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Transportation Improvement Program

2019 Project Obligation Report



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2019 Project Obligation Report

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INTRODUCTION

The 2019 Project Obligation Report for the Spokane Regional Transportation Council (SRTC) Transportation Improvement Program (TIP) details the projects that obligated federal transportation funds in the Spokane region in 2019.

The purpose of this report is to demonstrate continued coordination between the agencies responsible for implementing projects programmed in the TIP – SRTC, the Washington State Department of Transportation (WSDOT), and Spokane Transit Authority (STA).



OBLIGATION

When a project phase is said to have “obligated”, it means the Federal Government has authorized the project sponsor to start work on that project or project phase. Any local funds spent on a project prior to obligation are not eligible to be reimbursed by the Federal government.

In addition, the report serves as a useful evaluation tool for projects programmed in the TIP’s preceding program year. By compiling a list of projects that obligated funds in 2019 and projects that planned to obligate but did not, SRTC is better equipped to monitor the region’s overall success at constructing or completing projects.

Requirements

SRTC is required by federal regulations to publish a list of all obligations of Federal funds that occurred in the preceding program year (23 CFR § 450.332). For each project, the list shall include the amount of Federal funds that were programmed in the TIP, the amount that obligated in the preceding year and any amount remaining to obligate in future years. The list is prepared by SRTC cooperatively with WSDOT and STA.

The list of federal obligations must be published no later than 90 calendar days following the end of the preceding program year. For Washington State, the program year generally follows the calendar year, which means that the annual listing is published before the end of March.

Regional Transportation Programming

At least once every four years, SRTC prepares a Metropolitan Transportation Plan (MTP) that establishes the long-range goals for the region and identifies projects and strategies that will be necessary to implement them. The current MTP, Horizon 2040, was approved by the SRTC Board of Directors on December 14, 2017.



For more information on Horizon 2040, please refer to SRTC’s website: www.srtc.org/horizon-2040/

With the long-range plan in place, the Transportation Improvement Program (TIP) serves as a short-range programming document for projects that are planned over the next four years. The purpose of the TIP is to ensure that projects planned for implementation in the near future are consistent with the projects and strategies identified in the MTP. The 2019-2022 TIP was approved by the SRTC Board of Directors on October 11, 2018 and officially went into effect on January 15, 2019.

The entire TIP document is available on the SRTC website at: www.srtc.org/transportation-improvement-program/

Once a project has been programmed into an approved TIP, the project’s sponsor(s) can start work on the project. This process, obligation, occurs when the Federal government authorizes the start of the preliminary engineering, right-of-way acquisition or construction phases.

The final step in the programming process is project delivery. Project delivery occurs when a project has been completed, either through construction of a transportation facility, procurement of vehicles or equipment, or implementation of a program.

Annual Listing of Federal Obligations

The annual listing of federal obligations starting on page 5 (**Table 2**) includes all projects that obligated federal funds within Spokane County in the 2019 program year. The program year for Washington State, and thus SRTC, is roughly equivalent to the calendar year; the 2019 program year ran from January 2019 through December 31, 2019.

Table 1. Federal Obligations by Program Year

Program Year	Federal Funds Obligated
2019	\$44 million
2018	\$56 million
2017	\$53 million
2016	\$40 million

To meet federal reporting requirements, the information provided in **Table 2** includes the total amount that was programmed for the project in the TIP (between 2019 and 2022), the amount of funds that obligated in 2019, and the amount of federal funds remaining on the project for future obligations.

In 2019, approximately \$44 million in federal funds were obligated on projects in Spokane County. For comparison, the total obligations in 2018, 2017 and 2016 were \$56, \$53 and \$40 million, respectively (see **Table 1** above).

Chart 1 illustrates the 2019 obligations by the type of project for which the funds were obligated. Approximately 27% of the obligated funds were primarily for transit and 25% for safety. The remaining obligations were primarily for reconstruction, bridge and preservation.

Chart 1: 2019 Federal Obligations by Project Type, Total Obligations: \$44 million

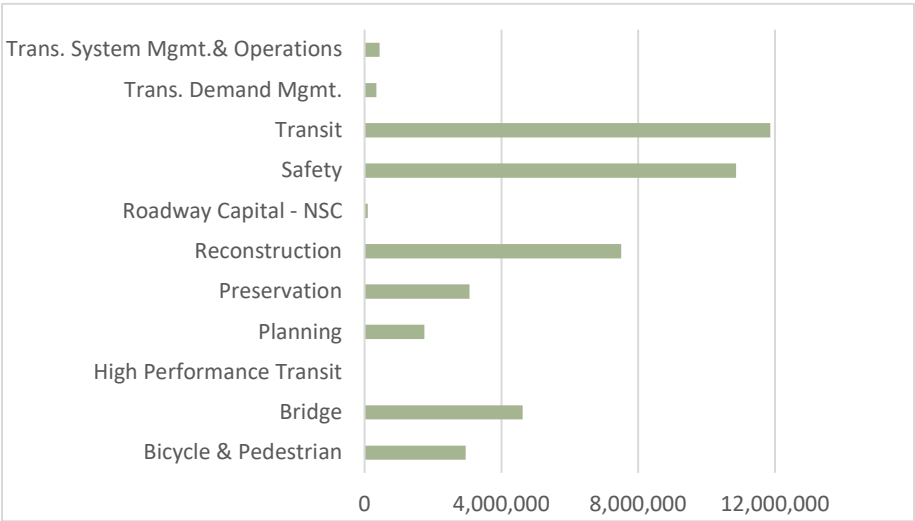


Table 2: Annual Listing of Federal Obligations

Lead Agency	Project Name	Fund Type	Project Type	Total Project Cost	Prior Funding (all sources)	Federal \$ Programmed 2019-2022 TIP	Federal \$ Obligated in 2019	Obligated Phase	Federal \$ Remaining
Cheney	Washington Street Preservation Project	STBG	Preservation	\$955,152	\$0	\$730,692	\$56,120	PE	\$674,572
Deer Park	Crawford & Colville Roundabout/N Colville reconstruction	STBG	Safety	\$2,247,400	\$0	\$1,944,000	\$156,000	PE	\$1,788,000
Fairfield	1st Street Sidewalk Improvement Phase 2	STBG-SA	Bike/Ped	\$314,490	\$140,600	\$314,490	\$38,210	PE	\$276,280
Spokane	Ben Burr Crossings at 2nd Ave and 3rd Ave	STBG-SA	Bike/Ped	\$1,167,944	\$173,411	\$114,795	\$15,162	PE,RW	\$99,633
Spokane	Cincinnati Greenway - Spokane Falls Blvd to Euclid Ave	CMAQ	Bike/Ped	\$1,206,556	\$0	\$420,344	\$420,344	CN	\$0
Spokane	Fish Lake Trail to Centennial Trail Connection Study	STBG-SA	Bike/Ped	\$250,000	\$209,070	\$166,250	\$166,250	PE	\$0
Spokane	Hatch Road - Latah Creek Bridge Deck Repair	BHM	Bridge	\$1,922,186	\$250,000	\$1,878,750	\$278,314	PE	\$1,600,436
Spokane	Spokane Street Preservation - North	NHPP	Preservation	\$8,203,830	\$510,000	\$1,682,595	\$1,682,595	PE	\$0
Spokane	Sunset Hwy (US 2) Bicycle Facilities/Shared Use Path	CMAQ	Bike/Ped	\$1,710,000	\$0	\$353,305	\$353,305	PE	\$0
Spokane	Thor and Freya Couplet from Hartson to Sprague++	STBG	Reconstruction	\$9,021,228	\$50,000	\$2,850,000	\$822,000	PE	\$2,028,000
Spokane	Wellesley-Maple Intersection	CMAQ	TSMO	\$1,145,880	\$0	\$762,000	\$83,000	PE	\$679,000
Spok. County	Bigelow Gulch/Forker Connector- Project 2	STBG	Reconstruction	\$15,256,654	\$872,589	\$1,797,819	\$1,153,500	CN	\$174,920
Spok. County	Bigelow Gulch/Forker Road Connector Project 6	HIP	Reconstruction	\$8,703,880	\$316,045	\$2,814,000	\$340,000	PE	\$2,474,000
Spok. County	Brooks Road Railway - Highway Crossings Program (Section 130)	RAILROAD	Safety	\$1,045,095	\$410,759	\$861,872	\$18,000	RW	\$843,872
Spok. County	Commute Trip Reduction, TDM Expansion, Outreach Enhancements	CMAQ	TDM	\$1,232,277	\$0	\$665,194	\$332,597	PE	\$332,597
Spok. County	Country Homes - Cedar to Wall, NB Lanes Only	NHPP	Preservation	\$376,179	\$86,159	\$302,152	\$302,152	CN	\$0
Spok. County	Elk-Chattaroy Bridge Over Little Spokane River	BR	Bridge	\$460,695	\$49,622	\$370,486	\$370,466	RW, CN	\$20
Spok. County	Geiger Boulevard	BUILD	Reconstruction	\$20,000,302	\$65,000	\$14,300,000	\$4,495,008	PE,RW,CN	\$9,804,992
Spok. County	Hawthorne Road - Nevada to Parksmith	NHPP	Preservation	\$639,139	\$0	\$513,365	\$513,365	CN	\$0
Spok. County	Mill Rd - Hastings to Wilson	STBG	Reconstruction	\$2,795,693	\$99,399	\$697,142	\$697,142	RW, CN	\$0
Spok. County	Guardrail; 2017 County Safety Program	HSIP	Safety	\$905,000	\$45,653	\$840,000	\$840,000	CN	\$0
Spok. Valley	Appleway Trail - Evergreen to Sullivan	CMAQ	Bike/Ped	\$2,395,000	\$2,219,921	\$1,946,250	\$1,946,250	CN	\$0
Spok. Valley	Barker Rd/BNSF Grade Separation	TIGER	Safety	\$26,170,000	\$0	\$14,952,000	\$2,452,000	PE,RW	\$12,500,000
Spok. Valley	Citywide Reflective Sign Backplates	HSIP	Safety	\$78,000	\$0	\$77,300	\$13,500	PE,CN	\$63,800
Spok. Valley	Citywide Reflective Sign Posts	HSIP	Safety	\$180,000	\$66,000	\$178,500	\$5,850	PE,CN	\$172,650
Spok. Valley	Evergreen Preservation - Mission Connector to Indiana	STBG	Preservation	\$660,000	\$205,486	\$513,810	\$513,810	RW, CN	\$0
Spok. Valley	Pines and Mission Intersection Improvements	CMAQ	TSMO	\$588,000	\$0	\$508,620	\$77,850	PE	\$430,770
Spok. Valley	Sullivan-Wellesley Intersection Improvement Project	CMAQ	TSMO	\$1,370,000	\$34,667	\$958,690	\$139,166	RW	\$819,524
Spok. Valley	Wellesley Sidewalk Project - McDonald to Evergreen	SR2S	Safety	\$447,000	\$0	\$371,070	\$371,070	RW, CN	\$0
SRHD	2018-2020 Safe Routes to School Program	STBG-SA	Safety	\$533,081	\$0	\$297,421	\$148,710	PE	\$148,711
SRHD	Walk Bike Bus Millwood	CMAQ	TDM	\$113,525		\$8,650	\$8,650	CN	\$0
SRTC	2019 Metropolitan Transportation Planning	STBG	Planning	\$1,849,713		\$350,000	\$350,000	PL	\$0

Table 2: Annual Listing of Federal Obligations (cont.)

Lead Agency	Project Name	Fund Type	Project Type	Total Project Cost	Prior Funding (all sources)	Federal \$ Programmed 2019-2022 TIP	Federal \$ Obligated in 2019	Obligated Phase	Federal \$ Remaining
SRTC	Update, Develop & Implement Regional Planning Tools	STBG	Planning	\$1,156,072	\$0	\$850,000	\$850,000	PL	\$0
SRTC	US 195/I-90 Study	STBG	Planning	\$400,000	\$43,500	\$150,000	\$150,000	PL	\$0
STA	Fixed Route Electric Bus Purchase	STBG	Transit	\$6,670,000	\$0	\$2,670,000	\$2,670,000	CN	\$0
STA	Paratransit Van Replacement	5339	Transit	\$2,212,500	\$0	\$2,860,223	\$1,090,223	CN	\$1,770,000
STA	Preventive Maintenance	5307	Transit	\$43,135,603	\$0	\$34,508,483	\$8,102,828	CN	\$26,405,655
WSDOT	2019-2021 ER Regionwide Basic Safety - Guardrail	HSIP	Safety	\$249,750	\$19,959	\$202,125	\$217,960	CN	\$0
WSDOT	2019-2021 ER Regionwide Basic Safety - Signing	HSIP	TSMO	\$107,459	\$0	\$85,750	\$72,993	CN	\$0
WSDOT	Eastern Region Breakaway Cable Terminal – Remove and Replace	HSIP	Safety	\$262,687	\$13,650	\$217,486	\$231,819	CN	\$0
WSDOT	Eastern Region BST Rumble Strips C - Install Rumble Strip	HSIP	Safety	\$93,134	\$0	\$77,894	\$51,370	CN	\$0
WSDOT	Eastern Region Shoulder Rumble Strip Installation 2019-2021	HSIP	Safety	\$220,000	\$134,644	\$215,000	\$57,600	PE	\$157,400
WSDOT	Highway 2 Shared Use Path Gap Project	STBG-SA	Bike/Ped	\$346,777	\$0	\$198,471	\$20,423	PE,RW	\$178,048
WSDOT	I-90/Latah Creek Crossing - Study Bridge Movement	STBG	Safety	\$345,150	\$69,948	\$331,344	\$312,000	PE	\$0
WSDOT	I-90/Lincoln Co. Line to Salnave Rd - Roadside Improvements	HSIP	Bridge	\$530,183	\$0	\$451,030	\$67,150	PE	\$383,880
WSDOT	I-90/Salnave Rd to BNSF RR Bridge - Roadside Improvements	HSIP	TSMO	\$530,183	\$946,749	\$451,030	\$67,150	PE	\$383,880
WSDOT	I-90/Spokane Port of Entry Weigh Station Scale Pit Repairs	NHPP	NSC	\$536,300	\$3,803,322	\$523,552	\$97,056	PE	\$426,496
WSDOT	I-90/US 2 Garden Springs to Broadway Ave - Variable Speed System	HSIP	Bridge	\$5,432,000	\$2,030,315	\$4,395,546	\$3,904,533	CN	\$0
WSDOT	SR 290/Spokane River E Trent Bridge - Replace Bridge	NHPP	Safety	\$23,508,883	\$0	\$5,376,743	\$5,903,724	PE & CN	\$0
WSDOT	US 195/Thorpe Rd - Intersection Improvements	NHPP	Safety	\$1,497,014	\$0	\$1,346,618	\$42,000	CN	\$0
WSDOT	US 2 and US 395 Safety Improvements - Shoulder Repair	NHPP	Safety	\$167,175	\$0	\$162,850	\$42,000	PE	\$120,850

Federal \$ Obligated in 2019 \$43,511,215

Obligations by Fund Source

Table 3 lists the 2019 federal fund obligations by fund type. This table demonstrates the success of each funding program at obligating the total amount that was programmed for 2019. The information provided below is the amount that obligated in 2019 and the percentage of programmed funds that obligated. For a full list of acronyms used in this report, see page 14.

Table 3. Federal Obligations by Fund Source

Fund Type	Federal Funds Obligated	%
BUILD	4,495,008	10.3%
CMAQ	3,361,162	7.7%
FTA	11,863,051	21.1%
HIP	340,000	0.8%
HSIP	5,571,925	12.8%
NHPP	8,540,892	19.6%
RAIL	18,000	0.0%
SRTS	371,070	0.9%
STBG Regional	8,130,572	18.7%
STBG Bridge	648,780	1.5%
STBG Set Aside	388,755	0.9%
TIGER	2,452,000	5.6%
TOTAL	43,511,215	100%

Program (STP), now Surface Transportation Block Grant (STBG) Program, Congestion Mitigation Air Quality (CMAQ), and STBG Set-Aside, previously known as Transportation Alternatives Program (TAP). These funds are distributed to projects in the Spokane region by the SRTC Board through a competitive prioritization process; it is SRTC's responsibility for these funds to be obligated on projects in an expedient manner.

Table 4 summarizes the obligations of regionally managed federal funds. SRTC member agencies were successful in obligating \$11.9 million in regionally managed federal funds in 2019.

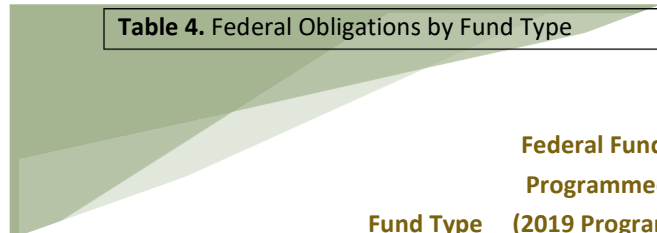


Table 4. Federal Obligations by Fund Type

Fund Type	Federal Funds Programmed (2019 Program)	Federal Funds Obligated
CMAQ	\$4.2	\$3.4
STBG Regional	\$5.6	\$8.1
STBG Set-Aside	\$0.5	\$0.4
TOTAL	\$10.3	\$11.9

SRTC's Regionally Managed Funds

Of interest to SRTC is the performance of regionally managed funds.

SRTC's regionally managed funds include Surface Transportation

Closed Projects

The final stage of project delivery is the project close out process. After a project has been completed, the close out process wraps up any final reimbursements and officially closes the project. If a project has come in under budget, some de-obligations of federal funds may occur during close out. In 2019, 37 projects were closed (see **Table 5** below), with approximately \$1,306,888 funds in de-obligated regionally-managed federal funds.

Table 5. 2019 Closed Projects

Lead Agency	Project Name	Fund Type	De-Obligated Funds
Town of Fairfield	First Street Sidewalk	STBG Set-Aside	\$10,272
City of Spokane	Maxwell-Mission Avenue Lane Reduction	HSIP	\$78,723
City of Spokane	Regal/Bemiss/Shaw Pedestrian Safety	SRTS	\$0
City of Spokane	Millwood Trail	Enhancement	\$132,492
City of Spokane	Downtown Bicycle Network	CMAQ	\$12,184
City of Spokane	Crestline Street Lane Reduction	HSIP	\$195,041
City of Spokane	Mission Ave, Division St to Hamilton	STBG Regional	\$293,054
City of Spokane	Riverside Drive Extension – Phase 2	Section 117 (2005)	\$0
City of Spokane	Barnes Road – Phoebe Rd to Strong Rd	CMAQ	\$311,388
City of Spokane	Monroe/Lincoln Couplet- 8 th to Main	STBG Regional	\$0
City of Spokane	Division St. Gateway	STBG Regional	\$240,139
City of Spokane	Spokane Bike Share	STBG Regional	\$0
City of Spokane	Sprague Avenue Phase II, Brown Street to Scott Street	STBG Regional	\$0
City of Spokane	Centennial Trail – Mission Ave Gap Ph. 1, Surface Imp	STBG Regional	\$0
City of Spokane	Monroe St Lane Reduction & Hardscape Project 1	HSIP, HLP	\$0
City of Spokane	Monroe St Lane Reduction & Hardscape Project 2	HSIP, HLP	\$0
Spokane County	Dishman Mica Road	Emergency Relief (ER)	\$0
Spokane County	Forker Rd #1349 ER	Emergency Relief (ER)	\$0
Spokane County	Hawthorne Road – Division to US 2	STBG Regional	\$0
Spokane County	2016 Spokane County Signal Safety	HSIP	\$42,678
Spokane County	Blanchard Rd #0276, MP 3.81 to 3.82	Emergency Relief (ER)	\$0
Spokane County	Monroe St – Francis Ave to Greta Ave	STBG Regional	\$0

Table 5. 2019 Closed Projects continued

Lead Agency	Project Name	Fund Type	De-Obligated Funds
Spokane County	2017 CTR, TDM, Enhancement and Partnership	CMAQ	\$0
Spokane County	Argonne Road Overlay – MP 2.55 to MP 4.13	HSIP, STBG Regional	\$422,802
City of Spokane Valley	Appleway Resurfacing	STBG Regional	\$0
City of Spokane Valley	ITS Infill Project, Phase 1	CMAQ	\$0
City of Spokane Valley	Citywide Reflective Signal Back Plates	HSIP	\$7,297
City of Spokane Valley	Pines Rd. (SR 27) and Grace Ave. Intersection Safety	HSIP	\$0
City of Spokane Valley	Citywide Signal Backplates	HSIP	\$0
City of Spokane Valley	Broadway @ Mullan/Argonne I/S	STBG Regional	\$45,817
City of Spokane Valley	Mission Ave Imp – Flora to Barker	STBG Regional	\$316,976
Spokane Reg. Health District	Walk Bike Bus Spokane 2016	CMAQ	\$40,712
Spokane Reg. Health District	Spokane County Safe Routes to School 2017	STBG Set Aside	\$0
SRTC	Metropolitan Transportation Planning – CY 2018	STBG Regional	\$0
WSDOT (SRTC)	WSDOT-SRTMC OPERATIONS AND MAINTENANCE	STBG Regional	\$160
WSDOT (SRTC)	WSDOT: SR 195/Cheney-Spokane to Lindeke	STBG Regional	\$36,186

De-Obligations of SRTC's Regionally Managed Funds

Depending on the source of funding, de-obligated funds are returned to the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), WSDOT, or SRTC. De-obligated funds that are returned to FHWA, FTA or WSDOT are unlikely to be reprogrammed on other projects within the Spokane region. However, de-obligations of regionally managed federal funds are returned to SRTC and redistributed to other projects within Spokane County. **Table 6** summarizes the 2019 de-obligations of these regionally managed funds.

Typically, de-obligations that occur throughout the year produce a relatively modest balance in excess funds.

Table 6. 2019 De-Obligations of Regionally Managed Funds

Fund Type	De-Obligated Funds
CMAQ	\$ 364,284
STP/STBG & STBG set aside (Regional)	\$ 942,604
TOTAL	\$ 1,306,888

Regionally managed funds that de-obligate throughout the year are added to SRTC's balance of available funds. When the current balance exceeds the amount programmed on projects in the current TIP, excess funds can be used for a variety of purposes, including: (1) to accelerate the delivery of a project that is programmed for construction or implementation in a future year, (2) to cover cost overruns on current projects, (3) to select and fund one or more projects from a contingency list, or (4) to increase the amount available in a future call for projects.

ACRONYMS

Federal Fund Types

The acronyms for federal funding programs used in this report are provided below.

ARRA	American Recovery and Reinvestment Act
BR	Highway Bridge (rescinded in MAP-21)
BUILD	Better Utilizing Investments to Leverage Development Grant Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DEMO	Demonstration program (federal discretionary)
Discretionary	Federal Discretionary programs
Equity Bonus	Equity Bonus Funds
FTA 5307	Urbanized Area Formula Program
FTA 5309	Bus and Bus Facilities (rescinded in MAP-21)
FTA 5311	Rural Assistance Program
FTA 5316	Job Access Reverse Commute
FTA 5317	New Freedom
FTA 5339	Bus and Bus Facilities
HSIP	Highway Safety Improvement Program
IM	Interstate Maintenance (rescinded in MAP-21)
NHFP	National Highway Freight Program
NHPP	National Highway Performance Program
NHS	National highway System (rescinded in MAP-21)
STP(Bridge)	Surface Transportation Program – funds for bridge projects
STP(F)	Surface Transportation Program –Flex
STP(Priorities)	Surface Transportation Program – Priorities
STP/STBG(Regional)	Regional allocations of STP/STBG, including rural (R), urban large (UL), and urban small (US)
TAP/STBG Set-Aside (Regional)	Regional allocations of TAP/STBG Set-Aside, including rural (R), urban large (UL), and urban small (US)

TAP (SR)

Transportation Alternative Program – funds for safe routes to school

Project Phases

Construction projects typically have a preliminary engineering and design (PE) phase and construction (CN) phase. A right-of-way (RW) may also be needed to complete the project. For non-construction projects, there is typically only one phase which is listed as either CN (for procurement of equipment or vehicles) or Other (for planning projects or program implementation).

PE	Preliminary engineering and design
RW	Right-of-way acquisition
CN	Construction or procurement
Other	Planning project or other non-construction project

Other Acronyms

Other acronyms included in this report are provided below.

FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FFY	Federal Fiscal Year
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
RTPO	Regional Transportation Planning Organization
SRTC	Spokane Regional Transportation Council
STA	Spokane Transit Authority
TIP	Transportation Improvement Program
TAM	Transportation Management Area
TDM	Transportation Demand Management
TSMO	Transportation Systems Management & Operations
WSDOT	Washington State Department of Transportation