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I. Introduction
Washington State’s 2020-2023 Statewide Transportation Improvement Program (STIP) is a four-year, fiscally constrained prioritized multimodal transportation program of state, local, tribal, and public transportation (transit) projects, which includes highways, streets, roads, rail roads, transit-hubs, park-and-ride lots, bridges, sidewalks, bike lanes, ferry terminals, trails and safety projects funded with federal, state, tribal and local sources. The STIP is a calendar year document, and is developed on an annual basis with monthly updates from January through October.

The STIP is developed from local, metropolitan and regional transportation improvement programs (TIPs). Projects are identified through state, metropolitan, regional, tribal and local planning processes. An environment of community engagement is woven into each stage of the planning process merging public dialogue forums with practical solutions to deliver transportation projects that “fit” into the communities and augment their transportation needs.

Projects programmed in the STIP are the highest priority for the available funding, to preserve and improve the state’s transportation network and achieving the national goals established in the Moving Ahead for Progress in the 21st Century Act (MAP-21) and continued in the Fixing America’s Surface Transportation Act (FAST).

Only those projects programmed in the STIP can be authorized by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to utilize federal funds. Once projects are approved in the STIP, agencies may request federal fund authorization of the project.
II. Organization of the STIP

Projects in the STIP are organized in alphabetical order by MPO/RTPO and lead agency and are shown in a standardized format (Appendix E: STIP Format & Project Listing). Project information such as project phases including planning activities only (PL), design (PE (preliminary engineering including environmental), right of way (RW) and construction (CN).

III. Financial Plan and Resource

The STIP is required to be a financially constrained program of projects for implementation during a four-year period (23 CFR 450.218(m)). To demonstrate the STIP is fiscally constrained, by the funding identified, the federal terminology of committed, available and/or reasonably available funds is used. The STIP is designed to document the total amount of funds (federal, state, tribal, local, etc.) programmed for each project by phase. In addition, the STIP includes a project and the identified phase(s) of a project, only if full funding is anticipated to be reasonably available within the time period contemplated for completion and as documented in the Metropolitan Transportation Plan (MTP), etc. Accordingly, an investment level approach has been used for the second, third and fourth years of the STIP. The investment level is based upon the anticipated amount of funding available for the various sources.

Local agencies work through their metropolitan planning (MPO) or regional transportation planning organizations (RTPO) and county leads, as appropriate, to include projects into their TIPs and for inclusion in the STIP. Tribes work either with their MPO/RTPOs or directly with Washington State Department of Transportation (WSDOT) to include their projects in the STIP. Robust community engagement is a key bridge between the limited transportation resources and increasing transportation needs to achieve maximum benefits for the statewide system.

To ensure federal compliance of a four-year program of projects, WSDOT collaborated with the MPOs to shift the way pavement preservation projects are programmed in the STIP. WSDOT is providing a program of prioritized pavement preservation projects expected in each of the MPO and RTPO areas for the next six years. This shift to programmatic projects in the STIP provides greater clarity to the public of WSDOT’s expected pavement preservation projects in the pipeline. In addition, it provides opportunities for local communities to leverage and coordinate their nearby improvements. This approach also provides WSDOT the maximum flexibility to use available federal funding to expedite project delivery and quickly respond to emergent preservation and safety needs statewide.

It is difficult to completely accomplish a four year financially constrained program of projects in Washington, since WSDOT is limited by statute to a two-year capital construction program and local agency capital programs are adopted annually through their commissions and councils. Financial constraint of the STIP is summarized in Appendix B: Financial Feasibility Table, to demonstrate the projects to be implemented are using current and/or reasonably available revenues, while facilities are being adequately operated and maintained.
Financing
State/Local

State revenue is from numerous taxes, fees, permits, tolls, and other revenues. Washington’s fuel taxes (gasoline, diesel, biodiesel, etc.) comprise the largest share of state transportation revenue. Licenses, permits and fee revenues comprise the second largest share of state transportation revenues.

The Washington State Legislature must enact a statute authorizing the sale of bonds for a specific purpose. This statute requires a 60% legislative majority vote or approval by the voters in a statewide referendum (e.g., Referendum 49). Before bond proceeds may be delivered, the Legislature must first appropriate expenditure authority and a request for the sale must be made to the State Finance Committee.

In Washington, bond proceeds are only used for capital purposes and are primarily issued as "double-barrel" bonds. They are general obligation bonds, meaning they are secured by the full faith and credit of the state and are secured by motor fuel taxes. Debt service on motor fuel tax general obligation bonds is paid from gas taxes. Debt service on toll-backed bonds is first payable from tolls, then motor fuel taxes. Rating agencies look at the state’s financial health when assigning credit ratings to the motor fuel tax bonds.

The Washington

In addition, to the state revenues, local entities receive transportation funding as shown in the above table. Funding is primarily from the property tax for roadway type projects and the sales tax for transit projects. Other sources of revenue for local transportation projects may include local vehicle registration fees, street use permits, mitigation fees, impact fees, local improvement districts (LID), and transportation benefit district (TBD).

Federal

The federal revenue table above identifies the programmatic funds distributed to Washington State by FHWA and FTA based on Fixing America’s Surface Transportation (FAST) Act.

<table>
<thead>
<tr>
<th>State &amp; Local Revenues (dollars in millions)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>$3,289</td>
<td>$3,358</td>
<td>$3,387</td>
<td>$3,495</td>
</tr>
<tr>
<td>Cities/Counties</td>
<td>$2,864</td>
<td>$2,909</td>
<td>$2,954</td>
<td>$3,000</td>
</tr>
<tr>
<td>Transit</td>
<td>$2,971</td>
<td>$3,033</td>
<td>$3,095</td>
<td>$3,159</td>
</tr>
<tr>
<td>Sub-total</td>
<td>$9,124</td>
<td>$9,300</td>
<td>$9,436</td>
<td>$9,654</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total State/Local Revenue (excluding bonds)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
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<td>$9,436</td>
<td>$9,654</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Federal Revenue based on Apportionment (dollars in millions)</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway</td>
<td>$656.45</td>
<td>$772.00</td>
<td>$777.80</td>
<td>782.90</td>
</tr>
<tr>
<td>Transit</td>
<td>$19.63</td>
<td>$19.75</td>
<td>$19.88</td>
<td>20.068</td>
</tr>
<tr>
<td>Other (BIA, CDBG, etc.)</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
<td>$-</td>
</tr>
<tr>
<td>Total</td>
<td>$676.1</td>
<td>$791.8</td>
<td>$797.7</td>
<td>803.0</td>
</tr>
</tbody>
</table>
Federal funds reported in this forecast are based on federal fiscal year (FFY) 2020 that began on October 1st.

FHWA and FTA distribute funds to Washington State through federal apportionment. This distribution of funds uses a formula provided in law.

Forecast and additional details can be found on the Office of Financial Management’s (OFM’s) web site at https://www.ofm.wa.gov/budget/budget-instructions/transportation-revenue-information.

**Toll Credit**
Section 120(j) of Title 23 permits states to substitute certain previous toll-financed investments for state matching funds on current Federal-aid projects. It permits the non-Federal share of a project's cost to be met through a "soft match" of toll credits. The amount of toll credits earned by Washington State is based on the amount of toll revenues expended by its toll authorities for capital outlays to build or improve highways, bridges, or tunnels that serve interstate commerce. The Washington State Ferry System qualifies as a toll authority, and the ferry fare box revenues qualify for eligible toll credits, up to the amount of capital expenditures on Washington State Ferries in the respective year. Also, the expenditures on the Tacoma Narrows Bridge project qualify as eligible toll credit since the toll revenues will be used to pay the debt service for bonds issued for this project.

**GARVEE**
Grant Anticipation Revenue Vehicles (GARVEEs) enable the state to pay debt service and other bond-related expenses with future federal highway funds. The GARVEE financing mechanism generates up-front capital for major highway projects at generally tax-exempt rates and enables Washington State to construct a project earlier than if using traditional pay-as-you go federal funds. With projects in place sooner, costs are lower due to inflation savings, and the public realizes safety and economic benefits. By paying with future federal highway funds, the cost of the facility is spread over its useful life, rather than just the construction period.

The Washington State Legislature has authorized WSDOT to sell GARVEE bonds. Reimbursement for GARVEEs comes from a pledge of future Title 23 Federal-aid funding.

For more on information on GARVEEs see the web site at https://www.fhwa.dot.gov/ipd/finance/tools_programs/federal_debt_financing/garvees/

**Advance Construction**
The AC approach allows agencies to request and receive approval to construct a project in advance of the apportionment of federal-aid funds. This allows agencies to begin a project before accumulating all of the obligation authority needed to cover the federal share of the project. Using advanced construction, FHWA is asked to authorize the project without obligating federal funds. An agency will provide the up-front financing for the project and then at a later date “convert” the AC project to a regular federal-aid project by obligating the full federal share of the project costs when sufficient obligation authority is available. At the time of conversion, an agency can be reimbursed for the federal share of costs incurred up to the point of conversion. Partial conversion of AC is where the agency converts, obligates, and receives reimbursement for only a portion of its funding in a given year. This removes any requirement to wait until the full amount of obligation authority for the project is available. An agency can
obligate varying amounts for the project’s eligible cost in each year; depending on how much of
the state’s obligation authority is available. For GARVEE and TIFIA debt-financing instruments
that will utilize advanced construction, the project description of the STIP will identify taking
advantage of advanced construction.

A similar process is used for FTA projects called a ‘Letter of No Prejudice’. This technique
allows transit agencies to start their projects prior to receipt of funds.

**TIFIA**
The Transportation Infrastructure Finance and Innovation Act (TIFIA) program provides Federal
credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to
finance surface transportation projects of national and regional significance. TIFIA credit
assistance provides improved access to capital markets, flexible repayment terms, and
potentially more favorable interest rates than can be found in private capital markets for similar
instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be
delayed or deferred because of size, complexity, or uncertainty over the timing of revenues.
Many surface transportation projects - highway, transit, railroad, intermodal freight, and port
access - are eligible for assistance.

For more information on the TIFIA program see the web site at
https://www.transportation.gov/buildamerica/programs-services/tifia

**IV. Operations and Maintenance**
Operations and maintenance are those expenses of labor, goods and services necessary for the
provision of safe and responsive transportation facilities and services, but does not include
special bonding, etc. for exceptionally large projects, such as, Sound Transit’s match funding.

The statewide budget for operations and maintenance for each fiscal year in the 2020-2023 STIP
is estimated as follows: 1) state highway system - $957 million; 2) cities and counties local
transportation system - $1.3 billion; and 3) governmental transit systems - $1.5 billion
which also includes contracted services, administration and planning.

**V. Consistency with Long-Range Statewide & Metropolitan
Transportation Plans**
The projects in the STIP are consistent with the Washington Transportation Plan (WTP) Phase 2
- Implementation 2017-2040 and the twelve Washington State MPO metropolitan transportation
plans (MTPs) as required in 23 CFR 450.218 (k).

The Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040 is a blueprint
for transportation investment in Washington State. The plan is built around the state
transportation policy goals listed in RCW 47.04.280 (Economic Vitality, Preservation, Safety,
Mobility, Environment, and Stewardship). The plan also addresses the planning factors spelled
out in federal rule, 23 CFR 450.206. The Statewide Long-range Transportation Plan is guided by
a Steering Committee composed of WSDOT, the Washington State Transportation Commission,
and a representative from the MPOs.

WSDOT adopted the Statewide Long-Range Transportation Plan April 30, 2018. This is an
umbrella plan that will recommend policy-level actions for big, unresolved policy issues that
rise to the statewide level. These issues are identified through public and stakeholder involvement, particularly through numerous consultations with the WTP Steering Committee, WTP Advisory Group, and WSDOT staff.

VI. Performance Measures
The Federal Transportation Acts established performance measures to better align funding priorities with system performance and monitor and manage capital assets used for providing public transportation. FHWA and FTA continue to work with WSDOT to establish and report on these measures.

Federal Highway Administration
Performance management provides a means to the most efficient investment of federal transportation funds by (1) focusing on national transportation goals, and (2) improving project decision making through performance-based planning and programming (23 USC 150).

WSDOT collaborated with Metropolitan Planning Organizations (MPOs) and other stakeholders to finalize targets for Safety, Bridges, Pavements, System Performance, Freight and Congestion Mitigation and Air Quality (CMAQ) that were submitted to the Federal Highway Administration (FHWA). (see Appendix H for the table of performance measures and targets for the state).

Safety
The stated goal for safety: to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Pursuant to these national goals, State Departments of Transportation (DOTs) are required by the federal Highway Safety Improvement Program regulations under 23 CFR 924 to set five performance targets. These five required performance targets use five year rolling averages for (1) number of fatalities, (2) rate of fatalities per 100 million Vehicle Miles Traveled (VMT), (3) number of serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. These targets are required for all public roads regardless of ownership or functional class.

Washington State’s Target Zero Strategic Highway Safety Plan (SHSP) is the basis for setting safety targets in Washington State. Target Zero (2016) set the goal of zero fatalities and serious injuries by 2030.

Metropolitan Planning Organizations (MPOs) are also required to establish the same five target areas with the state DOT for all public roads within 180 days of submittal of the state established targets. An MPO can agree to either support the State DOT targets or establish separate MPO numerical targets specific to the metropolitan planning area boundary.

Washington MPOs and WSDOT have agreed to plan and program projects to work towards and to achieve Washington safety targets that are reported to the Federal Highway Administration as part of WSDOT’s Highway Safety Improvement Program annual submittal.

Pavement and Bridges
WSDOT’s Highway System Plan and RCW 47.05 set the direction for management of infrastructure condition in Washington State, which is to preserve pavements and bridges at lowest life cycle cost. The lowest life cycle strategy for any pavement or bridge is the strategy
that maintains acceptable condition at the lowest annualized cost over the life of the asset. WSDOT has demonstrated this by taking a preservation first approach to pavement and bridge management over several decades.

Local agencies manage approximately 31% of the non-Interstate NHS in Washington State. Using the Target Setting Framework, WSDOT worked with MPOs to establish performance measures and communicate its pavement and bridge management practices, as well as what these practices mean in the context of the National Highway System (NHS). WSDOT has also communicated the annual average state facility needs for pavements and bridges within each MPO boundary. Further supporting asset performance and investments on the NHS; WSDOT Local Programs provided funding through a statewide competitive program specifically focused on asset management practices, for pavements on NHS roadways.

Washington MPOs and WSDOT have agreed to plan and program projects to work towards and achieve Washington pavement and bridge condition targets for infrastructure condition under 23 CFR 490. The specific strategies for pavement and bridge preservation as required under 23 CFR 515 are documented in WSDOT’s Transportation Asset Management Plan, certified by FHWA in May 2018.

**System Performance, Freight, and CMAQ**

In 2018, Washington State MPOs and WSDOT set, adopted, and reported to FHWA statewide targets for the Highway System Performance, Freight, and Congestion Mitigation and Emissions performance measures. Washington State MPOs and WSDOT are working to improve the planning and programming process to more fully align funding decisions with performance targets.

In Washington State, many of the projects selected to address mobility are prioritized through the legislative process. For this reason, it is essential that WSDOT, MPOs, regional transportation planning organizations (RTPOs), and local agencies coordinate their transportation planning efforts to develop transportation priorities that contribute towards performance targets and can be shared with lawmakers.

One such way WSDOT and its partner MPOs and RTPOs are working to make projects and programs that support achievement of performance targets clear to the legislature is through the Plan Alignment Work Group. A major focus of the group is to increase the consistency between regional plans and WSDOT’s statewide plans. One of the ways this is done is to continue to compose and perfect the data and information necessary to identify a comprehensive list of financial forecasts, maintenance needs, and project priorities related to the state system for MPOs and RTPOs as they update their transportation plans.

A nother way WSDOT and its partners are assessing performance to achieve the performance targets is through the Regional Integrated Transportation Information System (RITIS) data tool. The state’s financial participation makes this tool available for WSDOT and MPOs to use the system in evaluating regional targets and to assist in other decision making processes. To guide freight investments and improve freight system performance in Washington, WSDOT developed the 2017 Washington State Freight System Plan. The plan’s Appendix A, the Freight Investment Plan, was amended and approved by the FHWA in August 2019. By engaging various freight partners and stakeholders, including MPOs and RTPOs. The Freight Investment Plan identified freight priority projects and described how those priorities would be invested and
funded through FFY 2016–2020 National Highway Freight Program (NHFP) funds. Those NHFP investments would be incorporated into STIP and TIPs contributing to improving statewide freight performance on National Highway Freight Network.

Over the coming years WSDOT and its partners will further align planning and programming with performance. All are committed to developing practical approaches to work towards our regional and statewide performance targets.

For more information on the performance measures, please visit WSDOT’s MAP-21 performance management web site at https://www.wsdot.wa.gov/accountability/map-21

**Federal Transit Administration**

The Federal Transit Administration (FTA) has delegated to WSDOT’s Public Transportation Division (PTD) the duties for ensuring compliance with asset management within transit agencies.

WSDOT PTD, worked with the Washington State Transit Association Maintenance Committees to develop Transit Asset Management (TAM) State of Good Repair (SGR) criteria and established performance measures for each transit asset class based on SGR goals and performance targets. Staff developed a transit asset inventory system to assist agencies with inventory and to report their assets. Staff also developed tools to help agencies assess their asset condition so that they can set their asset SGR goals and performance measurements.

In order to provide better understanding of TAM planning and the development process and help transit agencies and public transportation providers to develop a TAM plan that complies with State RCW 36.57A.191 and FTA 49 CFR 625 requirements, WSDOT PTD coordinated and collaborated with its partners to develop, “A Guide to Preparing Your Transit Asset Management Plan.”

In January 2017, transit agencies established their agency’s transit SGR goals, performance measures, and submitted to their respected MPO so that they can be included in MPOs’ performance targets and measurements.

For more information regarding transit asset management, please visit WSDOT’s Asset Management web site http://www.wsdot.wa.gov/Transit/Grants/Plan.htm.

The projects selected and programmed in the STIP are the highest priority for working towards and achieving the targets.

**VII. Consultation & Selection Process**

FAST emphasizes consultation during statewide, metropolitan and non-metropolitan planning. There are 12 Metropolitan Planning Organizations (MPOs) in Washington. Each provides a forum for local decision-making on metropolitan transportation issues.

Metropolitan planning, including metropolitan transportation improvement programs are coordinated with statewide planning and local land-use and economic development planning. MPOs annually self-certify that they meet all the federal metropolitan transportation planning requirements. Additionally, FHWA and FTA are required to formally review and verify the plans of the four Transportation Management Areas (TMAs) at least every four years.
The TMA s in Washington each select projects in consultation with WSDOT. In non-TMA MPOs and in Regional Transportation Planning Organizations (RTPOs) projects are selected in cooperation with WSDOT. In addition, it is the practice in Washington State to provide federal funds to rural counties to prioritize and select transportation projects in their respective area in cooperation with WSDOT. The transportation needs of the rural counties are often much different from the needs of metropolitan areas. Rural counties frequently partner with the smaller local jurisdictions to meet the broader needs of the countywide transportation system.

WSDOT sub-allocates Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ) and Transportation Alternatives (TA) funds annually to MPOs, RTPOs and county lead agencies. Projects are prioritized and selected in cooperation with WSDOT and member jurisdictions. This cooperative transportation decision-making process follows the respective public involvement plan to provide a forum for member jurisdictions and the public to discuss regional transportation issues to plan and program transportation improvements. For specific details of the regional transportation planning organizations selection and programming process, please visit their specific web site (Appendix D: MPO/RTPO/WSDOT Directory).

For Bridge, National Highway Performance Program and Highway Safety Improvement Program funds, projects are selected by WSDOT based on asset performance condition (pavement and bridge) and Target Zero (zero deaths and fatal crashes by 2030) priorities in combination with the performance and economic improvement created by the project (by using life cycle cost and/or benefit/cost analysis).

MPOs coordinate with WSDOT in developing transportation plans, and programs for the urbanized areas consistent with the long-range statewide transportation plan (Washington Transportation Plan (WTP) Phase 2 – Implementation 2017-2040. In addition to the requirement for MPOs to address the federal planning factors, future transportation plans will need to address the national performance goals. All transportation plans in Washington must also address the six transportation system policy goals in RCW 47.04.280.

FAST requires a project selection process that "selects" the projects for implementation from the STIP. All projects in the STIP are deemed selected for implementation. WSDOT is responsible for the statewide coordination of the STIP. Once local agency projects are programmed, WSDOT manages the local portion of the federal highway funds based on priorities set by the MPO, RTPO, and county lead selections on a first-come, first-serve basis as applicable. WSDOT manages their portion of the federal highway funds based on a biennial program of projects. This assures that all federal funds are utilized in a timely manner. For example, if a local agency project in Year One cannot be built according to schedule because of right-of-way problems, then a second or third year project could move forward.

MPOs are responsible for the management of their Metropolitan Transportation Improvement Programs (MTIPs) (i.e., their regional portion of the STIP). The regional procedures allow any federal project included in the STIP to be advanced or delayed without a STIP amendment contingent upon the financial balance being maintained for each fiscal year. With the uncertainty at the federal level and multiple fiscal controls at the state level, it is imperative that WSDOT have the flexibility to deliver the federal program in the most effective and efficient manner.
**Tribal Nations**
The cooperative effort extends to Tribal Nations both through the WTP and through the regional process. In addition, WSDOT consults with Tribes on statewide planning through the Washington Indian Transportation Policy Advisory Committee (WITPAC). WITPAC is a forum for government-to-government consultation on policy and statewide issues of concern to Tribes. WSDOT also participates in meetings of the Tribal Transportation Planning Organization (TTPO). TTPO is a forum for tribes to take an active role in statewide transportation planning to discuss and participate in tribal transportation system needs and opportunities.

Tribal Transportation Improvement Programs (TTIPs) projects may be listed in the STIP separately. TTIPs are available separately from the STIP web page at: [https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm](https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm).

**Western Federal Lands**
WSDOT further coordinates with Western Federal Lands (WFL) Highway Division as a participant on the Program Decision Committee. The committee also includes the County Road Administration Board (CRAB) and FHWA. The committee is responsible for selecting projects for the Federal Lands Access Program.

The WFL Transportation Improvement Program is an essential component of the Federal Lands Planning Program. It is developed cooperatively between Federal Lands Highway Division offices and the Federal Land Management Agencies (FLMA), and provides a list of transportation improvements for a four-year period among the primary programs administered by the Office of Federal Lands Highway, the Federal Lands Transportation Program and the Federal Lands Access Program. FLH has responsibility for approval of the TIP.

Projects may be listed separately in the STIP. WFL TIP is available separately from the STIP web page at: [https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm](https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm).

**VIII. Community Engagement**
Community engagement is an integral part of the planning process at all levels. WSDOT encourages community engagement throughout the entire STIP process and is continuously looking for additional opportunities and innovative ways to engage the public.

Local agencies are required to develop and adopt six-year transportation programs. All local agencies are required to hold at least one public hearing during the development of the six-year transportation program. Local agencies work through their metropolitan planning or regional transportation planning organizations and county lead agency as appropriate to include projects into their Transportation Improvement Programs (TIPs) and the STIP. Agencies submitting projects to the TIPs for project selection conduct public involvement. In addition, the Governor’s Office and the state legislature seek public involvement during all phases of the biennial budget development and approval process.

Tribal Nations are required by federal law to develop a Long Range Transportation Plan and TTIP. The BIA or the Tribal Nation, under locally acceptable practices must solicit public involvement in the development of the long-range plan and the TTIP.

In metropolitan areas, each MPO develops a federally required Metropolitan Transportation Plan (MTP) and a Metropolitan Transportation Improvement Program (MTIP). Before a project is
included in the MTIP, projects are presented publicly and the community is provided opportunity to participate as per the MPO’s public participation process.

RTPOs also develop a regional transportation plan (RTP) and a six-year transportation improvement program (RTIP). Based upon agreed procedures, county lead agencies, rural cities, tribes, transit providers and the state can submit federally funded and regionally significant projects directly to WSDOT for inclusion in the STIP or to the RTPOs. Before a project is included in a RTIP, projects are presented publicly and the community is provided opportunity to participate as per the RTPO’s public participation process.

The public involvement process for the STIP is as follows:

- Each local agency holds a public hearing on their six-year transportation program.
- Each MPO/RTPO holds a public meeting and/or public forum in August or September of each year. This provides the public with an opportunity to review and comment on the transportation improvement program within the region. The meetings are coordinated with all of the member jurisdictions within the region. For additional information, contact your respective planning organization.
- The Governor’s Office and the state legislature seek public involvement during all phases of the biennial and supplemental budget development and approval process.
- WFL seeks public involvement during the development of the WFL TIP.
- Tribal Nations or BIA seeks public involvement during the development of the TTIPs.
- A “draft” STIP is available for public review and comment on WSDOT’s website in November. As comments are provided during the 30-day STIP public review and comment period, WSDOT works with the MPOs, RTPOs, county lead agencies and rural cities to support and clarify any concerns and ensure the public participation processes at the local, regional and state level are followed and issues addressed. Requests for materials in alternative formats are considered as received and are provided where reasonable and appropriate, consistent with WSDOT’s Title VI and limited English proficiency plans. Written comments will be accepted at any time during the comment period and may be submitted in person, by fax, by mail or by e-mail. WSDOT provides a log of comments received and the actions taken as part of the STIP submittal to FHWA and FTA in December.
- After approval by FHWA and FTA, a searchable database of the STIP is created and posted on WSDOT’s website. In addition, a copy of the approved STIP is available at the state library.

See also WSDOTs Community Engagement Plan at https://www.wsdot.wa.gov/planning/ and Chapter 12 of the Local Agency Guidelines (LAG) at https://www.wsdot.wa.gov/localprograms/.

IX. STIP Amendments & Administrative Modifications

The STIP is a dynamic document in Washington due to the various budget cycles for the corresponding lead agencies and the selection cycles of the various state and regional transportation agencies. After FHWA and FTA initially approve the STIP in January, there is often a need to make changes to the STIP to ensure project delivery of the federal program.

When a change to the STIP is necessary, the MPO and WSDOT determine if the change is classified as either an amendment or administrative modification (23 CFR 450.104). WSDOT establishes a STIP amendment schedule annually that identifies the monthly deadline for
submitting changes to the STIP. This schedule allows the various entities to work through their internal processes and approvals required for amending the STIP. The amendment schedule is available on the web site at https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm.

An amendment is a major revision to a project included in the STIP, such as adding or deleting a project to the STIP, major change in project scope, any change requiring a new regional air quality conformity finding etc.

An administrative modification is a minor revision to a project included in the STIP, such as minor changes to project/project phase initiation dates, minor change in project scope, lead agency change, etc., which do not require federal approval. Therefore, administrative modifications are posted to the web site after processing by WSDOT, and provided to FHWA and FTA as informational twice a year.

Approval of a STIP amendment at the state and federal level is dependent upon public involvement and continued financial constraint of the STIP. After review and concurrence by WSDOT, the amendment is submitted to FHWA and FTA for approval and is available for public review and comment on WSDOT’s website concurrently for 10 calendar days. WSDOT notifies MPOs, RTPOs and others on the status of STIP amendments and are available on the web site after approval at https://www.wsdot.wa.gov/LocalPrograms/ProgramMgmt/STIP.htm. For more information, see Appendix C: STIP Administration.