

# SKAGIT – ISLAND RTPO STRUCTURE

Island Sub-Regional RTPO Policy Board  
January 28, 2015

# Minimum Thresholds for RTPD Agreement

2

- State law requirements (RCW 47.80):
  - All counties
  - 60% of the cities and towns in the region (11 total, 7 required), representing 75% of the incorporated population (93,739 total population minimum required = 70,304)

# Structure Effects – if SIRTPO Dissolves

3

- Federal Funds
  - ▣ Surface Transportation Program (STP) funds to either County - None
  - ▣ Transportation Alternatives Program (TAP) – Funds would be split approximately 60% Skagit and 40% Island
- State Planning Funds – Delta of an estimated \$10,000 decrease in SCOG budget to Island County
- Human Services Transportation Plan – Each County would develop their own plan and projects lists. Increase in administration to Island decrease to SCOG
- Administration and Governance – Each County responsible for planning, programing, project selection and accountability independent of each other. No overlapping governing bodies or decisions

# Likely Actions if SIRTPO Dissolves

4

- WSDOT would enter into an agreement with Island County to continue state planning, similar to Okanogan County
  - ▣ Funded by RTPO planning funds currently to SCOG that are passed through to Island
- SCOG may enter into an agreement for services, if Island desires – such as travel modeling support
- No changes to SCOG agreement and Skagit forms single county RTPO

# What we've heard

5

- Regional Forum and Planning together makes sense
  - Human Services Transportation Plan
  - Cross county services such as transit connections
  - Larger voice in Olympia
- Different Regional Focus in each County
  - Transportation needs are different in each county
  - Each county prefers to makes their own decisions, especially related to projects
  - MPO requirements in Skagit
- Transportation Alternatives Program (TAP)Project Obligations issues
- Consistency between Sub-RTPO Boards actions and SIRTPO Plan
  - MPO Requirements in Skagit
- Administrative – Structure is not aligned to current requirements and overlapping decision authority – not efficient
  - Confusing decision structure, three governing bodies
  - MPO requirements not recognized/addressed in current agreement

# Moving Ahead – Evolving Skagit and Island Planning Relationship

6

- Propose we evolve the relationship to match current planning needs:
- Continue planning coordination key interests to both Counties:
    - ▣ Human Services Transportation Plan
    - ▣ Coordinate Regional Plan element regarding cross county connections
    - ▣ Others to be determined
  - Continue Regional Forum
    - ▣ Meet at least once a year to discuss and coordinate on important issues between the counties
  - Would be set up so that there isn't conflict with existing governance structures and could allow other counties and jurisdictions to participate, with out joining an RTPO

# Outcome from December Skagit Transportation Policy Board Meeting

7

- Establish a framework committee/working group made up of Skagit and Island Board members to discuss options and framework for moving forward
  - Skagit Reps:
    - Ron Wesen, Skagit County Commissioner
    - Jill Boudreau, Mayor City of Mount Vernon
    - Laurie Gere, Mayor City of Anacortes
    - Joan Cromley, Mayor Town of Hamilton
  - Island TBD

## **Chapter 47.80 RCW – (Act effective July 1, 1994)**

# **REGIONAL TRANSPORTATION PLANNING ORGANIZATIONS**

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**Purpose** Coordination and cooperation among state and local jurisdictions.

**Outcome** An efficient, effective transportation system that insures mobility and accessibility, and addresses community needs.

### **Duties**

1. Prepare and periodically update a transportation strategy for the region.
2. Prepare a regional transportation plan (see RCW 47.80.030 for details).
3. Establish guidelines and principles for the development and evaluation of the transportation elements of comprehensive plans.
4. Certify local transportation elements of comprehensive plans
  - a. Reflect the guidelines and principles of the RTP,
  - b. Are consistent with the adopted RTP, and, where appropriate,
  - c. Conform with the requirements of RCW [36.70A.070](#) (Comprehensive plans — Mandatory elements).
5. Certify that countywide planning policies are consistent with the RTP.
6. Develop a six-year regional transportation improvement program (RTIP).
7. Advance special needs coordinated transportation- Human Services Transportation Plan (HSTP).
8. Designate a lead planning agency (currently SCOG for SIRTPO).
9. Review level of service methodologies.
10. Develop level of service standards or alternative transportation performance measures.
11. Submit to the agency council on coordinated transportation
  - a. Every four years an updated human service and transportation plan.
  - b. Every two years a prioritized regional human service and transportation project list.

### **Things to include in the RTPO to make it run:**

1. Transportation Policy Board
2. Planning funds from the state
  - a. A base amount per county,
  - b. An amount to be distributed on a per capita basis; and
  - c. An amount to be administered by the department of transportation as a discretionary grant program for special regional planning projects, including grants to allow counties which have significant transportation interests in

common with an adjoining region to also participate in that region's planning efforts.

3. In order to ensure statewide consistency WSDOT shall (Chapter 468-86 WAC):
  - a. Establish minimum standards for development of a regional transportation plan;
  - b. Facilitate coordination between regional transportation planning organizations; and,
  - c. Through the regional transportation planning process, and through state planning efforts identify and jointly plan improvements and strategies within those corridors important to moving people and goods on a regional or statewide basis.

**For Skagit/Island – examples include:**

1. All state highways (SR 20 & Spur, Deception Pass/Canoe Pass Bridges, 525, 11, 536, 538, 534, 9, & I-5),
2. Ferry system & terminals,
3. Sharpes Corner (access to Anacortes, San Juan County, Shell/Tesoro Oil refineries, Whidbey Island, NAS Whidbey, etc.),
4. Mainline BNSF rail (Amtrak & Freight trains),
5. Resiliency transportation network planning for extreme weather (sea level rise, flooding, wind storms, etc.)

**Note to reader:**

This is a condensed description of the RTPO statute (RCW 47.80) and is meant to be a high clip premier on the purpose, outcome, duties and major issues that RTPOs are intended to address. For more detail, please see RCW 47.80 and Chapter 468-86 WAC.

Or Contact:

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