Transportation Programming Guidebook

TIP Policies and Procedures

May 2015

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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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Introduction

The Transportation Program Guidebook is intended as a resource document for local agencies in Clark County, Washington.

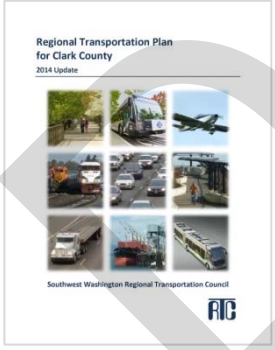
Guidebook Purpose

A Transportation Improvement Program must be developed for each metropolitan area by the Metropolitan Planning Organization (MPO) in cooperation with the State and transit operators. The Southwest Washington Regional Transportation Council (RTC) is the federally designated MPO for the Clark County, Washington region.

The Transportation Programming Guidebook is intended as a resource document for local agencies in Clark County, Washington. The Guidebook provides member agencies background information, policies, and procedures for the development of the region's Transportation Improvement Program.

Transportation Programming Overview

At least once every four years, RTC prepares a Regional Transportation Plan (RTP). It represents a coordinated planning process between local jurisdictions to develop regional solutions for long-term transportation needs. The RTP establishes the long-term vision and goals for the region, and identifies projects and strategies that will be needed to meet that vision.



RTC prepares an annual regional Transportation Improvement Program (TIP). The TIP is a four-year program of regionally significant transportation projects. 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 such as safety and preservation. The TIP represents an agency's intent to implement a specific project and the anticipated flow of funds for that project.

All four years of the TIP are considered selected and the project sponsor can begin implementation when ready. Projects programmed in the TIP can be obligated through FHWA and FTA. The obligation of a federal highway project occurs when FHWA and WSDOT execute a project agreement or when FTA awards a grant. Once obligated, the project sponsor can start work and receive reimbursement for work incurred.

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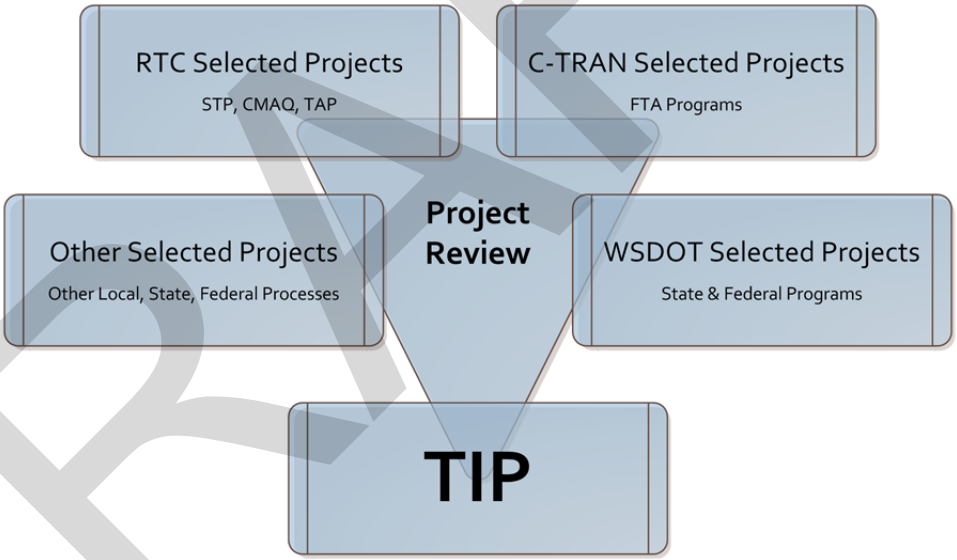
Transportation Improvement Program (TIP) Overview

RTC is required by federal law to maintain a four-year TIP.

RTC is required by federal law to maintain a four-year TIP. As the MPO for the region, RTC selects and prioritizes projects programmed in the TIP. The TIP is developed by RTC through a cooperative and coordinated process involving local jurisdictions, WSDOT, and C-TRAN. The TIP development process includes the programming of projects that were selected for funding through multiple grant selection processes. These processes include the selection of projects by RTC, WSDOT, C-TRAN, and other grant funding processes.

The TIP must include all projects that are federally funded through the Federal Highway Administration (U.S. Code Title 23) and Federal Transit Administration (U.S. code Title 49). The TIP also includes all projects that are considered regionally significant, regardless of the funding source.

Figure 1: TIP Development



RTC Selected Projects

RTC, in consultation with member agencies, is responsible for selecting projects for the regional allocation of federal highway funds

RTC, in consultation with member agencies, is responsible for selecting projects for the regional allocation of federal highway funds. This includes the regional allocation of Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ), and Transportation Alternative Program (TAP) funds.

C-TRAN Selected Projects

C-TRAN is the local public transit provider and is the designated recipient of regionally allocated federal transit funds. C-TRAN receives Federal Transit Administration (FTA) urban area funds and selects projects for Section 5307 (Urbanized Area Formula Program), Section 5310 (Enhanced Mobility of Seniors

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and Individuals with Disabilities), Section 5337(State of Good Repair Grant), and Section 5339 (Bus and Bus Facilities Program).

WSDOT Selected Projects

WSDOT is responsible for selection of projects for allocated state and federal highway funds. This includes state allocation of federal National Highway Performance Program (NHPP), Highway Safety Improvement Program (HSIP), Surface Transportation Program (STP), Transportation Alternatives Program (TAP), and state highway programs funded through state revenues. In addition, WSDOT selects projects to be implemented by local agencies through a statewide competitive grant processes including Safety, Bridge, and Safe Routes to School programs.

Other Selected Projects

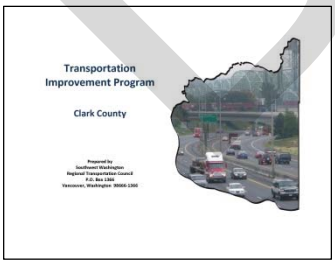
No matter the source of funding, RTC reviews all projects… before programming the project in the TIP

Regionally significant projects are also selected through other local, state and federal processes. This could include the use of local funds, legislative selected projects, and statewide or nationwide competitive grant programs.

Project Review

While some of the projects programmed in the TIP are selected for funding by RTC, many of the projects programmed in the TIP are selected for funding through other processes. No matter the source of funding, RTC reviews all projects to ensure the following before programming the project in the TIP:

- Consistency with Regional Transportation Plan
- Air Quality
- Consistency with local comprehensive plans
- Consistency with other federal and state requirements
- Funds are reasonably expected to be available
- Reasonable timeline for project implementation



TIP Development Schedule

RTC generally develops a new regional Transportation Improvement Program each year. The TIP is adopted at the October RTC Board meeting and becomes effective the following January.

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Regional Federal Funding Programs

Background

Through Washington State Department of Transportation (WSDOT), federal funds are allocated to Metropolitan Planning Organizations (MPOs) such as RTC for selecting projects that implement the Regional Transportation Plan (RTP). In addition, WSDOT sets annual delivery targets for each region. RTC receives funds for the Surface Transportation Program (STP), Congestion Management and Air Quality (CMAQ), and Transportation Alternatives Program (TAP). Funds are eligible to designated urban, rural, air quality maintenance area as indicated on the map on page 21 of this document. This section provides a general overview of each of the regional federal funding programs and WSDOT Delivery Targets.

Surface Transportation Program

The Surface Transportation Program (STP) is the most flexible of all the Federal Highway Administration programs and can be used for a wide range of transportation improvements including highway, transit, and planning projects.

The STP funds are allocated to RTC for the Clark County region based on population; with varying amounts being allocated to U.S. Census defined urban and rural areas. The amount varies based on annual apportionments, but RTC generally receives approximately $5.4 million per year.

The call for STP projects usually occurs in June of each year, with project applications due to RTC in July. Projects are selected for funding by the RTC Board in October and programmed for funding in January of the following year. The call for projects is for funding for the fourth year of the new TIP. The following table outlines the STP and CMAQ project selection and programming schedule:

Project Development Schedule (STP & CMAQ)

Date	Action
Mid-June	Call for Projects
Late-July	Project Application Due to RTC
Mid-August	RTAC Recommends Prioritization
Early-October	RTC Board Selects Projects
January	Funds become Available for Projects

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Additional STP project information can be found on the RTC website at http://rtc.wa.gov/programs/tip.

Congestion Management and Air Quality

The CMAQ program is used for projects and programs that improve air quality and reduce congestion. CMAQ projects must demonstrate an air quality improvement within the Vancouver Air Quality Maintenance Area.

The CMAQ funds are allocated to RTC within Clark County for air quality improvements within the designated Vancouver Air Quality Maintenance area. The amount varies based on annual apportionments, but RTC generally receives approximately $3.1 million per year.

The call for CMAQ projects runs concurrently with the STP call for projects. The call for projects occurs in June, with project applications due in July. Projects are selected for funding by the RTC Board in October and programmed for funding in January. The call for projects is for the fourth year of the new TIP.

Additional CMAQ project information can be found on the RTC website at http://rtc.wa.gov/programs/tip.

Transportation Alternatives Program

The TAP program is used for community improvements such as pedestrian and bicycle facilities, viewing areas, and safe routes to schools.

The TAP funds are allocated to RTC for the Clark, Skamania, and Klickitat County region based on population; with varying amounts being allocated to U.S. Census defined urban and rural areas. The amount varies based on annual apportionments, but RTC generally receives approximately $0.5 million per year.

The call for TAP projects usually occurs in March of each odd year (2017, 2019, etc.), with project applications due to RTC in April. Projects are selected for funding by the RTC Board in June and amended into the TIP in July. The call for projects is for funding for the third and fourth year of the TIP.

Project Development Schedule (TAP)

Date	Action
Early-March	Call for Projects
Late-April	Project Application Due to RTC
Mid-May	RTAC Recommends Prioritization
Early-June	RTC Board Selects Projects
July	Funds become Available for Projects

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Additional TAP project information can be found on the RTC website at http://rtc.wa.gov/programs/tap.

WSDOT Delivery Targets

WSDOT has placed additional responsibility on MPO's to ensure annual obligation of the local share of the Federal Highway Administration funds. This includes the STP, CMAQ, and TAP funds administered by RTC. This policy requires that by August 1st of each year the MPO region must obligate 100% of their regional federal obligation target or funds could be lost.

NW 38th Avenue, Camas

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Regional Project Development Process

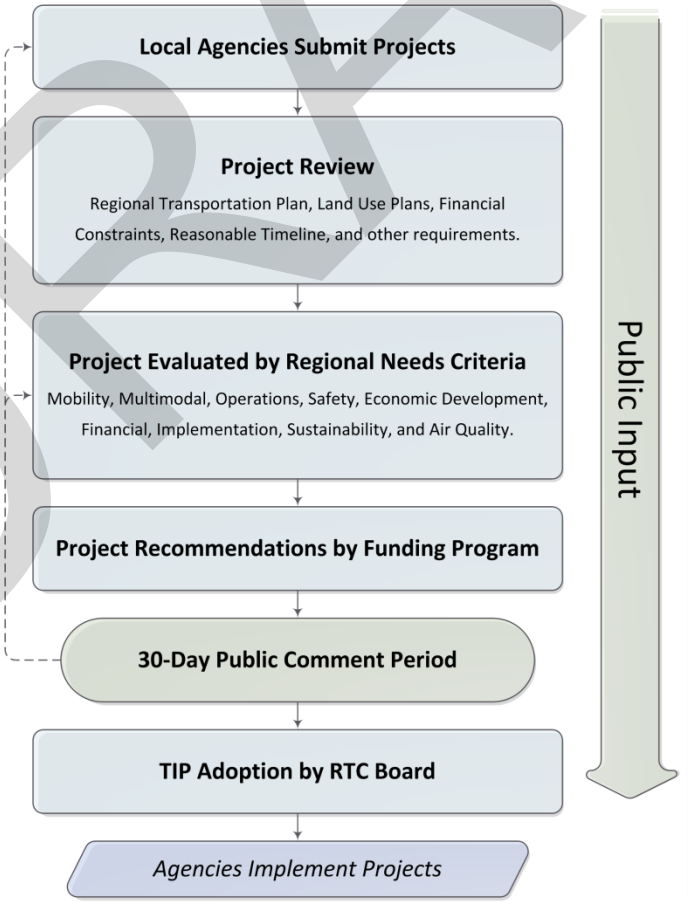
Background

Since the need for transportation improvements exceed the available revenue, a competitive project selection process is conducted for the distribution of RTC's regional federal funds. Regional federal funds include STP, CMAQ, and TAP funds.

Regional Project Development Process

The regional project selection process approach as adopted by the RTC Board of Directors is displayed in Figure 2 and described in greater detail after the graphic.

Figure 2: Regional Project Development Process



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Call for Projects

RTC will issue a call for projects for each of the regionally allocated federal transportation programs. The call for projects will be conducted within the regional transportation planning process which includes technical review and recommendation by the Regional Transportation Advisory Committee (RTAC) and final RTC Board project selection. Formal notice about the process will be posted on RTC's web site. The call for projects will include information on submittal requirements and deadlines. Applications will only be accepted for projects that will be administered by a Certification Acceptance agency. Certification Acceptance is necessary for an agency to have authority to develop, advertise, award, and manage federal transportation projects.

The screening criteria, needs criteria, and project applications will be developed for each regional federal program and clearly identified in each call for projects and on RTC's website.

Project Submittal

The regional project development process begins with local agencies identifying and submitting projects for consideration. These projects should be identified based on information from the Regional Transportation Plan, Congestion Management Process, TSMO implementation plan, local plans, and other plans and studies that identify regional transportation needs.

Step 1: Project Review

Proposed projects are screened to determine each project's basic eligibility. This review is used to determine whether to move a project forward in the programming process. This step includes a review that the project is consistent with the Regional Transportation Plan, local comprehensive plans, air quality and other federal and state requirements. Projects are also reviewed for financial feasibility and timeline for implementation.

Screening criteria for each of the programs administered by RTC can be found in the final chapter of this document (Evaluation Criteria).

Step 2: Project Evaluation

The general approach for evaluating projects for regional federal funds involves assessing each candidate project against a set of regionally adopted needs criteria. Following evaluation, projects are placed in ranked order to inform the project selection step.

A summary of needs criteria for each of the programs administered by RTC can be found in the final chapter of this document (Evaluation Criteria).

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Step 3: Project Selection

The final step in the regional project development process is project selection. The Regional Transportation Advisory Committee (RTAC) recommends projects for funding utilizing the project information generated in the project evaluation. The RTC Board makes final selection based on the technical recommendation from RTAC and public input.

Public Involvement

Public involvement is a key component of the transportation planning process and one of the core functions of all metropolitan planning organizations (MPOs). Meaningful public involvement improves decision making by generating ideas for how the transportation system may be improved and by bringing a diverse set of views to planning discussions. The purpose of public involvement is to make better decisions that will reflect the community's transportation needs.

Public input is invited throughout the TIP development process. The TIP development process concludes with a 30-day public comment period, prior to RTC Board approval of the Transportation Improvement Program.

Project Implementation

Once a project is programmed in the TIP, the project sponsor can begin implementation of the project by accessing funds. Federal transportation programs are reimbursement grant programs. Only after a Local Agency Agreement has been approved through WSDOT or a grant is approved by FTA can project costs become eligible for reimbursement.

All four years of the TIP are selected and are considered to be the agreed to list of projects. This means that once a project is programmed in the TIP, the project sponsor can proceed with obligation. Projects programmed in an out year can proceed in the current year.

Before and After Analysis

All projects using STP, CMAQ, or TAP funds will be required to complete a Before and After Analysis within 18 months of project completion. The purpose is to monitor the development of a project towards meeting goals or performance measures and ensure the efficient use of regional federal funds.

RTC has not prescribed a format or content, but has provided a template which is available on the RTC TIP web page (http://rtc.wa.gov/programs/tip). Generally, the Analysis will be between 2 and 4 pages in length. Although an agency has flexibility to develop their own Analysis report, the report should consider including the following elements: Project title, location, description, goals, outcomes, funding, map, photos, and agency name.

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TIP Administration: Updates, Modifications and Amendments

Background

Occasionally, changes need to be made to the TIP following its adoption. Changes can include project cost adjustment, scope changes, addition of a project, etc. When a change is requested it will be identified as an Update, Administrative Modification, or TIP Amendment. The process for incorporating the change into the TIP differs by the type of change and the regional action that is required.

TIP Updates do not substantially change a project and do not require the TIP to be changed. TIP Administrative Modification is a moderate change that requires approval from the RTC Executive Director and typically takes 4-6 weeks. TIP Amendments are substantial changes to a project that require action from the RTC Board of Directors and typically take 8-10 weeks.

Changes to the TIP can be submitted monthly between December and September. Requests for changes to the TIP are due to RTC eight days prior to the third Friday of each month; which is usually the second Thursday.

TIP Administration Process

The TIP Administrative Modification and Amendment process includes the following steps:

1) Project sponsor submits written request to RTC for change, including submitting a modified State Transportation Improvement Program (STIP) record within the online STIP database. The written request should provide sufficient detail to understand the requested change and reason for change.

2) RTC staff reviews request to ensure that all needed information is provided and determines the type of action that is required. The request is also reviewed for financial feasibility, air quality conformity, consistency with the RTP and state and federal requirements, etc.

3) Administrative Modifications and Amendments are posted on the RTC website: (http://rtc.wa.gov/programs/tip/amendments).

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4) If request is an Administrative Modification, the RTC Executive Director takes action. If approved, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP. RTAC is notified of the Administrative Modification.

5) If request is an Amendment, RTAC reviews the change and makes a recommendation for approval to the RTC Board. If the RTC Board approves the change, staff will change the regional TIP and submit the change to WSDOT for inclusion in the STIP

6) Once Administrative Modifications and Amendments are submitted to WSDOT, they are reviewed by WSDOT staff, approved by the Governor's representative, and receive final approval by FHWA and FTA.

Updates

Updates do not substantially change a project and do not require the TIP to be changed. This could include the following:

- Moving a project within the four years of the TIP
- Change in federal funding source(s)
- Adjustment in project's funding following bid process to allow for award of contract
- Moving dollars to the next project phase (preliminary engineering to right-of-way or right-of-way to construction)

Administrative Modifications

Projects that meet the following conditions can be administratively modified into the TIP at the discretion of the RTC Executive Director:

- Revision to lead agency
- Adding a prior phase of project not previously authorized
- Minor changes or errors in project information
- Change in federal funding amounts of less than $3 million (STIP Amendment required if change to total program amount is greater than 30%)

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- Addition of federal aid project or project phase that has approval from granting agency and does not exceed $3 million in federal funding (STIP Amendment required)
- Deletion of project (STIP Amendment required)
- Restoration of project to the TIP that was included in a previous version of the TIP (STIP Amendment required)

Amendments

Projects that meet the following condition will require a TIP amendment and approval from the RTC Board of Directors:

- Adding a new project or future project phase greater than $3 million
- Adding a regionally selected project or adding regionally selected funds to a project.
- Major Scope Changes
- Changes to a project that affects air quality conformity
- Changes to a project's total programming amount that exceeds $3 million

Rail Trench, Port of Vancouver

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Policies and Procedures

TIP Policies and Procedures

General Policies and Procedures

Policy 1.1 – All projects in the TIP must be consistent with the Regional Transportation Plan (RTP). To be consistent with the RTP, projects must be identified as an RTP Capital Project Solution or be consistent from a more general series of recommendations such as safety and preservation.

> **Policy 1.1.1 – RTC staff shall determine consistency with the RTP**. RTC staff will work with local agency staff to make RTP consistency determination.

Policy 1.2 – All projects in the TIP must be consistent with the transportation element of the local comprehensive plan.

Policy 1.3 – All TSMO project elements must be consistent with the strategies contained in the Regional Transportation Systems Management and Operations (TSMO) Plan for Clark County. TMSO elements of projects shall be coordinated with agency transportation operations staff.

Policy 1.4 – If a project will add single occupant vehicle capacity, sponsoring agency must complete a CMP Toolbox Checklist. A CMP Toolbox Checklist must be received by RTC prior to obligation of right-of-way and/or construction funds.

Policy 1.5 – All regionally significant projects must be programmed in the TIP. All projects receiving Federal Highway Administration funds (U.S. Code Title 23), Federal Transit Administration funds (U.S. code Title 49), or determined to be regionally significant must be programmed in the TIP.

> **Policy 1.5.1 – RTC staff shall determine if a project is regionally significant**. Based on information provided to RTC, RTC staff will make a regionally significant determination.

Policy 1.6 – All agencies shall submit local TIPs and Transit Development Plans (TDPs) to RTC. Agencies can submit TIPs/TDPs to RTC in any format that provides sufficient information for understanding of project needs.

Policy 1.7 – All federally funded and regionally significant projects to be included in the annual STIP must be entered into the State's STIP system and

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submitted to the MPO by August 15th of each year. The STIP system can be found at www.secureaccess.wa.org.

Policy 1.8 – RTC will follow the public involvement process, as outlined in RTC's Public Participation Plan, when developing the regional TIP.

> **Policy 1.8.1 – RTC staff shall provide the required 30-day public comment period for the draft TIP.** RTC will make available a draft TIP for public comment the first week of September through the October RTC Board meeting.

TIP Administration Policies and Procedures

Policy 2.1 – RTC will follow the process outlined in the TIP Administration chapter.

Policy 2.2 – Project sponsors shall submit a written request to RTC to initiate the project administrative process. The written request should provide sufficient detail to understand the requested change and reason for change, including submittal of a modified STIP record.

Policy 2.3 – RTC is responsible for determining the type of TIP administration action that is required. RTC staff will review the request to ensure that all needed information is provided and determine the type of action that is required.

STP, CMAQ, TAP Programming Policies and Procedures

General Policies

Policy 3.1 – Projects must be completed. By receiving regional federal funds for a project, the respective applicant is making the commitment to complete the project, even if only partial funding is received. If the project fails to proceed to the next phase within 10 years, the agency may be required to repay federal funds (23 U.S.C. 102(b)).

Policy 3.2 – Recognition of grant award through RTC.

> **Policy 3.2.1 – Written local Council/Board Staff Reports shall cite the federal program (STP, CMAQ, TAP), grant award, and Southwest Washington Regional Transportation Council (RTC) as the granting agency.**
>
> **Policy 3.2.2 – If an agency includes a project funding sign at the project location, the sign shall cite the funding category (STP, CMAQ, TAP), grant award, and include RTC's Logo acknowledging RTC as the granting agency.**

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Policy 3.2.3– All broad public project communication shall cite the federal program (STP, CMAQ, TAP), grant award, and Southwest Washington Regional Transportation Council (RTC) as the granting agency. Broad project communication includes website, newsletter, etc.

Policy 3.3 – All projects that receive regional federal funds will be required to complete a *Before and After Analysis* within 18 months of project completion.

Cost

Policy 4.1 - Projects are limited to $4 million in regional federal funds, regardless of length. The project can reach the cap based on one of the following sub-policies:

Policy 4.1.1 – Maximum of $4 million per mile. The maximum per phase is $750,000 for preliminary engineering, $1.25 million for right-of-way, and remaining federal funds, up to the total maximum for construction. If a project is less than a mile, the maximum per phase is factored by the percentage of mile.

Policy 4.1.2 – Intersection improvements are limited to $1 million per intersection or $2 million for high volume intersections. High volume intersections are intersections with 20,000 or more entering vehicles per day. The maximum per phase is 15% for preliminary engineering, 20% for right-of-way, and remaining funds for construction.

Policy 4.1.3 – Shorter high cost projects are limited to $4 million. Projects such as a bridge, interchange, and park-and-ride are limited to $4 million even if the length is less than one mile. Project will follow funding limits per phase as found in Policy 4.1.1, as if the project was considered to be one mile in length.

Policy 4.2 – Funding increases are not allowed for preliminary engineering. An agency cannot move regional federal funds from a later phase to preliminary engineering or request additional regional funds for preliminary engineering.

Policy 4.3 – If a project is divided into multiple segments after it has been selected for regional funding, the following policies will occur:

Policy 4.3.1 - All obligated funds will be proportioned between segments, based on mileage of each segments.

Policy 4.3.1 - None of the project segments are eligible for additional preliminary engineering funds.

Policy 4.3.2 – The cost limit will be recalculated for each segment. If necessary, programmed funds will be reduced to match cost limits.

Policy 4.4 - Regional federal funds cannot be moved forward to an earlier phase. For example, funds cannot be moved from construction to right of way.

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Policy 4.5 – Regional federal funds can be moved back to future phases without amending the TIP. For example, funds can be moved from preliminary engineering back to right of way or construction. Local Agency Agreement will need to be modified.

Policy 4.6 – Project cost overruns are the responsibility of the applicant. An increase in regional federal funds is not allowed to cover cost increases. Applicants are responsible to cover any cost overruns.

> **Policy 4.6.1 – An applicant can return selected regional funds back to RTC and make a new request for funding.** An applicant can return unobligated regional funds by following the TIP administration process and requesting the funds be removed from a project. By doing so, the applicant has no guarantee of future regional federal funds, but can reapply for funding in a future call for projects up to the cost limits.
>
> **Policy 4.6.2 – If applicant is awarded partial phase funding, they can apply for the remaining funds in future call for projects.** This new request cannot exceed the original total request, unless cost limitations have been raised.

Policy 4.7 – Regional federal funds cannot be moved to a different project or beyond the approved scope.

Policy 4.8 – An applicant may request cost policies exception. The request must be written and explain the circumstances for the cost exception and why the cost exception should be considered. The approval of a cost exception must be financially feasible and requires approval of both RTAC and the RTC Board.

Project Delivery/Obligation

Policy 5.1 – Local agencies are required to notify RTC staff within 30 days of project obligation of all STP, CMAQ, and TAP funds. The preferred method would be forwarding, via e-mail, a copy of the executed Local Agency Agreement.

Policy 5.2 –Project phase obligation date will be tied to the month and year provided project applicants on the RTC funding application.

Policy 5.3 – Project obligation must be made by August in the year obligation is required. Due to the time involved in processing an obligation request, the obligation request must be made by August to meet regional obligation targets.

Policy 5.4 – Preliminary engineering funds must be obligated in the federal fiscal year as indicated on RTC funding application. For example, if funds are requested between October 2017 and September 2018, funds must be submitted for obligation by August 2018.

Policy 5.5 – Right-of-way and construction funds can be delayed to the following fiscal year as indicated on RTC funding application. For example, if funds are requested between October 2017 and September 2018, funds must be submitted for obligation by August 2019.

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Policy 5.6 – By January of each year, RTC staff will notify agencies of all projects that must be submitted for obligation by August of that year.

Policy 5.7 - If a project cannot make the August obligation deadline, the sponsoring agency must contact RTC in writing by March 1st of that year.

Policy 5.7.1 – If delay is likely to impact regional obligation authority all future funds will be removed from the project. RTC staff will develop a strategy to meet the obligation target which will be approved by RTC Board. The delayed project can seek funding in future call for projects without an increase in regional federal funds.

Policy 5.7.2 – If delay is not likely to impact regional obligation authority, a project delay exception can be sought. The request must be in writing and explain the circumstances for the project delay and why the delay should be considered. Delays of less than one additional year can be approved by RTAC. Delays of greater than a year, requires RTAC and RTC Board approval.

Construction Programming

Policy 6.1 – Generally, a project cannot receive STP, CMAQ, or TAP funds for construction until design is 50% complete. Projects that require right of way or have significant environmental issues cannot seek construction funds until an agency is at the 50% design completion.

SR-502 Paving

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Program Criteria

Urban STP/CMAQ Programs

Project Screening Criteria

1. Consistent with Regional Transportation Plan, Local Comprehensive Plans, and Congestion Management Process. (Projects that add capacity must be listed in the RTP)
2. Road projects must be on a facility that is federally classified as an urban collector or above.
3. Preservation and maintenance projects are not eligible.
4. Consistent with the regional cost limits.
5. Ready to proceed and have a reasonable timeline for implementation.
6. Operational improvement must be consistent with the regional TSMO Plan.

Summary of Needs Criteria

Evaluation Criteria	Weight
Mobility	20
Multimodal/Operations	15
Safety	20
Economic Development	20
Financial/Implementation	15
Sustainability/Air Quality*	10
Total	**100**

**Air Quality points are tripled for CMAQ projects*

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STP Rural Program

Project Screening Criteria

1. Consistent with Regional Transportation Plan (RTP) and Local Comprehensive Plans? (Projects that add capacity must be listed in the RTP)
2. Road projects must be on a facility that is federally classified as a rural major collector or above?
3. Preservation and maintenance projects are not eligible.
4. Must have a reasonable cost and timeline?

Summary of Needs Criteria

Evaluation Criteria	Weight
Project Need	15
Safety	25
Road Condition	25
Economic Development	10
Financial/Implementation	25
Total	**100**

Timmen Road

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TAP Program

Project Screening Criteria

1. Consistent with the Regional Transportation Plan.
2. Contain at least one eligible Transportation Alternatives activity.
3. Direct relationship to the surface transportation system (except trails).
4. Funds cannot be used to supplement the construction of an existing road project. For example, TAP funds cannot be used to pay for the sidewalk portion on an existing road project.
5. Project must have public access.

Summary of Needs Criteria

Evaluation Criteria	Weight
Public Benefit	25
Connectivity	20
Accessibility/Equity	10
Safety	20
Financial/Readiness	15
Other	10
Total	**100**

Bicycle Lane & Sidewalk

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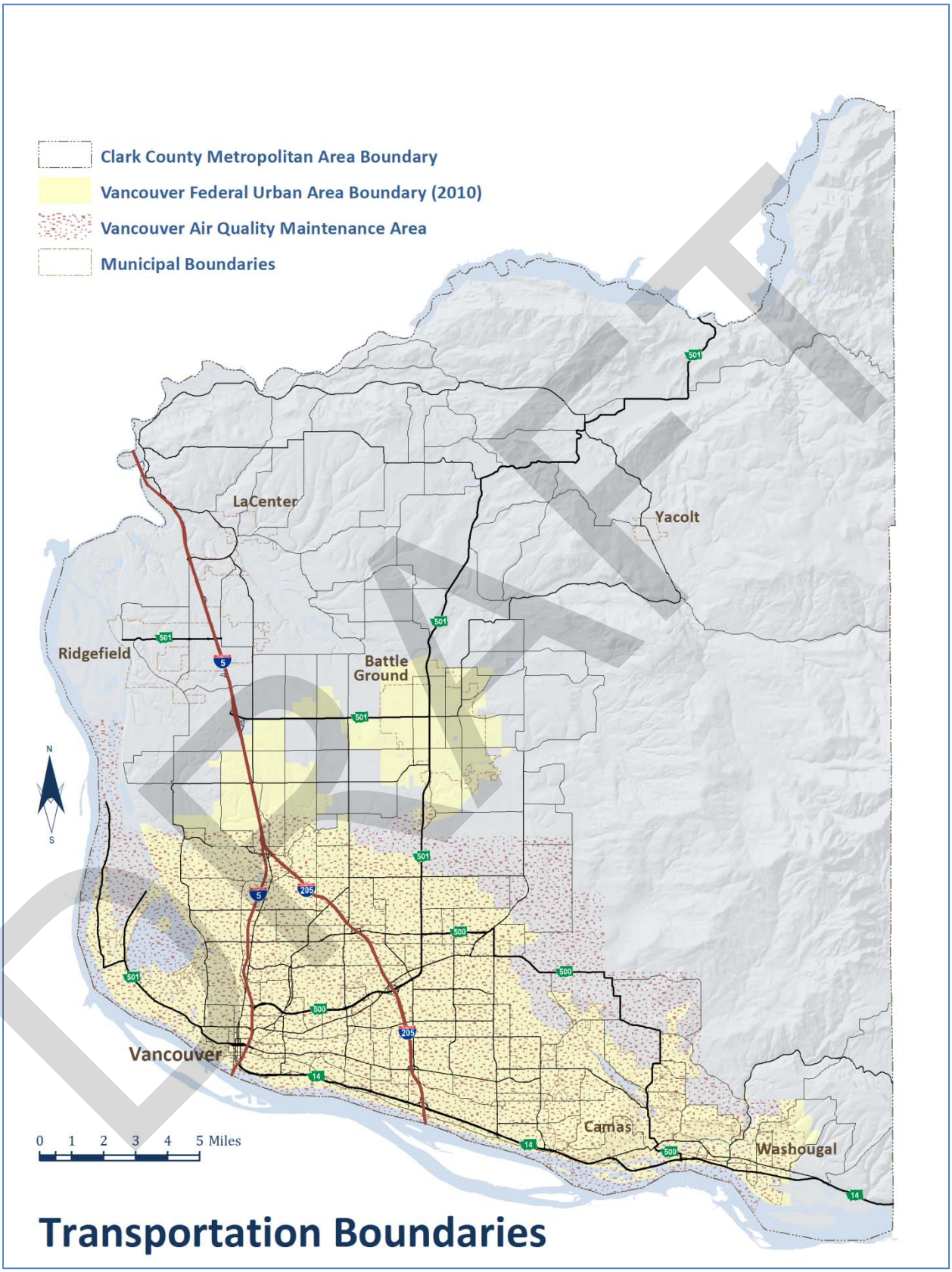

The map shows Clark County urban and rural areas for federal transportation purposes.
The Vancouver Air Quality Maintenance Area is where CMAQ funds can be spent.