Introduction & Project Based Award Funding

The Island Regional Transportation Planning Organization (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 years. Projects received are competitively ranked and rankings are used 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 Regional Transportation Improvement Program (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 Executive Board will determine if a deobligated project will require resubmittal during 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 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 that are considered amendments and must be approved by the IRTPO Executive Board. Significant changes to the original scope, as determined by the Executive Board, 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:
1. 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.
2. 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.
3. 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 in 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).