

Peninsula Regional Transportation Planning Organization – State Transportation Improvement Program (STIP) and Regional Transportation Improvement Program (RTIP)

STIP/RTIP Purpose and Scope

The Peninsula Regional Transportation Planning Organization (RTPO) is required by federal and state regulations to develop a Regional Transportation Improvement Program (RTIP) for its Regional Transportation Planning Organization which spans a three-year period and is updated annually. The RTIP functions as a financial plan that identifies and prioritizes federally funded transportation projects to be carried out in the region. Projects using federal funds must appear in the State Transportation Improvement Program (STIP).

The STIP/RTIP also aids in the coordination and cooperation of transportation planning in the region. The STIP/RTIP also provides the public, elected officials, state and local staffs, transit providers, and other interested parties the opportunity to review regional projects for consistency with regional goals and policies.

The STIP/RTIP requires approval by the Peninsula RTPO Executive Committee, the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Washington State Department of Ecology (DOE), and the Governor's Office. Approved RTIPs are then included in the STIP. Following inclusion in the STIP, local jurisdictions may begin obligating federal funds for their projects.

STIP/RTIP Legislative Requirements

The Peninsula RTIP is developed in response to two pieces of legislation:

1. Public Law 109-59 *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU), Section 3005 and 6001.
2. ESHB 2929, *The Washington State Growth Management Act* (GMA), as amended and HB 1928.

Under the SAFETEA-LU law, the RTIP's project list must be consistent with the long-range Regional Transportation Plan (RTP). The RTP must consider land use and alternative transportation modes and their connectivity in the transportation system. Projects included in this RTIP are consistent with, and reflect the priorities identified in the Regional Transportation Plan.

RTPO's are required to review and certify transportation elements of county, city and town comprehensive plans for consistency with the RTP. This consistency review also covers the GMA required six-year street, road, and transit improvement programs.

Purpose of RTIP

The RTIP serves three main purposes:

1. Identify federally-funded projects and their financial feasibility;
2. Identify priority, unfunded short-range needs; and
3. Demonstrate compliance with state and federal air quality conformity requirements. (The Peninsula RTPO does not have any air quality conformity requirements that it is required to meet at this time).

Federally-funded projects. The primary purpose of the RTIP is to identify and document federally funded transportation projects to be included in the Washington State Department of Transportation's Statewide Transportation Improvement Program (STIP) and be approved by the Governor. Projects are not eligible to receive federal funds – even though the funds have been awarded – unless they are included in the RTIP and STIP documents.

Projects submitted by local agencies are reformatted into the standard, required format for later inclusion in the STIP. Distinction is made between those projects for which funding has been “secured”—or awarded—and those for which agencies will be seeking additional funds -“planned”. Only projects with secured funding are included in the STIP.

The RTIP also includes an assessment of the financial feasibility of those projects. This evaluation assesses the region's ability to meet its financial commitment on these programmed projects while still funding necessary, on-going maintenance and operation needs.

Short-range unfunded needs. This RTIP includes a list of priority projects for which local jurisdictions will seek funding, either through federal, state or local sources. These “planned” projects were identified by local agencies during development of their comprehensive six-year Transportation Improvement Programs and reviewed by the public prior to adoption by each agency. Inclusion in the RTIP affords further evaluation of these planned projects by the regional community as priority short-range needs. This review serves multiple purposes. It provides a comprehensive regional review of the planned short-range projects. In addition, if funding is secured for any of these planned projects the necessary amendment process into the STIP is more streamlined and efficient since these projects are already identified in the adopted RTIP as an illustrative list of planned projects.

Project Funding Sources

The 2013-2018 RTIP/STIP is funded from a wide variety of sources. Several of the major sources from which funds are programmed are listed in *Table 1*. Not all state and local funds have to be programmed in the RTIP/STIP. However, if these funds are used to match federal dollars, or if they are attached to projects that require federal approval or other formal federal action, they must be included in the STIP/RTIP. Such state and local fund sources can include the following:

- State Transportation Improvement Program (STIP), which contains gas tax funds as well as the state’s share of several federal highway fund sources, including the state share of STP, National Highway System (NHS), and Interstate Maintenance (IM) funds, among others;
- Various other funds programmed to regionally significant, locally funded projects.

Table 1. Funding Sources

Federal Highway Administration (FHWA) Programs	Federal Transit Administration (FTA) Programs
• Surface Transportation Program (STP)	• Urbanized Area Formula Program operating and capital funds (FTA Section 5307)
• Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds	• Urbanized Area Capital Program Fixed Guideway funds (FTA Section 5309 – Fixed Guideway)
• Transportation Enhancement Activities Program	• Capital Program Discretionary Bus funds (FTA Section 5309 – Bus)
• Federal Emergency Relief (ER) Program	• Capital Program New Starts funds (FTA Section 5309 – New Starts)
• Highway Bridge Replacement and Rehabilitation	• Non urbanized Area Formula Program (FTA Section 5311)
• Hazard Elimination Safety (HES) program	• Elderly and Persons with Disabilities Program (FTA Section 5310)
• Railroad / Highway Grade Crossing Program	

One major source of funding for the projects in the TIP is the federal Surface Transportation Program (STP). STP funds are distributed throughout the region to the county level through a direct allocation process.

STIP/RTIP Amendment Process

Federal requirements stipulate that changes to the RTIP require an amendment to the original document, which then triggers an amendment to the STIP. This is important because a jurisdiction cannot proceed with a project for which it has been awarded federal money until the STIP is formally amended and approved by the federal agencies, even though the jurisdiction has been *awarded* money for that project. Most local agencies are anxious to proceed with these projects as soon as possible after selection for funding.

On average, process time for a STIP/RTIP amendment takes 30 days, depending on when received by the Peninsula RTPO Staff. The deadline for getting your amendment information to the Peninsula RTPO Staff Person for submittal is no later than the Monday prior to the HQ deadline. The Peninsula RTPO staff person will review, and forward to WSDOT Headquarters office for inclusion into the monthly amendment. Monthly cut-off dates for amendments to be processed typically happen in the middle of the month and will normally be approved the month after submission.

If you have any questions regarding the STIP/RTIP, please contact Yvette Liufau by phone at (360) 357-2738 or via e-mail at liufauy@wsdot.wa.gov

The following abbreviations are used throughout the project tables:

Federal Functional Classification Abbreviations

00 No Classification

Rural Area (population under 5,000)

01 Interstate

02 Principal Arterial

06 Minor Arterial

07 Major Collector

08 Minor Collector

09 Local Access

Urban Area (population over 5,000)

11 Interstate

12 Freeways & Expressways

14 Other Principal Arterials

16 Minor Arterials

17 Collector

19 Local Access

Funding Status

P - Project is Planned, but funding is not secured

S - Project funding is Secured

Project Phase

PE - Preliminary Engineering

RW - Right of Way

CN - Construction

Improvement Type Code

01 New Construction Roadway

03 Reconstruction, Added Capacity

04 Reconstruction, No Added Capacity

05 4R Maintenance Resurfacing

06 4R Maintenance-Restoration/Rehab

07 4R Maintenance-Relocation

08 Bridge, New Construction

10 Bridge Replacement, Added Capacity

11 Bridge Replacement, No Added Capacity

13 Bridge Rehabilitation, Added Capacity

14 Bridge Rehabilitation, No Added Capacity

15 Preliminary Engineering

16 Right of Way

17 Construction Engineering

18 Planning

19 Research

20 Environmental Only

21 Safety

22 Rail/Highway Crossing

23 Transit

24 Traffic Management/Engineering-HOV

25 Vehicle Weight Enforcement Program

26 Ferry Boats

27 Administration

28 Facilities for Pedestrians and Bicycles

29 Acquisition of Scenic Easements & Scenic/Historic Sites

30 Scenic or Historic Highway Programs

31 Landscaping & Other Scenic Beautification

32 Historic Preservation

33 Rehab & Ops of Historic Transp. Bldgs, etc.

34 Preservation of Abandoned Railway Corridors

35 Control & Removal of Outdoor Advertising

36 Archaeological Planning & Research

37 Mitigation of Water Pollution due to Hwy Runoff

38 Safety & Education for Peds/Bicyclists

39 Establishment of Transportation Museums

40 Special Bridge

41 Youth Conservation Service

42 Training

43 Utilities

44 Other

45 Debt Service

47 Systematic Preventive Maintenance

Federal Funding Program Abbreviations

5307 – FTA Urbanized Area Formula Program

5309(Bus) – FTA Bus & Bus Facilities

5309(FG) – FTA Fixed Guideway Modernization

5309(NS) – FTA New Starts

5310 – FTA Elderly Persons and Persons w/Disabilities

5311 – FTA Rural Area Formula Grants

5316 – FTA Job Access & Reverse Commute (JARC)

5317 – FTA New Freedom Program

FTA Discretionary – 5339 and TIGGER

BIA - Bureau of Indian Affairs

BR - Bridge Replacement or Rehabilitation

CBI – Coordinated Border Infrastructure

CDBG - Community Block Development Grant

CMAQ - Congestion Mitigation & Air Quality

DEMO – Demonstration Projects (High Priority, Sec. 112, 115, 117, 125 & 129)

Discretionary-FBD - Ferry Boat Discretionary

Discretionary-IMD – Interstate Maintenance

Discretionary-ITS – Intelligent Transportation Systems

Discretionary-PLH - Public Highway Lands

Discretionary-SB - Scenic Byways

Discretionary-STP – Surface Transportation Priorities

Discretionary-TCSP – Transportation, Community & System Preservation Program

DOD - Department of Defense

FMSIB – Freight Mobility Strategic Investment Board

IM - Interstate Maintenance

IRR – Indian Reservation Roads

NHS - National Highway System

SRTS – Safe Routes to School

STP(E) - STP Transportation Enhancement

STP(L) – Surface Trans. Program-Legislative Earmarks

STP(R) - STP Rural Regionally Selected

STP(S) - STP Safety including hazard elimination and railroad crossing improvements

STP(U) – STP – Urban regionally selected

STP - WSDOT Use Only