



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
(IRTPO)
FEDERAL FISCAL YEARS 2024 – 2029

Adopted by IRTPO Executive Board

on

October 25, 2023

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Non-Voting Members

Naval Air Station Whidbey Island	Brian Tyhuis
City of Stanwood.....	Patricia Love

IRTPO Transportation Advisory Committee

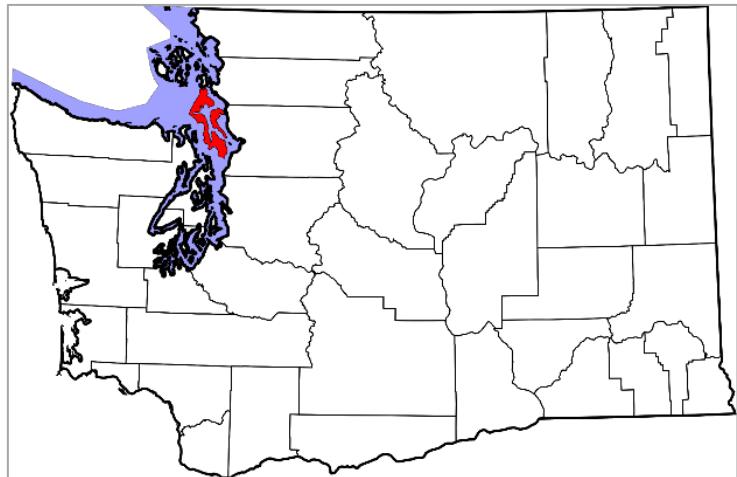
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Oak Harbor Public Works	Alex Warner
Oak Harbor Community Development.....	Cac Kamak
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IRTPO Staff

Malcolm Roberts – IRTPO Planner/Transportation Planner

Introduction to the Island Regional Transportation Planning Organization

Regional Transportation Planning Organizations (RTPO)s are entities formed by Washington State legislative action as defined in [RCW 47.80](#)¹. Island RTPO, or IRTPO, includes member agencies Island County, City of Oak Harbor, Town of Coupeville, City of Langley, Port of Coupeville, Port of South Whidbey, Island Transit, Naval Air Station Whidbey, Washington State Department of Transportation (WSDOT), and City of Stanwood. These organizations voluntarily participate in the IRTPO and have elected Island County as the lead agency and fiscal agent. The IRTPO operates on State and Federal grant funding. No dues are collected from member agencies, however as the fiscal agent, Island County provides a 13.5% match- fund required with the use of Federal grant opportunities provided to the IRTPO.



The Region

Island Region geography encompasses Whidbey and Camano Islands as well as seven small, uninhabited islands of Island County² made up of historically rural islands. There is a strong maritime connection, vast tracts of land in working farms, state and county parks, historic settlements and reserves, large land trusts, and other community lands. A portion of the agricultural lands within Ebey's Landing National Historical Reserve have been farmed since Whidbey Island was settled in 1852. Both Whidbey & Camano Island are known for their stunning vistas, distinctive heritage and cultural character, and wealth of environmental amenities.

Purpose of the Regional Transportation Improvement Program (RTIP)

Washington State regulation(s) require the development of a six (6)-year Regional Transportation Improvement Program (RTIP) which must be updated a minimum of every two (2) years. The RTIP outlines the region's transportation projects and financing plans based on demonstrated consistency between project implementation and regional planning goals. The RTIP includes, but is not limited to, projects such as pavement overlays, roadway widening, signal systems or intersection improvements, safety enhancements, bicycle and pedestrian facilities, and transit improvements.

The RTIP is formed with the inclusion of projects included in member agency(ies) 2024-2029 Six (6)-Year Local Transportation Improvement Programs (Local TIPs).

The State of Washington requires cities, towns, counties, and tribes to submit a list of projects annually; the list constitutes a six-year financial plan for transportation project implementation. Consistent with State and Federal mandates, the RTIP is a financially constrained plan. All projects listed as “selected” (S), have secured funding and are ready for implementation. Projects listed as “planned” (P), are projects listed in the Local TIPs but do not have secured funding.

Projects that have a secured federal fund are required to be included into the WSDOT biennial State Transportation Improvement Program.

IRTPO Planning Area Map



IRTPO RTIP POLICIES

Adopted April 26, 2017²

Introduction & Project Based Award Funding

The IRTPO administers two federal grant funding programs: Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA). In compliance with state and federal guidelines, the Regional Transportation Improvement Program (RTIP) includes all projects that have been awarded STBG or TA federal funding. The RTIP also includes other non-federally funded projects that are deemed regionally significant.

The IRTPO generally issues a call for regionally significant projects every two (2) years. Projects received are competitively ranked to recommend both federal funding awards and program year priority. The IRTPO has identified policies to guide development of the RTIP and administration of federal funds.

Policy 1 Regional Consistency

Projects included in the RTIP must be consistent with the adopted Island Regionally Significant Transportation System and the Island Regional Transportation Plan.

Policy 2 Financial Constraint

WSDOT provides both annual and four-year funding allocation estimates to RTPOs. The total cost of projects programmed within the first four years must be fiscally constrained. In addition, programmed projects are generally required to stay near annual targets. Although the IRTPO prepares a six-year list of projects, funding for the last two years are for planning purposes only.

Policy 3 Dormant or Inactive Projects

Programmed projects, that do not obligate on schedule and are placed on the inactive list by WSDOT, may be subject to deobligation. The IRTPO Executive Board will determine if a deobligated project will require resubmittal at the next call for projects.

Policy 4 Cost Overruns

Cost overruns are the responsibility of the project sponsor and additional funding requests will generally need to be made at the next call for projects. In some cases, the IRTPO may be able to shift funding awards across project phases and/or years to help manage costs.

Policy 5 Changes to the Scope of Work

Changes to the scope of work for projects programmed in the RTIP are considered amendments and must be approved by the IRTPO Executive Board. If the Executive Board determines the original scope of work to have significant changes, it may result in removal from the RTIP.

Policy 6 Unanticipated Funds

The IRTPO may receive additional funding (e.g. deobligations, projects removed from RTIP, additional grant allocations) outside of the normal call for projects cycle. Project priority, project readiness, and flexibility to meet federal obligation targets must be considered when deciding how to allocate such funding. Projects from prior year grant rounds and ones with higher rankings will be considered first. Funding should be authorized in the following sequence:

Programmed projects may be evaluated for potential cost overruns. Although this funding provision is not intended as a means for expanding the original project scope; it could address required project changes or restoration of deleted scope elements.

Illustrative projects in the outer two years of the six-year Regional Transportation Improvement Plan may be moved into the four year fiscally constrained program. Phasing of out-year projects, in order to stay within obligation targets, may be allowed.

An interim call for projects may be made as needed to meet obligation targets. If obligation targets have already been met the additional funds may be carried forward to a future call for projects.

Policy 7 **Amendment Cycles**

The IRTPO Executive Board adopts the RTIP October of each year. Amendments to the RTIP are considered on a monthly basis between January and October. The annual schedule of amendment cycles will be established by the IRTPO prior to the beginning of each federal fiscal year (October 1).

IRTP 2024-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Illustrated Project Summaries

Agency: Island County/WSDOT

Title: SR 20 Shoulder Widening: Race to Welcher

Project Description: This section of SR 20 has minimal shoulders. The project will provide Four (4)-foot shoulders on both sides of the highway.

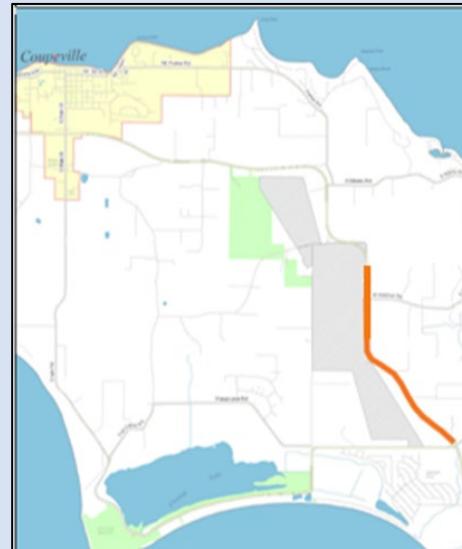
1

Estimated Cost: \$4,870,000

STBG Grant Funds: \$3,180,000

Funding Balance: Combination of Other Grant / Local Roads

Years: 2020-2026



Agency: Island County

Title: East Camano Drive/Cross Island Intersection Improvements

Project Description: Removal of existing traffic signal, to be replaced with a four-leg roundabout at E. Camano, Cross Island, and Arrowhead Road.

Estimated PE Cost: \$925,000

Estimated total CN: \$4,000,000

STBG Grant Funds: \$800,000

Funding Balance: Combination of Other Grant / Local Roads

Years: 2026

Agency: Island County

Title: Non-Compliant Regulatory & Warning Sign Replacement -County-wide

Project Description: Install/upgrade existing non-compliant regulatory & warning signs 10 yrs. or older.

Estimated Cost: \$529,000

HSIP Grant Funds: \$529,000

Years: 2024-2025



Agency: Island County

Title: Clinton to Ken's Corner Trail

Project Description: The proposed Clinton to Ken's Corner Trail project will construct a 10-foot wide, paved non-motorized multi-use trail along SR525 in the Clinton community from Deer Lake Road to Langley/Cultus Bay Road.

4

Estimated Cost: \$12,200,000

State Funds: \$3,750,000

Funding Balance: Combination of Other Grant / Local Roads

Years: 2025-2027



Agency: Island County/State Parks

Title: Kettles to Fort Ebey Connector Trail

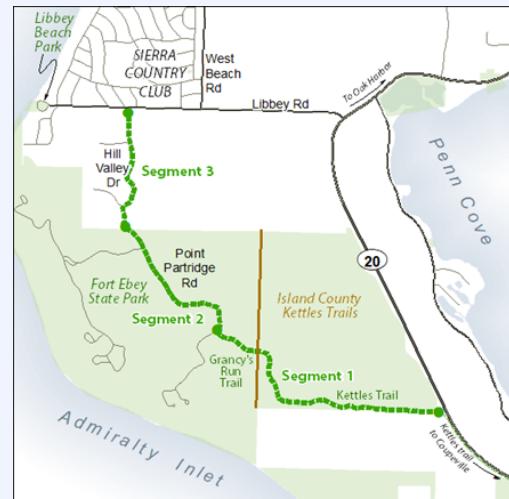
Project Description: Improvements to an existing trail and road connecting the paved Kettles Trail along SR 20 through Fort Ebey State Park.

5

Estimated Cost: \$132,700

TA Grant Funds: \$132,700

Years: 2023 - 2024



Agency: City of Oak Harbor

Title: NW Heller Street Overlay

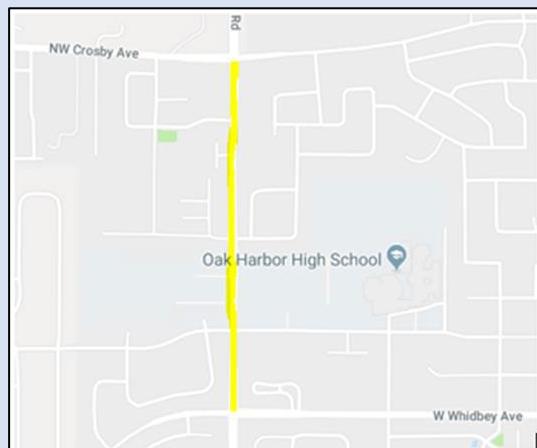
Project Description: Rehabilitate Road surface for a segment of Heller Street, a primary north-south route connecting to NAS Whidbey and serving high density housing and schools.

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Estimated Cost: \$360,609

STBG Grant Funds: \$311,919

Years: 2023-2024



Agency: City of Oak Harbor

Title: Active Transportation Plan

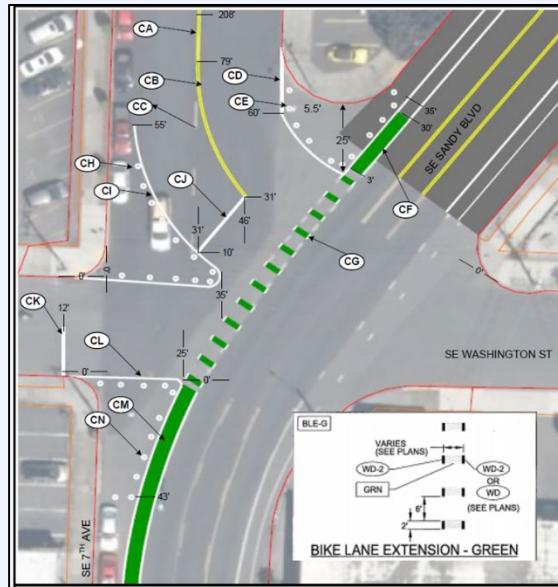
Project Description: Development of the plan will include an assessment of the existing conditions of infrastructure, signage, parking and whatever else is in the rights-of-way. A snapshot of existing networks, paths, and patterns will also be observed.

7

Estimated Cost: \$150,000

TA Grant Funds: \$129,750

Years: 2021-2023



Agency: City of Oak Harbor

Title: Midway Blvd Improvement

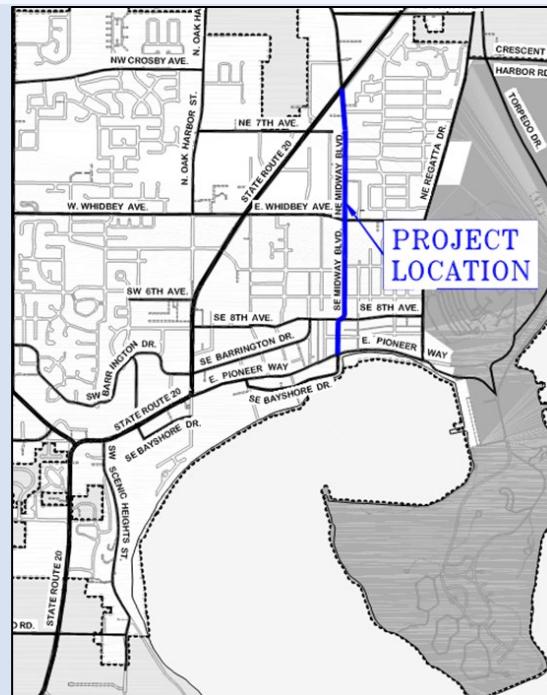
Project Description: Grind and overlay roadway. Upgrade pedestrian facilities. Re-channelization and upgrade of traffic signal systems.

Estimated Cost: \$1,098,266

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STBG Grant Funds: \$950,000

Years: 2025



Agency: Port of South Whidbey

Title: Passenger Ferry Dock Replacement

Project Description:

Phase 1 – removal of remaining damaged floats. Existing pilings will remain in place; existing gangway will be stored and re-installed during phase 3. Phase 2 – design/engineer new dock configuration utilizing existing pilings that will accommodate Passenger-Only Ferry operations at the Clinton Dock. Phase 3 – construction of new Passenger-Only dock.

9

Estimated Cost: \$4,988,249

STBG Grant Funds: \$319,000

Years: 2021-2024



Agency: WSDOT NW Region

Title: SR 20 Deception and Canoe Pass Bridges Soil Abatement

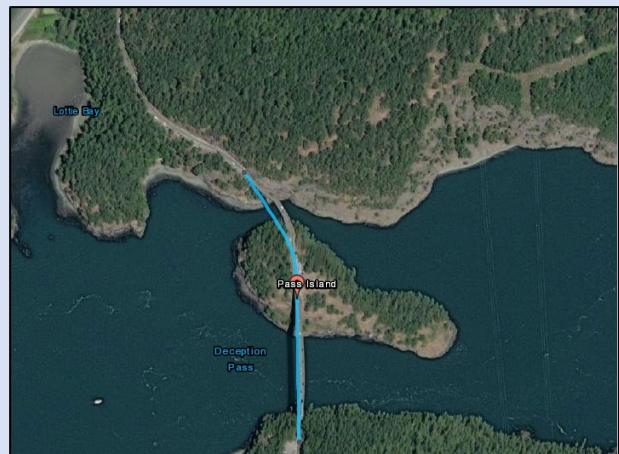
Project Description: Removing and replacing soils contaminated with high lead content.

Estimated Cost: \$440,576

10

NHPP Funds: \$427,562
\$372,923 on STIP

Years: 2021-2024



Agency: WSDOT

Title: SR 20/W Fakkema Road Intersection Improvements

Project Description: This intersection has been identified as having a high number of collisions. Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions.

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Estimated Cost: \$928,496

HSIP Funds: \$897,363

Years: 2022-2025



Agency: WSDOT

Title: Asphalt/Chip Seal Preservation Island County

Project Description: Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity and extend the service life of the pavement. Individual project may be found at www.wsdot.wa.gov/projects/search under Programmatic Projects in STIP

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Estimated Cost: \$2,078,334

NHPP Funds: \$1,126,290

Years: 2022-2024 / beyond
Program Occurs Annually



Agency: Island Transit

Title: South Whidbey Transit Center

Project Description:

The South Whidbey Transit Center will be a state-of-the-art facility that will include approximately 100 parking stalls and a small operations building. This facility will provide equitable access to transportation in an underserved area. South Whidbey's first transit hub is regionally significant as it improves connections across the Salish Sea, from central Puget Sound to the Olympic Peninsula via Island County. It will also provide better access to ferries, a much needed park & ride, facilities for staff, and electric vehicle charging stations.

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Estimated Cost: \$15,000,000

Funds: \$7.52 million in federal section 5339 funds have been awarded by the Federal Transit Administration. A \$4 million Congressionally Designated Request for funding is pending approval of the FY 2024 THUD appropriations bill. Additional local funds have been set aside in reserves.



Years: 2022-2025

Agency: Island Transit

Title: Transition to Zero Emissions Vehicles

Project Description:

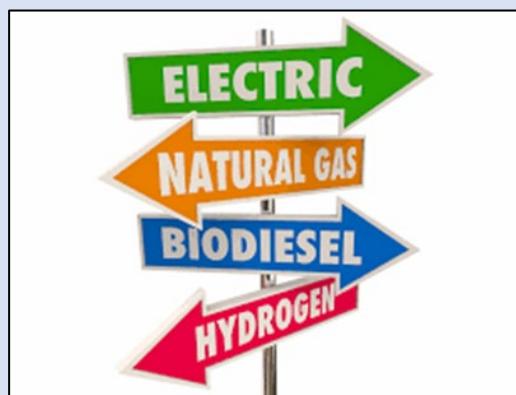
Island Transit is in the process of transitioning its fleet to zero emissions. This process will include a variety of ZEV types as well as the infrastructure to charge or fuel them.

14

Estimated Cost: Unknown

Funds: \$7 million in state funds have been earmarked in the state's Move Ahead Washington spending plan. Additional local funds have been set aside in reserves.

Years: 2023/2025 and beyond



Agency: Island County

Title: East Camano Drive & McElroy Drive Roundabout

Project Description: Replace traffic signal with a three (3) leg traditional modern roundabout, Camano Island.

15

Estimated PE Cost: \$606,936

Estimated total CN: \$3,000,000

STBG Grant Funds: \$525,000 (PE)

Years: 2024-2028



Agency: IRTPO

Title: Safe Streets for All

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Project Description: Develop IRTPO Comprehensive Safety Action Plan centered on significant reduction in roadway fatalities and serious injury collisions with detailed data analysis and outreach efforts necessary to create a comprehensive set of prioritized projects and strategies.

Federal Grant Funds: \$403,200

Estimated total: \$504,000

Year: 2024



IRTPO 2024 - 2029 RTIP Summary

Agency	Project Name	Description	Total Cost	IRTPO Grant & Award Year	Improvement Type	STIP ID
Island County	SR 20 Shoulder Widening: Race to Welcher	This section of SR 20 has minimal shoulders. The project will provide four (4') foot shoulders on both sides of the highway.	\$4,870,000	STBG 2018-2019 & 2020-2021	Safety	WA-11707
	East Camano Drive & Cross Island Road Intersection Improvements	Improvements at the intersection of East Camano Drive and Cross Island Road include, but are not limited to, removal of existing traffic signal to be replaced with a 4-leg Traditional Modern roundabout, including connection of the Cross Island Road and Arrowhead Road intersection.	\$4,925,000	STBG 2020-2021	Safety	WA-13268
	Clinton To Ken's Corner Trail	Design and build multi-use, non-motorized trail from Deer Lake Road to Cultus Bay Road.	\$12,200,000	STBG 2020 TA 2021	Pedestrian /Bicycle	WA-09712
	Kettles-Fort Ebey Trail Connector	Develop a multi-use route to facilitate non-motorized travel from the paved Kettles Trail at SR-20 to Libbey Road via Kettles Forest, Fort Ebey State Park and Hill Valley Road.	\$834,000	TA 2018-2019	Pedestrian /Bicycle	WA-11711
	East Camano Drive & McElroy Drive Roundabout	Replace traffic signal with a three (3) leg traditional modern roundabout, Camano Island.	\$3,690,000	STBG 2022	Safety	WA-15414
Oak Harbor	NE 7th Ave. Reconstruction	Street reconstruction, non-motorized facilities, & illumination. Project provides significantly improved access for pedestrian, bicycle and transit modes.	\$3,281,288	STBG 2018-2019	Reconstruction (No capacity)	WA-09192
	NW Heller Street Overlay	Rehabilitate Road surface for a segment of Heller Street, a primary north-south route connecting to NAS Whidbey and serving high density housing and schools.	\$360,609	STBG 2017	Maintenance /Restoration	WA-07425
	Active Transportation Plan	Active Transportation Plan includes an assessment of the existing conditions of infrastructure, signage, parking and whatever else is in the rights-of-way. The Plan will also include recommendations of developing programs, policy changes, development regulations, and other steps to keep the street network open to safe transportation.	\$150,000	TA 2020-2021	Pedestrian /Bicycle	WA-13275
	Midway Boulevard Improvements	Grind and overlay roadway. Upgrade pedestrian facilities. Rechannelization and upgrade traffic signal systems.	\$1,098,266	STBG 2020-2021	Maintenance /Restoration	WA-13276

IRTPO	Safe Streets for All	Develop IRTPO Comprehensive Safety Action Plan centered on significant reduction in roadway fatalities and serious injury collisions with detailed data analysis and outreach efforts necessary to create a comprehensive set of prioritized projects and strategies.	\$504,000	Federal Grant 2022	Safety	NA
Port of South Whidbey	Clinton Passenger-only Ferry Dock Replacement	Removal of remaining damaged floats, existing pilings will remain in place; existing gangway will be stored and re-installed; design/engineer new dock configuration utilizing existing pilings; construction of new Passenger-Only dock.	\$ 4,988,249	STBG 2020-2021	Reconstruction (no added capacity)	WA-12776
WSDOT	SR 20/Deception and Canoe Pass Bridges - Soil Abatement	During repair and painting of the Deception and Canoe Pass bridges, WSDOT discovered that the soil beneath them has high lead content that triggers DOE regulations requiring cleanup. Removing and replacing the contaminated soils will provide safe habitat for native species. Note: This project is within the boundaries of IRTPO and SCOG; dollars shown are for IRTPO only.	\$440,576	NHPP	Environmental Only	WA-13367
	SR 20/W Fakkema Road - Intersection Improvements	This intersection has been identified as having a high number of collisions. Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions.	\$928,496	HSIP 2022-2023	Safety	WA-13862
	Asphalt/Chip Seal Preservation - Island County	Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity and extend the service life of the pavement. Individual project may be found at www.wsdot.wa.gov/projects/search under Programmatic Projects in STIP	\$2,078,334	NHPP 2022-2023	Preservation	WA-08651
Island Transit	South Whidbey Transit Center	The South Whidbey Transit Center will be a state-of-the-art facility that will include 200 parking stalls and a small operations building. This facility will provide equitable access to transportation in an underserved area. South Whidbey's first transit hub is regionally significant as it improves connections across the Salish Sea, from central Puget Sound to the Olympic Peninsula via Island County. It will also provide better access to ferries, a much-needed park & ride, facilities for staff, and electric vehicle charging stations.	\$15,000,000	Federal Section 5339 and Congressionally Designated FY2024 Request	Capital Facilities	WA-13765

	Transition to Zero Emissions Vehicles	Island Transit is in the process of transitioning its fleet to zero emissions. This process will include a variety of ZEV types as well as electric vehicle charging facilities.	Unknown	Move Ahead Washington 2023	Capital Facilities	TBD
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HSIP Highway Safety Improvement Program

NHPP National Highway Performance Program

STBG Surface Transportation Block Grants

TA Transportation Alternative

Financial Constraint

TIP Feasibility Table

** Numbers Displayed in Thousands*

Funding Type	Year	Starting Balance	Annual Allocation	Total Available	Total Programed	Remaining Balance
(STBG) State Transportation Block Grants	2023	260.00	1140.00	1400.00	1178.96	221.04
	2024	~	1140.00	1400.00	976.96	423.04
	2025	~	1140.00	1400.00	1140.00	260.00
	2026	~	1140.00	1400.00	1150.00	250.00
(TA) Transportation Alternative	2023	214.00	96.23	310.23	201.50	108.73
	2024	~	96.23	204.97	210.40	-5.43
	2025	~	96.23	90.80	75.00	15.80
	2026	~	96.23	112.03	40.00	72.03
HSIP	2023	~	1117.81	1117.81	1117.81	0.00
NHPP	2024	~	859.96	859.96	859.96	0.00
Local Funds	2023	~	18,707	18,707	18,707	0.00
	2024	~	719,891	719,891	719,891	0.00
	2025	~	165,854	165,854	165.85	0.00

Six-Year RTIP										Four-Year Constrained						Remainder 6-YR RTIP			
Lead Agency		Project Title		Approx. Cost		Funded		Match		Gap		Funding Type		Phase		Obligation			
Lead Agency		Project Title		Approx. Cost		Funded		Match		Gap		Funding Type		Phase		Obligation			
Island County	East Camano Drive/Cross Island Intersection Improvements			\$4,925,000	\$756,750	\$118,250	\$4,000,000	\$TBG	PE	2022									
Island County	East Camano Drive & McElroy Drive Roundabout			\$43,250	\$6,750			\$TBG	RW	2025								\$43,250	
Oak Harbor	NE 7th Ave. Reconstruction			\$3,606,936	\$525,000	\$25,000	\$2,556,936	\$TBG	PE	2019									\$525,000
Oak Harbor	NW Heller Street Overlay			\$1,123,313		\$151,500	\$31,813	\$TBG	PE										
Oak Harbor	Midway Blvd Improvement			\$360,609			\$0	\$TBG	CN	2023	\$311,927								
WSDOT	SR 20 Shoulder Widening, Race Rd to Weller Rd			\$1,198,266	\$950,000	\$148,266	\$100,000	\$TBG	CN	2025		\$950,000							
Port of S. W.	Passenger-only Dock Replacement			\$4,700,000	\$3,180,000	\$191,165	\$1,328,835	\$TBG	ROW	2022		\$125,000							
STBG Total Available Funds to Program for the Year										\$1,178,962		\$450,000	\$650,000	\$500,000	\$500,000	\$1,150,000	\$1,150,000	\$1,025,000	\$1,025,000
Total Funds Obligated										\$1,140,000		\$1,140,000	\$1,140,000	\$1,130,000	\$1,130,000	\$1,120,000	\$1,120,000		
Remainder										\$221,038		-\$286,958	-\$481,917	-\$10,000	-\$20,000	\$95,000	\$95,000		
TA Total Available Funds to Program for the Year										\$310,233		\$204,986	\$90,799	\$112,032	\$112,032	\$168,265	\$168,265	\$171,798	\$171,798
Total Funds Obligated										\$108,733		(\$5,434)	\$15,799	\$72,032	\$72,032	\$75,565	\$75,565	\$171,798	\$171,798
Other Funds										Four-Year Constrained						Remainder 6-YR RTIP			
Lead Agency	Project Title	Approx. Cost	Funded	Match	Gap	Funding Type	Phase	Obligation	2023	2024	2025	2026	2027	2028					
Lead Agency	Project Title	Approx. Cost	Funded	Match	Gap	Funding Type	Phase	Obligation	2023	2024	2025	2026	2027	2028					
Island County	Kettles- Fort Ebey Trail Connector	\$142,700	\$132,700	\$10,000	\$0	TA	CN	2022	\$86,500	\$92,700									
Clinton to Ken's Corner Trail		\$12,200,000.00	\$3,750,000.00			TA	CN	2023	\$40,000		\$40,000								
Oak Harbor	Active Transportation Plan	\$150,000.00	\$129,750.00			TA	PE	2024		\$92,700									
TA Total Programmed										\$201,500		\$210,400	\$75,000	\$40,000	\$40,000	\$92,700	\$92,700	\$0	\$0
TA Total Available Funds to Program for the Year										\$310,233		\$204,986	\$90,799	\$112,032	\$112,032	\$168,265	\$168,265	\$171,798	\$171,798
Total Funds Obligated										\$108,733		(\$5,434)	\$15,799	\$72,032	\$72,032	\$75,565	\$75,565	\$171,798	\$171,798
Other Funds										Four-Year Constrained						Remainder 6-YR RTIP			
Lead Agency	Project Title	Approx. Cost	Funded	Match	Gap	Funding Type	Phase	Obligation	2023	2024	2025	2026	2027	2028					
Lead Agency	Project Title	Approx. Cost	Funded	Match	Gap	Funding Type	Phase	Obligation	2023	2024	2025	2026	2027	2028					
Island County	SR 20/Deception and Canoe Pass Bridges - Soil Abatement	\$1,160,040	\$842,756	\$17,199	\$300,085	NHPP	CN	2024			\$842,756								
Island County	SR 20/W Falkkema Road Intersection Improv	\$2,745,999	\$2,745,999	\$0	\$0	STBG	CN/PE	2024			\$2,745,999								
County	Asphalt/Chip Seal Preservation Island	\$5,690,731	\$5,596,731			STBG	CN/PE	2023/25	\$120,314			\$1,278,693							
Island Transit	South Whidbey Transit Center	\$15,000,000	\$7,520,000.00			NHPP	CN/PE	2023/24	\$2,100,000			\$2,124,840							
Island Transit	Active Transportation Transition to Zero Emissions Vehicles	Unknown	Unknown			NHPP	CN/PE	2025				\$7,520,000							