

## ACTION ITEM X.X. – RELEASE 2018-2023 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FOR PUBLIC COMMENT

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/07/2017	Review	<a href="#">Mark Hamilton</a>	360-416-7876

### RECOMMENDED ACTION

SCOG staff recommends that the SCOG Transportation Policy Board release the 2018-2023 Regional Transportation Improvement Program for public comment.

### DISCUSSION

The Regional Transportation Improvement Program is a compilation of projects from the various federal, state, and local funding programs for all transportation agencies in Skagit County. Projects included in the program will implement the long range transportation and transit plans for the region, help meet short-range needs, and provide for the maintenance of the existing transportation system.

The primary purpose of the Regional Transportation Improvement Program is to identify and document federally funded and/or regionally significant projects to be included in the Statewide Transportation Improvement Program. Projects cannot obligate<sup>1</sup> federal funds—even though the funds have been awarded—unless they are included in the Regional Transportation Improvement Program and the Statewide Transportation Improvement Program. Once the project funds have been obligated, the obligated funds will not be included in the next update to the Regional Transportation Improvement Program, even if all of the funds have not been spent. For this reason, the Regional Transportation Improvement Program should be viewed as a document that identifies programs and projects from the Regional Transportation Plan and prioritizes them for implementation within the constraints of a reasonable financial forecast, not a listing of federal, state, and local transportation spending. SCOG produces an [Annual Listing of Federal Obligations](#) that documents all of the federal fund obligations that have occurred within the SCOG planning area in the previous calendar year.

The Regional Transportation Improvement Program also demonstrates the financial feasibility of the included projects. In other words, the Regional Transportation Improvement Program illustrates that the projects programmed<sup>2</sup> in the next four years will not cost more than the amount of funding the region expects to be available. Section 5 includes detailed financial tables for the projects programmed in the fiscally constrained<sup>3</sup> portion of the Regional Transportation Improvement Program.

- [Draft 2018-2023 Regional Transportation Improvement Program](#)
- [Draft 2018-2023 Regional Transportation Improvement Program \(redline/strikethrough version\)](#)

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<sup>1</sup> Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or “obligated,” for that particular project.

<sup>2</sup> “Programmed” means that the funding for the project is scheduled to be obligated (see footnote 1) in a particular Federal Fiscal Year (October 1 through September 30) identified in the RTIP.

<sup>3</sup> The fiscally constrained portion of the RTIP includes the first four years of the RTIP that are also included in the Statewide Transportation Improvement Program. The RTIP may include projects programmed to receive regionally managed funding in years five and six—such as Surface Transportation Program Block Grant or Transportation Alternatives Program funds—but may not be fiscally constrained.

## KEY UPDATES

The following updates have been made to the 2018-2023 Regional Transportation Improvement Program

### POLICIES

In order to better ensure delivery of federal funding obligation authority, SCOG has revised its policies on project delivery. First, if SCOG does not meet is at risk of having its regional funding sanctioned, the Transportation Policy Board may take back funding from project sponsors who were responsible for obligating funds during the current fiscal year and failed to do so.

Second, in May of each year, if the regional obligation authority target has not yet been met, SCOG will begin a process to amend contingency list projects into the Regional Transportation Improvement Program, this may require currently-programmed projects to be removed.

### PROJECT LIST

The project list in the Regional Transportation Improvement Program has been refreshed to identify projects that are federally funded or regionally significant and have secured funding for the years 2018-2021. These projects will also be included in the Statewide Transportation Improvement Program.

Federal regulations require the projects included in the Regional Transportation Improvement Program to be prioritized. For projects that have been allocated regionally managed transportation funding (Surface Transportation Program Block Grant, Surface Transportation Program Block Grant Set-Aside), priority was based on the ranking of projects when the Transportation Policy Board awarded the regional funding. For projects with other sources of secured funding the priority level was set at 1, because SCOG has no control over whether or not the projects receive funding.

- [Regional Transportation Improvement Program Fiscally Constrained Project List](#)

### FISCAL CONSTRAINT

The Regional Transportation Improvement Program financial tables were updated to depict the funding programmed to be obligated between 2018 and 2021.

- [Regional Transportation Improvement Program Financial Summary and Feasibility Table](#)

### ILLUSTRATIVE LIST

The additional two years outside of the fiscally constrained portion of the Regional Transportation Improvement Program (years 2022 and 2023) serve as an illustrative list of project priorities. These projects cannot be included in the Statewide Transportation Improvement Program but act as a contingency list of projects to be included in the fiscally constrained portion of the Regional Transportation Improvement Program if additional funding becomes available.

- [SCOG Illustrative Project List](#)

### ENVIRONMENTAL JUSTICE

To be consistent with federal regulations, SCOG performed an environmental justice analysis on the projects included in the fiscally constrained portion of the Regional Transportation Improvement Program. Overall, SCOG's programming decisions do not appear to disproportionately burden environmental justice populations.

## PUBLIC COMMENT

SCOG will issue a minimum two-week public comment period following the September 20<sup>th</sup>, 2017 Transportation Policy Board meeting. Public comments will be compiled and included in the meeting packet for the October, 18<sup>th</sup>, 2017 Transportation Policy Board meeting.