

## ACTION ITEM X.X. – APPROVE 2019–2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/06/2018	Review	<a href="#">Mark Hamilton</a>	360-416-7876
Transportation Policy Board	09/19/2018	Release for Public Comment	<a href="#">Mark Hamilton</a>	360-416-7876
Technical Advisory Committee	10/04/2018	Recommend	<a href="#">Mark Hamilton</a>	360-416-7876

### RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend that the Transportation Policy Board approve the [2019–2024 Regional Transportation Improvement Program \(RTIP\)](#).

### DISCUSSION

The Regional Transportation Improvement Program is a compilation of projects from the various federal, state and local funding programs for all transportation agencies the Skagit region. Projects included in the program will implement the long-range transportation and transit plans for the region, help meet short-range needs and maintain the existing transportation system. SCOG prepares a new RTIP every year and provides for monthly amendments every month, except for November and December.

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 when funds have already been awarded – unless they are included in the RTIP 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 RTIP, even if all of the funds have not been spent. For this reason, the RTIP should be viewed as a document that identifies programs and projects from the Skagit 2040 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 SCOG’s 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 RTIP illustrates that the projects programmed<sup>2</sup> in the next four years

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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.

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 RTIP.

## KEY UPDATES

The following updates have been made to the 2019–2024 Regional Transportation Improvement Program.

### 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 2019–2022. These projects will also be included in the Statewide Transportation Improvement Program.

Federal regulations require the projects included in the Regional Transportation Improvement Program be prioritized. For projects that have been allocated regionally managed transportation funding – Surface Transportation Block Grant Program or Set-Aside – priority is 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.

- [Fiscally Constrained Project List](#)

### FISCAL CONSTRAINT

The Regional Transportation Improvement Program financial tables depict the funding programmed for obligation between 2019 and 2022.

- [Financial Summary and Feasibility Table](#)

### ILLUSTRATIVE LIST

Years 2022 and 2023 fall outside of the fiscally constrained portion of the Regional Transportation Improvement Program and 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 RTIP if additional funding becomes available or if priorities change in the Skagit region.

- [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. Based on this analysis, the programming decisions in the RTIP do not have a disproportionately adverse effect on Environmental Justice protected minority and low-income populations.

### REGIONAL PERFORMANCE TARGETS

There is a new section in the Regional Transportation Improvement Program this year which documents SCOG’s recent work setting regional performance targets for transit asset management and safety. This target setting is part of the new performance-based planning approach being applied across the United States by metropolitan planning organizations, such as SCOG. In future years, this section of the RTIP

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<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 Block Grant Program and Set-aside funds – but may not be fiscally constrained.

will be expanded as SCOG sets targets for bridges, pavement, travel time reliability, freight reliability, and transit safety.

## **PUBLIC PARTICIPATION**

SCOG issued a public comment period on the draft RTIP following the September 19, 2018 Transportation Policy Board meeting. The public comment period is from September 20–October 5. Public comments will be compiled and included in the meeting packet for the October 17, 2018 Transportation Policy Board meeting.

## **ERRATA**

The following changes have been made to the 2019–2024 RTIP since it was released for public comment. All of the changes are relatively minor and would be considered administrative modifications if the 2019–2024 RTIP had already been adopted.

### **BURLINGTON**

- SR20 / Skagit Street Signalization Project: modified project description to maintain consistency for prior PE phase of project, added federal project number, modified total estimated project cost from \$1,920,250 to \$1,921,250.
- Pease Rd Cascade Mall Nonmotorized Connection: removed federal project number which was for prior PE phase of the project that has been closed out, modified estimated project cost from \$409,000 to \$324,000 to reflect removing PE phase from cost estimate, added to project description noting federal add number of prior PE phase.
- George Hopper Road Signal Enhancements: changed federal funds for CN from \$601,715 to \$668,573 reflecting actual amount available for CN. Updated total funds and expenditure schedule with increase.

### **CONCRETE**

- School Secondary Access: removed federal project number which was for prior PE phase of the project that has been closed out. Reduced estimated project cost from \$3,013,010 to \$2,937,860 to reflect removal of PE phase from project cost.

### **MOUNT VERNON**

- 4th St N / Riverside Dr: added federal aid project number and modified estimated cost of project from \$1,447,947 to \$1,472,699, which includes PE costs that were already obligated for the project.
- College Way & Riverside Drive Signal Upgrade (T-17-01): added federal aid project number, amended termini and total project length to match project prospectus.
- College Way/30th Street Intersection Improvements (T-07-04): added federal aid project number, amended project description to match project prospectus.

### **SEDRO-WOOLLEY**

- SR20/SR9N-Township Intersection Improvements: added federal aid project number and moved prior PE obligation information to project notes.
- SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street: added federal aid project number and move prior PE obligation information to project notes.

## SKAGIT COUNTY

- Bow Hill Road (STIP ID WA-01134): changed total estimated project cost to \$4,422,080 from \$4,152,054 to include costs for PE and ROW that was already obligated for the project.
- Active Warning Signs (Install Active Warning Signs): changed project description from “would” to “will” and modify estimated project cost to \$110,000 from \$108,000, which includes obligated PE costs.

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