



**SKAGIT
COUNCIL OF
GOVERNMENTS**

2017-2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the Skagit Council of Governments Transportation Policy Board on:

CONTENTS

Metropolitan Planning Area Self-Certification	i
1 Introduction	1
1.1 About SCOG	1
1.2 Purpose of the RTIP	1
2 RTIP Development.....	2
2.1 RTIP Review and Approval.....	3
2.2 Public Involvement Process.....	3
2.3 Programming Policies.....	4
2.4 Project Selection & Prioritization.....	4
2.5 2016-2021 RTIP Projects not Included in the 2017-2022 RTIP.....	5
3 Amendment & Modification Process.....	7
3.1 RTIP Amendment Cycle	7
4 RTIP Projects.....	9
4.1 Fiscally Constrained Projects	9
4.2 Illustrative Priorities	10
5 Financial Plan	10
5.1 Fiscal Constraint.....	10
5.2 Financial Table.....	11

METROPOLITAN PLANNING AREA SELF-CERTIFICATION

In accordance with 23 CFR Part 450, §450.334, the Washington State Department of Transportation (WSDOT) and the Skagit Council of Governments (SCOG), the Metropolitan Planning Organization (MPO) for the Skagit Metropolitan Planning Area (MPA), hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38, and 28 CFR Part 35 ;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200)
12. USDOT and WSDOT supplemental fiscal directives regarding Indirect Cost Proposals.

SCOG

WSDOT

Kevin Murphy
Executive Director
Skagit Council of Governments

Matt Kunic
Manager
WSDOT Tribal and Regional Coordination
Office

Date: _____

Date: _____

1 INTRODUCTION

1.1 ABOUT SCOG

Skagit Council of Governments (SCOG) is a federally designated Metropolitan Planning Organization (MPO), consisting of Skagit County, all cities and towns within Skagit County, the Swinomish Indian Tribal Community, Samish Indian Nation, Skagit Transit, Skagit PUD, the Port of Anacortes, the Port of Skagit, and Washington State Department of Transportation (WSDOT). SCOG leads the development of the long-range (20-year) Skagit 2040 Regional Transportation Plan (Skagit 2040) and short-range (6-year) Regional Transportation Improvement Program (RTIP). These efforts are coordinated with the United States Department of Transportation, WSDOT, local elected leadership, local transportation planners and engineers, the business community and citizens in the planning area.



Through Washington State legislation, Regional Transportation Planning Organizations were authorized as part of the 1990 Growth Management Act. As a Regional Transportation Planning Organization, SCOG involves cities, counties, transit agencies, ports, private employer representatives throughout Skagit County, and WSDOT to prepare a Regional Transportation Plan, certify that countywide planning policies and local transportation elements are consistent with Regional Transportation Plan and maintain the six-year Regional Transportation Improvement Program.

1.2 PURPOSE OF THE RTIP

SCOG is required by federal and state regulations to develop an RTIP which spans at least four years and is updated at least every two years. SCOG generally updates the RTIP annually and allows amendments to the RTIP on a monthly basis.

The RTIP 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 the short-range needs of the area, and provide for the maintenance of the existing transportation system.

The primary purpose of the RTIP is to identify and document federally funded and/or regionally significant projects to be included in the Statewide Transportation Improvement Program (STIP). Projects cannot obligate¹ federal funds—even though the funds have been awarded—unless they are included in the RTIP and the STIP. 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

¹ 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.

spent. 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 RTIP also demonstrates the financial feasibility of the included projects. Essentially, the RTIP demonstrates that the projects that are programmed² in the next four years will not cost more than the amount of funding the region expects to receive. Section 5 includes detailed financial tables for the projects programmed in the fiscally constrained³ portion of the RTIP.

2 RTIP DEVELOPMENT

Development of the RTIP is coordinated with the development of capital improvement plans and local Comprehensive Transportation Programs of the member jurisdictions and operating agencies. When developing their Comprehensive Transportation Programs, agencies evaluate their transportation needs for the ensuing six-year period based on local priorities and the expected funding levels they will have available to meet those needs. Because the need for transportation improvements is generally greater than the amount of funding available, the local agencies prioritize their transportation needs to identify a six-year list of projects that they determine to be most important to pursue. Drafts of the Comprehensive Transportation Programs are available for the public, other agencies, and internal departments to review. Based on this review, the local agency makes any revisions deemed necessary before adopting its Comprehensive Transportation Program, which includes projects with both secured⁴ and planned funding.

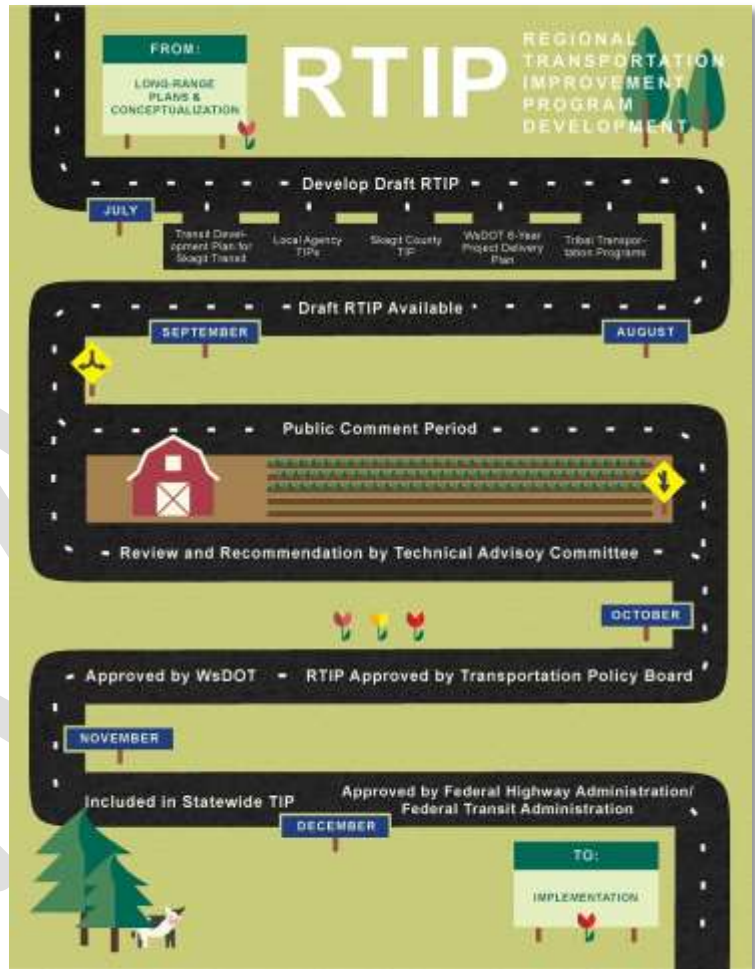


FIGURE 1: RTIP DEVELOPMENT PROCESS

Local agencies, WSDOT Northwest Region, and WSDOT Marine then submit their programmed projects to SCOG. The RTIP is a compilation of the projects with secured federal funding or regionally significant projects that have secured state or local funding. The project list for the 2017-2022 RTIP is included in section 4. From these projects, an assessment of region-wide financial feasibility is estimated in section 5.

² “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.

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

⁴ Secured means that the funding has been awarded to the project sponsor or the funding can reasonably be expected to be available.

2.1 RTIP REVIEW AND APPROVAL

The Draft RTIP is released to the public and presented to the Skagit Technical Advisory Committee⁵ and the SCOG Transportation Policy Board (TPB) for review and comment in September. The Technical Advisory Committee makes a recommendation on whether or not the Transportation Policy Board should approve the Draft RTIP. Members of the public are encouraged to provide written comments to SCOG staff. The written comments will be included in meeting materials sent to the Transportation Policy Board for their consideration. The public is also welcome to provide comments during the public comment period near the beginning of every Transportation Policy Board meeting, but written comments are preferred.

Based upon its review of the draft document, any public comments received, and the recommendation of the Skagit Technical Advisory Committee, the Transportation Policy Board makes a decision on adoption at its meeting in October. The adopted RTIP is then submitted to WSDOT. WSDOT will review the RTIP and issue its approval by the end of November. All projects included in the RTIP (section 4.1) will be included in the STIP. Representatives from the Federal Highway Administration and the Federal Transit Administration then review and issue approval of the STIP in early January.

2.2 PUBLIC INVOLVEMENT PROCESS



The RTIP is developed from the Comprehensive Transportation Programs that are compiled and adopted annually by SCOG member jurisdictions. As required by law, each local agency conducts a public involvement process in the development and review of their Comprehensive Transportation Program. These processes vary by jurisdiction, but all culminate in a formal public hearing prior to adoption by the local governing boards. Projects that have secured federal funding or have secured another type of funding and are regionally significant are included in the RTIP.

While the Comprehensive Transportation Programs have been reviewed by the public prior to their adoption, a public review process for the RTIP is also conducted. This allows the public to review and comment on the short range transportation projects intended to implement the long range transportation goals identified in [Skagit 2040](#). It is important to note that comments regarding the specifics of projects are often better directed to the project sponsors during the project planning stage. SCOG has prepared a flowchart that depicts the development of regional

transportation projects from the conceptual stage to implementation and the associated opportunities for public input.

- [Project Planning Process Flowchart](#)

⁵ The Technical Advisory Committee is a committee consisting of transportation professionals who provide technical advice and recommendations to the SCOG Transportation Policy Board.

SCOG posts notifications in the Skagit Valley Herald when the Draft RTIP is available for public review. Notice is also posted on the SCOG website where the document is available to view or download. Printed copies of the entire Draft RTIP are available from SCOG on request.

The deadline for submitted comments is the close of business on Friday, October 7, 2016. The final draft of the RTIP includes a compilation of submitted public comments below and will be presented to the Transportation Policy Board prior to any action taken regarding the adoption of the RTIP.

- No comments were received during the public comment period

The public involvement activities and time established for review and comments on the RTIP development process satisfy the Federal Transit Administration's Program of Projects that Skagit Transit is required to adhere to.

Submit comments on the Draft 2017-2022 RTIP to:

Gabe Philips
Skagit Council of Governments
204 W. Montgomery St.
Mount Vernon, WA 98273
gabep@scoq.net

2.3 PROGRAMMING POLICIES

SCOG has developed policies to aid in the development and maintenance of the RTIP and to assist in the effective administration of regionally managed federal grant funds.

- [SCOG RTIP Policies](#)

2.4 PROJECT SELECTION & PRIORITIZATION

SCOG is responsible for selecting projects for the federal Surface Transportation Program and Transportation Alternatives Program in Skagit County. These project selections are incorporated into the RTIP along with other federally funded or regionally significant projects (see section 4). SCOG has prepared a flowchart that graphically depicts the timeline for selecting projects to receive regionally managed grant funding and the associated opportunities for public input.

- [SCOG Regionally Managed Project Selection Process Flowchart](#)

SURFACE TRANSPORTATION PROGRAM

SCOG receives an annual allocation of Surface Transportation Program funds to be awarded to priority projects in Skagit County. Surface Transportation Program projects are selected by the SCOG Transportation Policy Board using a competitive process guided by evaluation criteria designed to ensure that projects are prioritized consistently with the Regional Transportation Plan.

SCOG is required to program four years' worth of Surface



Transportation Program projects to be included in the RTIP and the STIP. However, SCOG programs six years' worth of Surface Transportation Program projects to provide flexibility in project timelines and hold calls for projects every two years rather than annually. Years five and six of the project selection serve as an illustrative list of projects that can be included in the fiscally constrained portion of the RTIP if funding becomes available (see section 4.2). SCOG is committed to ensuring that Surface Transportation Program projects are competitively selected to receive funding based on their ability to address priorities identified in Skagit 2040. A formal Surface Transportation Program selection process has been developed to provide clarity on how projects will be regionally prioritized for funding.

- [SCOG Surface Transportation Program Selection Process](#)
- [Projects currently programmed using Surface Transportation Program funds](#)

TRANSPORTATION ALTERNATIVES PROGRAM

Funding decisions regarding Transportation Alternatives Program funds are also made by the Transportation Policy Board. The projects are selected using a competitive process designed to implement regional priorities. Similar to Surface Transportation Program funds, SCOG programs six years' worth of Transportation Alternatives Program funds to provide flexibility in project timelines and generally hold calls for projects every two years rather than every year. A formal Transportation Alternatives Program selection process has been developed to provide clarity on how projects will be regionally prioritized for funding.

- [SCOG Transportation Alternatives Program Selection Process](#)
- [Projects currently programmed using Transportation Alternatives Program funds](#)

2.5 2016-2021 RTIP PROJECTS NOT INCLUDED IN THE 2017-2022 RTIP

The following projects were included in the fiscally constrained portion of the 2016-2021 RTIP but are not included in the same portion of the 2017-2022 RTIP. There are various reasons why a project would be dropped from the current RTIP. It could be underway, completed, cancelled, on hold, or rescheduled as of the adoption date of this document.

See the table below for a summary of 2016-2021 RTIP projects that are not included in the 2017-2022 RTIP.

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST	STATUS
Anacortes	32 nd Street and D Avenue Intersection Improvements	Construct a roundabout.	\$935,000	Underway
Anacortes	March Point Shoulder Widening	Widen narrow shoulders, add non-motorized crossing at trestle location.	\$268,000	Underway
Sedro-Woolley	Jameson Arterial Extension	Relocate existing secondary arterial to new alignment with a new roundabout intersection at SR9.	\$3,321,830	Completed
Sedro-Woolley	SR20/Cascade Trail West Extension - Phase 1A Trail Road to SR9 South	Construct a shared use path along the north side of SR20 between Trail Road and SR9 South.	\$575,000	Underway
Sedro-Woolley	SR20/Cascade Trail West Extension - Phase 1B Hodgkin Road to Trail Road	Construct a shared use path along the north side of SR20.	\$288,000	Underway

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST	STATUS
Skagit County	Cook Road Signal Advance Warning	Install warning sign with signal activated flashing beacon. In addition signal head and cabinet upgrades will be required, including pedestrian crossing upgrades.	\$60,000	Underway
Skagit County	Burlington Northern Overpass	Replace BNSF Overpass Bridge #40111	\$19,866,000	Underway
Skagit County	Dodge Valley Road Barrier Protection	Install road barrier protection and install/upgrade signing.	\$440,000	Underway
Skagit County	Hard Creek Bridge Replacement	Replace bridge due to damage from December 2010 storm event.	\$1,285,000	Completed
Skagit County	Old Highway 99 North Illumination Project	Install street lighting along a stretch of Old Hwy 99 North.	\$180,000	Underway
Skagit Transit	Bus Stop Seating	Purchase and installation of bus stop seating within the urban areas of Skagit County.	\$8,830	Underway
Skagit Transit	March Point Park and Ride Bike Shelter	Purchase and installation of bike shelter at March Point Park and Ride.	\$31,533	Underway
WSDOT-Marine	SR 20 Spur/Anacortes Ferry Terminal - DHS/CBP Compound Canopies Preservation	At the Anacortes Ferry Terminal, replace the aging US Customs compound canopies and perimeter chain link fence. The existing canopies no longer meet seismic or other current building standards and the fencing is not adequate for proper security.	\$1,889,414	Postponed
WSDOT-Marine	SR 20 Spur/Anacortes Terminal Tie-up Slips – Dolphin and Wingwall Replacement	At Anacortes Ferry Terminal, replace deteriorated wood timber wingwalls and dolphins at Tie-Up Slips 1 and 2 with steel and concrete designs. This will allow larger ferries to moor at the terminal and protect the terminal from the docking of the ferries. Toll credits will be used for this project for matching fund purposes.	\$4,335,165	Underway
WSDOT-NW	Northwest Region Curve Warning Signs	The project is a proactive risk prevention to reduce the number and severity of run-off-the-road collisions. Various types of Curve Warning Signs will be installed at several locations in Northwest Region.	\$599,400	Underway
WSDSOT-NW	Northwest Region Guardrail Installation	Installation of guardrail segments in areas that are at risk for run-off-the-road crashes to reduce the potential severity of crash outcome.	\$57,100	Underway
WSDOT-NW	Northwest Region Intersection Safety Implementation	Regionwide signing and pavement marking enhancements for stop controlled intersections.	\$135,512	Underway

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST	STATUS
WSDOT-NW	I-5/Fisher Creek – Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	\$11,622,914	Underway
WSDOT-NW	SR 536/SR 20 Vic to Mount Vernon - Rumblestrip Installation	Reduce the risk of crossover and run off the road incidents by the installation of shoulder rumble strips.	\$163,244	Underway

3 AMENDMENT & MODIFICATION PROCESS

Transportation priorities and funding strategies change over time. It is likely that the project list identified in the RTIP will need to be altered at some point prior to the development of the 2018-2023 RTIP. Federal requirements stipulate that a jurisdiction cannot utilize federal funds on a project until it is programmed in the RTIP and STIP, even though the jurisdiction has been *awarded* money for that project. SCOG has developed RTIP amendment and modification procedures to ensure that new projects and changes to existing projects can be included in the RTIP efficiently.

- [SCOG RTIP Amendment and Modification Procedures](#)

3.1 RTIP AMENDMENT CYCLE

Local agencies are generally anxious to obligate federal funds soon after they are awarded. To accommodate quicker implementation of transportation projects, SCOG allows amendments to the RTIP on a monthly basis (excluding November and December). In order to ensure that sufficient time is available for decision makers and the public to review the proposed amendment prior to policy board action being taken, project sponsors should adhere to the deadlines listed in Table 1.

SUBMIT REQUEST TO SCOG*	TAC REVIEW/ RECOMMENDATION	SCOG TPB ACTION	WSDOT REVIEW	FHWA/FTA REVIEW**	AMENDMENT INCLUDED IN STIP
12/27/2016	1/5/2017	1/18/2017	1/20/17	2/3/2017	2/17/2017
1/23/2017	2/2/2017	2/15/2017	2/17/17	3/3/2017	3/17/2017
2/21/2017	3/2/2017	3/15/2017	3/17/17	3/31/2017	4/14/2017
3/27/2017	4/6/2017	4/19/2017	4/21/17	5/5/2017	5/19/2017
4/24/2017	5/4/2017	5/17/2017	5/19/17	6/2/2017	6/16/2017
5/22/2017	6/1/2017	6/21/2017†	6/16/17	6/30/2017	7/14/2017
6/26/2017	7/6/2017	7/19/2017	7/21/17	8/4/2017	8/18/2017
7/24/2017	8/3/2017	8/16/2017	8/18/17	9/1/2017	9/15/2017
8/28/2017	9/7/2017	9/20/2017†	9/15/17	9/29/2017	10/13/2017
9/25/2017	10/5/2017	10/18/2017	10/20/17	11/3/2017	11/17/2017

Note: Meeting dates and request deadlines are subject to change
 *Request must include documentation of funding award and proof that project is included in local TIP.
 **Administrative modifications do not require FHWA/FTA approval. Administrative modifications will be included in STIP at this date.
 †If WSDOT review deadline occurs before SCOG Transportation Policy Board action, SCOG will submit amendment to WSDOT at deadline and verify the SCOG TPB action once it occurs.

TABLE 1: SCOG RTIP AMENDMENT DEADLINES

Refer to Figure 2 for a graphical representation of the RTIP and STIP amendment process.

RTIP AMENDMENT PROCESS

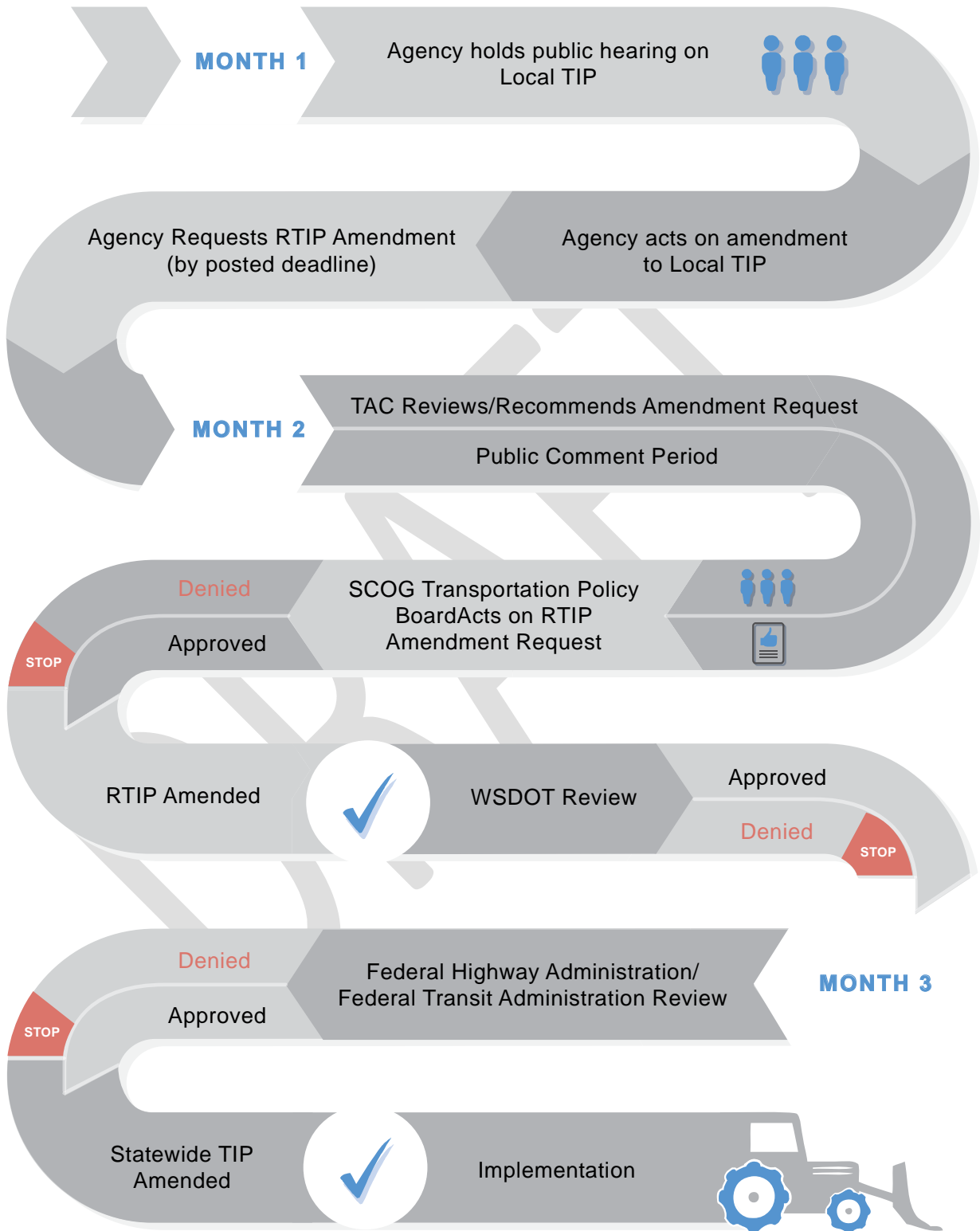


FIGURE 2: RTIP AMENDMENT CYCLE

4 RTIP PROJECTS

4.1 FISCALLY CONSTRAINED PROJECTS

The 2017-2020 Fiscally Constrained SCOG RTIP Project List includes projects that have secured federal funding or have secured state or local funding and are also regionally significant. This project list will be kept current as amendments are made to the RTIP. Projects included in the fiscally constrained portion of the RTIP are forwarded to WSDOT for inclusion in the STIP. Only four years' worth of projects can be included in the STIP. Section 4.2 includes projects that have been selected to receive regionally managed Surface Transportation Program and Transportation Alternatives Program funds in years five and six (2021 and 2022) of the RTIP.

Online RTIP Project Map:

SCOG has developed an online interactive map that displays the projects included in the 2017-2022 RTIP. [Click here to see all of the projects and associated descriptive information.](#)

- [2017-2020 Fiscally Constrained SCOG RTIP Projects](#)

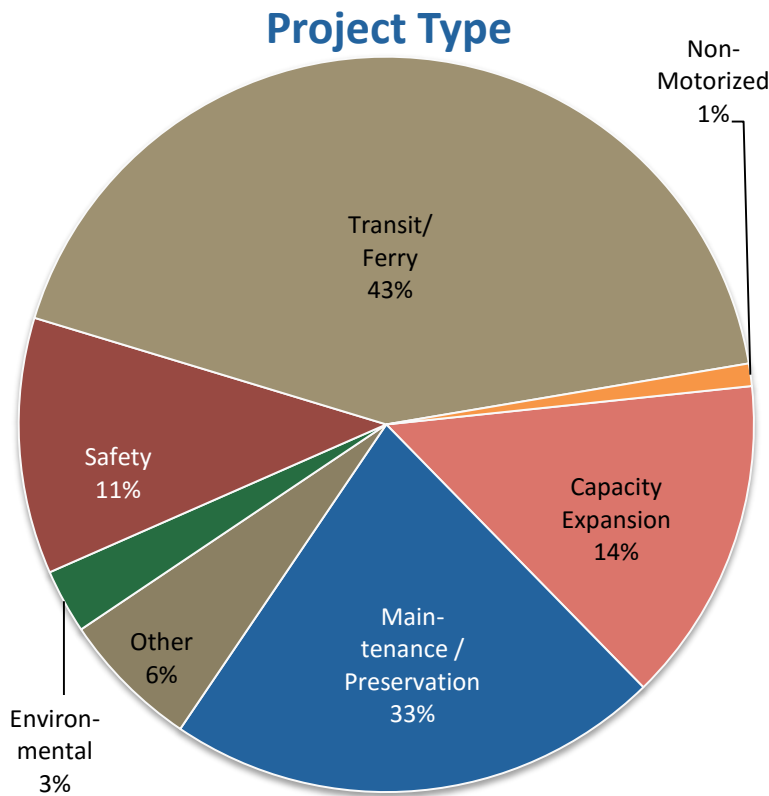


FIGURE 3: FUNDING BY PROJECT TYPE

A summary of the funding by project type in the fiscally constrained portion of the RTIP as of the date of its adoption is presented in Figure 3. It is important to remember that the fiscally constrained portion of the RTIP only includes regionally significant and federally funded projects. Many transportation projects planned to occur on non-regionally significant routes are not included in the RTIP. As such, local agency repaving programs are not included in Figure 3. Also, many of the project type categories overlap. For example, a capacity expansion project often includes safety, non-motorized, and environmental provisions.

Forty-three percent of the funding included in the fiscally constrained portion of the 2017-2022 RTIP is dedicated to Skagit Transit operating costs and capital improvements for the ferry systems in Skagit County. Additionally, a third of the funding is dedicated to maintenance or preservation projects. Most of these are WSDOT repaving projects on state routes.

Figure 4 illustrates the proportion of federal, state, and local funds programmed in the fiscally constrained portion of the RTIP. Nearly half of the secured funding for regionally significant transportation projects is from a federal source. Thirty-nine percent of the funding included in the fiscally constrained portion of the RTIP are from local sources. The majority of the local funds are included as matching funds to the federal or grants received by the project sponsors.

4.2 ILLUSTRATIVE PRIORITIES

To ensure that SCOG has a fully-programmed four-year RTIP, SCOG will generally select enough projects to ensure that at least six years' worth of Surface Transportation Program and Transportation Alternatives Program funding is programmed. The first four years in the RTIP are fiscally constrained and included in the STIP (see section 4.1). The additional two years' worth of programmed projects will function as an illustrative list of projects that can move into the fiscally constrained portion of the RTIP if additional funding becomes available. Examples of ways that funds can become available include:

- A project currently in the fiscally constrained portion of the RTIP is unable to proceed and the agency returns the funds to SCOG
- A project which previously obligated Surface Transportation Program or Transportation Alternatives Program funds deobligates⁶ its funds
- A project closes out using fewer funds than what was awarded. The excess is returned to SCOG for future allocation
- Allocations of Surface Transportation Program or Transportation Alternatives Program funds are higher than anticipated at the time of RTIP adoption

If additional funds are obtained by SCOG, the projects can be moved to the fiscally constrained portion of the RTIP in the next RTIP update or through the amendment process. Additional considerations (e.g. lower costs, project readiness, etc.) may be used in the determination of projects that will be added to the fiscally constrained portion of the RTIP from the illustrative list.

- [2021-2022 SCOG Illustrative Projects](#)

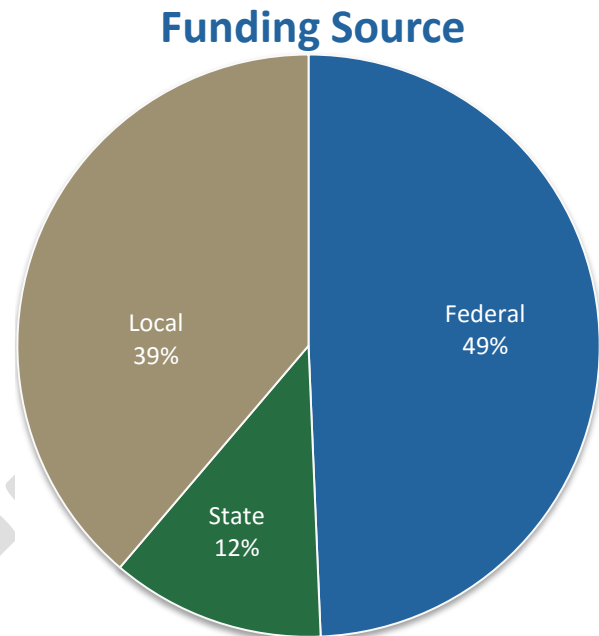


FIGURE 4: FUNDING BY SOURCE

5 FINANCIAL PLAN

5.1 FISCAL CONSTRAINT

The RTIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The detailed financial tables located in section 5.2 include the estimated amount of available funds, programmed funds, and the remaining funds by fund type for each program year. WSDOT, local jurisdictions, transit operators, and other agencies with projects in the RTIP have indicated that they have the financial resources available to provide the necessary matching funds to complete their projects. The tables show that programmed expenditures are within reasonable

Fiscal Constraint: the RTIP demonstrates that the projects that are programmed in the next four years will not cost more than the amount of funding the region expects to receive.

⁶ Deobligation occurs when the project sponsor has obligated (see footnote 1) funds for a particular project and then the project is unable to move forward for some reason. The funds are essentially “returned to the pot” of regionally managed funds.

Project Listing Codes:

Having trouble deciphering the RTIP project listings? SCOG has prepared an appendix that gives more description about funding programs used in the RTIP. [Click here for the appendix.](#)

balance of expected fund allocations. In accordance with federal requirements, the RTIP is “fiscally constrained.”

FINANCIAL PLANNING ASSUMPTIONS

ACCOUNTING FOR INFLATION

The project costs reported in the RTIP include an adjustment to account for the annual inflation of prices. Skagit 2040 accounts for the effect of inflation scheduled in the mid and long-range horizons. However, the process used to account for inflation on RTIP projects was left to the judgment of the sponsoring agency, as they have a better grasp on short-term inflationary pressures.

REVENUE PROJECTIONS

Revenue projections for WSDOT-managed federal funds (e.g. NHS, HSIP, etc.) generally equal the amount programmed in the RTIP. Because SCOG has no control over project awards for these fund types only funds that have been secured by project sponsors can reasonably be expected to be available. SCOG-managed federal funds, such as Surface Transportation Program and Transportation Alternatives Program, are generally assumed to be the same as the 2016 appropriations.

5.2 FINANCIAL TABLE

- [2017-2020 SCOG RTIP Financial Summary & Feasibility](#)

For more information regarding the types of funding included in the 2017-2022 RTIP, please refer to the [Source of Transportation Funds Listing](#).