



**SKAGIT
COUNCIL OF
GOVERNMENTS**

**2018-2023 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 Regional Transportation Improvement Program	1
2 RTIP Development.....	2
2.1 RTIP Review and Approval.....	3
2.2 Public Involvement Process.....	4
2.3 Programming Policies.....	4
2.4 Project Selection & Prioritization.....	5
2.5 2017-2022 RTIP Projects not Included in the 2018-2023 RTIP.....	6
3 Amendment & Modification Process.....	7
3.1 RTIP Amendment Cycle	8
4 RTIP Projects.....	10
4.1 Fiscally Constrained Projects	10
4.2 Illustrative Priorities	11
4.3 Contingency List Projects	11
5 Financial Plan	12
5.1 Fiscal Constraint.....	12
5.2 Financial Table	12
6 Environmental Justice	12
6.1 Data and Methodology	13
6.2 Geographic Proximity Analyses	13
6.3 Summary and Conclusions.....	15

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 for the Skagit Metropolitan Planning Area, 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 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. 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.

In addition to being a Metropolitan Planning Organization, SCOG is also a Regional Transportation Planning Organization, as designated through Washington State's Growth Management Act. As a Regional Transportation Planning Organization, SCOG involves cities, towns, Skagit County, Skagit Transit, ports, tribes, private employer representatives, and WSDOT in its planning activities. This includes preparation of a Regional Transportation Plan, certification that countywide planning policies and local transportation elements are consistent with Regional Transportation Plan, and development and maintenance of the six-year Regional Transportation Improvement Program.

1.2 PURPOSE OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCOG is required by federal and state regulations to develop a Regional Transportation Improvement Program (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 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

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.



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 spent. For this reason, the RTIP 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 RTIP also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed² 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 constrained³ portion of the RTIP.

2 RTIP DEVELOPMENT

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 expected funding levels 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. Local agencies then make any revisions deemed necessary before adopting their Comprehensive Transportation Programs, which includes projects with both secured⁴ and planned funding.

Many of the short-range Comprehensive Transportation Programs of SCOG member agencies are available online. Links to selected short-range transportation programs are listed below:

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 Block Grant 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.

- [City of Burlington](#)
- [City of Mount Vernon](#)
- [City of Sedro-Woolley](#)
- [Town of Concrete](#)
- [Town of La Conner](#)
- [Skagit County](#)
- [Skagit Transit](#)
- [WSDOT 6-Year Project Development Plan](#)

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 2018-2023 RTIP is included in Section 4. From these projects, an assessment of region-wide financial feasibility is estimated in Section 5.

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 for review and comment in September. The Technical Advisory Committee recommends whether the Transportation Policy Board should or should not 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. However, written comments are preferred.

After considering public input and the recommendation from the Technical Advisory Committee, the Transportation Policy Board decides whether to adopt the draft RTIP. If approved, 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

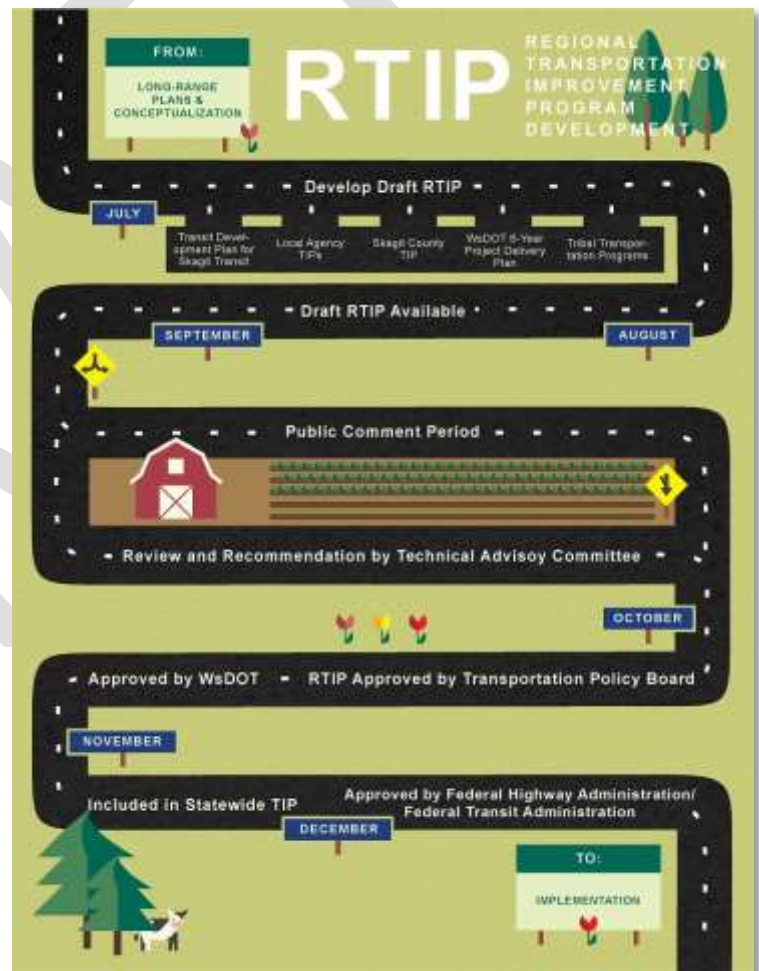


FIGURE 1: RTIP DEVELOPMENT PROCESS

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

Submit comments on the Draft 2018-2023 RTIP to:

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

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.

After local Comprehensive Transportation Programs have been reviewed by the public, approved, and submitted to SCOG, 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](#)

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 6, 2017. The final draft of the RTIP includes the submitted public comments below and will be presented to the Transportation Policy Board prior to any action taken regarding the adoption of the RTIP.

- *The public comment period will close on October 6, 2017*

The public involvement activities and time established for public review and comments on the RTIP development process satisfy the Federal Transit Administration's Program of Projects requirements that Skagit Transit must follow.

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 Block Grant (STPBG) and STPBG Set-Aside funding 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 Timeline](#)

SURFACE TRANSPORTATION PROGRAM BLOCK GRANT

SCOG receives an annual allocation of Surface Transportation Program Block Grant funds to be awarded to priority projects in Skagit County. Surface Transportation Program Block Grant 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 *Skagit 2040 Regional Transportation Plan*.



SCOG is required to program four years' worth of Surface Transportation Program Block Grant projects for inclusion in the RTIP and the STIP. However, SCOG typically programs six years' worth of Surface Transportation Program Block Grant 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 Block Grant projects are competitively selected to receive funding based on their ability to address priorities identified in *Skagit 2040*. A formal Surface Transportation Program Block Grant selection process has been developed to provide clarity on how projects will be regionally prioritized for funding.

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

SURFACE TRANSPORTATION PROGRAM BLOCK GRANT SET-ASIDE

Funding decisions regarding Surface Transportation Program Set-Aside 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 Block Grant funds, SCOG programs six years' worth of Surface Transportation Program Set-Aside funds to provide flexibility in project timelines and generally hold calls for projects every two years rather than every year. A formal Surface Transportation Program Set-Aside selection process has been developed to provide clarity on how projects will be regionally prioritized for funding.

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

2.5 2017-2022 RTIP PROJECTS NOT INCLUDED IN THE 2018-2023 RTIP

The following projects were included in the fiscally constrained portion of the 2017-2022 RTIP but are not included in the same portion of the 2018-2023 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 2017-2022 RTIP projects that are not included in the 2018-2023 RTIP.

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST	STATUS
Concrete	Main Street Overlay	Resurfacing of Main Street from Superior to Grassmere.	\$426,000	Underway
Concrete	Main Street Phase 3	Improvements will remove and replace existing sidewalks on the south side of Main St. from N. Superior to N. Park Ave.	\$311,750	Underway
Concrete	Main Street, Phase IV	Improvements will remove and replace existing deficient sidewalks on the south side of Main Street from N. Park Avenue to Grassmere Rd.	\$284,250	Underway
Mount Vernon	Bike Walk Mount Vernon 2013	The project includes bike lanes, a bike signal, trail crossing improvement, traffic signal and enforcement.	\$419,500	Completed
Sedro-Woolley	Fruitdale Road Arterial Improvements	Reconstruct roadway with roundabout intersection at Northern State Road.	\$2,815,000	Design underway
Skagit County	Lower Finney Creek Bridge Repairs	Repair/replace the bridge deck and make repairs to the Lower Finney Creek Bridge.	\$347,000	Completed
Skagit Transit	Replacement Vehicles	Replacement vehicles for Skagit Transit's vanpool program.	\$143,705	Underway
WSDOT Marine	SR 20 Spur/Anacortes Trm - Facility ADA Compliance Improvements	Terminal facility ADA compliance improvements. This project will construct ADA compliance upgrades at the Anacortes Ferry Terminal on parking lots and sidewalks on the west side of the exit lanes.	\$205,929	Not regionally significant
WSDOT Marine	SR 20 Spur/Anacortes Trm - Illumination System Rebuild	Replace Existing light fixtures and deficient luminaire poles as needed. This project will rebuild the illumination system at the Anacortes Ferry Terminal, by replacing existing incandescent fixtures with energy efficient and greater lifespan LEDs	\$560,983	Not regionally significant
WSDOT Marine	SR 20 Spur/Anacortes Trm Bldg Vic - Underground Storage Tank Remediation	Remediation of former underground storage tank site soil contamination. This Project will address environmental impacts to soil and groundwater associated with a former diesel underground storage tank (UST) at the Anacortes Ferry Terminal.	\$412,452	Not regionally significant

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST	STATUS
WSDOT NW	- I-5/300th St NW to Anderson Rd - Cable Barrier Upgrade	This project will replace existing 3-strand cable rail systems with high-tension 4-strand cable rail on I-5 from MP 215.12 to MP 225.48.	\$2,352,970	Underway
WSDOT NW	- I-5/Lake Samish Vic - Stormwater Pipe Replacement	Replace/rehabilitate several deteriorating storm water pipes before they fail and cause the roadway to fail.	\$486,107	Underway
WSDOT NW	- I-5/SR 11 to Samish River Vic - Cable Barrier Upgrade	This project will replace existing 3-strand cable rail systems with high-tension 4-strand cable rail on I-5 from MP 230.90 to MP 234.61.	\$1,066,918	Underway
WSDOT NW	- SR 20 Spur/Commercial Ave to Anacortes Ferry Terminal - ADA Compliance	This project will evaluate and improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.	\$941,874	Underway
WSDOT NW	- SR 20 Spur/R Avenue Vicinity - ADA Compliance	The project will improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.	\$96,025	Underway
WSDOT NW	- SR 20/Collins Road Vic to SR 9 - ADA Compliance	This project will evaluate and improve pedestrian safety by upgrading ADA sidewalk ramps within the project limits.	\$483,445	Underway
WSDOT NW	- SR 20/Rocky Creek to Granite Creek BST	This project will apply a bituminous surface treatment to SR 20 from MP 102.09 to MP 148.12.	\$2,644,636	Included with Asphalt/Chip Seal Preservation Skagit Council of Governments (WA-08601)
WSDOT NW	- SR 20/SR 536 Vic to Pulver Rd Vic - Cable Barrier Upgrade	This project will replace existing 3-strand cable rail systems with high-tension 4-strand cable rail on SR 20 from MP 54.72 to MP 58.35.	\$984,686	Underway
WSDOT NW	- SR 536/Kincaid St - Railroad Crossing Improvements	This project will install upgraded crossing detection and circuitry in Mount Vernon at the intersection of Kincaid St and 3rd St.	\$429,275	Cancelled
WSDOT NW	- SR 536/Montgomery St - Railroad Crossing Improvements	This project will install upgraded crossing detection and circuitry in Mount Vernon at the intersection with Montgomery St.	\$365,759	Cancelled

3 AMENDMENT & MODIFICATION PROCESS

Transportation priorities and funding strategies change over time. It is likely the project list identified in the RTIP will need to be altered at some point prior to the development of the 2019-2024 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 formal 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
12/26/2017	1/4/2018	1/17/2018	1/19/2018	2/2/2018	2/16/2018
1/23/2018	2/1/2018	2/21/2018†	2/16/2018	3/2/2018	3/16/2018
2/20/2018	3/1/2018	3/21/2018†	3/16/2018	3/30/2018	4/13/2018
3/27/2018	4/5/2018	4/18/2018	4/20/2018	5/4/2018	5/18/2018
4/24/2018	5/3/2018	5/16/2018	5/18/2018	6/1/2018	6/15/2018
5/29/2018	6/7/2018	6/20/2018†	6/15/2018	6/29/2018	7/13/2018
6/26/2018	7/8/2018	7/18/2018	7/20/2018	8/3/2018	8/17/2018
7/24/2018	8/2/2018	8/15/2018	8/17/2018	8/31/2018	9/14/2018
8/28/2018	9/6/2018	9/19/2017	9/21/2018	10/5/2018	10/19/2018
9/24/2018	10/4/2018	10/17/2018	10/19/2018	11/2/2018	11/16/2018

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

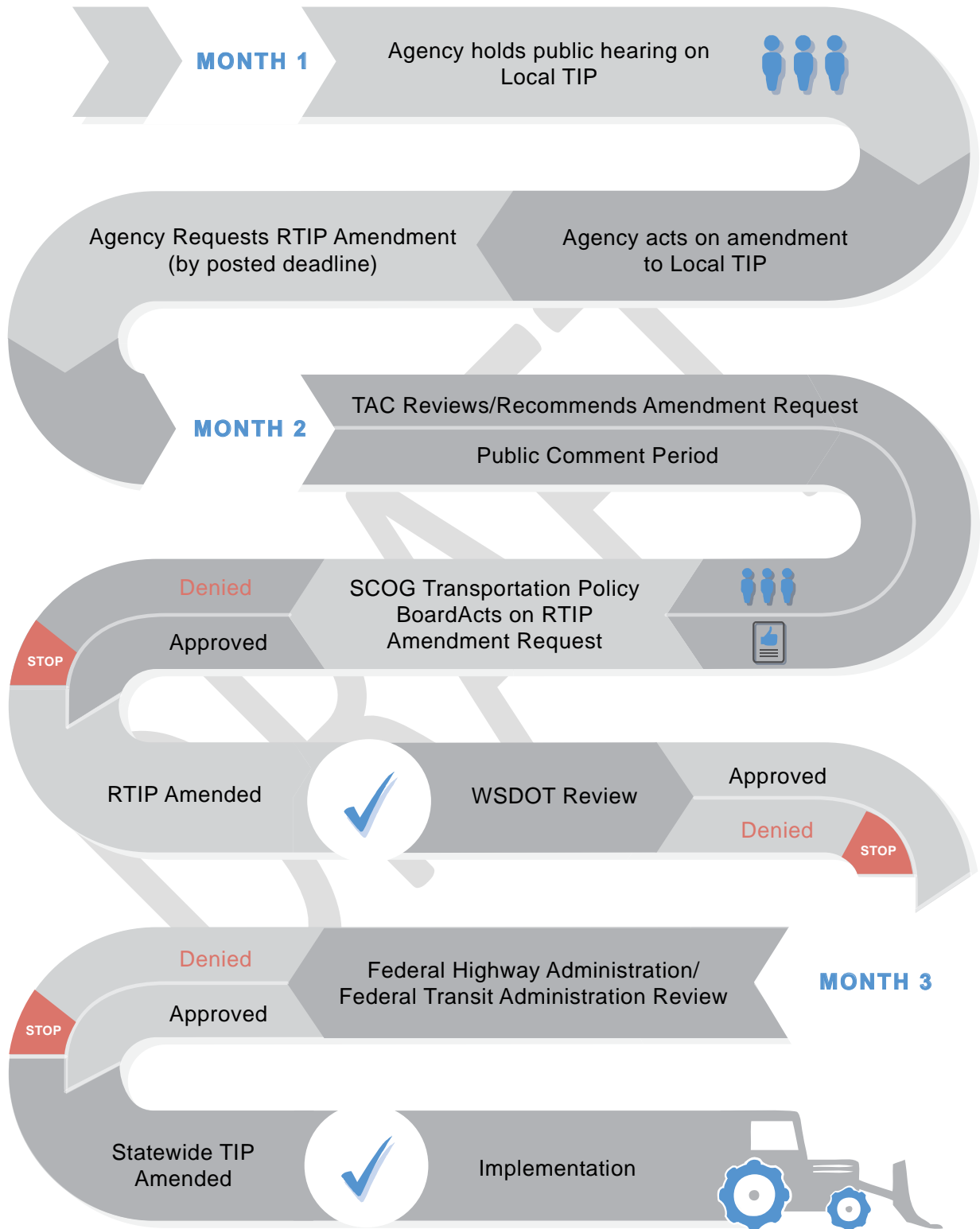


FIGURE 2: RTIP AMENDMENT CYCLE

4 RTIP PROJECTS

4.1 FISCALLY CONSTRAINED PROJECTS

The 2018-2021 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 Block Grant and Surface Transportation Program Set-Aside funds in years five and six (2022 and 2023) of the RTIP.

Online RTIP Project Map:

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

- [2018-2021 Fiscally Constrained SCOG RTIP Projects](#)

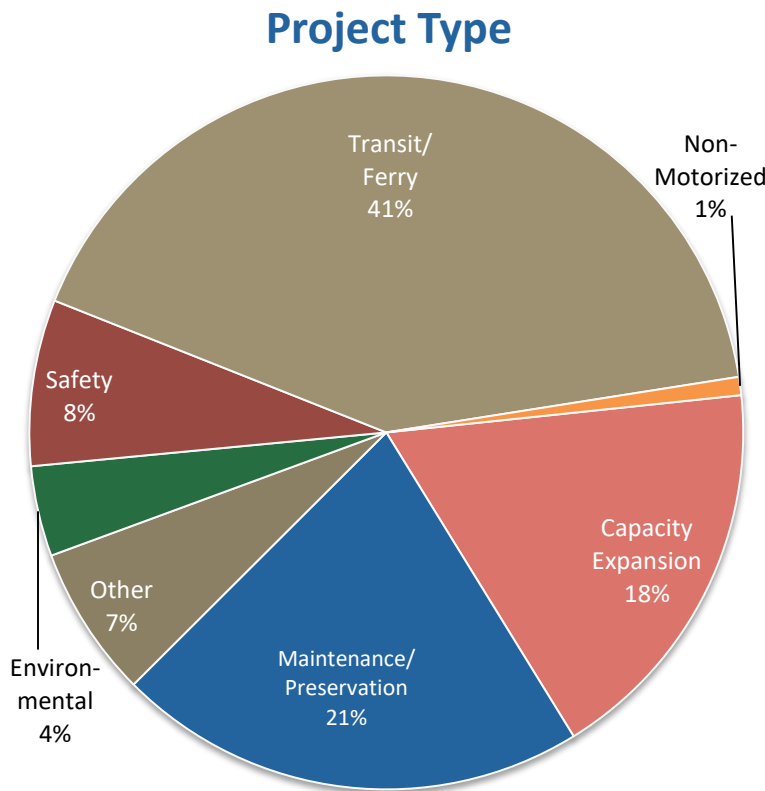


FIGURE 3: FUNDING BY PROJECT TYPE

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-one percent of the funding included in the fiscally constrained portion of the 2018-2023 RTIP is dedicated to Skagit Transit operating costs and capital improvements for the ferry systems in Skagit County. Additionally, twenty-one percent 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. Forty-two percent of the funding included in the fiscally constrained portion of the RTIP is from local sources. The majority of the local funds are included as matching funds to the federal 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 Block Grant and Surface Transportation Program Set-Aside 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 Block Grant or Surface Transportation Program Set-Aside funds de-obligates⁶ its funds
- A project closes out using less than the amount of funds awarded. Excess funds are returned to SCOG for future allocation
- Allocations of Surface Transportation Program Block Grant or Surface Transportation Program Set-Aside funds are higher than anticipated at the time of RTIP adoption

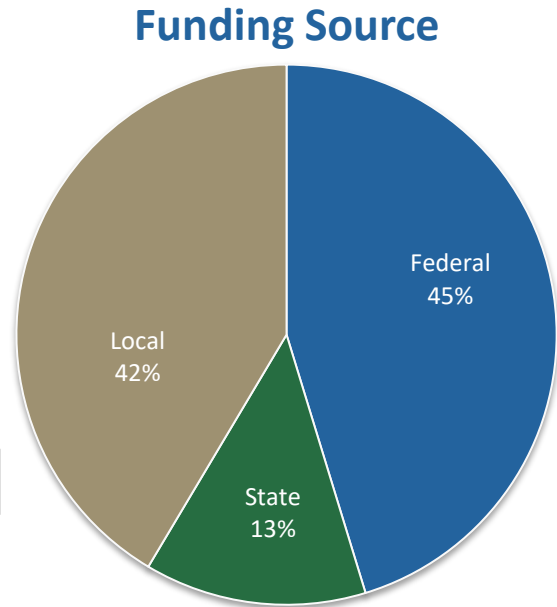


FIGURE 4: FUNDING BY SOURCE

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.

- [2022-2023 SCOG Illustrative Projects](#)

4.3 CONTINGENCY LIST PROJECTS

In order to provide further flexibility in meeting its annual regional obligation target, SCOG has identified several projects to be included on a contingency list. The primary consideration to being included on the contingency list is that the project must be able to obligate federal funding in a relatively short amount of time. These projects are typically transportation planning studies or recurring transit capital expenses. The contingency list is prioritized when SCOG issues a call for projects to utilize Surface Transportation Program Block Grant funds. These projects will only be moved into the fiscally constrained portion of the RTIP if other programmed projects are unable to

PRIORITY	AGENCY	STUDY/PROJECT	COST
1	Sedro-Woolley	Jones/John Liner/Trail Road Corridor Scoping Study	\$100,000
2	Skagit Transit	Reconstruct Bus Stops	\$30,000
3	Skagit Transit	Bus Shelters Purchase	\$20,000
4	Skagit Transit	Bus Stop Design Standards	\$100,000
5	SCOG	Household Travel Survey	\$200,000

TABLE 2: STPBG CONTINGENCY LIST

⁶ De-obligation 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.

move forward and SCOG is in jeopardy of falling short of its regional obligation target. There is no guarantee that these projects will ever receive funding. See Table 2 for the prioritized contingency list.

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 the RTIP is “fiscally constrained” because programmed expenditures are within reasonable balance of expected fund allocations.

FINANCIAL PLANNING ASSUMPTIONS

ACCOUNTING FOR INFLATION

The project costs reported in the RTIP include an adjustment to account for 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.

Fiscal Constraint: the RTIP demonstrates that the programmed projects will not cost more than the expected amount of funding available.

REVENUE PROJECTIONS

Revenue projections for WSDOT-managed federal funds (e.g. National Highway Performance Program, Highway Safety Improvement Program, 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 Block Grant and Surface Transportation Program Set-Aside, are generally assumed to be the same as the 2017 appropriations.

5.2 FINANCIAL TABLE

SCOG has prepared a financial table that identifies all of the funding programmed in the fiscally constrained portion of the RTIP and documents the amount of funding that is reasonably expected to be available. The table, linked below, demonstrates that the first four years of the 2018-2023 RTIP are fiscally constrained and financially feasible.

- [2018-2021 SCOG RTIP Financial Summary & Feasibility](#)

6 ENVIRONMENTAL JUSTICE

Environmental justice principles are considered in RTIP project programming to protect minority populations and low-income populations from disproportionately adverse effects of programs, policies, and activities funded by the U.S. Department of Transportation. By accepting federal funds through the Federal Highway Administration and Federal Transit Administration, SCOG and any recipients of federal funds through SCOG must incorporate environmental justice into their transportation planning efforts.

The concept of environmental justice was first identified as a national policy in [*Executive Order No. 12898: Federal Actions to Address Environmental Justice in Minority Populations and Poverty Populations*](#). While related, this order is distinct from Title VI, which prohibits discrimination on the basis of race, color, or national origin in federal programs.

Investment in transportation projects can have both positive and negative impacts on the surrounding area. Negative impacts can include creating barriers within communities, restricting access to public facilities, safety risks, and environmental impacts such as noise, water pollution, and reduced air quality. On the other hand, transportation projects can reduce travel times, increase connectivity, mobility, and accessibility, and support the local economy. SCOG has performed an analysis on the projects included in the RTIP (at the time of adoption) to determine the spatial distribution of RTIP project priorities as they relate to environmental justice populations.

6.1 DATA AND METHODOLOGY

DEMOGRAPHIC DATA

In 2017, SCOG updated the [*Skagit County Demographic Profile*](#). Based on data from the decennial census and American Community Survey five-year estimates, this document identifies vulnerable populations in Skagit County at the Census block or tract level. SCOG uses the analysis from the Demographic Profile to identify geographic areas with relatively high concentrations of environmental justice populations.

The key demographic groups used in the environmental justice assessment of the RTIP are defined as:

- **Minority:** A person was considered a minority if he or she claimed any of the following identities in their census response: American Indian, Alaska native, Asian, Black, Hawaiian, Pacific Islander, Hispanic, or Latino. In 2010, 23 percent of Skagit County's population identified as a minority. Any census block with more than 23 percent of its population describing itself as other than non-Hispanic White was considered a minority block for the environmental justice analysis.
- **Poverty:** Any person whose household income is below the federal poverty level. According to the 2011-2015 American Community Survey estimates, 16 percent of Skagit County's population was below the federal poverty level. Any census tract with more than 16 percent of its population below the poverty level was considered a low-income tract for the environmental justice analysis.

RTIP PROJECT DATA

This analysis is based on the geographic location of the projects included in the fiscally constrained portion of the RTIP at the time of its adoption. Any census block or tract that was within 100 feet of an RTIP project was considered to be impacted by the programming in the RTIP (projects that include the entire county in its area, such as Skagit Transit's Operating Funds or the SCOG Administration 2018-2021 project were not included in this analysis). Illustrative priorities in years five and six of the RTIP are not included in this analysis. Also, the analysis does not include projects that were in previous iterations of the RTIP and not carried over to the 2018-2023 RTIP.

6.2 GEOGRAPHIC PROXIMITY ANALYSES

The Skagit County Demographic Profile summarizes the data for environmental justice populations at two levels of geographies, as designated by the Census Bureau: census blocks and census tracts. Information regarding minority status is obtained in the decennial census so it is available at the smaller census block geography. Information regarding poverty is obtained in the American Community Survey five-year estimates. Larger analysis geography (census tracts) is necessary to have reasonable confidence in the results, because it is based on a sample of the population.

Regional thresholds have been established to identify census blocks and tracts that contain higher proportions of populations to be considered in environmental justice analysis. Any census block or tract that is above its associated regional threshold is considered an environmental justice block or tract.

Geographic analysis was performed to determine how many of the projects included in the fiscally constrained portion of the RTIP are within 100 feet of an environmental justice block or tract. This helps identify spatial patterns of transportation investment decisions and how they impact populations. However, this analysis does not determine whether vulnerable populations are benefitted or disproportionately burdened by specific projects. A project-level environmental analysis is needed to make this determination, which occurs closer to project implementation.

POVERTY POPULATION ANALYSIS

In Skagit County, 16 percent of the population was below the federal poverty level between 2011 and 2015. Of all of the census tracts in Skagit County, 14 tracts (47 percent) had a poverty rate at or above the regional threshold (16 percent). Of the 20 tracts impacted by projects in the fiscally constrained portion of the RTIP, nine (45 percent) were above the regional threshold. Therefore, the proportion of investments identified in the RTIP that impact tracts with poverty rates above the regional threshold is reasonably consistent with the total proportion of tracts above the regional threshold for poverty throughout Skagit County.

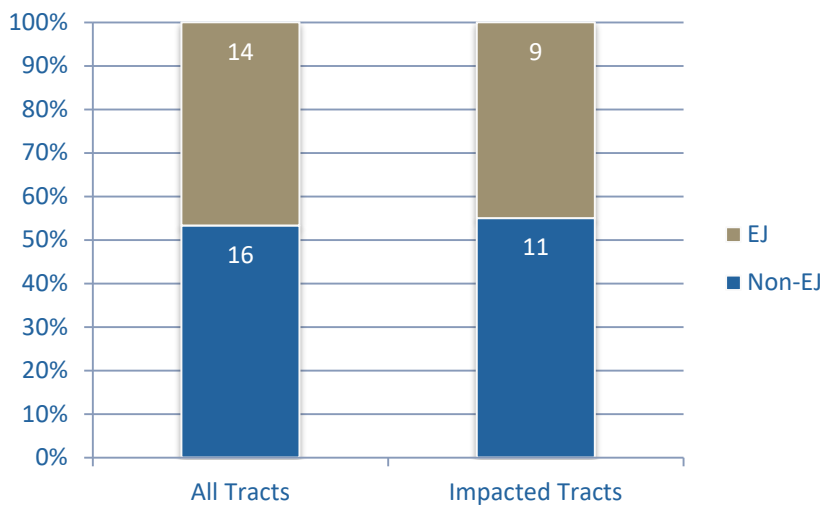


FIGURE 5: RATIO OF POVERTY TRACTS TO REGIONWIDE TRACTS

MINORITY POPULATION ANALYSIS

According to the 2010 decennial census, 23 percent of Skagit County residents identified as minorities. Therefore, the regional threshold for minority percentage of the population was set at 23 percent and any census block that had a higher proportion was considered an environmental justice block. Of all 2,649 census blocks with non-zero populations in Skagit County, 671 (25 percent) were above the regional threshold. Of the 184 blocks that had a non-zero population and were impacted by projects included in the fiscally constrained portion of the RTIP, 76 (41 percent) were blocks that were above the regional threshold. Therefore, the proportion of minority census blocks affected by projects in the RTIP is

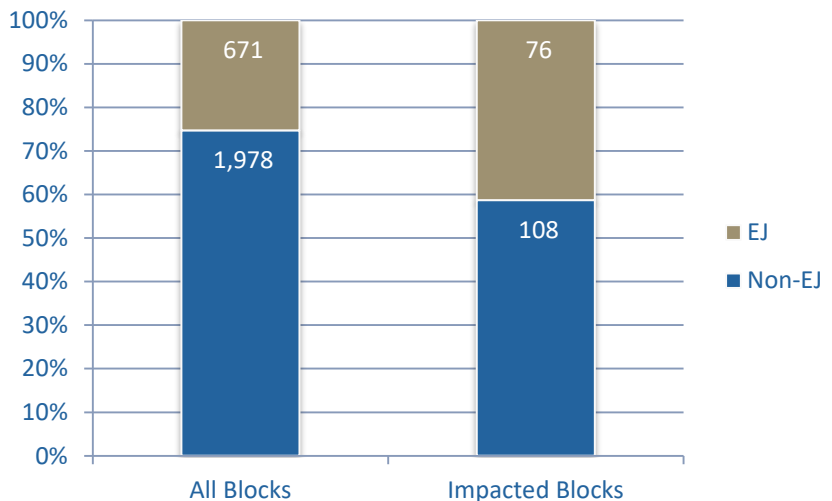


FIGURE 6: RATIO OF MINORITY BLOCKS TO REGIONWIDE BLOCKS

greater than the proportion of minority census blocks in the region as a whole. In other words, more investments are being made that impact minorities than should be reasonably be expected.

6.3 SUMMARY AND CONCLUSIONS

The results of this analysis show that transportation investments are not disproportionately withheld from environmental justice blocks and tracts. However, project-level analysis should be done to ensure environmental justice populations will not be disproportionately burdened by the planned investments identified in the fiscally constrained portion of the RTIP.

DRAFT