The Southwest Washington Regional Transportation Council (RTC) assures that no person shall, on the grounds of race, color, national origin, or sex as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (P.L. 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity. RTC further assures that every effort will be made to ensure nondiscrimination in all of its programs and activities, whether or not those programs and activities are federally funded.

Americans with Disabilities Act (ADA) Information



Materials can be provided in alternative formats by contacting the Southwest Washington Regional Transportation Council (RTC) at 360-397-6067 or info@rtc.wa.gov.

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Vancouver: NE 137th Avenue Roundabout

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.

Introduction

The 2014 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 2014.

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.

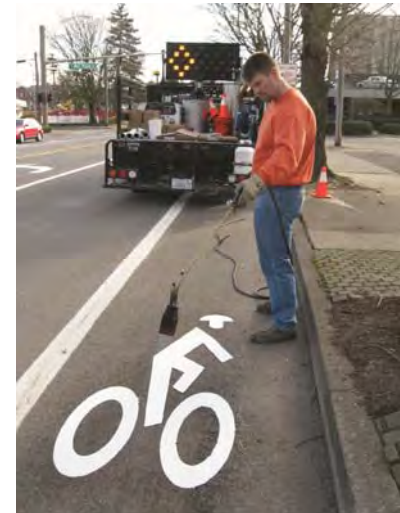
Requirements

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

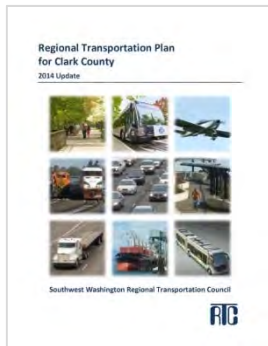
Obligation occurs when FHWA or FTA authorizes funds for a transportation improvement.

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 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 others who 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 2014 (January 1, 2014 to December 31, 2014).

Regional Transportation Plan

At least once every four 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 2014 Update of the Regional Transportation Plan for Clark County was adopted by the RTC Board on December 2, 2014.



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 monthly TIP administrative process.

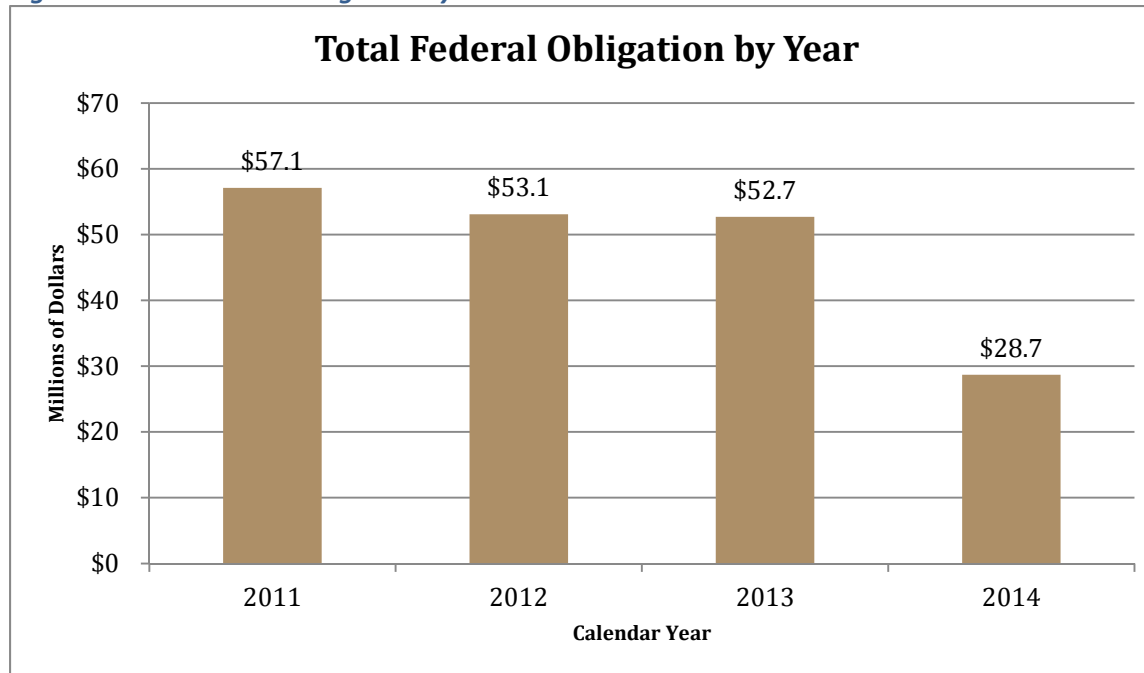
Projects phases (PE-Preliminary Engineering, RW-Right of Way, and CN-Construction) are programmed in the TIP and are obligated through FHWA and FTA. An obligation of federal highway project occurs when FHWA and WSDOT execute a project agreement, while federal transit obligation occurs when FTA awards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

2014 Obligation Summary

Total Obligation

A total of \$28.7 million in federal funds were obligated in calendar year 2014 between 34 projects within the Clark County region. The 2014 total is down from the \$52.7 to \$57.1 million that were obligated between 2011 and 2013 (Figure 1). The decrease in federal obligations in 2014 includes over \$20-25 million decrease in federal funds obligated by the Washington State Department of Transportation (WSDOT) from years 2011 and 2013. This may not be indicative of total spending by WSDOT in the region, as several major projects initiated by WSDOT in 2014 were funded through State only resources. Major 2014 state funded only projects include \$55 million for I-205/Mill Plain Interchange to NE 18th St.-Stage 2 and \$36.7 million for SR-502/I-5 to Battle Ground.

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 transport systems.
- ◆ **Preservation:** This represents a proactive approach in maintaining the existing transportation system. This can include pavement overlay, pavement repair, and transit preventative maintenance.



Camas: NW 18th Avenue Trail

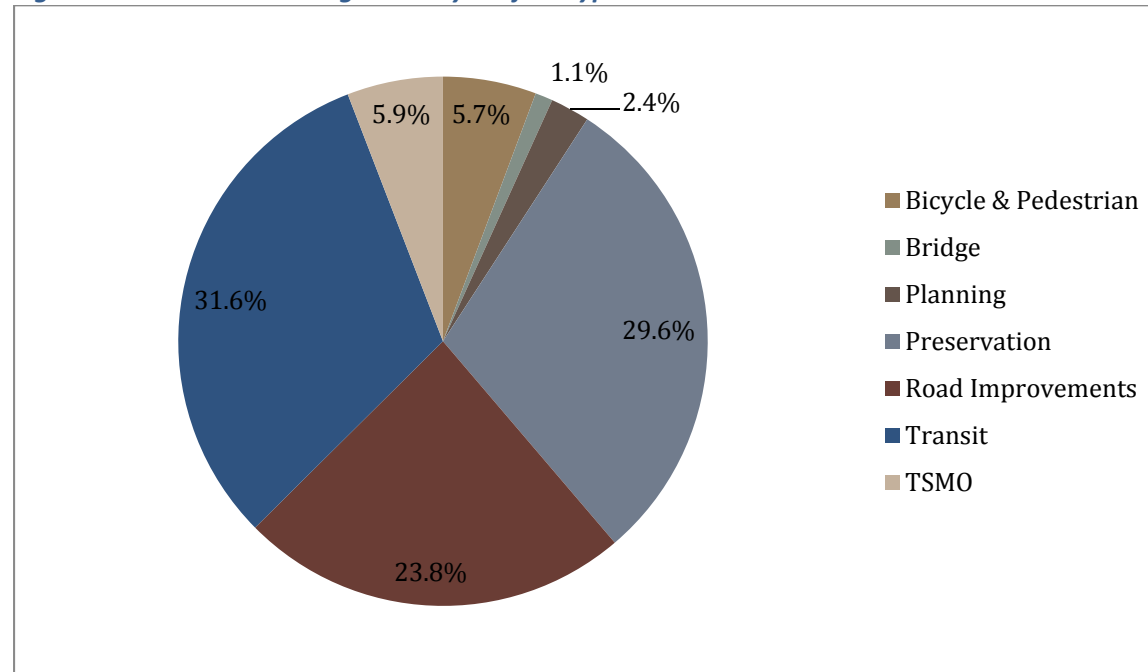


Clark County: NE 10th Avenue, 141st St. to 149th St.

- ◆ **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.
- ◆ **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.

Figure 2 illustrates the 2014 obligation by the type of project. Of the total federal funds obligated approximately \$9.1 million (31.6%) was for transit, \$8.5 million (29.6%) for Preservation, \$6.8 million (23.8%) for road improvements, \$1.7 million (5.9%) for TSMO, \$1.6 million (5.7%) for bicycle & pedestrian, \$0.7 million (2.4%) for planning, and \$0.3 million (1.1%) for bridge.

Figure 2: 2014 Federal Obligations by Project Type



Federal Obligation by Funding Program

Table 1 provides a summary of the 2014 federal obligation by funding program. The following is a brief description of each of the programs:

- ◆ **Bridge:** The Bridge program provides funds to improve the condition of bridges through replacement, rehabilitation, and systematic preventive maintenance.

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.

- ◆ **CMAQ:** The Congestion Mitigation and Air Quality program provides funding for projects and programs which reduce transportation related emissions.
- ◆ **IM:** The Interstate Maintenance program provides funding for resurfacing, restoring, rehabilitating, and reconstructing on the Interstate System.
- ◆ **NHPP:** The National Highway Performance Program provides funding for improvements on the National Highway System.
- ◆ **NHS:** The National Highway System provides funding for improvements on the National Highway System. Program has been replaced by the NHPP.
- ◆ **Section 5307:** The Section 5307 program provides funding both capital and operating assistance to public transit.
- ◆ **Section 5309:** The Section 5309 is discretionary fund that provides capital assistance for transit vehicles.
- ◆ **SRTS:** The Safe Routes to School program provides funding to create safe, convenient, and fun opportunities for children to bicycle and walk to and from schools.
- ◆ **STP:** 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. The funds are divided between regions and the state department of transportation.
- ◆ **TAP:** The Transportation Alternatives Program provides funding for a variety of alternative transportation projects.



Camas: NW 38th Avenue



WSDOT: SR-502/I-5 to Battle Ground

Table 1: 2014 Federal Obligations by Funding Program

Funding Program	Funds Obligated	Percent of Total
Bridge	\$306,000	1.1%
CMAQ	\$4,222,464	14.7%
IM	\$972,576	3.4%
NHPP	\$54,067	0.2%
NHS	\$2,549,558	8.9%
Section 5307	\$9,462,219	32.9%
Section 5309	\$2,000,000	7.0%
SRTS	\$148,305	0.5%
STP Regional	\$7,531,000	26.2%
STP State	\$385,164	1.3%
TAP	\$1,088,700	3.8%
Total	\$28,720,05	100.0%

*Port of Vancouver: West Vancouver Freight Access Project***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 Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP). Projects within these programs are selected by the RTC Board through a competitive prioritization process and implemented by local agencies. All four 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 four-year project selection, projects in out years (2nd thru 4th year) are allowed to proceed early. RTC has also developed project delay policies which encourage early obligation of projects and limits project delay.

A total of \$12.8 million in the local share of Federal Highway funds were obligated in calendar year 2014 between 21 projects within the Clark County region. The 2014 total is significantly higher than the 2014 availability of local Federal Highway funds (Table 2). The results is that the region obligating a portion of their anticipated 2015 federal funds. The TAP program underperformed with the project delay of two projects.

Table 2: 2014 Federal Obligations of Local Share

Funding Program	2014		Percent of Total
	Available Funds	Funds Obligated	
STP	\$4,790,000	\$7,531,000	157%
CMAQ	\$1,489,000	\$4,222,464	284%
TAP	\$1,663,000	\$1,088,700	65%
Total	\$7,942,000	12,842,164	162%

*C-TRAN: Hybrid Bus*

2014 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 2014 calendar year. Figure 2 illustrates the location of these projects

Table 3: 2014 Annual Listing of Federal Obligations

Agency	Project Name	Project Type	Funding Program	Federal Aid #	Phase(s)	2014-2017 TIP Program	Federal Obligation	Federal \$ Remaining
Battle Ground	Chelatchie Prairie Rail with Trail, Grace Av.: Main St. to Rasmussen Blvd.	Bicycle & Pedestrian	TAP	4463(001)	PE	\$50,000	\$50,000	\$0
C-TRAN	Bus Replacement & Associated Transportation Improvement (Bus Shelters)	Transit	Sec. 5307	WA-90-X563-00	All	\$4,720,000	\$4,885,560	\$0
C-TRAN	Transit Enhancements (ADA Accessibility)	Transit	Sec. 5307	WA-90-X518-01	All	\$156,800	\$42,004	\$114,796
C-TRAN	Preventative Maintenance	Transit	Sec. 5307	WA-90-X570-00	All	\$15,523,200	\$4,534,655	\$10,988,545
C-TRAN	Bus Replacement	Transit	Sec. 5309	WA-04-0094-00	All	\$2,000,000	\$2,000,000	\$0
C-TRAN	FTA TRANSFER: Traffic Signal Priority, Highway 99: Transit Center to Ross St.	Transit	CMAQ	FT14(004)	PE	\$140,000	\$140,000	\$0
C-TRAN	FTA TRANSFER: 4th Plain Bus Rapid Transit,	Transit	CMAQ	FT14(005)	PE	\$2,000,000	\$2,000,000	\$0

Agency	Project Name	Project Type	Funding Program	Federal Aid #	Phase(s)	2014-2017 TIP Program	Federal Obligation	Federal \$ Remaining
	Mall to Downtown							
Camas	NW 38th Ave/SE20th St Improvements, Armstrong Av. to Parker St.	Road Improvement	STP Regional	7031(003)	CN	\$2,200,000	\$2,200,000	\$0
Camas	NW 18th Avenue Bike and Pedestrian Trail, Beech St. to SE 201st Av.	Bicycle & Pedestrian	TAP	7034(002)	PE/CN	\$220,000	\$220,000	\$0
Clark Co.	Highway 99 Traffic Responsive Incident Management, Ross Rd. to 134th St.	TSMO	CMAQ	0099(133)	PE	\$420,000	\$72,000	\$348,000
Clark Co.	Hazel Dell Area Sidewalks, Alki Rd. to 68th St.	Bicycle & Pedestrian	TAP	4231(005)	CN	\$427,000	\$427,000	\$0
Clark Co.	NE 47th Ave/NE 78th St Intersection	Road Improvement	STP Regional	4380(004)	PE	\$1,000,000	\$1,000,000	\$0
Clark Co.	NE 119th Street, NE 72nd Av. to NE 87th Av.	Road Improvement	STP Regional	4430(003)	CN	\$3,500,000	\$3,500,000	\$0
Clark Co.	Blair Zeek Bridge	Bridge	Bridge	U066(001)	CN	\$306,000	\$306,000	\$0
La Center	Pacific Highway at West 4th St. Roundabout	Road Improvement	STP Regional	D063(003)	PE	\$138,000	\$138,000	\$0
La Center	Aspen Avenue at 18th Street Crosswalk	Bicycle & Pedestrian	TAP	D065(002)	CN	\$27,700	\$27,700	\$0
Port of Vancouver	Transit Terminus to Port Center Path, Mill/Fourth Plain I/S to NW 31st St.	Bicycle & Pedestrian	TAP	1350(023)	CN	\$264,000	\$264,000	\$0
RTC	Vancouver Area Smart Trek (VAST); Regional Communications Plan	Planning	STP Regional	9906(043)	PE	\$43,000	\$43,000	\$0
RTC	2014-2017 Vancouver Area Smart Trek (VAST) Program Coordination and Mgt.	Planning	STP Regional	9906(044)	PE	\$600,000	\$450,000	\$150,000
Vancouver	162nd Avenue Fiber and Communications	TSMO	CMAQ	4451(013)	CN	\$282,000	\$227,010	\$54,990
Vancouver	Destination Downtown Program	Planning	STP Regional	1350(025)	PE	\$200,000	\$200,000	\$0
Vancouver	Evergreen Trail, Image Rd. to Chelsea Av.	Bicycle & Pedestrian	TAP	4228(002)	PE	\$100,000	\$100,000	\$0
Vancouver	Fourth Plain Sidewalk	Bicycle & Pedestrian	CMAQ	9906(041)	RW	\$780,000	\$400,000	\$380,000

Agency	Project Name	Project Type	Funding Program	Federal Aid #	Phase(s)	2014-2017 TIP Program	Federal Obligation	Federal \$ Remaining
Vancouver	Main St. - Columbia St. Traffic Signal Integration, 6th St. to 49th St.	TSMO	CMAQ	4253(013)	PE	\$917,000	\$62,000	\$855,000
Washougal	Jemtegaard Trail Improvements, Jemtegaard Mid School to Sunset View Rd.	Bicycle & Pedestrian	SRTS	7099(001)	PE	\$599,305	\$148,305	\$451,000
WSDOT	I-5/I-205 Bi-State Corridor Travel Time Signing	TSMO	CMAQ	0005(011)	CN	\$641,250	\$641,250	\$0
WSDOT	SR 503 Traveller Information – Incident Management and Comm., MP 0.0-8.2	TSMO	CMAQ	0503(027)	PE/CN	\$699,000	\$680,204	\$18,796
WSDOT	SR 14 / Clark County Line to Prindle Road Vicinity with Exceptions	Preservation	NHS	0014(64)	CN	Bucket	\$1,606	\$0
WSDOT	I-5/NE 39 th St. Vic to NE 99 th St.	Preservation	NHS	0005(13)	CN	\$2,718,716	\$2,547,952	\$170,764
WSDOT	I-5/Gee Creek SB SRA Major Renovation	Preservation	IM	0051(292)	CN	Bucket	\$972,576	\$0
WSDOT	Southwest Region Low Cost Pavement Repair	Preservation	STP	2014(79)	CN	\$100,000	\$118,735	\$0
WSDOT	SR 501/Gee Creek Br Vic to S 56 th Pl.	Preservation	STP	0501(23)	PE	\$1,159,234	\$116,813	\$1,042,421
WSDOT	SR 503/SR 500 Orchards to Battle Ground – Grind and Inlay	Preservation	STP	0503(28)	PE	\$4,640,012	\$149,616	\$4,490,396
WSDOT	SR 14/6 th St to Nelson Creek Rd Vic, with Exceptions	Preservation	NHPP	0014(77)	PE	\$3,525,384	\$54,067	\$3,471,317

2014 Obligated Project Locations by Project Type

