



SKAGIT-ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION

SIRTPO POLICY BOARD MEETING

Wednesday October 15th, 2014

2:30 PM to 3:30 PM

[Anacortes City Council Chambers](#)

904 W 6th Street, Anacortes, WA 98221

AGENDA

- 1 Welcome and Introductions
- 2 Public Comments
- 3 Action Items
 - a Approval of [March 20, 2014 SIRTPO Policy Board Meeting Minutes](#)
 - b Approval of [Project Selection Criteria and Weights for Regional Human Services Transportation Projects](#) – *Mark Hamilton, SCOG*
 - c Public Hearing regarding 2015-2020 Regional Transportation Improvement Program
 - d Approval of [2015-2020 Regional Transportation Improvement Program](#) – *Gabe Philips, SCOG*
- 4 Discussion Items
 - a [SIRTPO Agreement and Structure](#) – *Kevin Murphy, SCOG*
 - b [Regional Transportation Plan Update](#) – *Gabe Philips, Mark Hamilton, SCOG*
- 5 New Business
- 6 Next Meeting: Tentatively December 3, 2014 Island County Commissioners Hearing Room
- 7 Adjourn

Skagit County Solid Waste Governance Board Meeting will follow this meeting.

[Printer-friendly version of meeting materials](#)



MINUTES FROM THE SKAGIT-ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION (SIRTPO) POLICY BOARD MEETING

MARCH 20, 2014

POLICY BOARD MEMBERS PRESENT

Commissioner Jill Johnson (Co-Chair)	Island County
Commissioner Sharon Dillon (Co-Chair)	Skagit County
Councilman Bob Clay	Island Transit Public Transportation Benefit Authority
Commissioner Ken Dahlstedt	Skagit County
Mayor Scott Dudley	City of Oak Harbor
Mayor Laurie Gere	City of Anacortes
Todd Harrison	WSDOT
Commissioner Helen Price Johnson	Island County
Mayor Fred McCarthy	City of Langley
Mayor Jason Miller	Town of Concrete
Commissioner Ron Wesen	Skagit County

STAFF PRESENT

Doug Cox	Island County
Mark Hamilton	SCOG
Kevin Murphy	SCOG
Gabe Philips	SCOG

AGENDA ITEMS

The March 20th, 2014 Skagit-Island Regional Transportation Planning Organization Policy Board meeting was called to order at 2:09 PM.

1. INTRODUCTION: Roll was taken with a quorum present.
2. PUBLIC COMMENT: One member of the public requested that Transportation Policy Board members speak up as it was difficult to hear.
3. ACTION ITEMS:
 - a. APPROVAL OF OCTOBER 15, 2013 MEETING MINUTES: Commissioner Dillon made a motion to approve the October 15, 2013 SIRTPO Policy Board meeting minutes. The motion was seconded by Commissioner Price Johnson. The motion carried unanimously.
 - b. PUBLIC HEARING REGARDING TRANSPORTATION ALTERNATIVES PROJECT SELECTION: Gabe Philips informed the board that since new project were likely to be selected to be included into the Regional Transportation Improvement Program (TIP) later in the meeting; SIRTPO will allow public testimony regarding the proposed projects. Commissioner Johnson opened the public hearing to allow testimony regarding the proposed projects. Seeing no public testimony, Commissioner Johnson then closed the public hearing.



c. APPROVAL OF TRANSPORTATION ALTERNATIVES PROGRAM PROJECT SELECTION: Gabe Philips reviewed the Transportation Alternatives Program (TAP) project selection process up to this point. The Island and Skagit Technical Advisory Committees had recommended that the following projects receive TAP funding:

- Oak Harbor – Whidbey Avenue Pedestrian Crossing – \$224,500
- Mount Vernon – Hoag Road Sidewalk and Bike Lane – \$242,500
- Island County – South Whidbey Bike Route – \$100,000
- Sedro-Woolley – Cook Road Realignment - \$100,917
- Oak Harbor – Waterfront Trail Repair – \$150,000
- Concrete – Main Street Pedestrian Enhancements – \$311,250
- Island County – Camano Island Bike Loop – \$125,000

Gabe then informed the Policy Board of Sedro-Woolley’s intention to withdraw their Cook Road project from consideration. Gabe then reviewed the potential options the Board could consider.

One option was simply to allow the money that the Sedro-Woolley project requested to go back into the regional pot for the next project selection. SIRTPO staff plans to issue calls for projects every two years.

Another option would be to award the next highest-rated project funding. The next highest-rated project was Concrete’s Cedar Avenue Pedestrian Improvements, requesting a total of \$464,000. Awarding the full amount of this project would not keep the TIP fiscally constrained. The Policy Board could consider awarding just the \$98,500 requested for the design phase of the project.

The TAP selection process provided a construction bonus for projects whose funding requests completed construction of the project. Gabe shared with the Policy Board that another possible option was to remove the construction bonus from the Cedar Avenue Pedestrian Improvements project because it would not be receiving TAP funds to complete the construction of the project. With this in mind, Skagit County’s Centennial Trail project is the next highest-ranking project. Their TAP application requested \$125,000 for preliminary engineering. Gabe spoke with the County Engineer and found that Skagit County would be able to move forward with the project if awarded \$100,000.

Councilman Bob Clay made a motion to award TAP funding to the following projects:

- Oak Harbor – Whidbey Avenue Pedestrian Crossing – \$224,500
- Mount Vernon – Hoag Road Sidewalk and Bike Lane – \$242,500
- Island County – South Whidbey Bike Route – \$100,000
- Oak Harbor – Waterfront Trail Repair – \$150,000
- Concrete – Main Street Pedestrian Enhancements – \$311,250
- Island County – Camano Island Bike Loop – \$125,000
- Skagit County – Centennial Trail - \$100,000.

The motion was seconded by Mayor Scott Dudley. The motion carried unanimously.

d. APPROVAL OF AUTHORIZING EXECUTIVE DIRECTOR TO EXECUTE PROFESSIONAL SERVICES CONTRACT FOR COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN: Mark Hamilton explained to the Policy Board the responsibility SIRTPO has to prepare the regional Coordinated Public Transit-Human Services Transportation Plan by the end of the



year. Because it is a regional plan that addresses both Skagit and Island Sub-RTPO's, the SIRTPO Policy Board is ultimately responsible for its adoption. Due to how infrequently the SIRTPO Policy Board meets, staff requests that the Board authorize the Executive Director to execute professional services contracts.

Commissioner Dahlstedt made a motion to authorize the Executive Director to execute professional services contract for Coordinated Public Transit-Human Services Transportation Plan. The motion was seconded by Commissioner Price Johnson. The motion carried unanimously.

- e. APPROVAL OF FORMATION OF AD HOC SPECIAL NEEDS COMMITTEE FOR 2014 HUMAN SERVICES TRANSPORTATION PLANNING AND PROJECT PRIORITIZATION: Mark Hamilton explained to the Policy Board that some of the primary roles of the special needs committee would be managing the Coordinated Public Transit-Human Services Transportation Plan contract and establishing the grant application and prioritization process for human services projects in Skagit and Island counties. He also shared with the Policy Board some potential organizations that could be represented on the committee. Commissioner Dahlstedt recommended considering the North Sound Mental Health Administration. Commissioner Price Johnson recommended considering the Opportunity Council. Commissioner Johnson wanted to make sure that there was representation from both Whidbey and Camano Islands on the committee.

Commissioner Ken Dahlstedt made a motion to approve the formation of an Ad Hoc Special Needs Committee for calendar year 2014 Human Services Transportation Planning and Project Prioritization. The motion was seconded by Mayor Gere. The motion carried unanimously.

- 4. NEW BUSINESS: Todd Harrison informed the Policy Board that WSDOT will be closing the southbound I-5 bridge over the Stillaguamish River for maintenance. This will result in southbound traffic being detoured across the northbound bridge. The bridge closure will likely begin in May and last up to four months.

- 5. MEETING ADJOURNED AT 3:20 PM

Respectfully Submitted,

Commissioner Jill Johnson, Island County
Chair, Island Sub-RTPO

Date: _____

Mayor Jill Boudreau, City of Mount Vernon
Chair, Skagit Sub-RTPO

Date: _____

ACTION ITEM 3.B. – PROJECT SELECTION CRITERIA AND WEIGHTS FOR REGIONAL HUMAN SERVICES TRANSPORTATION PROJECTS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Skagit-Island Special Needs Transportation Committee	09/11/2014	Recommendation	Mark Hamilton	360-416-7876
Skagit sub-RTPO Policy Board	09/17/2014	Action	Mark Hamilton	360-416-7876
Island sub-RTPO Policy Board	09/24/2014	Action	Mark Hamilton	360-416-7876
Skagit-Island RTPO Policy Board	10/15/2014	Final Action	Mark Hamilton	360-416-7876

RECOMMENDED ACTION

The Skagit-Island Special Needs Transportation Committee (Committee) recommends approval of implementation strategies and weights to be used for evaluating regional human services transportation projects.

The Skagit sub-RTPO Policy Board reviewed the recommendation of the Committee and approved implementation strategies and weights to be used for evaluating regional human services transportation projects, modifying weights for two of the criteria. This action reduced five points from the Preserve Existing Services criterion and added five points to the Address High Need Area criterion.

The Island sub-RTPO Policy Board reviewed the recommendation of the Committee, and action taken by the Skagit sub-RTPO, and approved implementation strategies and weights to be used for evaluating regional human services transportation projects. This action concurred with the Skagit sub-RTPO in modifying weights for two of the criteria, but also added points to a third criterion and increased the total points. The Improve Regional Connections criterion was raised from 5 to 15 points by this action and the total points increased from 110 to 120.

The Skagit-Island Regional Transportation Planning Organization (SIRTPO) Policy Board should harmonize the two actions of the sub-RTPO policy boards and approve one set of implementation strategies and weights to be used for evaluating regional human services transportation projects. The recommendation from the Committee and actions taken by the sub-RTPO policy boards [are located here](#).

FISCAL IMPACT

N/A

DISCUSSION

The Committee was formed by the SIRTPO Policy Board at their regular meeting on March 20, 2014. The 11-member ad hoc Committee was created for calendar year 2014 only, and was tasked with two primary duties:

1. Coordinate the Development of the Coordinated Public Transit-Human Services Transportation Plan (HSTP)

The HSTP is a regional plan for special needs transportation that is updated every four years. The final plan must be completed by the end of calendar year 2014. The Committee is leading the development of the HSTP and is advisory to the Skagit sub-RTPO, Island sub-RTPO and SIRTPO. A first draft of the HSTP is now being prepared. A final HSTP must be approved by the SIRTPO Policy Board by the end of calendar year 2014 and submitted to the Washington State Department of Transportation (WSDOT). The development of the HSTP for Skagit and Island counties is a duty of the SIRTPO under state law (RCW 47.80.023(10)).

2. Prioritize Regional Human Services Transportation Projects in Skagit and Island Counties

The Committee is also assisting with prioritization of regional human services transportation projects in Island and Skagit counties for consideration of WSDOT grant funding in the 2015 – 2017 biennium. The funding is made available through federal and state programs targeted at the elderly and persons with disabilities, persons with low-income and others considered to have special needs. A final list of prioritized human services transportation projects must be approved by the SIRTPO Policy Board by the end of calendar year 2014 and submitted to WSDOT. This prioritization of regional human services projects is a duty of the SIRTPO under state law (RCW 47.80.023(10)).

The Committee recommended project evaluation criteria, referred to as “implementation strategies” for consistency with HSTP requirements, and weights, to both sub-RTPO policy boards for consideration. The Skagit sub-RTPO Policy Board considered the recommendation at their September 17, 2014 meeting and the Island sub-RTPO Policy Board considered the same recommendation at their September 24, 2014 meeting. Actions were taken by both policy boards at their September meetings.

SCOG issued a regional Call for Projects for human services transportation projects on September 29, 2014. The Committee will be charged with ranking project applications submitted, without ranking their own project(s) if they submit any, and recommending a final prioritized list of projects to the SIRTPO. The Committee will begin evaluating projects submitted through the Call for Projects after it closes, using the final approved regional criteria and weights of the SIRTPO Policy Board. The Call for Projects closes on October 24, 2014. The Committee will discuss the results of their project evaluations at their next meeting on November 5, 2014 and recommend a regional list of prioritized projects to the SIRTPO Policy Board at that time.

A final list of prioritized human services transportation projects for the region will be submitted to WSDOT in December, after approval by the SIRTPO Policy Board.



ACTION ITEM 3.D. – APPROVAL OF 2015-2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Skagit TAC	09/04/2014	Review and Recommendation	Gabe Philips	360-416-6678
Island TAC	09/11/2014	Review and Recommendation	Doug Cox	360-678-7959
SCOG Transportation Policy Board	09/17/2014	Review and Recommendation	Gabe Philips	360-416-6678
Island Sub-RTPO Policy Board	09/24/2014	Review and Recommendation	Doug Cox	360-678-7959
Skagit TAC	10/2/2014	Review and Recommendation	Gabe Philips	360-416-6678
SIRTPO Policy Board	10/15/2014	Action	Gabe Philips	360-416-6678

RECOMMENDED ACTION

SIRTPO staff, the SCOG Transportation Policy Board (TPB) and Island Sub-RTPO Policy Board recommend that the Skagit-Island Regional Transportation Planning Organization (SIRTPO) Policy Board approve the [2015-2020 Regional Transportation Improvement Program \(RTIP\)](#) with either the SCOG TPB-recommended policies or the Island Sub-RTPO Policy Board-recommended policies (discussed below).

FISCAL IMPACT

The Draft 2015-2020 Regional Transportation Improvement Program includes a fiscally constrained four-year program of projects as required by federal law.

DISCUSSION

SCOG is required by federal and state regulations to develop a Regional Transportation Improvement Program (RTIP) for both SCOG and Skagit-Island RTPO which spans at least four years and is updated at least every two years. The RTIP is a compilation of projects from the various federal, state, and local funding programs for all transportation agencies in Skagit and Island counties. 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 Washington State Department of Transportation's (WSDOT) 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

¹ Obligation occurs when the project sponsor has established a formal agreement with WSDOT and the funds have been designated, or "obligated," for that particular project.



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. 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. The RTIP also includes detailed financial tables for the projects programmed in the fiscally constrained³ portion of the RTIP.

The projects listed in the RTIP, along with the associated financial tables, are listed separately for SCOG and Island sub-RTPO.

Amendments can be made to the 2015-2020 RTIP starting in January, 2015.

KEY UPDATES

While the 2015-2020 RTIP is very similar to the 2014-2019 RTIP, there have been a number of changes.

POLICIES

SCOG has previously adopted TIP Policies that were applied to Skagit projects included in the RTIP. For administrative clarity, staff recommends that the policies be updated and applicable to the entire administration of the RTIP, not just the Skagit portion. The recommended policies are similar to the previously approved Skagit-only policies. However, a policy on dormant or inactive projects has been included in this iteration of the policies:

- If a project is programmed to obligate regionally managed funds in the upcoming fiscal year and is unable to do so, the project will be reprogrammed to the following fiscal year. If the project is still unable to obligate its funds by the end of the new fiscal year, the funds can be removed from the project by the SCOG TPB or Island Sub-RTPO Policy Board (in the case of Surface Transportation Program funds) or the SIRTPO Policy Board (in the case of Transportation Alternatives Program funds). The returned funding may be awarded to projects included in the illustrative list of projects or retained until a future call for projects.

Staff also recommended adding a policy that requires projects to be in the sponsor agency's local TIP or CIP to be eligible to apply for regionally managed funds. The Revised Code of Washington states, "The six-year plan for each city or town [or county] shall specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region" ([RCW 35.77.010](#) and [RCW 36.81.121](#)). This would ensure that projects which are selected to receive regional funding, which are therefore regional priorities, are also be priorities of the sponsor agencies. Also, local TIPs are required to go through a public hearing process. Staff felt that the

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.



proposed policy would ensure that projects included in the RTIP have been publicly vetted at the local level.

The Skagit TAC and SCOG Transportation Policy Board (TPB) have reviewed and recommended the policies as presented for approval by the SIRTPO Policy Board. The policies, as recommended by the Skagit TAC and SCOG TPB are listed below:

- [SCOG TPB recommended policies](#)

The Island TAC and Sub-RTPO Policy Board made a slightly different recommendation to the SIRTPO Policy Board. Their recommendation was to change policy 1 so that project sponsors provide proof that the relevant governing bodies approve of the project prior to submittal for a regional fund competition. The primary reasoning for this recommendation is that it would provide agencies flexibility in applying for regional funds while still ensuring that the submitted project is a priority of the sponsor agency. A version of the policies as recommended by the Island TAC and Sub-RTPO Policy Board is below. It should be noted that at the October 2, 2014 Skagit TAC meeting, the general consensus of the Skagit TAC was that the Island TAC and Sub-RTPO recommendation was preferred.

- [Island Sub-RTPO Policy Board recommended policies](#)

Staff has prepared an analysis of the benefits of both recommendations to aid in the SIRTPO Policy Board's discussion.

SCOG TPB Recommendation

- Ensures projects go through public hearing process at local level
- Projects in local TIPs are clearly priorities of sponsor agency
- Easier for SCOG and Island Sub-RTPO staff to track status of project

Island Sub-RTPO Recommendation

- Does not require projects to go through lengthy TIP amendment process if they are not included in local TIP prior to regional call for projects
- Allows flexibility for agencies to submit projects to achieve regional funding obligation targets

PROJECT SELECTION

In order to clearly articulate the selection process for projects that will utilize regionally managed funds, it is proposed that the Surface Transportation Program (STP) and Transportation Alternatives Program (TAP) selection processes be formalized as part of the RTIP.

- [SCOG STP project selection process](#)
- [SIRTPO TAP project selection process](#)

PROJECT LIST

The project lists in the RTIP identify projects that are federally funded or regionally significant and have secured funding for the years 2015-2018. These projects will also be included in the Statewide TIP. In order for a project to obligate its funding, it must be included in the RTIP and Statewide TIP, even if the funds have already been awarded. The proposed projects in the first four years of the RTIP are fiscally constrained.



- [Island Sub-RTPO fiscally constrained project list](#)
- [SCOG fiscally constrained project list](#)

ILLUSTRATIVE LIST

In the most recent STP and TAP project selections, SCOG and SIRTPO selected six years' worth of projects. The additional two years outside of the fiscally constrained portion of the TIP (years 2019 and 2020) serve as an illustrative list of project priorities. These projects cannot be included in the STIP but act as a contingency list of projects to be included in the fiscally constrained portion of the RTIP if additional funding becomes available.

- [Island Sub-RTPO illustrative project list](#)
- [SCOG illustrative project list](#)

ERRATA

Since the RTIP was released for public review, Skagit County changed the funding on one of its projects:

- Guemes Ferry Breakwater Section Replacement
 - The funding amount for design and construction phases was increased by \$114,471, consistent with grant awards.

PUBLIC COMMENTS

SIRTPO staff has received one written comment regarding the RTIP. Staff has [prepared a summary](#) of the comment and how it was addressed. The public comment period closes on Friday, October 10, 2014. The Policy Board will be informed of any additional written comments that are submitted after this memo is posted.

2015-2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

Adopted by the Skagit-Island Regional Transportation Planning Organization Policy Board on
October XX, 2014

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DRAFT

1 INTRODUCTION

1.1 ABOUT SCOG AND SKAGIT-ISLAND RTPO

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 region's long-range (20-year) transportation plan and short-range (6-year) Regional Transportation Improvement Program (RTIP) in cooperation with local agencies. These efforts are coordinated with the United States Department of Transportation (USDOT), 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 (RTPOs) were authorized as part of the 1990 Growth Management Act. Skagit-Island RTPO (SIRTPO) involves cities, counties, transit agencies, ports, private employers throughout Skagit and Island counties, 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 a six-year Regional Transportation Improvement Program. SCOG is the lead planning agency for the Skagit Sub-RTPO and Island County is the lead planning agency for Island Sub-RTPO.



1.2 PURPOSE OF THE RTIP

SCOG is required by federal and state regulations to develop a Regional Transportation Improvement Program (RTIP) for both SCOG and Skagit-Island RTPO which spans at least four years and is updated at least every two years. The RTIP is a compilation of projects from the various federal, state, and local funding programs for all transportation agencies in Skagit and Island counties. 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 Washington State Department of Transportation's (WSDOT) 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 spent. SCOG produces an [Annual Listing](#)

¹ Obligation occurs when the project sponsor has established a formal agreement with WSDOT and the funds have been designated, or "obligated," for that particular project.

[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 3 includes detailed financial tables for the projects programmed in the fiscally constrained³ portion of the RTIP.

The projects listed in the RTIP, along with the associated financial tables, are listed separately for SCOG and Island sub-RTPO.

2 RTIP DEVELOPMENT

Development of the RTIP is coordinated with the development of capital improvement plans and local TIPs of the member jurisdictions and operating agencies. When developing their local TIPs, 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 feel is most important to pursue. Drafts of these local TIPs 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 local TIP, which includes both programmed and planned projects.

Local agencies, WSDOT Northwest Region, and WSDOT Marine then submit their programmed projects to SCOG or Island Sub-RTPO. The RTIP is a compilation of the projects with secured federal funding or regionally significant projects with other secured funding.

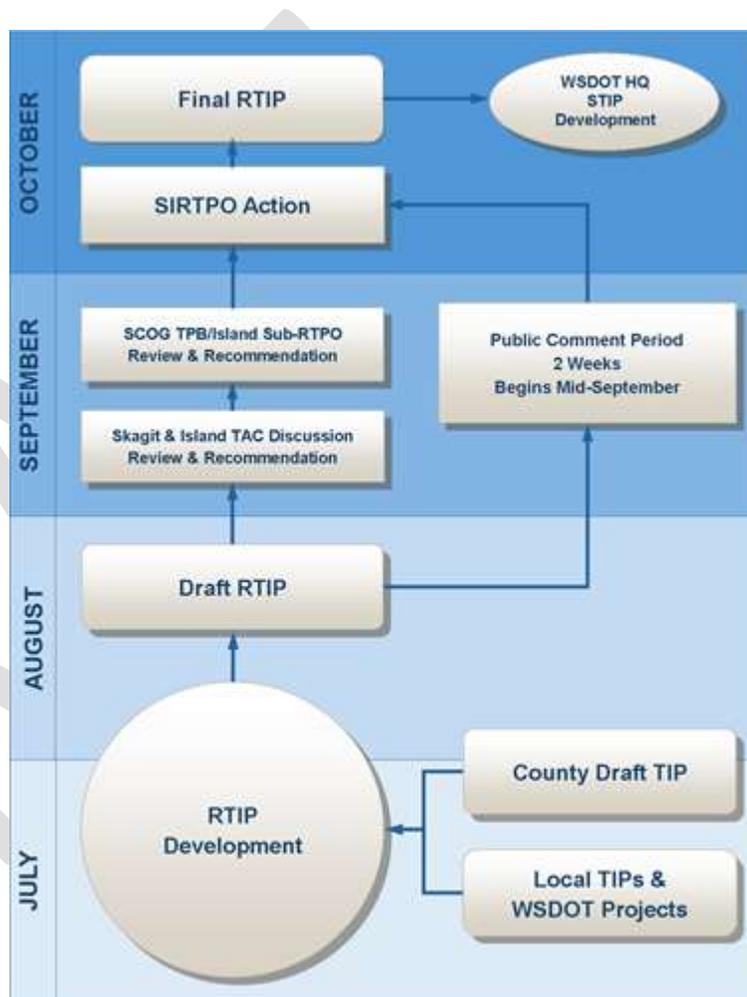


FIGURE 1: RTIP DEVELOPMENT PROCESS

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.

The project lists for SCOG and Island Sub-RTPO are included in section 5. From these projects, an assessment of region-wide financial feasibility is estimated in section 3.

2.1 RTIP REVIEW AND APPROVAL

The Draft RTIP is presented to both the Skagit and Island Technical Advisory Committees (TACs)⁴, the SCOG Transportation Policy Board (TPB) and the Island Sub-RTPO Policy Board for their review and comment in September. The TACs make a recommendation that the SCOG TPB and Island Sub-RTPO Policy Board consider the Draft RTIP. The SCOG TPB and Island Sub-RTPO Policy Board then make a recommendation on the adoption of the Draft RTIP to the SIRTPO Policy Board. Based upon its review of the draft document, any public comments received, and the recommendations of the SCOG TPB and the Island Sub-RTPO Policy Board, the SIRTPO Policy Board makes a decision on adoption at its meeting in October. The adopted RTIP is then submitted to WSDOT, which will include the projects identified in section 5.1 into the STIP as appropriate.

2.2 PUBLIC INVOLVEMENT PROCESS



The RTIP is developed from the local TIPs compiled and adopted annually by each agency. As required by law, each local agency conducts a public involvement process in the development and review of their local TIP. These processes vary by jurisdiction, but all culminate in a formal public hearing prior to adoption by the local governing boards.

While the individual local TIPs have been reviewed prior to their adoption, a public review of the RTIP is conducted because it is the only document that contains programmed projects from every agency throughout the region. This allows the public to review and comment on the short

range transportation projects intended to implement the long range transportation goals identified in the [Regional Transportation Plan](#).

SCOG and Island Sub-RTPO post notifications in the local newspapers when the Draft RTIP is available for public review. Notice is also posted on the SCOG and Island County websites where the document is available to view or download. Printed copies of the entire Draft RTIP are available from SCOG on request.

Submit comments on the Draft 2015-2020 RTIP to:

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

⁴ The TACs are committees consisting of transportation professionals who provide technical advice and recommendations to the SCOG Transportation Policy Board and Island Sub-RTPO Policy Board.

The deadline for submitted comments is the close of business on Friday, October 10, 2014. The final draft of the RTIP includes a compilation of submitted public comments below and will be presented to the SIRTPO Policy Board prior to any action taken regarding the adoption of the RTIP.

- [Public Comments on the 2015-2020 Regional RTIP](#)

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

2.3 PROGRAMMING POLICIES

SIRTPO 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.

- [SIRTPO RTIP Policies](#)

2.4 PROJECT SELECTION & PRIORITIZATION

SCOG is responsible for selecting projects for the federal Surface Transportation Program (STP) in Skagit County. Island Sub-RTPO is responsible for selecting projects to receive STP funds in Island County. SIRTPO is responsible for selecting projects to utilize Transportation Alternatives Program (TAP) funds in Skagit and Island counties. These project selections are incorporated into the RTIP along with other federally funded or regionally significant projects (see section 5).



SURFACE TRANSPORTATION PROGRAM

Surface Transportation Program funds are distributed at the county level. SCOG and Island Sub-RTPO receive grants that are awarded and tracked separately. STP projects are selected by the SCOG Transportation Policy Board and Island Sub-RTPO Policy Board using a competitive process guided by evaluation criteria designed to ensure that projects are prioritized consistently with the Regional Transportation Plan.

SCOG

Consistent with federal and state guidelines, SCOG intends to program six years' worth of STP projects. 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 5.2). SCOG is committed to ensuring that STP projects are competitively selected to receive funding based on their ability to address priorities identified in the Regional Transportation Plan. A formal STP selection process has been developed to provide clarity on how projects will be regionally prioritized for funding.

- [SCOG Surface Transportation Program Selection Process](#)

ISLAND SUB-RTPO

Similar to SCOG, the Island Sub-RTPO aims to program six years' worth of STP projects, the last two serving as an illustrative list of potential future projects. The Island Sub-RTPO will make a call for projects to award STP funds as needed. The submissions will be screened to ensure eligibility

and then scored by the Island Sub-RTPO TAC using the [project selection criteria](#). The projects will be ranked according to their scores, timelines, and funding requirements, with the Island Sub-RTPO Policy Board ultimately making the final determination of the STP awards. The projects selected in this process will be added to the RTIP at its next scheduled update or through a formal amendment.

TRANSPORTATION ALTERNATIVES PROGRAM

TAP funds are distributed at the RTPO level. Funding decisions regarding TAP funds are made by the SIRTPO Policy Board. The projects are selected using a competitive process developed jointly by SCOG and Island Sub-RTPO. The criteria are designed to ensure that projects are prioritized consistently with the Regional Transportation Plan.

- [SIRTPO Transportation Alternatives Program Selection Process](#)

3 FINANCIAL PLAN

3.1 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 3.2 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 balance of expected fund allocations. In accordance with the requirements of MAP-21, 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. The Skagit-Island RTP 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 the 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. MPO/RTPO-managed federal funds, such as STP and TAP, are generally assumed to be the same as the 2014 appropriations.

3.2 FINANCIAL TABLES

- [2015-2018 SCOG RTIP Financial Summary & Feasibility](#)
- [2015-2018 Island Sub-RTPO RTIP Financial Summary & Feasibility](#)

4 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 2016-2021 RTIP. Federal requirements stipulate that a jurisdiction cannot utilize federal funds on a project until it is programmed in the 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](#)

The Island sub-RTPO uses the formal amendment and modification process developed by WSDOT, as specified in [WSDOT's 2013-2016 Statewide TIP Document](#).

4.1 RTIP AMENDMENT CYCLE

Local agencies are generally anxious to obligate federal funds soon after they are awarded. 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 or Table 2.

SUBMIT REQUEST TO SCOG*	SKAGIT TAC REVIEW/ RECOMMENDATION	SCOG TPB ACTION	WSDOT REVIEW	FHWA/FTA REVIEW**	AMENDMENT INCLUDED IN STIP
12/29/2014	1/8/2015	1/21/2015	1/16/2015†	1/30/2015	2/13/2015
1/26/2015	2/5/2015	2/18/2015	2/20/2015	3/6/2015	3/20/2015
2/23/2015	3/5/2015	3/18/2015	3/20/2015	4/3/2015	4/17/2015
3/23/2015	4/2/2015	4/15/2015	4/17/2015	5/1/2015	5/15/2015
4/27/2015	5/7/2015	5/20/2015	5/22/2015	6/5/2015	6/19/2015
5/25/2015	6/4/2015	6/17/2015	6/19/2015	7/3/2015	7/17/2015
6/22/2015	7/2/2015	7/15/2015	7/17/2015	7/31/2015	8/14/2015
7/27/2015	8/6/2015	8/19/2015	8/21/2015	9/4/2015	9/18/2015
8/24/2015	9/3/2015	9/16/2015	9/18/2015	10/2/2015	10/16/2015
9/21/2015	10/1/2015	10/21/2015	10/16/2015†	10/30/2015	11/13/2015

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 TPB action, SCOG will verify to WSDOT that action occurred after request is submitted.

TABLE 1: SCOG RTIP AMENDMENT DEADLINES

SUBMIT REQUEST TO ISLAND SUB-RTPO*	ISLAND TAC REVIEW/ RECOMMENDATION	ISLAND SUB-RTPO POLICY BOARD ACTION	WSDOT REVIEW	FHWA/FTA REVIEW**	AMENDMENT INCLUDED IN STIP
12/29/2014	1/8/2015	1/28/2015	1/16/2015†	1/30/2015	2/13/2015
2/2/2015	2/12/2015	2/25/2015	2/20/2015†	3/6/2015	3/20/2015
3/2/2015	3/12/2015	3/25/2015	3/20/2015†	4/3/2015	4/17/2015
3/30/2015	4/9/2015	4/22/2015	4/17/2015†	5/1/2015	5/15/2015
4/4/2015	5/14/2015	5/27/2015	5/22/2015†	6/5/2015	6/19/2015
6/1/2015	6/11/2015	6/24/2015	6/19/2015†	7/3/2015	7/17/2015
6/29/2015	7/9/2015	7/22/2015	7/17/2015†	7/31/2015	8/14/2015
8/3/2015	8/13/2015	8/26/2015	8/21/2015†	9/4/2015	9/18/2015
8/31/2015	9/10/2015	9/23/2015	9/18/2015†	10/2/2015	10/16/2015
9/28/2015	10/8/2015	10/28/2015	10/16/2015†	10/30/2015	11/13/2015

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 Island Sub-RTPO Policy Board action, Island Sub-RTPO will verify to WSDOT that action occurred after request is submitted.

TABLE 2: ISLAND SUB-RTPO AMENDMENT DEADLINES

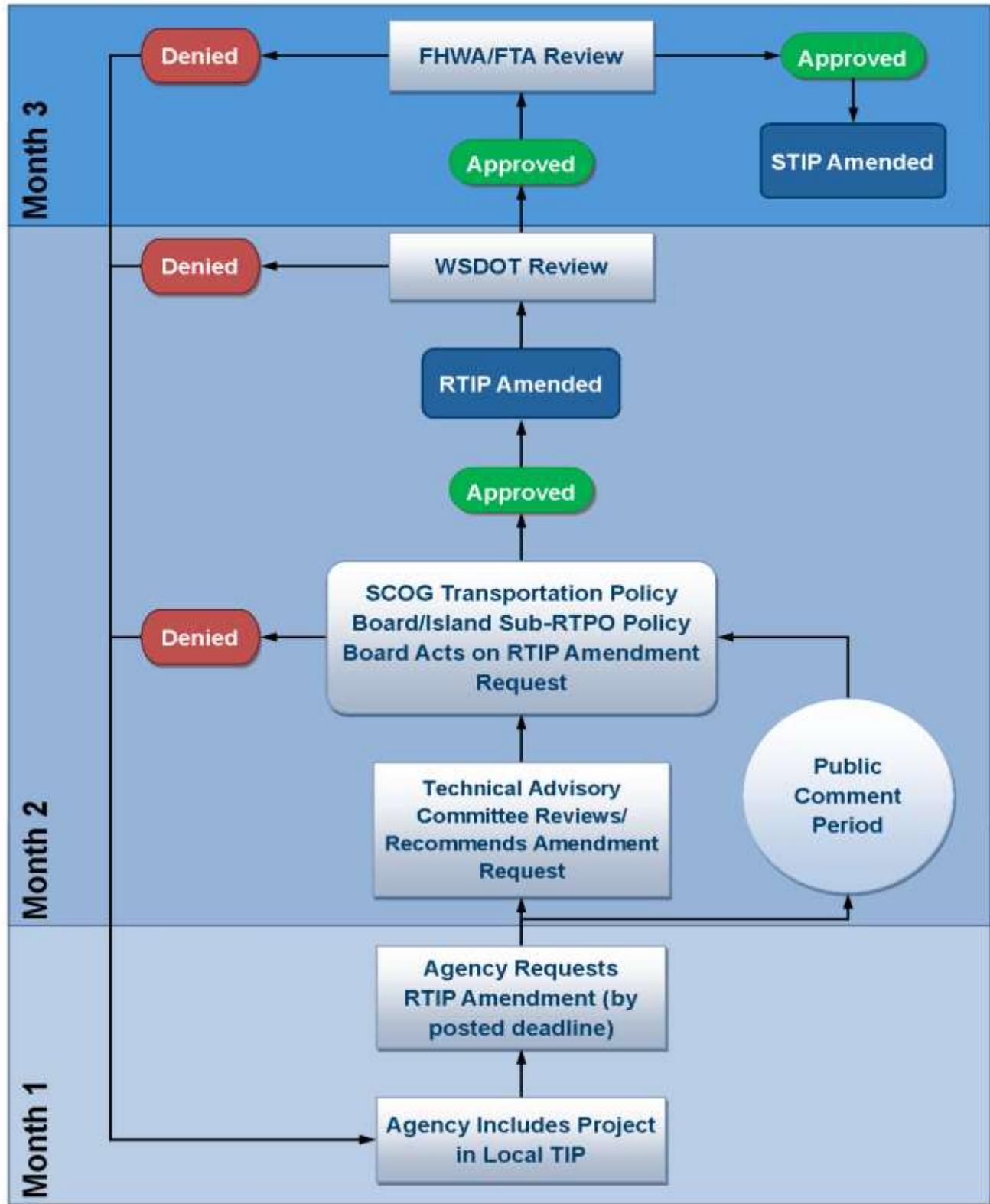


FIGURE 2: RTIP AMENDMENT CYCLE

5 RTIP PROJECTS

5.1 FISCALLY CONSTRAINED PROJECTS

The following lists include projects that have secured federal funding or have secured state or local funding and are regionally significant. These project lists will be kept current as amendments are made to the RTIP. Projects included in the fiscally constrained portion of the RTIP are also included in the STIP. Only four years' worth of projects can be included in the STIP. Section 5.2 includes projects that have been selected to receive regionally managed STP and TAP funds in years five and six of the RTIP.

- [2015-2018 Fiscally Constrained SCOG RTIP Projects](#)
- [2015-2018 Fiscally Constrained Island Sub-RTPO RTIP Projects](#)

5.2 ILLUSTRATIVE PRIORITIES

To ensure that SCOG has a fully-programmed four-year RTIP, when a call for projects is issued SCOG and Island Sub-RTPO will generally select enough projects to ensure that six years' worth of STP and TAP funding is programmed. The first four years in the RTIP are fiscally constrained and included in the STIP. The additional two years 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 or Island Sub-RTPO
- A project which previously obligated STP or TAP funds deobligates its funds
- A project closes out using fewer funds than what was awarded. The excess is returned to SCOG or Island Sub-RTPO
- Allocations of STP or TAP funds are higher than anticipated at the time of RTIP adoption

If additional funds are obtained by SCOG or Island Sub-RTPO, 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.

- [2018-2019 SCOG Illustrative Projects](#)
- [2018-2019 Island sub-RTPO Illustrative Projects](#)



2015-2020 RTIP PUBLIC COMMENTS

Below is a summary of the public comments received regarding the 2015-2020 RTIP and how they were addressed.

[Comments on STP projects to be included in SITIP](#) - Randy and Aileen Good - August 20, 2014

Comment	How comment was addressed
Why have public comment when projects ranked and funding secured by staff and TAC	Staff and TAC do not have authority to secure funding for any project. SCOG Transportation Policy Board makes funding decisions.
Does SCOG use its mandated PPP?	The development of the RTIP was compliant with the adopted Public Participation Plan (PPP).
<p>Skagit Island County Metropolitan and Regional Transportation Plan has a Public Participation Plan developed by the Skagit and Island Sub-regional RTPO Boards which lists: These requirements were not followed. Federal regulations establish the following goals for the public involvement process.</p> <ul style="list-style-type: none"> • Maintain a proactive public involvement process • Support early and continuing involvement of the public in developing plans • Provide adequate public notice of public involvement activities and time for public review and comment at key decision points • Consider and respond to public input received during the planning process • Obtain input from members of the community, both at key decision points and throughout the planning process 	<p>The list referenced by Randy and Aileen are the goals identified by federal regulations to be addressed in the development of the MPO's Public Participation Plan. The Skagit-Island Metropolitan & Regional Transportation Plan was developed consistent with the PPP. Similarly, the development of the RTIP was compliant with the adopted PPP.</p>
We encourage SCOG to consider adopting a Public Participation Plan similar to the WCOG Public Participation Plan and abide by them.	SCOG is currently under contract with a consulting firm to update the PPP. PPP's from various MPOs, including WCOG, will be reviewed in the development of an updated PPP for SCOG.

Skagit Council of Governments
Mount Vernon WA. 98284

August 20, 2014

RE; Comments on STP projects to be included in SITIP,

August 13, 2014 Public Notice in Skagit Valley Herald (SVH)
Notice says SCOG will accept comments on proposed projects to be on
SITIP. Not one word on today's Agenda when or if the public has an
opportunity to speak on these projects.

I'm wondering why even have this public notice for public comment when
the STP projects have already been ranked and funding secured by the staff
and the TAC on these projects.

Does SCOG use it's mandated Public Participation Plan for the TIP? It says
" The mission of the Skagit Council of Governments is to provide visionary
leadership on regional plans, policies and issues which cannot be achieved
without public interaction." The ACT and TAC do not allow public
comment. The SCOG Board has no time to consider public input. As you
see public interaction does not happen.

SCOG's Public Participation Plan is public useless.

**Whatcom Council of Governments (WCOG) Public Participation Plan
lists Federal Public Participation requirements. Stating on page 84-
Public involvement is required by federal law to guide metropolitan
transportation planning and stating public involvement begins early in
the planning process and continues throughout each of the planning
stages.**

**Some of the key Federal requirements for Public Participation Plan as
listed by WCOG. Title 23: Highways.**

VI. Federal Requirements for the Public Participation Plan;

(a) "MPO shall develop and use a documented participation plan that defines
a process for providing citizens, affected public agencies... freight shippers,
providers of freight transportation services, private providers of
transportation ... representatives of the disabled.. With reasonable

opportunities to be involved in the metropolitan planning process.”

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP.”

(vi) Demonstrating explicit consideration and response to public input received during the development of the TIP.

(2) (40 CFR part 93) regulations requires a summary, analysis, and report on the disposition of comments shall be made part of the final TIP.

In response to these federal requirements, WCOG has established the following public participation strategies to undertake as part of every planning activity it oversees.

VII. Public Participation Strategies:

Objective 2: Important steps to educate the public;

1. On website create simple timeline showing when each plan is open to receive public comment.

Objective 3: Policy: Involve the public early and often in transportation planning process.

Techniques:

* Actively promote public participation attendance at the Technical Advisory Committee (TAC) citizens committee and Policy Board.

*Use public opinion surveys to give the community an opportunity to provide input on the types of projects that needs funding.

Objective 4: Reach out to communities.

Objective 5: Improve Public involvement.

Plan Development;

(2) WCOG will provide a public participation element in every planning activity work plan. The public participation element will identify the extent and type of public participation programs that will be implemented in each activity.

Public input:

(1) Summary, analysis and report of written and oral comments received from the public regarding draft transportation plans or Transportation Improvement Programs (TIP) will be included as part of final transportation plan or TIP documents.

Skagit Island County Metropolitan and Regional Transportation Plan has a Public Participation Plan developed by the Skagit and Island Sub-regional RTPO Boards which lists: These requirements were not followed.

Federal regulations establish the following goals for the public involvement process.

- * Maintain a proactive public involvement process.
- * Support early and continuing involvement of the public in developing plans.
- * Provide adequate public notice of public involvement activities and time for public review and comment at key decision points.
- * Consider and respond to public input received during the planning process.
- * Obtain input from members of the community, both at key decision points and throughout the planning process.

We encourage SCOG to consider adopting a Public Participation Plan similar to the WCOG Public Participation Plan and abide by them.


Randy and Aileen Good



35482 SR 20

Sedro Woolley WA. 98284

360-856-1199

Attachments:

1. Public comments and attachments entered into public record at Sedro Woolley TIP public hearing August 13, 2014.
2. Pages from the WCOG Public Participation Plan.
3. Page 15 from Skagit Island Counties Metropolitan Regional Transportation Plan, Public Participation.
4. SCOG Public Notice of August 13, 2014

Sedro Woolley City Council
Sedro Woolley WA. 98284

August 13, 2014

RE; Comments on Sedro Woolley 2014 6yr. TIP.

Priority project #3 on SW 6 yr. TIP is the Path of Corruption West Extension 1-A West State to Ferry - Construct 10 foot shared use path.

A funding requirement is the project must be on SW 6yr. TIP and SCOG's 6yr. TIP to allow adequate public participation. This project was not listed on SW 2013 6yr. TIP, or SCOG's 2014-2017 6yr. TIP.

Important to note the SCOG Technical Advisory Committee (TAC) has already ranked this project to be the first non road project to be funded. The TAC committee does not allow public participation or public input. This is the very first chance for public participation on this project. This is after SW staff prepares application and then after the SCOG TAC has already ranked for funding approval. Our concerns are already too late to address to the SW Council tonight or to SCOG Board on Wed. With upcoming deadlines do you have a choice whether or not to approve this 6yr. TIP? The decision has already been made by the TAC.

We are not for or against this project, our concern is the legal public process. Many are aware and knowledgeable of the Railroad corridor from Sedro Woolley east to Concrete and the reasons it is called Path of Corruption for many years. Reasons being the taking of private property without paying for it by Skagit County and the breaking of state law and county comp plan policy law on the Path of Corruption paving project last year by county officials. This too without any public participation or public input.

The lack of public participation and public input to advance this project just days before final approval brings back to life the meaning of the Path of Corruption. Do we really want a continuation of the Path of Corruption on

the West end of Sedro Woolley city limits as we do on the east end?

Thank you for opportunity to comment.

Randy Good Aileen Good

Randy & Aileen Good

35482 SR 20

Sedro Woolley Wa. 98284

360-856-1199

Attachments; Reasons Cascade Trail is known as Path of Corruption in addition to comments in above letter.

1. County Chief Civil Deputy tells Commissioners how to steal railroad easement lands without owners knowledge. Which they did.
2. News article titled .. A Train Wreck for Property Owners. Oct. 27, 2013
3. Copy of SCOG 2014-2017 6 yr. TIP does not include # 3 on priority list. Copy included in public record with this letter.

JOHN MOFFAT
CHIEF CIVIL DEPUTY

DAVE NEEDY
CHIEF CRIMINAL DEPUTY

K. GARL LONG
SENIOR DEPUTY

CORBIN VOLLUZ
THOMAS SEGUNNE
MORGAN WITT
DIONNE CLAREN
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FAX 336-9347



MAVIS McLAVERTY, PLS
OFFICE SUPERVISOR

GRETCHEN PAQUE
VICTIMWITNESS

CHERI MARR
PATERNITY DIVISION

MEMORANDUM

TO: Board of County Commissioners

FROM: John R. Moffat *JRM*
Chief Civil Deputy

DATE: October 16, 1992

RE: Acquisition of Burlington Northern Right-of-Way

Jon Aarstad has advised me that he intends to place on your agenda in the near future your consideration of the purchase from Burlington Northern of approximately 101 acres of abandoned railroad right-of-way for the Centennial Trail. The negotiated purchase price with Burlington Northern is \$113,254.00, approximately one-third of the appraised value of the acreage which is \$326,992.21.

We wish to be sure that you are aware of the fact that one of the reasons why Burlington Northern may be willing to sell at a reduced value is that it is likely that the railroad does not have clear title to the right-of-way which it is selling to the County. The case of King County v. Squire Investment Co., 59 Wash. App. 888 (1990) (copy attached) indicates that where a railroad abandons right-of-way for railroad purposes, the railroad no longer owns the right-of-way; rather, the adjoining property owners own it.

In the Squire Investment Co. case, the Court found that the deed from the property owners to the railroad back in the 1890's conveyed only an easement interest and that after the railroad abandoned the railroad line in 1985 the ownership of the right-of-way reverted to the adjoining property owners. As stated in the Squire Investment Co. case:

Burlington Northern formally abandoned the right of way on July 29, 1985. The easement was extinguished at that moment and its interest reverted to the Squires' (original grantor) heirs. Burlington Northern had no interest to convey to King County for use as a

railroad much less as a trail. Even if the right of way had not been formally abandoned, Lawson v. State, (107 Wn.2d 444 [1986]) defeats the County's argument. Responding to a similar argument, the court stated:

Applying common law principles, we hold that a change in use from "rails to trails" constitutes abandonment of an easement which was granted for railroad purposes only. At common law, therefore, the right of way would automatically revert to the reversionary interest holders.

Lawson at 452. . . .

In summary, the Squire deed conveyed an easement to the railroad which terminated when its successor, Burlington Northern, abandoned the line with the approval of the ICC. The reversionary interest passed to the successors of the grantors. The trial court's alternative holding that the Squire deed conveyed an easement and, consequently, King County acquired no interest in the right of way is affirmed.

59 Wash. App. at 894-95.

In our case, it is impossible to ascertain the exact nature of the ownership of the right-of-way without examining each and every deed through which Burlington Northern or its predecessor-in-interest acquired title to the railroad right-of-way.

It is instructive to note that the Squire Investment Co. case came about because King County elected to file an action to quiet title and to condemn the entire portion of the right-of-way that it intended to use as a trail before it declared the same as a trail. This is certainly the safer way to go and would avoid problems arising later regarding the ownership of the trail. However it would also be more likely to alert adjoining property owners of their potential interest in the trail property.

If the Board is concerned with adjoining property owners exerting a claim to the trail without the County having established formal ownership thereof, an appropriate course of action would be for the County to commence a quiet title action to the 101 acres, color of

title to which it is acquiring through the purchase from Burlington Northern. Then, any adjoining owners who contest the County's quiet title action can be addressed separately either through private negotiation or a subsequent condemnation action. The County may be able to establish title by default judgment against a number of the adjoining property owners in the quiet title action, thus obviating the necessity of paying any compensation to them through a condemnation suit.

Alternatively, the County could post signs indicating the trail is County property and proceed to treat it as County property, subject to being challenged by adjoining landowners for a period of seven years pursuant to RCW 7.28.050. This procedure could result in the County paying less for the land to adjoining owners, but would also result in additional uncertainty of title for some time.

If you have any further questions regarding this, please let me know.

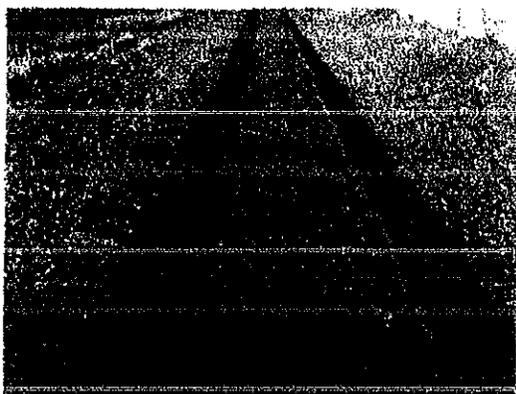
JRM:tad

cc: Jon Aarstad
Steve Colby
Dave Fleming



Rails to Trails: A Train Wreck for Property Owners

Kathryn Ciano | Oct. 27, 2013 12:00 pm



Beau Lawrence

Rails to Trails is a government program to convert abandoned railroad tracks to recreational trails. Sounds great, except that the tracks run over private property, and the private landowners haven't been paid for this permanent land grab. A case before the Supreme Court this term, *Brandt v. United States*, demonstrates the program's problems.

The Brandt family owns 83 acres of Wyoming property, split in half by a railroad right of way. Under the General Railroad Right-of-Way Act of 1875, the government paid the Brandts' predecessors to use their land for the limited purpose of laying train tracks. The understanding at the time was that the land would revert to private property if

and when the railroads ceased operating.

The railroad's right to use the Brandts' property ended when it abandoned its right of way to the the land in 2003. The Brandts should now be able to use the strip of land however they please. But in 2005, under the "Rails to Trails" statute, the government told the Brandts that it would be converting the abandoned railway into a recreational trail.

In 1988, a century after contracts were signed, the federal government passed a "Railbanking" law to preserve its possession and establish its right to turn abandoned railroad tracks into recreational parks. This was not what landowners had agreed to and was not within the terms of the government's limited right to use the Brandts' land.

Converting the tracks into a trail makes the government's use of the land permanent rather than temporary and conditional on the railroad's use. It also changes the nature of how the government plans to use the land. If the government wants to convert the expired railroad easement into a recreational trail, it should have to pay the Brandts just compensation for this new, permanent taking.

The Pacific Legal Foundation, which filed an amicus brief on the Brandts' behalf, writes that, because existing precedent is so clear, the "case should have been open-and-shut." Instead, the "United States tried to circumvent Federal Circuit precedent by filing a quiet title action in a Wyoming federal district court," claiming that its "implied" right to use the land trumped the Brandts' interest. The government relied on weak authority to convince the Tenth Circuit that it had an "implied reversionary interest" in the railroad easement, and that the common law of property does not apply to disputes over ownership



But common law principles of ownership always apply to property. The Supreme Court has repeatedly applied common law to railroad easements, including requiring subsequent purchasers of the underlying land to purchase the entire tract, including the easement portion conditionally contracted to the railroad. That means that the land the Brandts bought included the strip the feds now claim belongs to them, and the price the Brandts paid reflects that they, not the government, own that strip.

In 1875 the government paid landowners minuscule sums of money for the right to run tracks on private property. The government never attempted to make a clean purchase or negotiate permanent takings under the doctrine of eminent domain.

Today, business has evolved and railroads have abandoned vast swaths of rail crisscrossing the country. In many cases, dangerous, decayed tracks sit forgotten on private land. While pedestrian trails would likely be an improvement to the land, they are categorically different from enjoying the private backyard the Brandts paid for—or even from the commercial wealth the trains would have brought.

None of this controversy is a surprise to the government, which has been defending these programs in court since the beginning. As early as 1942, the Supreme Court interpreted the Railroad Right of Way Act to grant only an easement, rather than a more expansive property right. More recently, in 2002, Assistant Attorney General Thomas L. Sansonetti warned Congress that then-pending rails-to-trails cases across the country involved 4,550 private property owners and exposed the government to over \$57 million in constitutionally-required compensation for these takings.

In 1998, DC attorney Nels Ackerson described Rails-to-Trails as a “vast program for the quiet confiscation of land.” He noted that it has “created a blank check drawable from the account of the U.S. Treasury” that “may cost the taxpayers hundreds of millions of dollars or more.”

Property rights are one of the more fundamental principles of free society. The government cannot avoid the Constitution by avoiding the most basic principles of ownership. The Supreme Court should respect landowners' common law rights and expectations and grant quiet title to the Brandts, or else require the government to pay just compensation for taking the Brandts' land.

and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors. Funds are allocated to the MPOs/RTPOs and county lead agencies for regional prioritization and selection.

Allocating transportation dollars for specific projects or programs is a substantial responsibility. WCOG staff must consider all federal transportation requirements. The WCOG MPO/ RTPO Transportation Technical Advisory Committee (TTAC) ultimately makes funding recommendations to the WTPB.

The advice and input of a wide range of stakeholders is critical to making successful transportation decisions. Stakeholders include the general public, business leaders and business groups, environmental and civic organizations, and advocacy groups that represent the needs of the underserved/under-represented (including low income, minority, elderly, and disabled populations). Each of these stakeholders has a different perspective, and a different set of transportation needs that WCOG considers during the transportation planning process. Public involvement is required by federal law to guide metropolitan transportation planning.

II. Purpose of the Public Participation Plan

Public participation is essential to the development of successful regional transportation solutions and to minimizing adverse project impacts.

WCOG crafted this Public Participation Plan with the intent of providing guidelines for establishing and maintaining optimum public involvement, including assessment tools for evaluating the effectiveness of the program. Exemplary public involvement begins early in the planning process and continues throughout each of the planning stages, helping to minimize project impacts while developing the best solutions to regional transportation issues.

This Public Participation Plan was developed in consultation with member organizations, federal, state, and local governments and a citizen advisory committee. WCOG has provided copies of the plan to all participating committee groups and to public libraries.

III. About the Whatcom Council of Governments

WCOG was formed in 1966, along with other Councils of Government in the State, under Washington Administrative Code. This action was preceded by federal enabling legislation leading to the establishment of Councils of Government in states with the intent of creating coordinating bodies to facilitate cross-jurisdictional issues.

WCOG was named in 1981, by the Washington State Governor, as the region's Metropolitan Planning Organization (MPO) and in 1990 as the Regional Transportation Planning Organization (RTPO) under the Washington State Growth Management Act (GMA). WCOG is charged with meeting transportation planning requirements specified in the GMA and by the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Planning requirements include creating a Regional Transportation Plan, Transportation Improvement Program and the Public Participation Plan.

IV. Transportation Committees

In making transportation decisions, WCOG considers, among other tools, recommendations from the advisory committees named and described below. The membership of these committees provides input from interested persons, transit users, bicycle and pedestrian interests, business persons, persons representing special interest groups, and local technical experts including municipal engineers and planners. These advisory committees represent a fundamental

VI. Federal Requirements for the Public Participation Plan

Title 23: Highways

§450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

- (i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;
- (ii) Providing timely notice and reasonable access to information about transportation issues and processes;
- (iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;
- (iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;
- (v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

- (1) Recipients of assistance under title 49 U.S.C. Chapter 53;
 - (2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and
 - (3) Recipients of assistance under 23 U.S.C. 204.
- (c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.
- (d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.
- (e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

In response to these requirements, WCOG has established the following public participation strategies to undertake as part of every planning activity it oversees.

VII. Public Participation Strategies

Objective 1: Inform the Public

Policy: It is the policy of WCOG to inform the public, to the maximum extent possible with available resources, of opportunities to participate in the transportation decision making process.

Techniques:

- E-mail meeting agendas to WCOG members, committee members, and parties that express interest.
- Post meeting agendas and summaries on the WCOG website.
- Use news media to inform the public by providing press and product information to the local newspapers, as appropriate.

Objective 2: Educate the Public

Policy: It is WCOG's policy to educate residents regarding their role in the transportation planning process.

Techniques:

Encourage people to visit Transportation Town (www.TransportationTown.com). This is an interactive transportation educational tool specifically designed to help inform Whatcom County residents about transportation options, regional plans and planning agencies, and how to get more involved in the region's transportation future.

- Provide a summary of all the plans that Whatcom County, Whatcom County cities, and WCOG are responsible for creating and updating. Create a simplified timeline showing when each plan is open to receive public comment. Post this information on the WCOG website.

- Create a slideshow using maps, illustrations and photos to explain what the region's transportation system currently looks like and how it is designed to work. Use maps, illustrations and photos of other communities that have implemented the improvements being proposed by Whatcom County and the cities within the county and regional plans so that community members can more easily visualize what local plans are proposing be implemented here. Include cost estimates for improvement projects so that citizens understand the cost of what is being proposed. Include maps, illustrations and photos that show alternatives to the actions being proposed in the plans, so that community members understand that there are different possibilities for improving the overall system.

- Provide an online survey that solicits feedback from people who have viewed the slideshow.
- Set up educational displays at public locations such as community centers, including those in traditionally underserved areas.

Objective 3: Involve the Public

Policy: It is the policy of WCOG to involve the public early and often in the transportation planning process.

Techniques:

- Actively promote public participation attendance at the Transportation Technical Advisory Committee, Community Transportation Advisory Group, and Whatcom Transportation Policy Board meetings.
- Actively promote WCOG websites, including features which allow direct contact with staff for questions or comments.
- Use public opinion surveys to give the community an opportunity to provide input on the types of projects that needs funding.
- Solicit feedback on draft documents via the internet, through standing committees, and through public availability (libraries, etc.)

Objective 4: Reach Out to Communities

Policy: WCOG will reach out to geographic, organizational, and demographic communities within the WCOG region enabling the broadest and most representative participation possible in developing transportation plans and services.

Techniques:

- Use census data, surveys and GIS tools among other resources to identify traditionally underserved communities.
- Use tools such as informational flyers and surveys when appropriate to distribute information about the regional transportation plan to areas serving traditionally under-represented communities (i.e. senior centers, medical centers and human services providers).
- Distribute copies of planning documents to public libraries in Whatcom County.

VIII. Procedures

- Actively maintain a list of potentially interested groups and individuals and alert them of opportunities for participation/ input.
- Coordinate with local governments regarding community contacts.
- The current agenda shall include the time, date, and location of the meeting, and a notice that WCOG is required to respond to all requests and provide special accommodations for persons with disabilities when the request is received at least ten days prior to a WCOG meeting. WCOG will meet requests for special accommodations received less than ten days before a WCOG meeting when practical.

WCOG will use standardized procedures to ensure public access to regional planning information and activities. Not all procedures may be appropriate for each instance. However, the following procedures will establish a minimum guideline, giving consideration to all segments of society.

While not all activities involving WCOG will require using these procedures, they should be applied liberally, rather than conservatively. Whenever there is any doubt as to the policy's applicability, it should be followed.

Meetings

In the past, WCOG has established special committees to ensure coordination of the regional transportation planning and programming process. Existing regular standing committees include the Whatcom Transportation Policy Board (WTPB), Transportation Technical Advisory Committee (TTAC), and Community Transportation Advisory Group (CTAG). The meetings of these committees are always open to the public. WTPB meets at a minimum four times a year. TTAC and CTAG committees are scheduled to meet monthly for discussion and development of the regional transportation planning and programming of transportation projects. They make recommendations to the WTPB. Recognizing the need to involve the public when decisions are made by WTPB, WCOG will carry out the following procedures:

- (1) Regularly Scheduled WCOG Meetings
 - a) WCOG shall provide notification to the Bellingham Herald of all public meetings at least seven days in advance and at least fourteen days in advance for public hearings. Notification shall consist of, at a minimum, sending a copy of the agenda including time, date, and location of the meeting. The media notification shall include a request that

Objective 5: Improve Public Involvement

Policy: It is the policy of WCOG to continually identify and implement ways to improve its public involvement processes.

Techniques:

- Research and utilize opportunities to use media and venues that will reach greater numbers and more diverse populations.
- Conduct assessments of the effectiveness of public involvement techniques and discuss assessment results with transportation staff.
- Continue WCOG regional coordination of public involvement activities, particularly when projects may directly involve residents.

- meetings be added to community calendars. WCOG will maintain a website that includes current meeting schedules, approved minutes, meeting agendas, and special meeting notices.
- b) The current agenda shall include the time, date, and location of the meeting, and a notice that WCOG is required to respond to all requests and provide special accommodations for persons with disabilities when the request is received at least ten days prior to a WCOG meeting. WCOG will meet requests for special accommodations received less than ten days before a WCOG meeting when practical.
 - c) A 15-minute opportunity for public comment will be provided as an agenda item at all regular WCOG meetings to provide an opportunity for public comment if members of the public are present.
 - d) The WCOG Chairperson will, at the outset of the public comment period, establish the guidelines by which the public comment will be conducted (ie subject, comment time limits, etc.)
 - e) All WCOG meetings will be conducted in facilities readily accessible to persons with disabilities, as defined by the Americans with Disabilities Act, as amended, and Washington State regulations.
- (2) Public Hearings
- a) WCOG shall hold public hearings where verbatim transcripts of the public comment are required due to a WCOG action, and at the discretion of the WCOG Chair.
 - b) WCOG shall publish legal notices in the Bellingham Herald and a notice on its website of all public hearings at least fourteen days in advance of each hearing. Notices shall consist of, at a minimum, time, date, action being taken, location of the meeting and a notice that WCOG is required to respond to all requests and provide special accommodations for persons with disabilities when the request is received up to ten days prior to a WCOG meeting. Accommodations will be provided when practical. The media notification shall include a request that meetings be added to community calendars.
 - c) A statement will be placed on each agenda that written comments will be accepted instead of oral testimony. Reasonable submission deadlines may be established so that comments may be forwarded to appropriate policy board members.
 - d) The WCOG Chairperson will establish the guidelines by which the public hearing will be conducted (ie subject, comment time limits, etc.) at the outset of the hearing.
 - e) All WCOG hearings will be conducted in facilities readily accessible to persons with disabilities, as defined by the Americans with Disabilities Act and Washington State regulations.
- (3) Workshops and Special Meetings
- Occasionally special circumstances arise and workshops and/or special WCOG meetings may be held. It is WCOG's intention to provide guidance by which the notification of the workshops and special meeting will be conducted to maximize public participation in the events.
- a) WCOG workshops and special meetings (except declared emergencies) shall follow the same notification and participation procedures identified in (1)(a) through (1)(e) above. Public notice for emergency meetings will be attempted by sending a notice to the Bellingham Herald and via e-mail lists.

- b) Efforts must be made to notify known interested parties of hearings, workshops, and meetings relevant to their interests.
- c) In the event that a special meeting of the WCOG must be conducted, 24 hours notice will be supplied to all media. Efforts will be made to contact affected parties and any other interested parties 24 hours before the special meeting.
- d) Mailing lists of interested persons should be developed and maintained from sign-up lists at hearings, communications, and workshops dealing with related issues.
- e) Every attempt will be made to secure accommodations for, and meet the needs of, special needs and disabled persons when requested.

Plan Development

- (1) During any given year WCOG undertakes different planning activities in support of the regional transportation plan. WCOG recognizes that public input is a critical element of a successful planning effort. The extent of public participation may vary between different planning activities.
- (2) WCOG will include a public participation element in every planning activity work plan. The public participation element will identify the extent and type of public participation programs that will be implemented in each activity.

Public Information

- (1) WCOG shall maintain an up-to-date mailing list of all local and regional media.
- (2) WCOG will establish and maintain a mailing list of interested individuals and organizations.

- a) The mailing list will include under-represented groups and other interested citizens.
- b) WCOG will maintain an agency mailing list that includes: transit, traffic, rideshare groups, safety and enforcement agencies, port authorities, appropriate private transportation providers, city and local officials and any other agency interested in the transportation planning process.
- (3) WCOG transportation planning documents will be available to the public for reference at WCOG. Adopted documents will be submitted to local libraries within the region to allow public access to the information.
- (4) Draft documents will be made available to the public for a reasonable period before adoption, but no less than fourteen (14) days.

Public Input

- (1) A summary, analysis and report of written and oral comments received from the public regarding draft transportation plans or Transportation Improvement Programs (TIP) will be included as part of final transportation plan or TIP documents.

Public Review of the Public Participation Plan

- (1) WCOG will provide a minimum public comment period of 45 days before the public participation plan is initially adopted or revised.
- (2) WCOG will establish an ongoing review of the public involvement process.

Public Participation

The federal SAFETEA-LU legislation requires the development and implementation of a Public Participation Plan. The Public Participation Plan must be in place prior to MPO adoption of transportation plans addressing SAFETEA-LU provisions. SAFETEA-LU requires that the Public Participation Plan be developed in consultation with all interested parties. Furthermore, SAFETEA-LU requires that public information be made available in electronically accessible format and means, such as the internet. The adopted Public Participation Plan identifies outreach and involvement strategies.

Public participation is a key element of the regional transportation planning process. The Skagit and Island Sub-Regional RTPO Boards developed a Public Participation Plan to:

- Build agreement among stakeholders, interested parties, agencies that make up the SCOG, and the public;
- Develop a Metropolitan Transportation Plan/Regional Transportation Plan that has the support of the community; and
- Ensure the success of the transportation planning effort.

Public Participation Plan Goals

Federal regulations establish the following goals for the public involvement process:

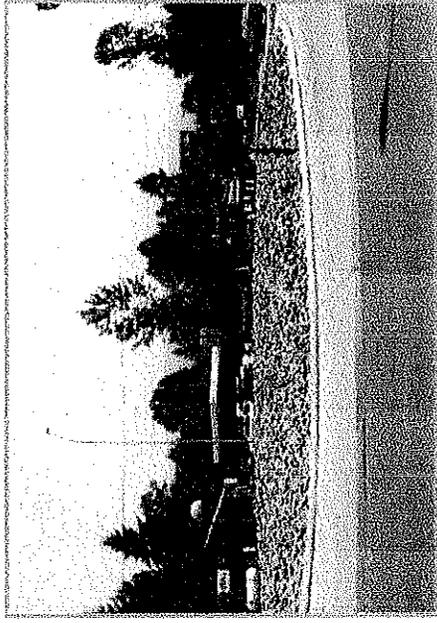
- Maintain a proactive public involvement process.
- Support early and continuing involvement of the public in developing plans.
- Provide complete information, timely public notice, and full public access to key decisions.
- Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives

of transportation agency employees, private providers of transportation, other interested parties and segments of the community affected by transportation plans, programs and projects.

- Provide reasonable public access to technical and policy information used in the development of plans and open public meetings where matters related to the federal-aid highway and transit programs are being considered.
- Provide adequate public notice of public involvement activities and time for public review and comment at key decision points.
- Consider and respond to public input received during the planning process.
- Seek out and consider the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households.
- Provide all interested parties with reasonable opportunities to comment on the contents of the transportation plan.

In addition, the Skagit and Island Sub-Regional RTPO Boards' public participation process for the Metropolitan and Regional Transportation Plan was also designed to:

- Inform the community about the update effort, including the purpose of the plan, and the reasons for the update.
- Obtain input from members of the community, both at key decision points and throughout the planning process.



SR 2/SR 538 "Big Rock" Roundabout

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Published
August 13, 2014
SVH-1144784

PUBLIC NOTICE

Skagit Council of Govern-
ments (SCOG) intends to se-
lect transportation projects to
receive Surface Transporta-
tion Program (STP) funds.
The proposed projects will be
considered for inclusion in
the Skagit-Island Transporta-
tion Improvement Program
(TIP).

The SCOG Transportation
Policy Board (TPB) will ac-
cept public comment regard-
ing the proposed projects at
the August 20, 2014 TPB
Meeting at 1:30 PM. The
meeting will be held in the
Burlington City Council
Chambers (833 South Spruce
Street, Burlington, WA
98233). An agenda for the
meeting will be available on
the SCOG website one week
prior to the meeting. Please
submit any written public
comments to
gabep@scog.net.

This public notice of public
involvement activities and
time established for public re-
view and comments on the
TIP development process will
satisfy the FTA's Program of
Projects requirements.

Published
August 13, 2014
SVH-1146067

**SECTION 00030
NOTICE TO**

0040 LOST & FOUND

A black handbag was found
in Anacortes and is being
held at the Anacortes Police
Department under case 14-
A05666. This item will be held
for 60 days and then may be
disposed of in accordance
with RCW 63.32.

A key, possibly a motorcycle
or high security key, was
found in Anacortes and is be-
ing held at the Anacortes Po-
lice Department (360) 293-
4684 under case 14-A05556.
This item will be retained for
60 days and then may be dis-
posed of in accordance with
RCW 63.32.

A Subaru car key was found
at Whistle Lake and is being
held at the Anacortes Police
Department (360) 293-4684
under case 14-A05605. This
item will be held for 60 days
and then may be disposed of
in accordance with RCW
63.32.

A young person's scooter
was found at a park in Ana-
cortes and is being held at
the Anacortes Police Depart-
ment (360) 293-4684 under
case 14-A05603. This scooter
will be held for 60 days and
then may be disposed of in
accordance with RCW 63.21
and 63.32.

Found in Anacortes: two
rings (case number 14-
A05442) and some motorcy-
cle keys (14-A05393). These
items are being held at the
Anacortes Police Department
(360) 293-4684 and will be
held for 60 days and then



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM POLICIES

Adopted by the SIRTPO Policy Board on XXXXX, 2014

INTRODUCTION

In order to demonstrate compliance with federal and state transportation planning requirements, and to ensure that state and local agencies have access to federal transportation funding for roadways, bridges, transit, and facilities for non-motorized modes, the Skagit-Island Regional Transportation Planning Organization (SIRTPO) Regional Transportation Improvement Program (RTIP) must include all projects that are funded wholly or partially with federal funds, or are determined to be regionally significant. Though the RTIP is developed in its entirety annually, routine maintenance is required to accurately reflect anticipated federal expenditures, and to provide transparency to the public interested in short term transportation improvements in the area.

SIRTPO has identified the following policies to provide guidance for the development and maintenance of the RTIP and to assist in the effective administration of regionally managed federal grant funds. Currently, SCOG and Island Sub-RTPO manage federal grant funding appropriated by the U.S. Congress through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to local government and agencies within Skagit County. Specifically, SCOG manages grant funds from the FHWA Surface Transportation Program (STP) for Skagit County and the Transportation Alternatives Program (TAP) for Skagit and Island Counties. Island Sub-RTPO manages STP funds for Island County. From time to time, SIRTPO may receive an allocation of revenues from other funding sources (e.g., Economic Recovery, etc.) for which spending discretion is also provided.

Policy 1 COMPLIANCE WITH THE REGIONAL PLAN

For a project to be eligible for the RTIP, it first must be included in, or consistent with, the adopted [Metropolitan/Regional Transportation Plan](#). Regionally significant capital projects, roadway capacity, and/or general purpose roadway projects must be individually listed or clearly part of a larger project included in the fiscally-constrained component of the plan. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the RTIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan and are funded with revenue identified by the plan.

Project sponsors must provide proof of the governing body's support and that the public has had a reasonable opportunity to provide input on the proposed project to be eligible for regionally managed grant funds.

Policy 2 FINANCIAL FEASIBILITY

SIRTPO will program funds to projects eligible for TAP funds to match the expected four year allocation based on estimates provided by WSDOT. SIRTPO may determine it beneficial to program more than the four-year expected allocation. This decision will be made by the SIRTPO Policy Board.



The SCOG Transportation Policy Board (TPB) will program funds to Skagit County projects eligible for STP funds to match the expected four-year allocation based on estimates provided by WSDOT. SCOG may determine it beneficial to program more than the four-year expected allocation. This decision will be made by the SCOG TPB.

The Island Sub-RTPO Policy Board will program funds to Island County projects eligible for STP funds to match the expected four-year allocation based on estimates provided by WSDOT. The Island Sub-RTPO Policy Board may determine it beneficial to program more than the four-year expected allocation. This decision will be made by the Island Sub-RTPO Policy Board.

Policy 3 ILLUSTRATIVE PRIORITIES

Upon adoption of the RTIP, SIRTPO shall endorse or reaffirm its commitment to seeking resources for regional priority projects not funded within the four-year financial feasibility table included in the RTIP. The endorsed list of priorities shall be used to identify projects to be funded in the event that additional funding becomes available to SIRTPO, SCOG or Island Sub-RTPO, either through higher than expected appropriations or new federal grant programs, or from funding that is returned to the region from any project not able to use its award.

Policy 4 UNANTICIPATED FUNDS

When SIRTPO, SCOG or Island Sub-RTPO receive unanticipated funds (e.g. deobligations, project closeouts, additional grant allocations), the Transportation Policy Board can program a project from the appropriate list of illustrative priorities. If SCOG and/or Island Sub-RTPO have already met the obligation target for the fiscal year that the unanticipated funds are received, they may be carried forward to be distributed at a future call for projects.

Policy 5 ELIGIBILITY FOR REGIONALLY MANAGED FEDERAL GRANT FUNDS

At minimum, any proposed project to improve the safety, capacity, operations, or physical condition of roadways identified on SIRTPO's adopted regionally significant network are eligible for regionally managed federal grant funds. In addition, projects that improve safety or multi-modal opportunities on routes not identified on the regionally significant network (e.g., sidewalks on local roads, greenways, etc.) also are eligible as long as they meet all applicable federal codes and regulations. Certain regionally managed federal grant funds may require additional conditions to be met in order to be considered eligible.

Regionally managed federal grant funds will be awarded to projects that are in locations contained within the geographic area of the associated grant program (e.g., STP Urban Small, STP Rural). Only the SIRTPO Policy Board has the authority to distribute TAP funds. The SCOG TPB has the authority to distribute STP funds in Skagit County and the Island Sub-RTPO Policy Board has the authority to distribute STP funds in Island County.

Policy 6 MPO AND RTPO COMMITMENT TO PROJECTS

With the adoption of the RTIP, or its subsequent amendments, SIRTPO, SCOG and Island Sub-RTPO formally commit to ensuring that regionally managed federal grant funds identified for a project are



provided as programmed unless such funding is not available due to changes in law or federal regulations, or if funding is not appropriated at anticipated levels, or is lost to the periodic rescission of unobligated balances. Should regionally managed federal grant funding be removed from a project as a result of a decrease in funding levels, that project shall remain a top priority for funding once revenues are identified or restored.

Any project programmed in the RTIP with regionally managed federal grant funds, which continues to meet all eligibility requirements while maintaining the proper support of the project sponsor, shall continue to be a priority for SIRTPO, SCOG and Island Sub-RTPO as the region develops a new RTIP. Programmed projects with federal funding already obligated shall automatically have unobligated programmed funds carried forward to the new RTIP, unless that project is proven to have a fatal flaw, loses the support from the project sponsor, or is estimated to cost more than 25% beyond previous total project cost estimates provided to SCOG or Island Sub-RTPO (see Policy 9).

Policy 7 PROJECT SPONSOR COMMITMENT TO PROJECTS

Project sponsors are responsible for ensuring that their project information contained in the RTIP is correct, that it accurately represents the scope of work being performed, and the amount of funding being requested. The sponsor is responsible for providing to SIRTPO, SCOG and/or Island Sub-RTPO an honest accounting of project details including costs, implementation schedules, and local matching fund sources at the time of the application for federal funds and anytime such details change, or at the request of SIRTPO, SCOG or Island Sub-RTPO.

Three months prior to the beginning of the federal fiscal year, the Skagit and Island Technical Advisory Committees (TACs) will review the projects programmed for the upcoming year. If it is determined that the scheduled projects are not ready to move forward, SCOG and/or Island Sub-RTPO will reprogram projects that are ready to move forward for the upcoming fiscal year.

Policy 8 DORMANT OR INACTIVE PROJECTS

Project sponsors with projects scheduled for obligation in the upcoming fiscal year are given a one-year grace period to obligate regionally managed funding. In the event that the project sponsor does not obligate regionally managed funding within the one year grace period, the SCOG TPB, Island Sub-RTPO Policy Board or SIRTPO Policy Board will determine if the funds will be returned to the region and potentially be reprogrammed to the next highest eligible priority, including projects identified in the SCOG or Island Sub-RTPO list of illustrative priorities (see Policy 3).

Project phases which have been obligated, and appear on WSDOT's inactive project list, may be subject to deobligation and grant funds returned to the region. This determination is made by WSDOT and FHWA.

Policy 9 COST INCREASES/COST OVERRUNS

The responsibility for any cost overrun on a project already under contract shall be determined by the prevailing contractual agreement between WSDOT and the project sponsor. Such contractual agreement shall not bind SIRTPO, SCOG or Island Sub-RTPO to pay for cost overruns with regionally managed federal grant funds. In cases where a project that is awarded regionally managed federal grant funds does not have sufficient funding to fulfill the scope of the project as originally programmed, the project sponsor may be granted the flexibility to shift funding across phases and/or years (pending

the availability of funding) to cover increased cost estimates for the affected phase. Should additional funding be required to implement the phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available call for projects.

Policy 10 CHANGES IN THE SCOPE OF WORK

All changes to the scope of work for projects programmed in the RTIP with regionally managed federal grant funds must be approved by the SCOG TPB or Island Sub-RTPO Policy Board through the amendment process. Projects are evaluated and selected based on the merits of the projects proposed at the time the RTIP is developed. Any changes that significantly depart from the original scope may be removed from the RTIP. If the project is removed from the RTIP, it can compete for regionally managed grant funds in future calls for projects.

Policy 11 PROJECT TRACKING

In order to facilitate the implementation of the RTIP policies, SCOG and Island Sub-RTPO will work with WSDOT and project sponsors to present to member agencies, at least quarterly, a full accounting of the funds obligated for each project and any changes in the status of those projects.

Project sponsors should inform SCOG or Island Sub-RTPO of any underutilization of regionally managed funds as soon as possible.

Policy 12 RTIP AMENDMENT CYCLES

SIRTPO adopts the full RTIP in October of each year. SIRTPO grants authority to the SCOG TPB and the Island Sub-RTPO Policy Board to manage the RTIP through amendments for projects that are located in their planning areas.

SCOG and Island Sub-RTPO will consider amendments to the RTIP on a monthly basis. The annual schedule of amendment cycles will be established by SCOG and Island Sub-RTPO prior to the beginning of each federal fiscal year (October 1).



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM POLICIES

Adopted by the SIRTPO Policy Board on XXXXX, 2014

INTRODUCTION

In order to demonstrate compliance with federal and state transportation planning requirements, and to ensure that state and local agencies have access to federal transportation funding for roadways, bridges, transit, and facilities for non-motorized modes, the Skagit-Island Regional Transportation Planning Organization (SIRTPO) Regional Transportation Improvement Program (RTIP) must include all projects that are funded wholly or partially with federal funds, or are determined to be regionally significant. Though the RTIP is developed in its entirety annually, routine maintenance is required to accurately reflect anticipated federal expenditures, and to provide transparency to the public interested in short term transportation improvements in the area.

SIRTPO has identified the following policies to provide guidance for the development and maintenance of the RTIP and to assist in the effective administration of regionally managed federal grant funds. Currently, SCOG and Island Sub-RTPO manage federal grant funding appropriated by the U.S. Congress through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to local government and agencies within Skagit County. Specifically, SCOG manages grant funds from the FHWA Surface Transportation Program (STP) for Skagit County and the Transportation Alternatives Program (TAP) for Skagit and Island Counties. Island Sub-RTPO manages STP funds for Island County. From time to time, SIRTPO may receive an allocation of revenues from other funding sources (e.g., Economic Recovery, etc.) for which spending discretion is also provided.

Policy 1 COMPLIANCE WITH THE REGIONAL PLAN

For a project to be eligible for the RTIP, it first must be included in, or consistent with, the adopted [Metropolitan/Regional Transportation Plan](#). Regionally significant capital projects, roadway capacity, and/or general purpose roadway projects must be individually listed or clearly part of a larger project included in the fiscally-constrained component of the plan. Certain projects seeking to improve safety, increase multi-modal opportunities, or enhance the existing transportation system may be programmed in the RTIP without individual identification in the regional plan, so long as they are consistent with the established goals and objectives of the plan and are funded with revenue identified by the plan.

~~Proposed projects~~ Project sponsors must ~~also be listed in a local TIP or CIP~~ provide proof of the governing body's support and that the public has had a reasonable opportunity to provide input on the proposed project to be eligible for regionally managed grant funds.

Policy 2 FINANCIAL FEASIBILITY

SIRTPO will program funds to projects eligible for TAP funds to match the expected four year allocation based on estimates provided by WSDOT. SIRTPO may determine it beneficial to program more than the four-year expected allocation. This decision will be made by the SIRTPO Policy Board.



The SCOG Transportation Policy Board (TPB) will program funds to Skagit County projects eligible for STP funds to match the expected four-year allocation based on estimates provided by WSDOT. SCOG may determine it beneficial to program more than the four-year expected allocation. This decision will be made by the SCOG TPB.

The Island Sub-RTPO Policy Board will program funds to Island County projects eligible for STP funds to match the expected four-year allocation based on estimates provided by WSDOT. The Island Sub-RTPO Policy Board may determine it beneficial to program more than the four-year expected allocation. This decision will be made by the Island Sub-RTPO Policy Board.

Policy 3 ILLUSTRATIVE PRIORITIES

Upon adoption of the RTIP, SIRTPO shall endorse or reaffirm its commitment to seeking resources for regional priority projects not funded within the four-year financial feasibility table included in the RTIP. The endorsed list of priorities shall be used to identify projects to be funded in the event that additional funding becomes available to SIRTPO, SCOG or Island Sub-RTPO, either through higher than expected appropriations or new federal grant programs, or from funding that is returned to the region from any project not able to use its award.

Policy 4 UNANTICIPATED FUNDS

When SIRTPO, SCOG or Island Sub-RTPO receive unanticipated funds (e.g. deobligations, project closeouts, additional grant allocations), the Transportation Policy Board can program a project from the appropriate list of illustrative priorities. If SCOG and/or Island Sub-RTPO have already met the obligation target for the fiscal year that the unanticipated funds are received, they may be carried forward to be distributed at a future call for projects.

Policy 5 ELIGIBILITY FOR REGIONALLY MANAGED FEDERAL GRANT FUNDS

At minimum, any proposed project to improve the safety, capacity, operations, or physical condition of roadways identified on SIRTPO's adopted regionally significant network are eligible for regionally managed federal grant funds. In addition, projects that improve safety or multi-modal opportunities on routes not identified on the regionally significant network (e.g., sidewalks on local roads, greenways, etc.) also are eligible as long as they meet all applicable federal codes and regulations. Certain regionally managed federal grant funds may require additional conditions to be met in order to be considered eligible.

Regionally managed federal grant funds will be awarded to projects that are in locations contained within the geographic area of the associated grant program (e.g., STP Urban Small, STP Rural). Only the SIRTPO Policy Board has the authority to distribute TAP funds. The SCOG TPB has the authority to distribute STP funds in Skagit County and the Island Sub-RTPO Policy Board has the authority to distribute STP funds in Island County.

Policy 6 MPO AND RTPO COMMITMENT TO PROJECTS

With the adoption of the RTIP, or its subsequent amendments, SIRTPO, SCOG and Island Sub-RTPO formally commit to ensuring that regionally managed federal grant funds identified for a project are



provided as programmed unless such funding is not available due to changes in law or federal regulations, or if funding is not appropriated at anticipated levels, or is lost to the periodic rescission of unobligated balances. Should regionally managed federal grant funding be removed from a project as a result of a decrease in funding levels, that project shall remain a top priority for funding once revenues are identified or restored.

Any project programmed in the RTIP with regionally managed federal grant funds, which continues to meet all eligibility requirements while maintaining the proper support of the project sponsor, shall continue to be a priority for SIRTPO, SCOG and Island Sub-RTPO as the region develops a new RTIP. Programmed projects with federal funding already obligated shall automatically have unobligated programmed funds carried forward to the new RTIP, unless that project is proven to have a fatal flaw, loses the support from the project sponsor, or is estimated to cost more than 25% beyond previous total project cost estimates provided to SCOG or Island Sub-RTPO (see Policy 9).

Policy 7 PROJECT SPONSOR COMMITMENT TO PROJECTS

Project sponsors are responsible for ensuring that their project information contained in the RTIP is correct, that it accurately represents the scope of work being performed, and the amount of funding being requested. The sponsor is responsible for providing to SIRTPO, SCOG and/or Island Sub-RTPO an honest accounting of project details including costs, implementation schedules, and local matching fund sources at the time of the application for federal funds and anytime such details change, or at the request of SIRTPO, SCOG or Island Sub-RTPO.

Three months prior to the beginning of the federal fiscal year, the Skagit and Island Technical Advisory Committees (TACs) will review the projects programmed for the upcoming year. If it is determined that the scheduled projects are not ready to move forward, SCOG and/or Island Sub-RTPO will reprogram projects that are ready to move forward for the upcoming fiscal year.

Policy 8 DORMANT OR INACTIVE PROJECTS

Project sponsors with projects scheduled for obligation in the upcoming fiscal year are given a one-year grace period to obligate regionally managed funding. In the event that the project sponsor does not obligate regionally managed funding within the one year grace period, the SCOG TPB, Island Sub-RTPO Policy Board or SIRTPO Policy Board will determine if the funds will be returned to the region and potentially be reprogrammed to the next highest eligible priority, including projects identified in the SCOG or Island Sub-RTPO list of illustrative priorities (see Policy 3).

Project phases which have been obligated, and appear on WSDOT's inactive project list, may be subject to deobligation and grant funds returned to the region. This determination is made by WSDOT and FHWA.

Policy 9 COST INCREASES/COST OVERRUNS

The responsibility for any cost overrun on a project already under contract shall be determined by the prevailing contractual agreement between WSDOT and the project sponsor. Such contractual agreement shall not bind SIRTPO, SCOG or Island Sub-RTPO to pay for cost overruns with regionally managed federal grant funds. In cases where a project that is awarded regionally managed federal grant funds does not have sufficient funding to fulfill the scope of the project as originally programmed, the project sponsor may be granted the flexibility to shift funding across phases and/or years (pending

the availability of funding) to cover increased cost estimates for the affected phase. Should additional funding be required to implement the phase, the project sponsor will be responsible for securing that additional funding from an alternative source of revenue or compete for additional funds at the next available call for projects.

Policy 10 CHANGES IN THE SCOPE OF WORK

All changes to the scope of work for projects programmed in the RTIP with regionally managed federal grant funds must be approved by the SCOG TPB or Island Sub-RTPO Policy Board through the amendment process. Projects are evaluated and selected based on the merits of the projects proposed at the time the RTIP is developed. Any changes that significantly depart from the original scope may be removed from the RTIP. If the project is removed from the RTIP, it can compete for regionally managed grant funds in future calls for projects.

Policy 11 PROJECT TRACKING

In order to facilitate the implementation of the RTIP policies, SCOG and Island Sub-RTPO will work with WSDOT and project sponsors to present to member agencies, at least quarterly, a full accounting of the funds obligated for each project and any changes in the status of those projects.

Project sponsors should inform SCOG or Island Sub-RTPO of any underutilization of regionally managed funds as soon as possible.

Policy 12 RTIP AMENDMENT CYCLES

SIRTPO adopts the full RTIP in October of each year. SIRTPO grants authority to the SCOG TPB and the Island Sub-RTPO Policy Board to manage the RTIP through amendments for projects that are located in their planning areas.

SCOG and Island Sub-RTPO will consider amendments to the RTIP on a monthly basis. The annual schedule of amendment cycles will be established by SCOG and Island Sub-RTPO prior to the beginning of each federal fiscal year (October 1).



TRANSPORTATION ALTERNATIVES PROGRAM SELECTION PROCESS

Adopted by the SIRTPO Policy Board on _____, 2014

The Federal Highway Administration (FHWA) distributes Transportation Alternatives Program (TAP) funds to each state for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Washington State Department of Transportation then suballocates these funds to Regional Transportation Planning Organizations (RTPO's) across the state.

Skagit-Island Regional Transportation Planning Organization (SIRTPO) has the responsibility of distributing TAP funds to projects within the region that are selected on a competitive basis. This document is designed to identify the process that SIRTPO will use to rank and prioritize projects within the RTPO.

SELECTION CRITERIA

With the guidance of both the Skagit and Island Technical Advisory Committees (TACs) and the SIRTPO Transportation Policy Board, SIRTPO staff will prepare selection criteria to award TAP funding. The criteria will be based on identified priorities in the Regional Transportation Plan (RTP) or directives given by the Transportation Policy Board. The selection criteria will be reviewed by the TACs to ensure they meet the priorities of the Region. The TACs will then recommend the approval of the selection criteria to the SIRTPO Policy Board. The SIRTPO Policy Board will then discuss and approve the final selection criteria.

- Current SIRTPO TAP Selection Criteria

CALL FOR PROJECTS

As TAP funding becomes available SIRTPO will issue a call for projects to be considered to utilize the funds. SIRTPO member agencies and eligible applicants will then have 4-6 weeks to submit applications to SIRTPO for consideration to be funded.

The amount of funding available in the call for projects will be at least enough to achieve a fully-programmed and fiscally-constrained four-year Transportation Improvement Program (TIP). SIRTPO intends to program an additional two years' worth of projects outside the fiscally-constrained portion of the TIP. The projects selected for the unconstrained portion of the TIP (years five and six) will serve as an illustrative list of projects until they can be moved into the fiscally-constrained portion of the TIP.

Proposed projects must be included in the project sponsor's local TIP or CIP at time of submittal.

PROJECT REVIEW AND PRIORITIZATION

Project applications will receive an initial screening by SIRTPO staff to ensure they meet TAP eligibility requirements. Island TAC and Skagit TAC will score the projects in their own counties based on the selection



criteria. A selection committee composed of TAC representatives or other designees from both Island and Skagit Counties will be nominated by Island Sub-RTPO and SCOG and appointed by the SIRTPO Policy Board. The committee will review the project scores and, if necessary, will score any subjective measures for the projects. The committee will then preliminarily rank the projects based on the approved criteria or other committee recommendations. The preliminary rankings of projects will be distributed to both the Island and Skagit TACs for review and recommendation to Island Sub-RTPO and SCOG. Island Sub-RTPO and SCOG can then recommend the projects to be selected for funding to the SIRTPO Policy Board.

If the Selection Committee is unable to come to a consensus, the project selection will be done by the SIRTPO Policy Board.

PUBLIC REVIEW

In accordance with SCOG's [Public Participation Plan](#), the public will have an opportunity to view the selection committee's project ranking recommendation prior to the SIRTPO Policy Board meeting in which action will be taken. The public can submit written comments to SCOG or Island Sub-RTPO staff prior to the meeting or give verbal comments at the SIRTPO Policy Board meeting itself.

SIRTPO POLICY BOARD

The SIRTPO Policy Board will then consider the project prioritization proposed by the selection committee. The prioritized list will serve as a guide for the final selection. The SIRTPO Policy Board has the freedom to reprioritize the list as they see fit.

INCLUSION INTO THE TIP

If a project is selected to be funded with TAP funds within the four year funding window, it will be included in the next TIP update or it may be included into the current TIP by amendment. It is the responsibility of the project sponsor to submit accurate project information to SCOG using the WSDOT STIP web-based software, regardless of which of the four years it is programmed to be funded in.

2014-2017 SCOG TIP: Financial Summary Feasibility

Dollars in Thousands

Funding Program	Carryover	2015			2016			2017			2018			4-Year Estimated Total	4-Year Programmed Total
		Estimated Allocation	Available	Programmed	Estimated Allocations	Available	Programmed	Estimated Allocations	Available	Programmed	Estimated Allocations	Available	Programmed		
SCOG-Managed Funds*	-\$467	\$1,755	\$1,288	\$994	\$1,755	\$2,049	\$1,519	\$1,755	\$2,284	\$2,047	\$1,755	\$1,993	\$1,421	\$6,553	\$5,981
STP	-\$775	\$1,527	\$751	\$605	\$1,527	\$1,673	\$1,263	\$1,527	\$1,936	\$1,817	\$1,527	\$1,646	\$1,421	\$5,331	\$5,106
TAP**	\$308	\$229	\$537	\$389	\$229	\$376	\$256	\$229	\$349	\$230	\$229	\$347	\$0	\$1,222	\$875
State-Managed Funds	\$0	\$34,927	\$34,927	\$34,927	\$197	\$197	\$197	\$2,253	\$2,253	\$2,253	\$1,918	\$1,918	\$1,918	\$39,296	\$39,296
STP(S)	\$0	\$1,552	\$1,552	\$1,552	\$189	\$189	\$189	\$2,014	\$2,014	\$2,014	\$0	\$0	\$0	\$3,755	\$3,755
SRTS (State)	\$0	\$932	\$932	\$932	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$932	\$932
STP(BR)	\$0	\$8,483	\$8,483	\$8,483	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,483	\$8,483
HSIP	\$0	\$253	\$253	\$253	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253	\$253
CBI	\$0	\$3,840	\$3,840	\$3,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,840	\$3,840
5307 (FTA)	\$0	\$1,848	\$1,848	\$1,848	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,848	\$1,848
NHPP	\$0	\$10,495	\$10,495	\$10,495	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,495	\$10,495
CRAB	\$0	\$1,500	\$1,500	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,500
WSDOT	\$0	\$324	\$324	\$324	\$8	\$8	\$8	\$239	\$239	\$239	\$1,918	\$1,918	\$1,918	\$2,490	\$2,490
Other	\$0	\$5,700	\$5,700	\$5,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700	\$5,700
Federally-Managed Funds	\$0	\$542	\$542	\$542	\$2,149	\$2,149	\$2,149	\$0	\$0	\$0	\$0	\$0	\$0	\$2,692	\$2,692
DEMO	\$0	\$0	\$0	\$0	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$1,200	\$1,200
Discretionary	\$0	\$0	\$0	\$0	\$950	\$950	\$950	\$0	\$0	\$0	\$0	\$0	\$0	\$950	\$950
FBP	\$0	\$542	\$542	\$542	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$542	\$542
Local Funds															
Local	\$0	\$19,292	\$19,292	\$19,292	\$430	\$430	\$430	\$284	\$284	\$284	\$820	\$820	\$820	\$20,825	\$20,825
Total	-\$467	\$56,517	\$56,049	\$55,756	\$4,531	\$4,825	\$4,296	\$4,292	\$4,821	\$4,583	\$4,493	\$4,731	\$4,159	\$69,366	\$68,794

*SCOG assumes STP and TAP apportionments remain the same every year.

**Transportation Alternatives Program is an RTPPO apportionment. Island County TAP projects are included in this financial table.

All dollars are calculated in YOY (Year of Expenditure)

2014-2017 Island Sub-RTPO TIP: Financial Summary Feasibility

Dollars in Thousands

Funding Program	Carryover	2015			2016			2017			2018			4-Year Estimated Total	Programmed Total
		Estimated Allocation	Available	Programmed	Estimated Allocations	Available	Programmed	Estimated Allocations	Available	Programmed	Estimated Allocations	Available	Programmed		
Island sub-RTPO-Managed Funds*	\$26	\$1,253	\$1,279	\$947	\$1,253	\$1,584	\$844	\$1,253	\$1,993	\$320	\$1,253	\$2,925	\$94	\$5,036	\$2,205
STP	-\$282	\$1,024	\$742	\$558	\$1,024	\$1,208	\$588	\$1,024	\$1,644	\$90	\$1,024	\$2,578	\$94	\$3,814	\$1,330
TAP**	\$308	\$229	\$537	\$389	\$229	\$376	\$256	\$229	\$349	\$230	\$229	\$347	\$0	\$1,222	\$875
State-Managed Funds	\$0	\$1,203	\$1,203	\$1,203	\$188	\$188	\$188	\$865	\$865	\$865	\$3,372	\$3,372	\$3,372	\$5,628	\$5,628
WSDOT	\$0	\$1,203	\$1,203	\$1,203	\$134	\$134	\$134	\$865	\$865	\$865	\$3,372	\$3,372	\$3,372	\$5,574	\$5,574
TIB	\$0	\$0	\$0	\$0	\$54	\$54	\$54	\$0	\$0	\$0	\$0	\$0	\$0	\$54	\$54
Federally-Managed Funds	\$0	\$3,135	\$3,135	\$3,135	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,135	\$3,135
DEMO	\$0	\$1,301	\$1,301	\$1,301	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,301	\$1,301
HSIP	\$0	\$1,834	\$1,834	\$1,834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,834	\$1,834
NHPP	\$0	\$1,551	\$1,551	\$1,551	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,551	\$1,551
Local Funds															
Local	\$0	\$235	\$235	\$235	\$30	\$30	\$30	\$10	\$10	\$10	\$10	\$10	\$10	\$285	\$285
Total	\$26	\$5,825	\$5,851	\$5,519	\$1,472	\$1,803	\$1,062	\$2,128	\$2,868	\$1,195	\$4,635	\$6,308	\$3,476	\$14,084	\$11,253

*assumes STP and TAP apportionments remain the same every year.

**Transportation Alternatives Program is an RTPO apportionment. SCOG TAP projects are included in this financial table.

All dollars are calculated in YOE (Year of Expenditure)

2015-2018 SCOG RTIP Projects

Lead Agency	Project ID	Project Title	Project Description	From	To	Source of Funds		FY 15	FY 16	FY 17	FY 18	Total
Anacortes	ANAC T-503	Guemes Channel Trail, Phase VII	Construct a waterfront bicycle and pedestrian trail along the old railroad bed next to the scenic Guemes Channel.	End of Phase I Section	Hartford Ave Vicinity	Federal State	Other	\$700,000				\$0
						Local						\$700,000
						Total		\$700,000	\$0	\$0	\$0	\$700,000
Anacortes	WA-07097	March Point Shoulder Widening	Widen narrow shoulders to 5-foot wide, add non-motorized crossing at trestle location.	Tommy Thompson Trail	1250 feet south of trail	Federal State	STP (US)	\$35,040	\$160,600			\$195,640
						Local		\$12,960	\$59,400			\$72,360
						Total		\$48,000	\$220,000	\$0	\$0	\$268,000
Anacortes	WA-06284	Safe Routes to School 2013	Engineering, Encouragement and Enforcement components include two covered bike racks, one cover for an existing bike rack and one enhanced pedestrian crossing.	N/A	N/A	Federal State	SRTS	\$210,000				\$0
						Local						\$210,000
						Total		\$210,000	\$0	\$0	\$0	\$210,000
Anacortes	ANAC T-140	Ship Harbor Blvd and SR 20 Spur Intersection	Intersection Improvement	SR 20	Ship Harbor Boulevard	Federal State	STP (US)				\$110,720	\$110,720
						Local					\$17,280	\$17,280
						Total		\$0	\$0	\$0	\$128,000	\$128,000
Burlington	WA-02488	George Hopper Interchange Improvements, Phase I	Purchase ROW for construction of partial cloverleaf SB onramp in NW quadrant of interchange; PE for lane addition on east side of freeway	0	0.5	Federal State	STP (US)			\$1,816,500		\$1,816,500
						Local				\$283,500		\$283,500
						Total		\$0	\$0	\$2,100,000	\$0	\$2,100,000
Concrete	WA-03701	Main Street, Phase III	Pedestrian Improvements	Superior Ave	North Park Ave	Federal State	TAP (R)		\$76,000			\$76,000
						Local						\$0
						Total		\$0	\$76,000	\$0	\$0	\$76,000
Concrete	WA-07142	Main Street, Phase IV	Construction of new sidewalk and ADA facilities.	Park	Grassmere	Federal State	STP (R)	\$69,200	\$176,244			\$245,444
						Local		\$10,800	\$27,506			\$38,306
						Total		\$80,000	\$203,750	\$0	\$0	\$283,750
Mount Vernon	T-07-07	Bike Walk Mount Vernon 2013	The project includes bike lanes, a bike signal, trail crossing improvement, mini roundabout and enforcement.	LaVenture Road	Section Street	Federal State	SRTS	\$389,050				\$0
						Local		\$30,000				\$389,050
						Total		\$419,050	\$0	\$0	\$0	\$419,050
Mount Vernon	T-06-10	College Way (SR 538) @ I-5	Add lanes beneath the I-5 overpass at College Way. Construct an additional westbound travel lane and an additional eastbound travel lane. Rechannelize the existing roadway beneath I-5 to add left turn capacity.	0.00	0.12	Federal State	STP (US)				\$100,000	\$100,000
						Local					\$15,607	\$15,607
						Total		\$0	\$0	\$0	\$115,607	\$115,607
Mount Vernon	T-07-02B	College Way (SR 538) LaVenture Road Intersection Safety Improvements	Construct safety improvements at the intersection of College Way (SR 538) and LaVenture road. Improvements will include, improved visibility of traffic signals, improved signal timing, installation of pedestrian countdown signals, upgrade crosswalks and ADA ramps, and install new signage.	LaVenture Road	LaVenture Road	Federal State	HSIP	\$68,000				\$68,000
						Local						\$0
						Total		\$68,000	\$0	\$0	\$0	\$68,000
Mount Vernon	WA-06515	Hoag Road - Sidewalk and Bike Lane Gap Project	Widen road, install storm drainage, construct sidewalk, bike lane, and relocate utilities on south side of Hoag Road from Urban Ave. to 560-feet east of Urban Ave.	Urban Ave	560 ft east of Urban Ave	Federal State	TAP (US)	\$25,000	\$180,000			\$205,000
						Local						\$0
						Total		\$25,000	\$180,000	\$0	\$0	\$205,000
Mount Vernon	G-08-01	Mount Vernon Downtown Flood Protection	Construct 100 year flood protection in Downtown Mount Vernon.	Kincaid Street	Sewer Treatment Facility	Federal State	Other	\$5,000,000				\$0
						Local		\$5,000,000				\$5,000,000
						Total		\$10,000,000	\$0	\$0	\$0	\$10,000,000
Mount Vernon	T-07-02A	Mount Vernon Signal Safety Improvements	Construct safety improvements at signalized intersections in Mount Vernon that will improve visibility of traffic signals, improve signal timing and installation of pedestrian countdown signals.	Various	Various	Federal State	HSIP	\$185,000				\$185,000
						Local						\$0
						Total		\$185,000	\$0	\$0	\$0	\$185,000
SCOG	SCOG 18-21	SCOG Admin 2018-2021	Skagit MPO administration for FFY 2018-2021	N/A	N/A	Federal State	STP (US)				\$104,047	\$104,047
						Local					\$48,608	\$48,608
						Total		\$0	\$0	\$0	\$23,826	\$23,826
						Total		\$0	\$0	\$0	\$176,481	\$176,481
Sedro-Woolley	SW01	Jameson Arterial Extension to SR 9	Relocate existing secondary arterial to new alignment with a new roundabout intersection at SR9, including drainage, curbs, bicycle/pedestrian path, HMA, pavement markings and illumination.	SR 9	Batey Road	Federal State	STP (US)	\$43,250	\$656,750			\$700,000
						Local		\$463,750	\$102,499			\$566,249
						Total		\$507,000	\$759,249	\$0	\$0	\$1,266,249
Sedro-Woolley	SW31A	SR 20/Cascade Trail West Extension, Phase 1A	Construct a 10-foot wide shared use path along the south side of SR20 between West State Street and Ferry Street.	64.5	64.9	Federal State	STP (US)	\$34,600	\$269,880			\$304,480
						Local		\$5,400	\$42,120			\$47,520
						Total		\$40,000	\$312,000	\$0	\$0	\$352,000

2015-2018 SCOG RTIP Projects

Lead Agency	Project ID	Project Title	Project Description	From	To	Source of Funds	FY 15	FY 16	FY 17	FY 18	Total	
Skagit County	WA-01134	Bow Hill Road	Reconstruct sloughing portion of Bow Hill Road from Old Hwy 99 and North Darrk Lane.	0.0	0.61	Federal	STP (R)	\$423,000				\$423,000
						State	CRAB	\$1,500,000				\$1,500,000
						Local		\$450,000				\$450,000
						Total		\$2,373,000	\$0	\$0	\$0	\$2,373,000
Skagit County	WA-03594	Burlington Northern Overpass	Replace BNSF Trestle Bridge #40111	1.87	2.095	Federal	STP (BR)	\$8,483,453				\$8,483,453
						State						\$0
						Local		\$3,620,864				\$3,620,864
						Total		\$12,104,317	\$0	\$0	\$0	\$12,104,317
Skagit County	WA-06321	Centennial Trail (Big Rock to Clear Lake)	Build a pedestrian/bicycle trail that will link into the Centennial Trail from Big Rock to Clear Lake. Big Rock		Clear Lake	Federal						\$0
						State						\$0
						Local		\$30,000				\$30,000
						Total		\$30,000	\$0	\$0	\$0	\$30,000
Skagit County	WA-01262	Guemes Ferry Breakwater Section Replacement	Replace breakwater section	N/A	N/A	Federal	FBP	\$422,353				\$422,353
						State						\$0
						Local		\$84,471				\$84,471
						Total		\$506,824	\$0	\$0	\$0	\$506,824
Skagit County	WA-07227	Guemes Ferry Engine Replacement	Replacement of one of the Guemes Island Ferry Engine			Federal	FBP	\$120,000				\$120,000
						State						\$0
						Local		\$30,000				\$30,000
						Total		\$150,000	\$0	\$0	\$0	\$150,000
Skagit County	WA-01217	Hard Creek Bridge Repair	Repair damage from December 2010 storm event.	12.7	12.7	Federal	Discretionary		\$949,770			\$949,770
						State						\$0
						Local		\$148,230				\$148,230
						Total		\$0	\$1,098,000	\$0	\$0	\$1,098,000
Skagit County	WA-06522	Josh Wilson Road - Phase 1	Reconstruct and Stabilize Josh Wilson Road to current road standards.	1.8	2.9	Federal	STP (R)				\$1,057,552	\$1,057,552
						State						\$0
						Local		\$50,000		\$762,968		\$812,968
						Total		\$0	\$50,000	\$0	\$1,820,520	\$1,870,520
Skagit County	WA-01247	Skagit River Bridge Modification & I-5 Protection Project	Studies by the Corps of Engineers and Skagit Co. have shown that a major component of a flood control project to protect urban areas and transportation facilities in lower Skagit Co. will include the modification and improvement of the existing system of levees along the Skagit River. This project is the first element of a comprehensive plan to reduce the flood risk to these areas, including I-5, SR 20, SR 536, and the BNSF RR. These studies have shown that modifying the existing levees by raising, reinforcing, and limited setting back of levees in some of the project reach is a key component of every flood control measure being considered. This project will complete preliminary engineering studies, an environmental assessment and begin obtaining rights of way. Includes Bennett Road extension	N/A	N/A	Federal	DEMO		\$1,199,700			\$1,199,700
						State						\$0
						Local						\$0
						Total		\$0	\$1,199,700	\$0	\$0	\$1,199,700
Skagit Transit	WA-07304	Operating Funds	Operating assistance for fixed route and demand response paratransit services in the Skagit Public Transportation Benefit Area.	N/A	N/A	Federal	5307	\$1,847,753				\$1,847,753
						State						\$0
						Local		\$9,553,411				\$9,553,411
						Total		\$11,401,164	\$0	\$0	\$0	\$11,401,164
Swinomish Tribe	WA-01331	Village Safety Improvements	Traffic and other safety improvements within the Swinomish Village (traffic calming, signage, crossings, striping)	Various	Various	Federal	SRTS	\$332,770				\$332,770
						State						\$0
						Local						\$0
						Total		\$332,770	\$0	\$0	\$0	\$332,770
WSDOT-Marine	WA-06195	SR 20 Spur/Anacortes Ferry Tml - 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.	N/A	N/A	Federal	WSDOT			\$198,370	\$1,918,176	\$2,116,546
						State						\$0
						Local						\$0
						Total		\$0	\$0	\$198,370	\$1,918,176	\$2,116,546
WSDOT-Marine	WA-05077	SR 20 Spur/Anacortes Tml Tie-up Slips - Dolphin & 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.			Federal	NHPP	\$8,902,702				\$8,902,702
						State	WSDOT	\$181,688				\$181,688
						Local						\$0
						Total		\$9,084,390	\$0	\$0	\$0	\$9,084,390
WSDOT-NW	WA-05982	SR 5/Fisher Creek - Fish Passage	Remove the existing fish passage barrier and replace it with a fish passable structure.	218.91	219.91	Federal	NHPP	\$41,042				\$41,042
						State	WSDOT	\$838				\$838
						Local						\$0
						Total		\$41,880	\$0	\$0	\$0	\$41,880
WSDOT-NW	WA-06455	SR 20/Collins Road Vic to SR 9 Paving	Resurfaces deteriorating asphalt pavement (due to rutting, cracking, and normal wear) with an asphalt overlay. Extends the service life of the existing pavement. Signs will be replaced as needed. Pedestrian facilities will be brought up to ADA standards.	62.97	64.79	Federal	STP (S)		\$189,047	\$2,013,957		\$2,203,004
						State	WSDOT		\$7,877	\$41,101		\$48,978
						Local						\$0
						Total		\$0	\$196,924	\$2,055,058	\$0	\$2,251,982

2015-2018 SCOG RTIP Projects

Lead Agency	Project ID	Project Title	Project Description	From	To	Source of Funds		FY 15	FY 16	FY 17	FY 18	Total
WSDOT-NW	WA-05518	SR 20/Frostad Rd Vic to Sharpes Corner Vic - Paving	Resurfaces deteriorating asphalt pavement (due to rutting, cracking, and normal wear) with an asphalt overlay. Extends the service life of the existing pavement. This project is in both SMPO and Island Sub-RTPO. The total shown is for SMPO only.	36.54	47.82	Federal	NHPP	\$1,550,899				\$1,550,899
						State	WSDOT	\$31,651				\$31,651
						Local						\$0
						Total		\$1,582,550	\$0	\$0	\$0	\$1,582,550
WSDOT-NW	WA-05404	SR 20/S Burlington Blvd - Railroad Crossing Improvements	This project will coordinate with the railroad to install gates and a warning detection system on the railroad tracks on SR 20 at MP 59.94. Required safety work will be performed as needed.	MP 59.91	MP 59.97	Federal	STP (S)	\$763,335				\$763,335
						State	WSDOT	\$15,579				\$15,579
						Local						\$0
						Total		\$778,914	\$0	\$0	\$0	\$778,914
WSDOT-NW	WA-05388	I-5/SB Mount Vernon to Joe Leary Slough - Paving	This project will resurface southbound I-5 from Mount Vernon to Joe Leary Slough including the ramps at George Hopper and College Way interchange to preserve the roadway. Minor safety improvement includes replacing the W-Beam guardrail in the median with concrete barrier and retrofitting the bridge rail.	MP 227.08	MP 231.79	Federal	CBI	\$3,840,443				\$3,840,443
						State	WSDOT	\$78,377				\$78,377
						Local						\$0
						Total		\$3,918,820	\$0	\$0	\$0	\$3,918,820
WSDOT-NW	WA-05525	Northwest Region Basic Safety	To address regionwide structurally deficient safety features which need to be adjusted or replaced to sustain safety for the traveling public. Potential improvements may include guardrail, guardrail terminals, bridge end protection, concrete barrier where needed. This project is in WCOG, SMPO, and PSRC. The total shown is for SMPO only.	N/A	N/A	Federal	STP (S)	\$788,704				\$788,704
						State	WSDOT	\$16,096				\$16,096
						Local						\$0
						Total		\$804,800	\$0	\$0	\$0	\$804,800

Lead Agency	Project ID	Project Title	Project Description	Termini (From)	Termini (To)	Source of Funds	FY 15	FY 16	FY 17	FY 18	Total
Island County	IC01-5001	RTPO UNIFIED WORK PROGRAM	Implementation and administration of the approved Unified Planning Work Program for the Island sub-Region RTPO as part of the Skagit-Island RTPO.	N/A	N/A	Federal STP-R	\$86,000	\$90,000	\$90,000	\$94,000	\$360,000
						State WSDOT	\$44,000	\$44,000	\$44,000	\$44,000	\$176,000
						Local	\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
						Total	\$140,000	\$144,000	\$144,000	\$148,000	\$576,000
Island County	WA-02732	Freeland Trail - Segment 1	Construction of a 10 foot wide pedestrian and bicycle trail on south side of SR 525 in the Freeland area. The trail will be built to Federal standards and will provide non-motorized access to a park and ride and to the business area of Freeland. The trail is also part of a larger plan to construct a non-motorized trail along SR 20 and SR 525 on the entire length of Whidbey Island.	Cameron Road	Fish Road	Federal STP-R	\$472,100				\$472,100
						Federal TAP	\$161,848				\$161,848
						Local	\$224,847				\$224,847
						Total	\$858,795	\$0	\$0	\$0	\$858,795
Island County	WA-02980	Crescent Harbor Rd / Regatta Dr Improvements	Acquire Right-of-Way for intersection improvements to reduce collisions at the intersections of Crescent Harbor Road / Regatta Drive and the nearby Torpedo Road. The project will also address traffic safety in the area during snow and ice events.	Crescent Harbor Road	Regatta Drive	Federal STP-U		150,000			\$150,000
						State					
						Local		20,250			\$20,250
Total	\$0	\$170,250	\$0	\$0	\$170,250						
Coupeville	WA-01862	Madrona Way Improvements	The project will reconstruct and repave a portion of Madrona Way, construct a paved walkway along one side of the road, and install bioswales and biofiltration pond (rain garden) for stormwater treatment. The road surface will be widened by approximately two feet.	Broadway	Town Limits	Federal STP-R		\$347,806			\$347,806
						State TIB		\$54,294			\$54,294
						Local					
Total	\$0	\$402,100	\$0	\$0	\$402,100						
WSDOT-Marine	WA-05261	SR 20: Coupeville Ferry Terminal - Bridge Timber Towers Preservation	Refurbish both wood timber towers at the Coupeville Ferry Terminal by installing additional steel piles and other reinforcement throughout the structure. This will strengthen the structures and reduce potential damage from an earthquake.	N/A	N/A	Federal					\$0
						State WSDOT	\$45,000	\$90,000	\$820,700	\$801,000	\$1,756,700
						Local					\$0
Total	\$45,000	\$90,000	\$820,700	\$801,000	\$1,756,700						
WSDOT-Marine	WA-05087	SR 20: Coupeville Ferry Terminal - Timber Dolphin Replacement	Replace two deteriorated wood timber dolphins with steel and concrete designs. The new dolphins are also needed to accommodate the new Kwa-di Tabil Class ferries that will serve this terminal.	N/A	N/A	Federal					\$0
						State WSDOT				\$2,527,488	\$2,527,488
						Local					\$0
Total	\$0	\$0	\$0	\$2,527,488	\$2,527,488						
WSDOT-NW	102010R15	SR 20: Race Rd to Jacobs Rd Corridor Improvements	Safety improvements including shoulder widening and intersection improvements to address access point conflicts.	MP 19.14	MP 20.53	Federal DEMO	\$1,300,800				\$1,300,800
						Federal HSIP	\$1,834,000				\$1,834,000
						State WSDOT	\$1,082,002				\$1,082,002
						Local					\$0
Total	\$4,216,802	\$0	\$0	\$0	\$4,216,802						
WSDOT-NW	WA-06346	SR 20: Frostad Rd Vic to Sharpe's Corner Vic--Paving	Resurfaces deteriorating asphalt pavement (due to rutting, cracking, and normal wear) with an asphalt overlay. Extends the service life of the existing pavement. This project is in both SMPO and SIRTPO. The total shown is for SIRTPO only.	MP 36.54	MP 47.82	Federal NHPP	\$1,550,899				\$1,550,899
						State WSDOT	\$31,651				\$31,651
						Local					\$0
						Total	\$1,582,550	\$0	\$0	\$0	\$1,582,550

2019-2020 SCOG RTIP Illustrative Projects

Lead Agency	Project ID	Project Title	Project Description	From	To	Source of Funds	FY 19	FY 20	Total
Anacortes	ANAC T-140	Ship Harbor Blvd and SR 20 Spur Intersection	Intersection Improvement	SR 20	Ship Harbor Boulevard	Federal STP (US)	\$821,750		\$821,750
						State			\$0
						Local	\$128,250		\$128,250
						Total	\$950,000	\$0	\$950,000
Anacortes	ANAC T-140	32nd Street and D Avenue Intersection Improvements	Intersection Improvements	32nd Street	D Avenue	Federal STP (US)		\$64,875	\$64,875
						State			\$0
						Local		\$10,125	\$10,125
						Total	\$0	\$75,000	\$75,000
Concrete	WA-02458	Cedar Street	Add paved bicycle lane and add a sidewalk with ADA facilities.	Concrete Sauk Valley Road	South Superior Ave	Federal STP (R)	\$85,200	\$311,798	\$396,998
						State			\$0
						Local	\$13,300	\$48,662	\$61,962
						Total	\$98,500	\$360,460	\$458,960
Concrete	WA-07141	Main Street Overlay	Resurfacing of Main Street from Superior to Grassmere. Anticipated improvements include but are not limited to; HMA road repair, HMA pre-level, paving fabric, HMA overlay, LED Upgrades and new channelization marks.	Superior Ave	Grassmere	Federal STP (R)		\$69,200	\$69,200
						State			\$0
						Local		\$10,800	\$10,800
						Total	\$0	\$80,000	\$80,000
Concrete	WA-03701	Main Street, Phase III	Pedestrian Improvements	Superior Ave	North Park Ave	Federal TAP (R)		\$235,250	\$235,250
						State			\$0
						Local			\$0
						Total	\$0	\$235,250	\$235,250
Mount Vernon	T-06-10	College Way (SR 538) @ I-5	Add lanes beneath the I-5 overpass at College Way. Construct an additional westbound travel land and an additional eastbound travel lane. Rechannelize the existing roadway beneath I-5 to add left turn capacity.	0.00	0.12	Federal STP (US)		\$1,650,000	\$1,650,000
						State			\$0
						Local		\$257,515	\$257,515
						Total	\$0	\$1,907,515	\$1,907,515
Port of Anacortes		9th/R Ave Realignment	Construction of new connecting roadway between Q Avenue and R Avenue. Project will include concrete curb, gutter, and sidewalk, bituminous paving, and other street amenities.	9th Street	Market Street	Federal STP (US)		\$76,200	\$76,200
						State			\$0
						Local		\$11,893	\$11,893
						Total	\$0	\$88,093	\$88,093
SCOG	SCOG 18-21	SCOG Admin 2018-2021	Skagit MPO administration for FFY 2018-2021	N/A	N/A	Federal STP (US)	\$104,047	\$104,047	\$208,094
						Federal STP (R)	\$48,608	\$48,608	\$97,216
						Local	\$23,826	\$23,826	\$47,652
						Total	\$176,481	\$176,481	\$352,962

Lead Agency	Project ID	Project Title	Project Description	Termini (From)	Termini (To)	Source of Funds	FY 19	FY 20	Total
Island County	2015-10	Camano Island Bicycle Route	Installation of Bike Route signs to create a dedicated bicycle route around Camano Island.	Terry's Corner	Terry's Corner	Federal TAP-R	\$0	\$125,000	\$125,000
						State	\$0	\$0	\$0
						Local	\$0	\$0	\$0
						Total	\$0	\$125,000	\$125,000



DISCUSSION ITEM 4.A. – SKAGIT–ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION AGREEMENT AND STRUCTURE

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Island County Sub-RTPO Policy Board	July 23, 2014	Discussion	Kevin Murphy	360-416-7871
Island County Sub-RTPO Policy Board	August 27, 2014	Discussion	Kevin Murphy	360-416-7871
Skagit Transportation Policy Board	September 17, 2014	Discussion	Kevin Murphy	360-416-7871
Island County Sub-RTPO Policy Board	September 24, 2014	Discussion	Doug Cox	360-678-7959
SIRTPO Policy Board	October 15, 2014	Discussion	Kevin Murphy	360-416-7871

RECOMMENDED ACTION

NA

DISCUSSION

Skagit Council of Governments recently completed the restructuring its governance agreement and bylaws. The governance agreement has a relationship to the agreement between Skagit Council of Governments and Island County to administer the Skagit-Island Regional Transportation Planning Organization (SIRTPO). The current SIRTPO agreement and bylaws were adopted in 2003 and 1999 respectively and are in need of updating. A review of the current agreement and structure is being conducted as part of the update process.

The purpose of this discussion is to get feedback from SIRTPO members on the agreement and structure of the SIRTPO. The Island County Sub-RTPO Board has had a number of discussions over the fall regarding this issue. The Skagit Transportation Policy Board discussed the current agreement and structure during in September.

Staff will present the background information, current structure, challenges and potential options in moving forward with the SIRTPO agreement.

Below are documents for the Transportation Policy Board’s review prior to the discussion:

- [Current SIRTPO Agreement](#)
- [Current SIRTPO Bylaws](#)



DISCUSSION ITEM 4.B. – REGIONAL TRANSPORTATION PLAN UPDATE

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
SIRTPO Policy Board	10/15/2014	Discussion	Gabe Philips	360-416-6678

DISCUSSION

The Skagit-Island Regional Transportation Plan (RTP) acts as a strategic guide for the region's transportation system. It provides a vision and plan for how the transportation system will work in the region over at least a 20-year period. The RTP supports coordination among local jurisdictions to establish an efficient and effective transportation system. It also acts as an important tool in meeting state and federal transportation requirements, ensuring continued funding from these sources.

The Metropolitan Transportation Plan (MTP) is a component of the Skagit-Island Counties Metropolitan & Regional Transportation Plan and was adopted in August of 2010, the year before the rest of the plan. By federal law, the RTP must be updated every five years, which means the SIRTPO Policy Board must approve an updated RTP by August 2015. Over the next several months, staff will be working to update the RTP. Staff will seek the input of the SIRTPO Policy Board, public, and other stakeholders to guide the development of the RTP update.

OVERVIEW OF TASKS

Staff has identified the major tasks that will occur over the next several months as the RTP is updated. A [draft schedule](#) is available to help guide the plan's development. Some of the major sections that will be updated in the RTP are included below.

REGIONAL TRANSPORTATION STRATEGY

SIRTPO must develop and periodically update a transportation strategy for the region that addresses alternative transportation modes and transportation demand management measures in regional corridors and shall recommend preferred transportation policies to implement adopted growth strategies. The strategy shall serve as a guide in preparation of the RTP.

PUBLIC PARTICIPATION PLAN

SCOG and SIRTPO value the input of citizens and stakeholders. SCOG is currently updating its Public Participation Plan (PPP). As the PPP is updated, it will provide direction on effective ways to gather public input regarding the RTP. Continuing public input will be incorporated into the implementation of the RTP after the update is adopted. A consultant specializing in public involvement is under contract to assist with public outreach for the RTP.

PROJECT LIST

The RTP must include a list of projects that have been identified to address regional transportation issues. Proposed projects in the RTP must include a scope with sufficient detail to develop a planning-level cost estimate. The costs of projects will be compared with their intended benefits to follow a least-cost planning methodology. It is likely that the total cost of all of the proposed projects will exceed the amount of funding the region can reasonably expect to receive. A project prioritization methodology will be developed to prioritize projects for the funding available.



The existing project list will be assessed and consideration of additional projects to be included in the RTP update will occur early next year.

FINANCIAL PLAN

The RTP must include a financial plan that demonstrates how the planned transportation improvements can be implemented, indicating resources from public and private sources that are reasonably expected to be made available to carry out the plan. The regional revenue assumptions will be updated to provide a new list of fiscally constrained transportation projects.

REGIONAL DATA

The RTP is based on regional economic, demographic, and transportation data. Current land use and employment information will be used to develop a transportation demand model to forecast future travel patterns and identify transportation needs. The model is calibrated based on existing traffic counts. This effort has already begun and the data inputs have been coordinated with WSDOT, transit agencies and local jurisdictions.

UPDATE TO THE REGIONAL TRANSPORTATION STRATEGY

Much of the content of the RTP is dependent on the strategies and policies identified by the region. An update to the regional strategy should occur early in the plan development process so it can inform the remainder of the update. Staff recommends that the SIRTPO Policy Board review the [current regional strategy](#) (chapter four from the existing plan).

SIRTPO GOVERNANCE

The update to the RTP largely depends on the final outcome of the SIRTPO governance discussion which is also on this month's agenda as a discussion item. Discussions have occurred regarding the future composition and/or existence of SIRTPO. Staff would like to get direction from the SIRTPO Policy Board in the coming months as to how to proceed with the RTP update and other SIRTPO efforts such as the Transportation Alternatives Program project selection process, the Unified Planning Work Program, and the Regional Transportation Improvement Program.

2014-2015 Schedule for Updating Regional Transportation Plan

DRAFT

Tasks and Subtasks	2014			2015							
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
Evaluate Public Participation Plan (PPP) - Consultant under Contract Evaluating PPP	[Red Bar]										
	x	x									
Update PPP/Regional Outreach Strategy - Consultant will Develop Draft Updated PPP - 45-day Public Comment Period		[Red Bar]									
		x	x								
			x	x							
Implement PPP/Regional Outreach Strategy - Consultant and Staff will Implement (precise outreach not yet known)				[Red Bar]							
				x	x	x	x	x	x	x	x
Compile, Review, Analyze and Validate Data for Plan* - Population, Land Use, Travel, Employment, Congestion, Economic Activity - Project Transportation Demand via Regional Travel Demand Model	[Black Bar]										
	x	x	x								
		x	x								
Update Regional Transportation Facilities - Definition of "Regional Transportation Facilities" - Existing Regional Transportation Facilities (roadways, ferry system, airports, marine ports, transit, other) - Operational and Management Strategies for Existing Facilities - Proposed Regional Transportation Facilities - Transportation and Transit Enhancements (as appropriate) - Consider Bicycle and Pedestrian Facilities (include input from non-motorized planning process)			[Black Bar]								
			x								
				x							
				x							
					x						
						x					
							x				
Update Regional Priorities, Policies, Strategies				[Black Bar]							
Update List of Regional Transportation Projects - Projects from Local Governments and WSDOT to 2040						[Black Bar]					
						x	x				
Update Financial Constraints Section - Estimate Funds Available w/WSDOT & SKAT - Recommend Additional Financial Strategies to Fund Projects - Consider Project Costs w/Inflation Rates (cooperatively with WSDOT & SKAT) - Fiscally Constrained Section - Illustrative List Optional (unconstrained) - Assess Capital Investment Strategies to Preserve Transportation Infrastructure							[Black Bar]				
								x			
								x			
								x			
									x		
									x		
Update Environmental Constraints Section Conduct Environmental Review Draft Regional Transportation Plan** Public Comment Period - Exact Timeframe for Public Comment Anticipated for Updated PPP									[Red Bar]		
									x	x	
Final Regional Transportation Plan Submit Plan to FHWA, FTA and WSDOT										[Black Bar]	

Notes: *this step began earlier in 2014 as population and employment forecasts were developed for Skagit and Island counties

**A performance measures subsection is anticipated for the first time in this RTP update; the next RTP update will reflect new performance measures anticipated in 2015-2016, the rules for which are now being developed

Acronyms

FHWA is Federal Highway Administration, U.S. Department of Transportation
 FTA is Federal Transit Administration, U.S. Department of Transportation
 PPP is Public Participation Plan
 RTP is Regional Transportation Plan

SKAT is Skagit Transit
 WSDOT is Washington State Department of Transportation

Legend	
[Red Bar]	Months of Public Outreach Task
x	Months of Subtask
[Black Bar]	Months of General Task
x	Months of Subtask

A horizontal banner with a topographic map background in shades of green and brown. The map shows contour lines and various geographical features. The text is overlaid on the right side of the banner.

Section 4
Transportation Framework & Policies

Section 4: Transportation Framework & Policies

The Metropolitan and Regional Transportation Plan (M/RTP) is used to guide regional transportation investments over the next 25 years. It represents the efforts of government agencies serving the region to coordinate the planning of diverse transportation systems to support the region's anticipated growth and meet its priorities and goals. The M/RTP was developed through a cooperative process that involved the Skagit Council of Governments (SCOG), as lead agency for the MPO and RTPO, the Washington State Department of Transportation (WSDOT) Northwest Region, the public, and ongoing transportation planning efforts of Skagit and Island Counties, including cities, ports, transit agencies and other service providers in the two-county region.

A wide range of transportation improvements and strategies have been identified by the region. These programs and improvements create a comprehensive, multimodal transportation system to serve the region for the next 20 or more years. The total costs of these improvements and programs will outstrip the likely available future funding. Because not all projects and programs can be funded over the next 20 years,



Anacortes Roundabout

the region established priorities for its transportation improvements. The priorities were used in the technical evaluation to establish a framework for the M/RTP. The framework essentially identifies the core transportation needs which other regional improvements will tie into. The framework was defined to help guide the development of a financially-constrained M/RTP.

Regional Priorities

The M/RTP is used to guide regional transportation investments over the next 20 years. It represents the efforts of government agencies serving the region to coordinate the planning of diverse transportation systems to support the region's anticipated growth and meet its priorities and goals. The M/RTP was developed through a cooperative process that involved SCOG, WSDOT Northwest Region, Island & Skagit RTPOs, and the public, as well as ongoing transportation planning efforts of Skagit and Island Counties which includes 28 cities, five ports, two transit agencies, non-profit transit providers and tribal governments that constitute the two-county RTPO area. Through the public participation process, priorities were developed that focused on a systems approach to moving people, freight, and goods.

The priorities set for the regional transportation system are consistent with those established in the Washington Transportation Plan (WTP). The highest priorities for the Skagit-Island RTPO, in no particular order of priority, are economic vitality, preservation, safety, mobility, environment, and stewardship as key priorities.

Economic Vitality: *To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.*

The movement of freight and goods and supporting economic sectors that rely on the transportation system is a priority for the region. Freight movement plays an important role in the regional economy by transporting various raw materials and finished products to and from the region via rail, air, truck, and ship. The efficient movement of freight is, therefore, important for the regional transportation system. These elements are also necessary for providing access to business and good jobs in the region. Of equal importance is the improvement

Section 4: Transportation Framework & Policies

of multimodal transportation networks for serving retail, service and tourism in our communities.

Preservation: *To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services.*

The region understands the importance of preserving the existing rail, bridge, pavement, transit, river, ferry and airport facilities and considers each a critical economic asset. However, revenues to the local governments that are directed toward transportation maintenance are inadequate. Governments at all levels find it difficult to transfer general revenues to maintenance when those funds are needed elsewhere. Consequently, long-term maintenance, such as pavement management, is being deferred.

Safety: *To provide for and improve the safety and security of transportation customer; and the transportation system.*

The safety and security of all individuals who use the transportation network are of high importance in the planning, design, construction, and maintenance of the transportation system. Improvements made to the transportation network that aim to reduce fatalities and injuries also lead to improved collision rates and improve traffic congestion. While efforts to improve safety should be taken across all modes of transportation, there is greater emphasis on improving roadway safety for auto drivers, bicyclists and pedestrians given the greater rates of fatalities in these modes.

Mobility: *To improve the predictable movement of goods and people throughout the region.*

Six Highest Regional Priorities

Economic Vitality

Preservation

Safety

Mobility

Environment

Stewardship

Improving regional connections to facilitate the movement of people and goods in an effort to contribute to a strong economy and a better quality of life for citizens is crucial for continued growth. Attaining greater mobility for our communities involves balancing a multimodal network that integrates all modes and is able to contribute to an efficient network of services meeting varied user needs. Included in this is an emphasis on maximizing the operational aspects of existing facilities.

Environment: *To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.*

Improving the environmental quality of our neighborhoods and communities will lead to a sustainable transportation system and economic vitality. This includes finding ways to reduce environmental impacts that could potentially result from the expansion or creation of a project, as well as promoting environmentally efficient modes of transportation such as transit, vanpooling, car-sharing, bicycling, and walking.

Stewardship: *To continuously improve the quality, effectiveness, and efficiency of the transportation system.*



Freeland Main Street

Section 4: Transportation Framework & Policies

The integration of land use and transportation policies to protect and preserve essential public transportation facilities, while working to better manage the transportation system will provide for optimum efficiency and effective movement of people and goods.

While these are the six highest priorities, the M/RTP also considers a range of other factors in the selection of transportation improvement projects and programs. These factors include:

- Regional connections;
- Land use plans;
- Pedestrian & bicycle transportation;
- Transit, ridesharing, & other alternatives;
- Security & emergency response; and
- Costs.

These factors greatly influence the priority of a project or program for the region. The region will strive to ensure that the recommended

transportation projects and programs provide the best value for the least cost, consistent with least-cost planning practices.



Coupeville Pedestrian Overpass

Framework for the Metropolitan/Regional Transportation Plan

A framework for the M/RTP was prepared based on the regional priorities. The framework establishes the key improvement projects and programs for the region. Other regional projects and programs were then added to the framework to complete the financially constrained M/RTP.

Evaluation of Roadway Improvements

The evaluation of future roadway improvements was based on 2035 land use forecasts and resulting travel demands. The Skagit-Island regional travel demand model was used to forecast levels of congestion on the transportation system in 2035. The regional model is a PM peak hour model and automobile based (does not account for non-motorized or transit modes). The lane miles of highway and arterial links were evaluated as either approaching or exceeding their planning level capacity.

Travel demand models are limited in how they represent human travel tendencies and choices. These models provide a tool for estimating likely outcomes, not definite scenarios. For this reason, some areas in the 2035 model may have higher congestion problems than will actually be experienced. Likewise, congestion in other areas may be underrepresented.

Due to significant residential growth on Camano Island and the single access point to the mainland, the regional model forecasts high volume-to-capacity (v/c) ratios and high vehicle hours of delay (VHD). This forecast traffic congestion distorts the overall county-wide performance measures as the Camano Island roadway network is separate from the rest of the regional system. As a result, Camano

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Island was excluded from the performance measure charts in order to better represent the future performance of the county-wide roadway network.

While travel demand models are not crystal balls, they are effective for assessing the relative impacts of growth. Further analysis and professional judgment should be used when determining the future travel behaviors in specific locations to ensure the volumes predicted by the model are reasonable.

Performance measures provide policy makers and the public a framework for evaluating progress towards implementing regional transportation policies. The following performance measures were identified to assess the relative impacts of land use growth and the benefits of the M/RTP system improvements. It is recommended that performance measures be monitored over time to assess the regional investment strategy. The region should fully develop multimodal transportation system performance measures that address the region’s transportation policies.

The following charts show the relative change in some key transportation performance measures for the metropolitan planning area (MPO area), Skagit County (non-MPO), Island County, and the combined Skagit-Island RTPO area. The charts show results for three different model periods or scenarios: (1) 2008 “Existing” conditions, (2) 2035 “No Build” that assumes future land use on the existing transportation network, and (3) 2035 “Full Build” that assumes the completion of the M/RTP project improvements.

Skagit Metropolitan Planning Area (MPO)

Lane Miles

The number of lane miles for Existing and No Build conditions are the same because the transportation networks are assumed the same. In the MPO area, 18.5 additional lane miles are added under Full Build conditions. This includes additional lanes on Interstate 5, widened Skagit River Bridges, and new roadway connections in Sedro-Woolley. Intersection improvements, additional turn-lanes, or shoulder widening projects would not be reflected in this metric.

Exhibit 4-1
Comparison of 2008 and 2035 Lane miles

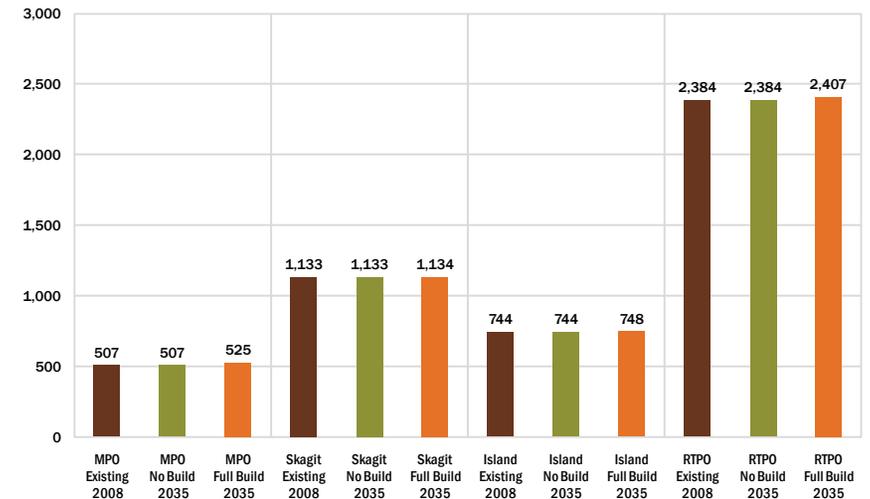
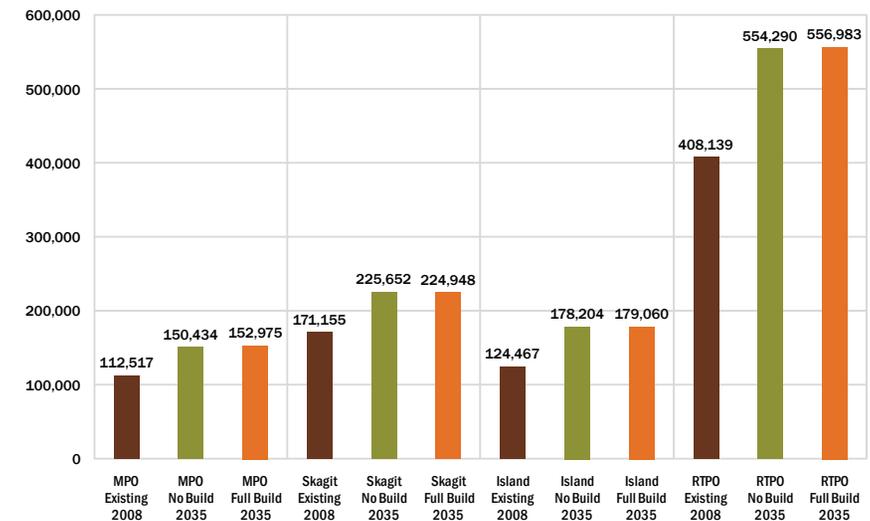


Exhibit 4-2
Comparison of 2008 and 2035 Vehicle Miles Traveled



*Note: Camano Island not included in Island County Data.

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Exhibit 4-3
Comparison of 2008 and 2035 Vehicle Hours of Delay

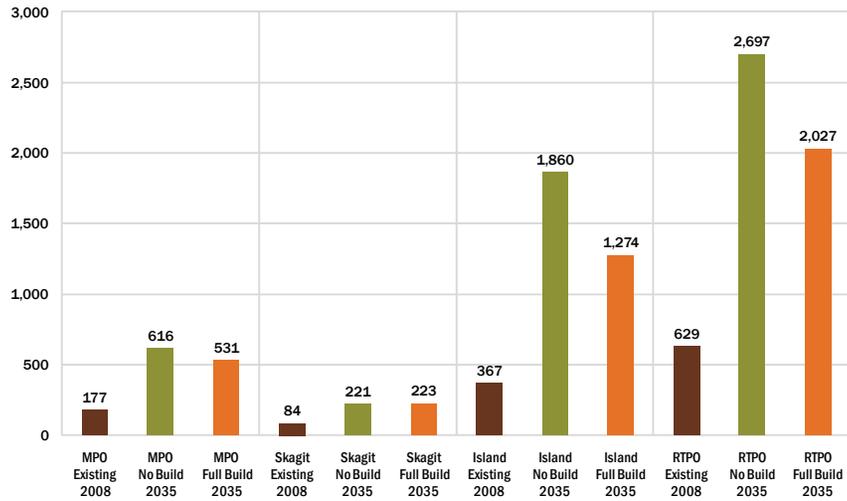
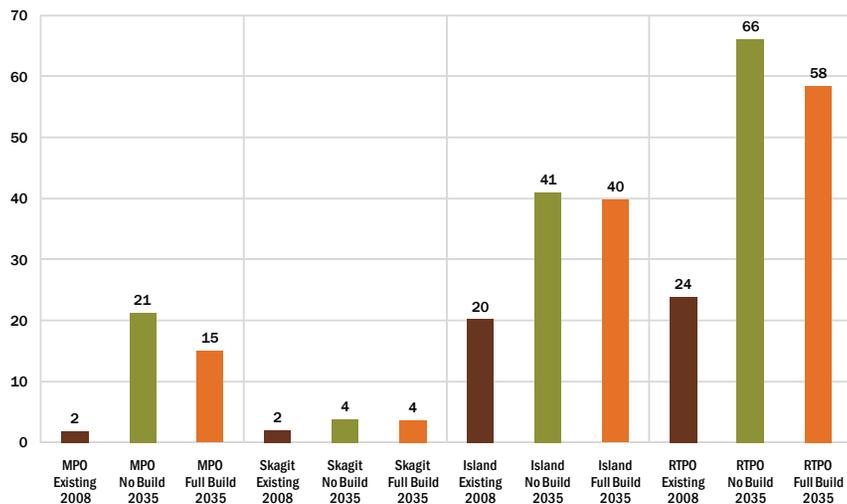


Exhibit 4-4
Comparison of 2008 and 2035 Lane Miles of Congestion



Vehicle Miles Traveled (VMT)

Future land use growth in the region will add approximately 34 percent more vehicle miles within the MPO area traveled compared to Existing conditions, or an annual growth rate of 1.1 percent. There is a slight increase in VMT between future No Build and Full Build conditions, which reflects the increased ability to travel farther in less time due to planned roadway improvements.

Vehicle Hours of Delay (VHD)

Under future No Build conditions in the MPO area, there would be approximately 616 hours of vehicle delay (the total time added to travel due to traffic congestion-related delays). The projects included in the Full Build scenario would reduce total VHD in the MPO area by 14 percent.

Lane Miles of Congestion

Lane miles of congestion represents those roadways that have traffic approaching or exceeding capacity in the model. For the MPO area, congested lane miles increase from 2 in Existing conditions to 21 in future No Build conditions. This includes sections of Interstate 5, SR 20, Division Street, and other arterial corridors. With Full Build project improvements, the congested lane miles drop to 15, which represents a 29 percent decrease in congestion.

Skagit County

Lane Miles

The number of lane miles for Existing and No Build conditions are the same because the transportation networks are assumed the same. In the county non-MPO area, less than 1.0 additional lane miles are added under Full Build conditions. This includes improvements to the Cook Road I-5 Interchange area and Reservation Road. Intersection improvements, additional turn-lanes, or shoulder widening projects are not reflected in this metric.

Vehicle Miles Traveled (VMT)

Future land use growth in the region will add approximately 32 percent more vehicle miles traveled within the county non-MPO area compared to Existing conditions, or an

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annual growth rate of 1.0 percent. There is a slight decrease in VMT between future No Build and Full Build conditions, which reflect some rural circuitous routes becoming less attractive given improved traffic conditions on the more direct urban routes.

Vehicle Hours of Delay (VHD)

Under future No Build conditions in the county non-MPO area, there would be approximately 221 hours of vehicle delay (the total time added to travel due to traffic congestion-related delays). The projects included in the Full Build scenario would not substantively change the total VHD in the county non-MPO area.

Lane Miles of Congestion

Lane miles of congestion represents those roadways that have traffic approaching or exceeding capacity in the model. For the county non-MPO area, congested lane miles increase from 2 in Existing conditions to 4 in future No Build and Build conditions. In other words, lane miles of congestion in the county non-MPO area is relatively minor under No Build conditions. The Build project improvements in the county would improve spot congestion or make safety upgrades.

Island County

Lane Miles

The number of lane miles for Existing and No Build conditions are the same because the transportation networks are assumed the same. On Island County, approximately 3 to 4 additional lane miles are added under Full Build conditions. This includes improvements to SR 20 in Oak Harbor and new county road connections. Intersection improvements, additional turn-lanes, or shoulder widening projects are not reflected in this metric.

Vehicle Miles Traveled (VMT)

Future land use growth in the region will add approximately 43 percent more vehicle miles traveled in Island County compared to Existing conditions, or an annual growth rate of 1.3 percent. There is virtually no change in VMT between future No Build and Full Build conditions.

Vehicle Hours of Delay (VHD)

Under future No Build conditions in Island County, there would be approximately 1,860 hours of vehicle delay (the total time added to travel due to traffic congestion-related delays). The bulk of this delay is on the heavily used SR 20 corridor. The projects included in the Full Build scenario would reduce total VHD in Island County by 32 percent, which reflects the impact even a few projects may have on overall system performance.

Lane Miles of Congestion

Lane miles of congestion represents those roadways that have traffic approaching or exceeding capacity in the model. For Island County, congested lane miles increase from 20 in Existing conditions to 41 in future No Build conditions. Most of these miles are along SR 20 south of Oak Harbor. With Full Build project improvements, the lane miles drop to 40, which represents a 2 percent decrease. While overall delay has improved, the roadways with congestion remained about the same.

Skagit-Island RTPO

Lane Miles

In the RTPO area, approximately 22 additional lane miles are added under Full Build conditions.



Double Bluff Rd.

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The bulk of these additional lane miles are with the Skagit MPO area. Intersection improvements, additional turn-lanes, or shoulder widening projects are not reflected in this metric.

Vehicle Miles Traveled (VMT)

Future land use growth in the region will add approximately 36 percent more vehicle miles traveled compared to Existing conditions, or an annual growth rate of 1.1 percent.

Vehicle Hours of Delay (VHD)

Under future No Build conditions in the RTPO area, there would be approximately 2,700 hours of vehicle delay (the total time added to travel due to traffic congestion-related delays). The projects included in the Full Build scenario would reduce total VHD in the RTPO area by 25 percent.

Lane Miles of Congestion

For the MPO area, congested lane miles increase from 24 in existing conditions to 66 in future No Build conditions. With Full Build project improvements, the lane miles drop to 58, which represents a 12 percent decrease in congestion.

Efficiency Strategies

Improvements to corridors that address existing and forecast safety and operational issues are high priorities in the plan. Also included are projects that widen and reconstruct existing arterials to current standards to better handle forecast traffic volumes and improve non-motorized facilities. These improvements focus on effectively reducing safety and operational issues along existing arterials. They also support a range of travel modes, as automobiles, trucks, transit, pedestrians, and bicycles use these key regional intersections and roadway links.

Transportation system management including signal timing upgrades, ITS, and access management strategies will also be incorporated in the existing corridors.

Transit and Transportation Demand Management

The M/RTP framework includes strategies for increasing transit mode share and capacity to meet the future travel demands throughout the Skagit/Island region. Strategies to reduce peak period travel demands also are included. The transit and transportation demand management (TDM) strategies include:

- Improving transportation services for people with special needs;
- Expanding fixed-route service coverage in the metropolitan area;
- Extending service hours;
- Targeting service to larger employers; and
- Enhancing service to regional destinations.

Other Projects

The M/RTP provides a transition between the local agency transportation plans and the Washington Transportation Plan (WTP). The M/RTP is a financially-constrained plan which must set priorities since available funding will not cover all identified needs during the 25-year time horizon. The M/RTP acknowledges that there are a range of needed improvements (both regional and local) that are desirable to meet the overall, transportation needs of the region. These projects are referenced in the M/RTP to help ensure that the total system needs are acknowledged and to support increases in future funding to help implement these projects.

Key Corridors

In addition to the baseline improvements and efficiency strategies, the M/RTP framework identifies the need for improvements to existing corridors to address future transportation demands of the region.

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Transportation Plan Policies

The priorities framework for the M/RTP provides the general guidance to help direct available funding for regional transportation improvements. Policies were defined to help guide the region in implementing the Plan and focus on the six regional priorities, as well as coordination and implementation of projects and programs. The priorities and policies lead to overall improvement strategies, which are summarized in this section.

Policies

The existing goals and policies were reviewed and checked for consistency with the input collected from the public outreach effort and the Skagit & Island Sub-Regional RTPO Boards' member agencies during the plan development process. As the project progressed and technical analyses was completed, these policies and goals were revised and consolidated to eliminate redundancy, address inconsistencies with technical findings and reflect the regional nature and purpose of the document. The policies should continue to be reviewed regularly to ensure that they are reflecting the most current vision and direction of the region and metropolitan area. These policies, goals and strategies will guide and direct the regional transportation planning process for the next 20 years.

1. Identify, encourage, and implement strategies and projects that will maximize the efficiency and effectiveness of the metropolitan and rural transportation systems through a cooperative effort with MPO member agencies, the Sub-Regional Transportation Planning Organizations, the public sector, and State and Federal agencies;

Goals and strategies for Policy 1 include:

1.1 Select and build the most efficient mix of modes and facilities based on the need to balance accessibility and demand;

1.2 Ensure that modes are interconnected in a manner that best serves the users by identifying missing links and connections and proposing projects that will provide needed linkages;

1.3 Consider strategies that recognize the future densification of urban areas as they grow and mature, while transitioning and connecting seamlessly with rural areas;

1.4 Support Skagit Transit and Island Transit in acquiring funding from outside sources to help implement strategies identified in the Metropolitan and Regional Transportation Plan;

1.5 Provide a level of service across modes that meet the needs of the user while recognizing the uniqueness of the level of service standards for each mode;

1.6 Provide for the safety and security of the users on all modes, by participating in state and Federal programs to increase safety and security and placing an emphasis on projects that incorporate safety and security;

1.7 Provide accessibility to the transportation system through user friendly connections by ensuring that intermodal facilities are not designed and constructed in isolation. In particular, ensure that the urban area has interconnected opportunities for safe and convenient non-motorized modes;



Multi-Use Trail near Coupeville

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1.8 Ensure transportation concurrency requirements are met in areas designated under GMA.

1.9 Provide accessibility to the transportation system through timely information by developing a regional ITS architecture that includes traveler information as a major component; and

1.10 Provide access to the transportation system in a manner that balances user convenience with safety and preservation of capacity. This includes developing and implementing access management plans where access issues are or are likely to become impediments to the safe and efficient operation of roadways for all vehicles and non-motorized users, within the context of a growing urbanized area.

2. Provide a Metropolitan and Regional Transportation Plan that identifies significant transportation facilities and services that support local comprehensive plans and ensures ongoing evaluation necessary to keep current with local, regional, inter-regional, State, Federal, and public needs and requirements while recognizing the

inter-relationships within the contiguous urban area and areas immediately adjacent to it;

Goals and strategies for Policy 2:

2.1 Provide a Metropolitan and Regional Transportation Plan that is up-to-date;

2.2 Develop a regional growth strategy that incorporates and expresses the growth management plans of the

individual jurisdictions. Consider the growth strategy when identifying and funding projects and programs;

2.3 Establish a plan amendment process that will accommodate changes in local, regional, state, federal, private sector, and public needs between plan updates.

3. Protect the integrity of the investment in the existing transportation system by encouraging and prioritizing timely maintenance of the system;

Goals and strategies for Policy 3:

3.1 Monitor the condition of existing transportation facilities by working with the Sub-RTPO's to identify critical facilities, develop metrics, and establish a data collection program;

3.2 Time replacement and rehabilitation of facilities to minimize investment by working with the Sub-RTPO's to develop a regional pavement management system. Require agencies to evaluate the timing of replacement and rehabilitation needs when proposing capacity improvement projects for the Transportation Improvement Program; and

3.3 Ensure that the operation, appearance, and functionality of the infrastructure meet the users' needs by ensuring that these elements are included in the scope of projects proposed for inclusion in the Transportation Improvement Program.

4. Facilitate cooperation and information exchange amongst stakeholders in the Skagit & Island Sub-Regional RTPO Boards.

Goals and strategies for Policy 4:

4.1 Provide a forum for stakeholders to discuss and coordinate their transportation projects, programs, and plans with each other. Consider strategies that recognize the future densification of urban



Maintenance during snow

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areas as they grow and mature;

4.2 Facilitate the involvement of the private sector in transportation planning issues by adding one or more non-agency positions to the technical advisory committees. Invite private representation on study review teams when relevant to the study; and

4.3 Identify sources of funding for transportation planning, programs, and projects that will implement the Metropolitan and Regional Transportation Plan and assist in acquiring those funds as needed.

5. Maintain and execute an ongoing public participation program and plan to ensure the early, meaningful, and continuous participation of the citizens of Skagit and Island Counties in the planning process.

Goals and strategies for Policy 5:

5.1 Develop and implement a public participation plan during the updating of the Metropolitan and Regional Transportation Plan and ensure that the public has an opportunity to review and comment on proposed amendments;

5.2 Ensure a two-way communication process in the public participation process by presenting information in a number and variety of media and incorporating an appropriate number and variety of feedback methods;

5.3 Time public participation interfaces to provide public input into decisions before they are made and provide decision makers with an accurate assessment of public input;

5.4 Make the public participation process meaningful by considering public comments when making decisions; and

5.5 Maintain an on-going public participation process.

6. Consistent with Skagit and Island Countywide Planning Policies, encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Background: As noted in Chapter 3 of this document, each county planning under the Growth Management Act is required to develop a set of countywide planning policies. The policies are intended to help the jurisdictions within the county coordinate their GMA planning efforts. These policies provide an umbrella for all other planning in the county. The countywide planning policies for transportation are:

6.1 Multi-purpose transportation routes and facilities shall be designed to accommodate present and future traffic volumes.

6.2 Primary arterial access points shall be designed to ensure maximum safety while minimizing traffic flow disruptions.

6.3 The development of new transportation routes and improvements to existing routes shall minimize adverse social, economic and environmental impacts and costs.

6.4 Comprehensive Plan provisions for the location and improvement of existing and future transportation networks and public transportation shall be made in a manner consistent with the goals, policies and land use map of the Comprehensive Plan.



Roundabout Construction

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6.5 The development of a recreational transportation network shall be encouraged and coordinated between state and local governments and private enterprises.

6.6 The Senior Citizen and Handicapped transportation system shall be provided with an adequate budget to provide for those who, through age and/or disability, are unable to transport themselves.

6.7 Multimodal Level of Service (LOS) standards and safety standards shall be established that coordinate and link with the urban growth and urban areas to optimize land use and traffic compatibility over the long term. New development shall mitigate transportation impacts concurrently with the development and occupancy of the project.

6.8 An all-weather arterial road system shall be coordinated with industrial and commercial areas.

6.9 Cost effectiveness shall be a consideration in transportation expenditure decisions and balanced for both safety and service improvements.

6.10 An integrated regional transportation system shall be designed to minimize air pollution by promoting the use of alternative transportation modes, reducing vehicular traffic, maintaining acceptable traffic flow, and siting of facilities.

6.11 All new and expanded transportation facilities shall be sited, constructed, and maintained to minimize noise levels.

Consistency between the County Wide Planning Policies and the Regional and Metropolitan Policies and Goals is an important aspect of this plan.