



**MEMORANDUM**

**TO:** Southwest Washington Regional Transportation Council Board of Directors  
**FROM:** Matt Ransom, Executive Director  
**DATE:** September 29, 2015   
**SUBJECT:** **Project Funding and Obligation Status**

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***AT A GLANCE***

*Local agencies continue to do an outstanding job of obligating projects, and the RTC region has surpassed our obligation target for 2015. The region is approximately one year ahead on the obligation of the local share of the Federal Highway program. For the fourth year in a row, the region has surpassed our region's target.*

**BACKGROUND**

As the Metropolitan Planning organization for the Clark County region, RTC is responsible for selecting and programming projects for the local share of the Federal Highway program. This includes the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP).

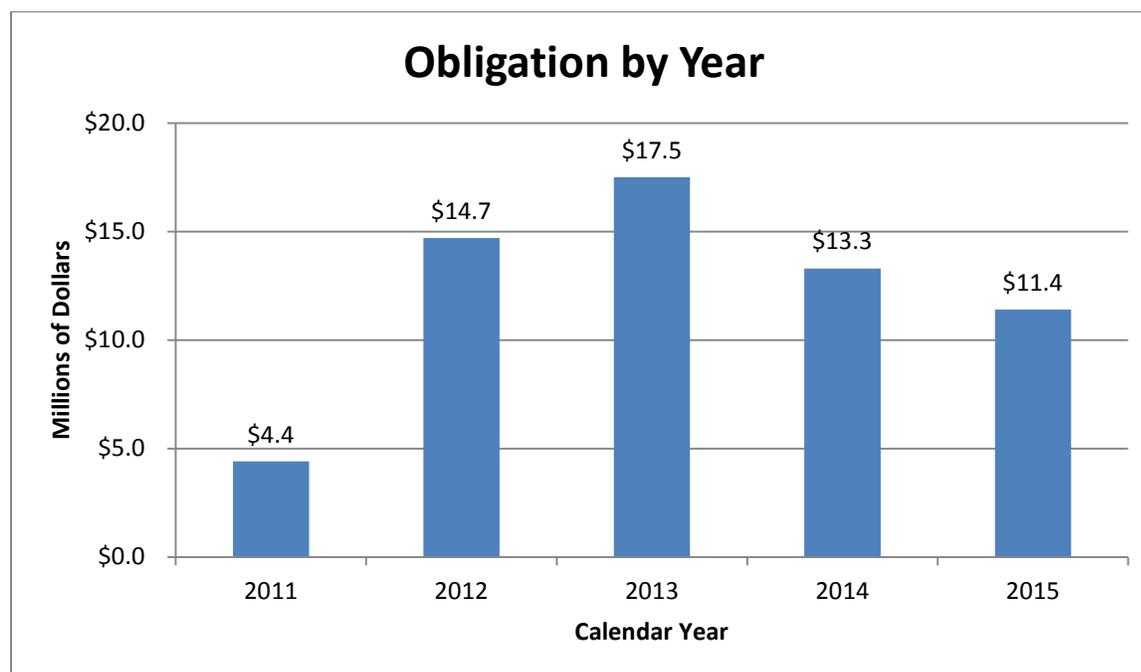
Beginning in 2012, WSDOT placed additional responsibility on MPO's to ensure obligation of the local share of the Federal Highway program. The statewide policy requires MPO's to meet annual regional federal obligation targets or funds could be re-assigned to other regions in the state. In response, RTC developed project delay policies to ensure the timely delivery of projects.

Local agencies are obligating federal projects in a timely manner, and the region has surpassed our obligation target for 2015. The region has obligated most of the 2016 estimated local share of the Federal Highway program. WSDOT policy allows agencies to obligate federal funds up to two years ahead of their current local Federal Highway share.

**ANNUAL OBLIGATION SUMMARY**

Approximately \$9.1 million is allocated to the RTC region each year. Prior to 2012, the region did not meet annual obligation targets, by year 2013 the region was exceeding the target, and by 2015 the region is running one year ahead of the annual obligation limits.

The timely obligation of funds means the region is getting the most out of the federal funds allocated to the region. The following table displays the annual obligation of the local share of the Federal Highway program by year:

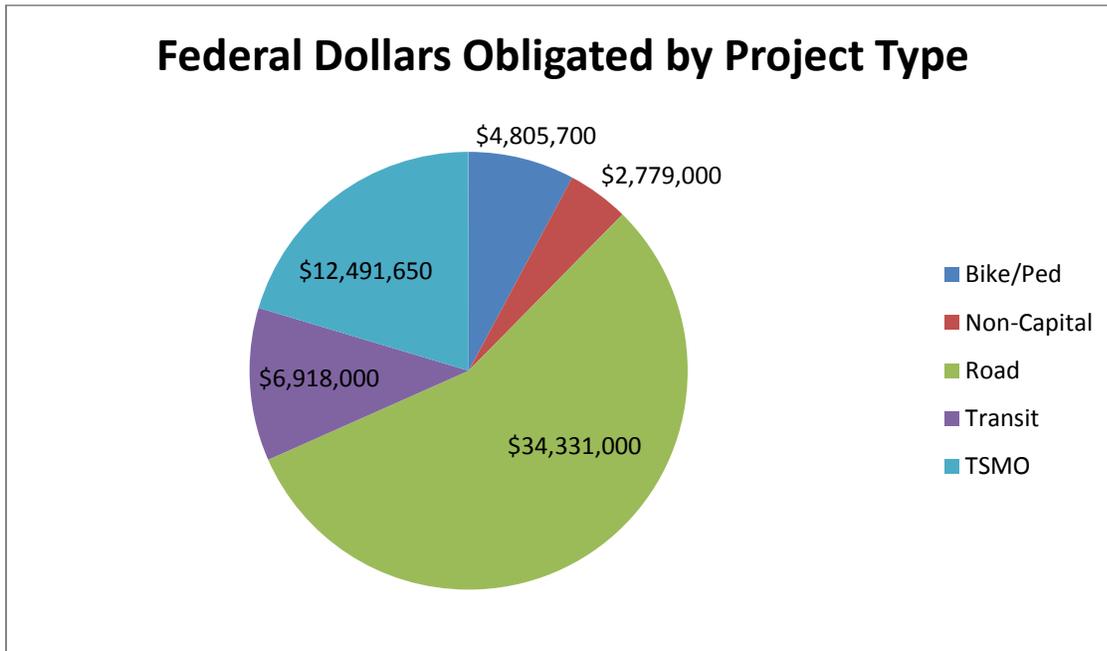


## PROJECT BY TYPE

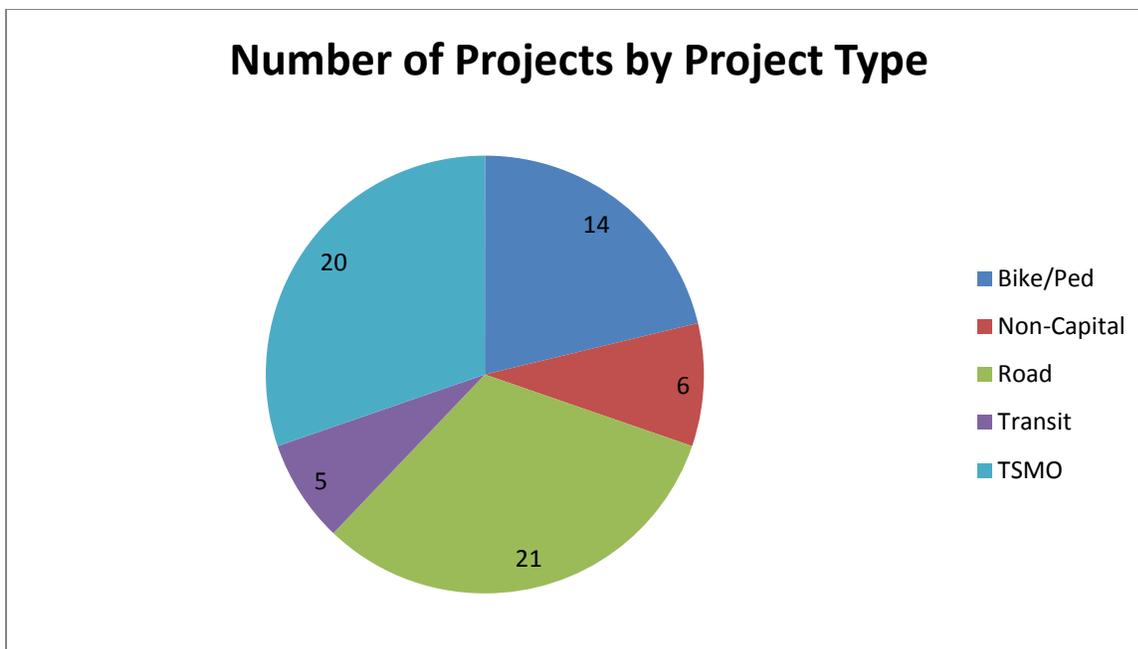
Obligated projects have been classified by the primary project type to provide a representation of how the funds are being used within the region. The difficulty is that projects could often be classified under multiple project types, and for purposes of this analysis, only the primary project type is 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.
- *Non-Capital*: This is about preparing, analyzing, and implementing plans to improve the transport systems.
- *Road Improvement*: This represents an improvement that enhances a roadway for motor vehicles. This can include road widening, reconstruction, intersection improvements, bridges, and other geometric improvements.
- *Transit*: This includes all capital and planning projects of the public transit service which C-TRAN provides.
- *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.

The following chart represents the 2011-2015 federal obligations by project type. Over the last five-year period, local agencies have obligated approximately \$63 million in federal highway program funds.



The following chart represents the number of projects by project type between 2011 and 2015. Over the last five-year period, local agencies have obligated a total of 97 local Federal Highway program projects.



**FEDERAL OBLIGATION BY FUNDING PROGRAM**

The following table displays obligation by the federal programs, as selected for funding by the RTC Board. This includes the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Program (CMAQ), and Transportation Alternatives Program (TAP).

<b>Funding Program</b>	<b>Allocation &amp; 2010 Carryover</b>	<b>Obligation</b>	<b>Remaining Funds</b>
STP	\$31.2 m	\$35.3 m	-\$4.1 m
CMAQ	\$18.4 m	\$22.2 m	-\$3.8 m
TAP	\$3.6 m	\$3.8 m	-\$0.2 m
<b>Totals</b>	<b>\$53.2 m</b>	<b>\$61.3 m</b>	<b>-\$8.1 m</b>

The attached table is a list of regionally selected, federally funded transportation projects that were obligated between 2011 and 2015. Not all of the projects have been fully constructed.

**Attachment: List of Obligated Projects 2011-2015**

<b>Agency</b>	<b>Project Name</b>	<b>Project Type</b>	<b>Federal Obligation</b>
Battle Ground	SE Grace Av., Rasmussen to Eaton	Road	\$1,930,000
	Chelatchie Prairie Rails-with-Trails	Bike/Ped	\$50,000
Camas	Brady Road, NW 16 <sup>th</sup> to NW 25 <sup>th</sup> Av.	Road	\$339,000
	NW 38 <sup>th</sup> Av./SE 20 <sup>th</sup> St., Phase 1	Road	\$1,800,000
	NW 38 <sup>th</sup> Av./SE 20 <sup>th</sup> St., Phase 2	Road	\$2,200,000
	NW 18 <sup>th</sup> Av. Bike & Ped Trail	Bike/Ped	\$220,000
Clark County	119th St./50th Av. Intersection	Road	\$2,000,000
	2010 School Sidewalk Project	Bike/Ped	\$215,000
	2010 Sidewalk Enhancement Project	Bike/Ped	\$250,000
	78th Street Signal Optimization	TSMO	\$700,000
	99th Street Signal Optimization	TSMO	\$605,000
	Barberton Traffic Signal Optimization	TSMO	\$727,000
	Carty Road Reconstruction	Road	\$30,000
	Hazel Dell Area Sidewalks	Bike/Ped	\$442,000
	Hazel Dell-Felida Signal Optimization	TSMO	\$378,000
	Highway 99 Signal Optimization	TSMO	\$1,346,000
	Highway 99 TRIM	TSMO	\$420,000
	Highway 99/NE 99th St. Intersection	Road	\$1,000,000
	Miovision	TSMO	\$15,000
	NE 10th Av., 141st to 149th St.	Road	\$2,460,000
	NE 10th Av., 154th St. to 164th St.	Road	\$1,000,000
	NE 119th St., 50th to 72nd Av.	Road	\$675,000
	NE 119th Street, 72nd Av. to 87th Av.	Road	\$3,500,000
	NE 78th St./NE 47th Av. Intersection	Road	\$1,000,000
	NE 88th St., Hwy. 99 to St. Johns	Road	\$4,620,000
	NE 94th Av., Padden to NE 99th St.	Road	\$3,600,000
Orchards Traffic Signal Optimization	TSMO	\$3,500,000	
Salmon Creek Av. Multi-Use Path	Bike/Ped	\$567,800	
STEVE Project	TSMO	\$160,000	
Timmen Road, 279th St. to La Center	Road	\$1,489,000	
TSMO Demonstration Project	TSMO	\$449,800	
C-TRAN	Fisher's Landing Transit Center Expansion	Transit	\$800,000
	Fourth Plain BRT	Transit	\$4,000,000
	Highway 99 Transit Signal Priority	Transit	\$140,000
	Hybrid Buses	Transit	\$1,850,000
	Open Trip Planner and Alerts System	Transit	\$128,000

Project Funding and Obligation Status

September 29, 2015

Page 6

La Center	4th Street/Pacific Highway Roundabout	Road	\$138,000
	Aspen Av. at 18th St. Crosswalk	Bike/Ped	\$27,700
Port of Vancouver	Port Connector Bike/Ped Path	Bike/Ped	\$60,800
	Transit Terminus to Port Center	Bike/Ped	\$289,600
Ridgefield	SR-501 Ridgefield Welcome Center	Bike/Ped	\$692,000
RTC	Communications Master Plan	Non-Capital	\$43,000
	Congestion Management Process	Non-Capital	\$300,000
	UPWP & CMP Support	Non-Capital	\$750,000
	UPWP Support	Non-Capital	\$486,000
	VAST Coordination	Non-Capital	\$800,000
Vancouver	162nd Avenue Fiber & Communications	TSMO	\$271,000
	164th Avenue, SE 1st to SE 34th St.	Road	\$900,000
	192nd Av/SE 34th St. Signal Integration	TSMO	\$127,600
	Bicycle Mobility Program II	Bike/Ped	\$383,550
	Destination Downtown Program	Non-Capital	\$400,000
	Evergreen Highway Trail	Bike/Ped	\$1,025,250
	Fourth Plain Subarea Sidewalks	Bike/Ped	\$520,000
	Main St./Columbia Traffic Signal Opt.	Bike/Ped	\$62,000
	NE 137th Av., 28th to 49th St.	Road	\$1,700,000
	NE 18th St., Four Seasons to 136th Av.	Road	\$2,800,000
	SE 1st Street, 162nd to 192nd Av.	Road	\$1,000,000
Washougal	32nd Street Active Traveler Info Sign	TSMO	\$40,000
	Evergreen/32nd St. Intersection	Road	\$150,000
WSDOT	Advanced Traveler Information	TSMO	\$200,000
	Bi-State Travel Time	TSMO	\$713,250
	I-205 Traveler Information	TSMO	\$710,400
	I-5 ATIS Infill and VMS	TSMO	\$625,000
	SR-14 Traveler Information	TSMO	\$679,000
	SR-503 Traveler Information	TSMO	\$759,000
	Vancouver Urban ITS Device Infill	TSMO	\$65,600