

2024 Annual Listing of Federal Obligation

February 2025



Southwest Washington Regional Transportation Council

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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 2024 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 2024.

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.

Agency Overview

The Southwest Washington Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization (MPO) for the Clark County, Washington portion of the larger Portland (Oregon)/Vancouver (Washington) urbanized area. RTC is also the state-designated Regional Transportation Planning Organization (RTPO) for the three-county area of Clark, Skamania, and Klickitat (see Figures 1 and 2 for maps of the region). A Metropolitan Planning Organization is an organization of elected officials in urbanized regions with a population of 50,000 or over. The MPO provides a forum for local decision-making on transportation issues of a regional nature. As a condition for receipt of federal capital or operating assistance, MPOs must have a continuing, cooperative, and comprehensive transportation planning process. RTPOs serve the same basic transportation planning functions as MPOs but were created by state legislation. An RTPO covers both urban and rural areas and receives state funding in support of its planning efforts.

Figure 1: Metropolitan Planning Organization (MPO)



Figure 2: Regional Transportation Planning Organization (RTPO)



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.

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

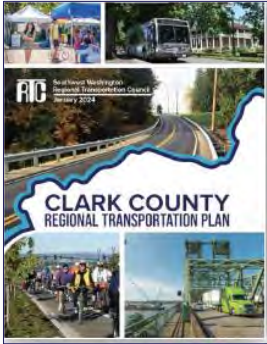
(b) The listing shall be prepared in accordance with §450.314(a) and shall include all federally funded projects authorized or revised to increase obligation in the preceding program year, and shall at a minimum include the TIP information under §450.324(e)(1) and (4) and identify, for each project, 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.

Battle Ground: Paving

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

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.

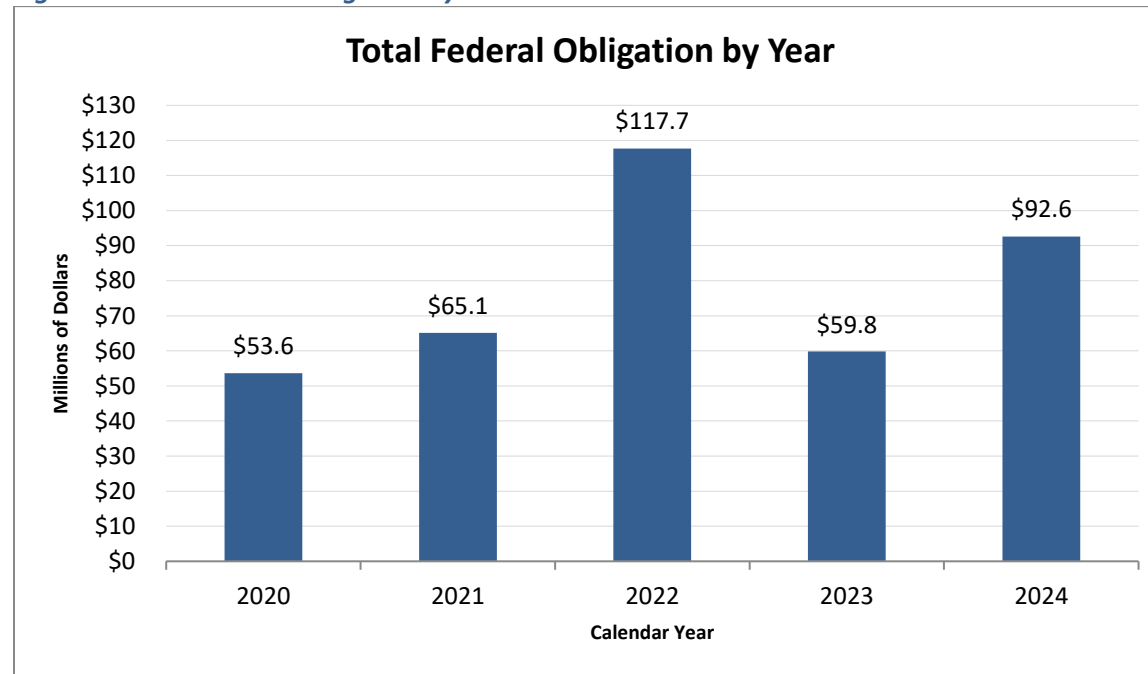
2024 Obligation Summary

Total Obligation

A total of approximately \$92.6 million in federal funds were obligated in calendar year 2024 (Figure 3) among 50 projects within the Clark County region. The 2024 obligation includes obligation of \$20.6 million through RTC selected projects, counting \$2.8 million of additional obligation authority granted to the region.

Year 2024 obligation was elevated due to the obligation of funds for the I-5 Columbia River Interstate Bridge Replacement project and the I-5/E Fork Lewis River Bridge NB project. 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 3: Total Federal Obligation by Year



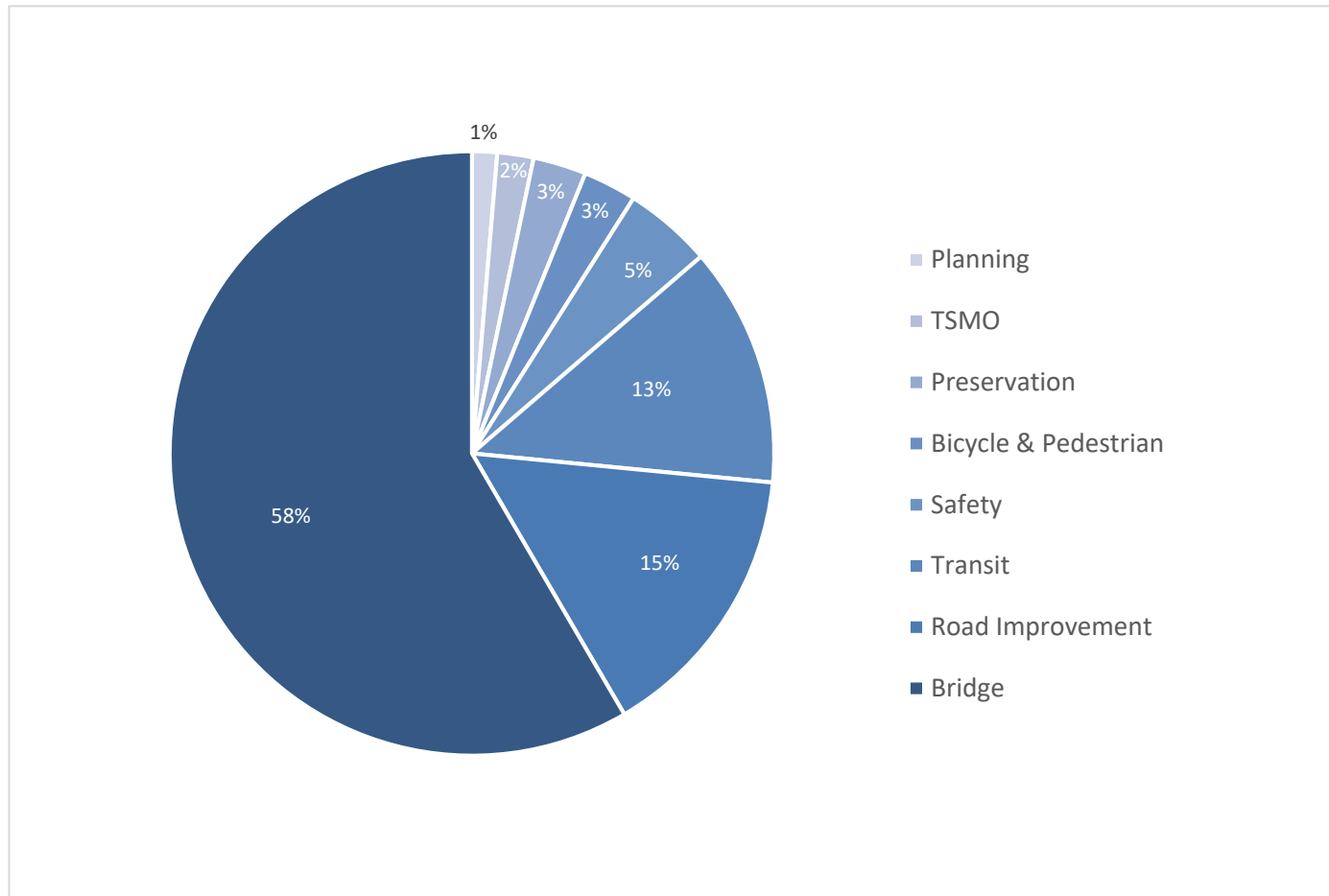
Project by Type

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 4 on the next page illustrates the 2024 obligation by the type of project. Of the total federal funds obligated, \$53.8 million (58%) for bridges, \$13.8 million (15%) was for road improvement, \$12.3 million (13%) for transit, \$4.3 million (5%) was for safety, \$2.6 million (3%) for preservation, \$2.6 million (3%) for bicycle and pedestrian, \$1.7 million (2%) for TSMO, and \$1.2 million (1%) for planning.

Figure 4: 2024 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 2024 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: 2024 Federal Obligation by Funding Program

Program	Funds Obligated	Percentage
Bridge	\$3,873,692	4%
CRP	\$825,000	1%
CMAQ	\$1,833,741	2%
FTA Funds	\$10,276,577	11%
HSIP	\$4,342,22	5%
IM	\$3,282,891	4%
NHS	\$24,373,749	26%
STBG Federal	\$24,756,684	27%
STBG Regional	\$16,950,000	18%
TA	\$1,029,000	1%
Other	\$1,124,846	1%
Total	\$92,668,400	

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 2024 obligation target by June 2024; and two construction projects and one preliminary engineering project were awarded an additional \$2.8 million in federal funds. The projects received the following:

- Vancouver – Jefferson Street Realignment (CN) - \$2,200,000
- Vancouver – SE 34th Street Safety and Mobility Project (CN) - \$300,000
- Clark County – Highway 99 Sidewalk, NE 110th-NE 117th Street (PE) - \$300,000

2024 Annual Listing of Federal Obligation

Table 2 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 2024 calendar year.

Table 2: 2024 Annual Listing of Federal Obligation

Agency	Project #	Title	Project Type	Program	Phase	2024-2027 TIP Program	Fed Obligated	Fed Remaining
Battle Ground	000S(575)	Captain Strong & Chief Umtuch School Zone	Safety	HSIP	CN	\$175,000	\$175,000	\$0
Battle Ground	0503(043)	SR 503/NW Onsdorff Intersection	Road Improvement	STP Regional	PE	\$225,000	\$225,000	\$0
Camas	000S(661)	Citywide Horizontal Curve Safety	Safety	HSIP	PE	\$28,192	\$28,192	\$0
Camas	0500(035)	SR 500/Everett Street	Road Improvement	STP Regional	PE	\$475,000	\$475,000	\$0
Camas	7031(004)	NW 38th Ave. Phase 3	Road Improvement	STP Regional	CN	\$715,000	\$715,000	\$0
Clark Co.	H063(001)	Smith Bridge Scour	Bridge	Bridge	CN	\$0	-\$110,031	\$0
Clark Co.	4253(016)	Highway 99 Sidewalk (NE 110th - NE 117th)	Bicycle & Pedestrian	Carbon Reduction	PE	\$525,000	\$525,000	\$0
Clark Co.	9906(064)	Orchards Sifton Adaptive Signals	TSMO	CMAQ	CN	\$932,000	\$932,000	\$0
Clark Co.	9906(057)	NE 134th Corridor Adaptive Signals	TSMO	CMAQ	CN	\$0	-\$34,478	\$0
Clark Co.	9906(063)	Salmon Creek/Hazel Dell Adaptive Signal	TSMO	CRRSAA	PE	\$0	-\$213,781	\$0
Clark Co.	2006(081)	NE Sunset Falls Road Pavement Preservation	Preservation	Federal Lands	CN	\$424,846	\$424,846	\$0

Agency	Project #	Title	Project Type	Program	Phase	2024-2027 TIP Program	Fed Obligated	Fed Remaining
Clark Co.	9906(065)	NE Delfel Rd (NE 179th St to NE 184th St)	Road Improvement	NHFP	PE	\$700,000	\$700,000	\$0
Clark Co.	4392(016)	NW 78th Street	Preservation	NHS Asset Management	CN	\$2,197,000	\$2,197,000	\$0
Clark Co.	4253(015)	Highway 99 Pavement Improvements	Preservation	NHS Asset Management	CN	\$0	-\$60,867	\$0
Clark Co.	4247(004)	NE 179th Street (NE 15th Ave - NE 26th Ave)	Road Improvement	STP Regional	PE	\$300,000	\$300,000	\$0
C-TRAN	1729-2024-3	Preventative Maintenance	Transit	5307	CN	\$8,142,317	\$8,142,317	\$0
C-TRAN	1729-2024-1	Hydrogen Fuel Cell Buses	Transit	5337 & 5339	CN	\$2,379,159	\$1,589,159	\$790,000
C-TRAN	1729-2024-2	Hydrogen Fuel Cell Buses	Transit	STP Regional	CN	\$2,100,000	\$2,100,000	\$0
C-TRAN	WA-2024-014	Purchase of Services and Mobility Management	Transit	5310	CN	\$1,659,051	\$545,101	\$1,113,950
Ridgefield	000S(659)	Horizontal Curve Safety	Safety	HSIP	PE	\$5,000	\$5,000	\$0
Ridgefield	000S(658)	S 11th Street and S Timm Road Intersection	Safety	HSIP	PE	\$46,000	\$46,000	\$0
RTC	PD24(013)	RTC 2024-2025 UPWP	Planning	STP Regional	PL	\$885,000	\$885,000	\$0
RTC	PD24(025)	Clark County Freight Mobility Study Update	Planning	STP Regional	PL	\$100,000	\$100,000	\$0
Stevenson	30A2(001)	1st Street Pedestrian Amenities & Overlook	Bicycle & Pedestrian	TA	CN	\$779,000	\$779,000	\$0
Vancouver	4258(001)	SE 34th St. Safety and Mobility	Bicycle & Pedestrian	Carbon Reduction	CN	\$300,000	\$300,000	\$0

Agency	Project #	Title	Project Type	Program	Phase	2024-2027 TIP Program	Fed Obligated	Fed Remaining
Vancouver	4258(001)	SE 34th St. Safety and Mobility	Bicycle & Pedestrian	CMAQ	CN	\$500,000	\$500,000	\$0
Vancouver	4280(023)	Fourth Plain Blvd Road Diet	Safety	HSIP	CN	\$715,000	\$715,000	\$0
Vancouver	4255(001)	Jefferson/Kauffman Realignment	Road Improvement	STP Regional	CN	\$5,040,00	\$5,040,000	\$0
Vancouver	4421(004)	NE 137th Ave. Corridor	Road Improvement	STP Regional	CN	\$1,800,000	\$5,750,000	\$0
Vancouver	4228(003)	Evergreen Trail - SE Chelsea to SE Image	Bicycle & Pedestrian	TA	CN	\$250,000	\$250,000	\$0
Washougal	7071(004)	32nd St Safety - North	Safety	HSIP	PE	\$20,000	\$20,000	\$0
Washougal	7071(005)	32nd Street Widening - Middle	Road Improvement	STP Regional	PE	\$660,000	\$660,000	\$0
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB - Replace Bridge	Bridge	Bridge Replacement	PE	\$1,620,069	\$1,620,069	\$0
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB - Replace Bridge	Bridge	Bridge Replacement	RW	\$244,739	\$244,739	\$0
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB - Replace Bridge	Bridge	Bridge Replacement	CN	\$2,072,415	\$2,072,415	\$0
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB - Replace Bridge	Bridge	NHS Asset Management	CN	\$11,935,454	\$11,935,454	\$0
WSDOT	0051(294)	I-5/E Fork Lewis River Bridge NB - Replace Bridge	Bridge	NHS Asset Management	PE	\$501,266	\$501,266	\$0
WSDOT	2051(287)	I-205/SB 134th to Mill Plain - Ramp Meter	TSMO	CMAQ	CN	\$436,219	\$436,219	\$0

Agency	Project #	Title	Project Type	Program	Phase	2024-2027 TIP Program	Fed Obligated	Fed Remaining
WSDOT	2051(287)	I-205/SB 134th to Mill Plain - Ramp Meter	TSMO	CRRSAA	CN	\$213,781	\$213,781	\$0
WSDOT	0500(026)	SR 500/NE Robinson Rd and NE 3rd St Intersection Safety Imp.	Safety	HSIP	PE	\$488,075	\$483,075	\$0
WSDOT	0500(028)	SR 500/NE 42nd and 54th Ave - Intersection	Safety	HSIP	CN	\$672,748	\$672,748	\$0
WSDOT	0503(041)	SR 503 NE Rock Creek Rd - Intersection Improvements	Safety	HSIP	PE	\$76,719	\$76,719	\$0
WSDOT	0503(041)	SR 503 NE Rock Creek Rd - Intersection Improvements	Safety	HSIP	CN	\$2,164,595	\$2,120,488	\$0
WSDOT	0051(325)	I-5 Columbia River Interstate Bridge - Replacement	Bridge	Interstate Maintenance	PE	\$3,282,891	\$3,282,891	\$0
WSDOT	0051(325)	I-5 Columbia River Interstate Bridge - Replacement	Bridge	NHS Asset Management	PE	\$9,375,000	\$9,740,425	\$0
WSDOT	0051(325)	I-5 Columbia River Interstate Bridge - Replacement	Bridge	STP Federal	PE	\$24,476,684	\$24,476,684	\$0
WSDOT	0051(324)	I-5/Interstate Bridge - Electrical Control System Upgrade	Bridge	Bridge Replacement	CN	\$46,500	\$46,500	\$0
WSDOT	0501(025)	SR 501/I-5 to SW 26th Ave Ext Vic Including Couplet	Preservation	NHS Asset Management	CN	\$60,469	\$60,469	\$0

Agency	Project #	Title	Project Type	Program	Phase	2024-2027 TIP Program	Fed Obligated	Fed Remaining
WSDOT	0500(030)	SR 500/NE Fourth Plain Blvd, 162nd-166th Ave Safe Route to School	Bicycle & Pedestrian	STP Federal	CN	\$280,00	\$280,000	\$0
WSDOT	2051(290)	I-205/NB and SB Glenn Jackson Bridge to Fourth Plain Blvd	TSMO	STP Regional	PE	\$450,000	\$450,000	\$0
WSDOT	2051(291)	I-205/SR 500 to Padden Parkway Widening Study	Planning	STP Regional	PL	\$250,000	\$250,000	\$0