



REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
ISLAND REGIONAL TRANSPORTATION PLANNING ORGANIZATION  
(IRTPO)  
FEDERAL FISCAL YEARS 2024 – 2029

Adopted by IRTPO Executive Board

on

October 25, 2023

*This page intentionally blank.*

## Table of Contents

Island Regional Transportation Planning Organization (IRTPO) Members.....	2
Introduction to the Island Regional Transportation Planning Organization .....	3
The Region .....	3
Purpose of the Regional Transportation Improvement Program (RTIP) .....	3
IRTPO Planning Area Map .....	4
IRTPO REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM POLICIES .....	5
IRTPO 2024-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM.....	7
Illustrated Project Summaries .....	7
Financial Constraint Table .....	16

## **IRTPO Executive Board**

Island County, District 1 .....	Melanie Bacon, Chair
Island County, District 2.....	Jill Johnson
Island County, District 3.....	Janet St. Clair
City of Oak Harbor.....	Blaine Oborn
City of Langley.....	Scott Chaplin
Town of Coupeville .....	Molly Hughes
Port of Coupeville.....	David Day
Port of South Whidbey.....	Curt Gordon, Vice Chair
Island Transit.....	Beth Munns
WSDOT Mt. Baker Area.....	Chris Damitio

### Non-Voting Members

Naval Air Station Whidbey Island .....	Brian Tyhuis
City of Stanwood.....	Patricia Love

## **IRTPO Transportation Advisory Committee**

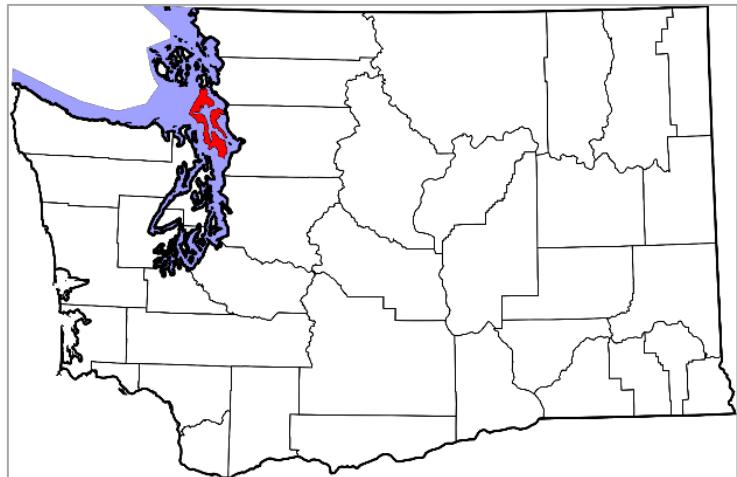
Island County Public Works.....	Connie Bowers
Island County Community Development .....	John Lanier
Oak Harbor Public Works .....	Alex Warner
Oak Harbor Community Development.....	Cac Kamak
City of Town of Coupeville Planning .....	Joshua Engelbrecht
Town of Coupeville Public Works .....	Joe Grogan
Island Transit .....	Todd Morrow
WSDOT Mt. Baker Area.....	John Shambaugh
Naval Air Station Whidbey Island .....	Brian Tyhuis
Island County Economic Development Council .....	Sharon Sappington
Citizen Representative, District 3 .....	Bob Monize
Citizen Representative, District 2 .....	James Blaisdell
Citizen Representative, District 1 .....	Don Meehan

## **IRTPO Staff**

Malcolm Roberts – IRTPO Planner/Transportation Planner

## Introduction to the Island Regional Transportation Planning Organization

Regional Transportation Planning Organizations (RTPO)s are entities formed by Washington State legislative action as defined in [RCW 47.80](#)<sup>1</sup>. Island RTPO, or IRTPO, includes member agencies Island County, City of Oak Harbor, Town of Coupeville, City of Langley, Port of Coupeville, Port of South Whidbey, Island Transit, Naval Air Station Whidbey, Washington State Department of Transportation (WSDOT), and City of Stanwood. These organizations voluntarily participate in the IRTPO and have elected Island County as the lead agency and fiscal agent. The IRTPO operates on State and Federal grant funding. No dues are collected from member agencies, however as the fiscal agent, Island County provides a 13.5% match- fund required with the use of Federal grant opportunities provided to the IRTPO.



## The Region

Island Region geography encompasses Whidbey and Camano Islands as well as seven small, uninhabited islands of Island County<sup>2</sup> made up of historically rural islands. There is a strong maritime connection, vast tracts of land in working farms, state and county parks, historic settlements and reserves, large land trusts, and other community lands. A portion of the agricultural lands within Ebey's Landing National Historical Reserve have been farmed since Whidbey Island was settled in 1852. Both Whidbey & Camano Island are known for their stunning vistas, distinctive heritage and cultural character, and wealth of environmental amenities.

## Purpose of the Regional Transportation Improvement Program (RTIP)

Washington State regulation(s) require the development of a six (6)-year Regional Transportation Improvement Program (RTIP) which must be updated a minimum of every two (2) years. The RTIP outlines the region's transportation projects and financing plans based on demonstrated consistency between project implementation and regional planning goals. The RTIP includes, but is not limited to, projects such as pavement overlays, roadway widening, signal systems or intersection improvements, safety enhancements, bicycle and pedestrian facilities, and transit improvements.

The RTIP is formed with the inclusion of projects included in member agency(ies) 2024-2029 Six (6)-Year Local Transportation Improvement Programs (Local TIPs).

The State of Washington requires cities, towns, counties, and tribes to submit a list of projects annually; the list constitutes a six-year financial plan for transportation project implementation. Consistent with State and Federal mandates, the RTIP is a financially constrained plan. All projects listed as “selected” (S), have secured funding and are ready for implementation. Projects listed as “planned” (P), are projects listed in the Local TIPs but do not have secured funding.

Projects that have a secured federal fund are required to be included into the WSDOT biennial State Transportation Improvement Program.

## IRTPO Planning Area Map



## IRTPO RTIP POLICIES

Adopted April 26, 2017<sup>2</sup>

### Introduction & Project Based Award Funding

The IRTPO administers two federal grant funding programs: Surface Transportation Block Grant (STBG) and Transportation Alternatives (TA). In compliance with state and federal guidelines, the Regional Transportation Improvement Program (RTIP) includes all projects that have been awarded STBG or TA federal funding. The RTIP also includes other non-federally funded projects that are deemed regionally significant.

The IRTPO generally issues a call for regionally significant projects every two (2) years. Projects received are competitively ranked to recommend both federal funding awards and program year priority. The IRTPO has identified policies to guide development of the RTIP and administration of federal funds.

#### Policy 1                    Regional Consistency

Projects included in the RTIP must be consistent with the adopted Island Regionally Significant Transportation System and the Island Regional Transportation Plan.

#### Policy 2                    Financial Constraint

WSDOT provides both annual and four-year funding allocation estimates to RTPOs. The total cost of projects programmed within the first four years must be fiscally constrained. In addition, programmed projects are generally required to stay near annual targets. Although the IRTPO prepares a six-year list of projects, funding for the last two years are for planning purposes only.

#### Policy 3                    Dormant or Inactive Projects

Programmed projects, that do not obligate on schedule and are placed on the inactive list by WSDOT, may be subject to deobligation. The IRTPO Executive Board will determine if a deobligated project will require resubmittal at the next call for projects.

#### Policy 4                    Cost Overruns

Cost overruns are the responsibility of the project sponsor and additional funding requests will generally need to be made at the next call for projects. In some cases, the IRTPO may be able to shift funding awards across project phases and/or years to help manage costs.

#### Policy 5                    Changes to the Scope of Work

Changes to the scope of work for projects programmed in the RTIP are considered amendments and must be approved by the IRTPO Executive Board. If the Executive Board determines the original scope of work to have significant changes, it may result in removal from the RTIP.

#### Policy 6                    Unanticipated Funds

The IRTPO may receive additional funding (e.g. deobligations, projects removed from RTIP, additional grant allocations) outside of the normal call for projects cycle. Project priority, project readiness, and flexibility to meet federal obligation targets must be considered when deciding how to allocate such funding. Projects from prior year grant rounds and ones with higher rankings will be considered first. Funding should be authorized in the following sequence:

Programmed projects may be evaluated for potential cost overruns. Although this funding provision is not intended as a means for expanding the original project scope; it could address required project changes or restoration of deleted scope elements.

Illustrative projects in the outer two years of the six-year Regional Transportation Improvement Plan may be moved into the four year fiscally constrained program. Phasing of out-year projects, in order to stay within obligation targets, may be allowed.

An interim call for projects may be made as needed to meet obligation targets. If obligation targets have already been met the additional funds may be carried forward to a future call for projects.

**Policy 7** **Amendment Cycles**

The IRTPO Executive Board adopts the RTIP October of each year. Amendments to the RTIP are considered on a monthly basis between January and October. The annual schedule of amendment cycles will be established by the IRTPO prior to the beginning of each federal fiscal year (October 1).

## IRTP 2024-2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

### Illustrated Project Summaries

**Agency:** Island County/WSDOT

**Title:** SR 20 Shoulder Widening: Race to Welcher

**Project Description:** This section of SR 20 has minimal shoulders. The project will provide Four (4)-foot shoulders on both sides of the highway.

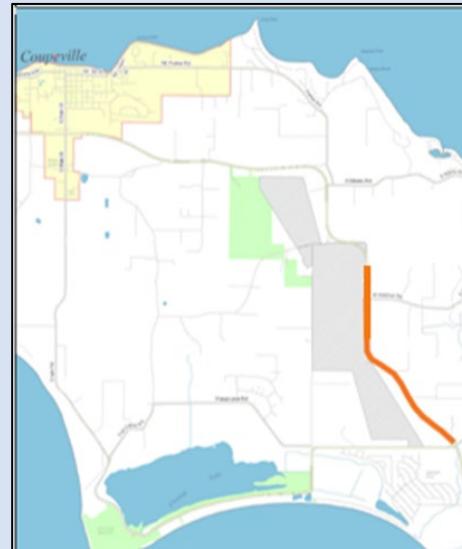
**1**

**Estimated Cost:** \$4,870,000

**STBG Grant Funds:** \$3,180,000

**Funding Balance:** Combination of Other Grant / Local Roads

**Years:** 2020-2026



**Agency:** Island County

**Title:** East Camano Drive/Cross Island Intersection Improvements

**Project Description:** Removal of existing traffic signal, to be replaced with a four-leg roundabout at E. Camano, Cross Island, and Arrowhead Road.

**Estimated PE Cost:** \$925,000

**Estimated total CN:** \$4,000,000

**STBG Grant Funds:** \$800,000

**Funding Balance:** Combination of Other Grant / Local Roads

**Years:** 2026

**Agency:** Island County

**Title:** Non-Compliant Regulatory & Warning Sign Replacement -County-wide

**Project Description:** Install/upgrade existing non-compliant regulatory & warning signs 10 yrs. or older.

**Estimated Cost:** \$529,000

**HSIP Grant Funds:** \$529,000

**Years:** 2024-2025



**Agency:** Island County

**Title:** Clinton to Ken's Corner Trail

**Project Description:** The proposed Clinton to Ken's Corner Trail project will construct a 10-foot wide, paved non-motorized multi-use trail along SR525 in the Clinton community from Deer Lake Road to Langley/Cultus Bay Road.

**4**

**Estimated Cost:** \$12,200,000

**State Funds:** \$3,750,000

**Funding Balance:** Combination of Other Grant / Local Roads

**Years:** 2025-2027



**Agency:** Island County/State Parks

**Title:** Kettles to Fort Ebey Connector Trail

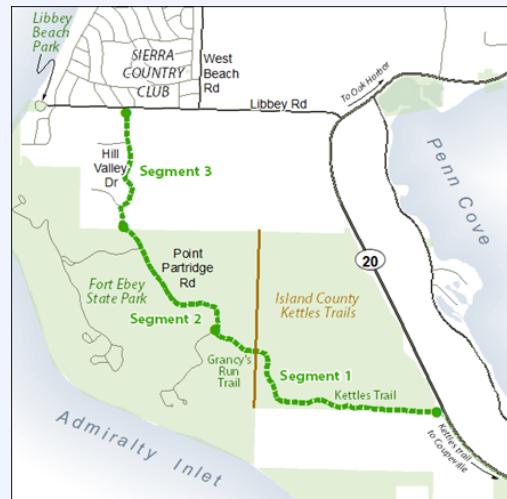
**Project Description:** Improvements to an existing trail and road connecting the paved Kettles Trail along SR 20 through Fort Ebey State Park.

**5**

**Estimated Cost:** \$132,700

**TA Grant Funds:** \$132,700

**Years:** 2023 - 2024



**Agency:** City of Oak Harbor

**Title:** NW Heller Street Overlay

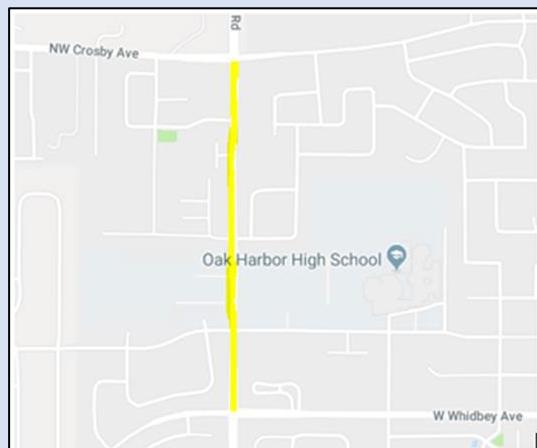
**Project Description:** Rehabilitate Road surface for a segment of Heller Street, a primary north-south route connecting to NAS Whidbey and serving high density housing and schools.

**6**

**Estimated Cost:** \$360,609

**STBG Grant Funds:** \$311,919

**Years:** 2023-2024



**Agency:** City of Oak Harbor

## Title: Active Transportation Plan

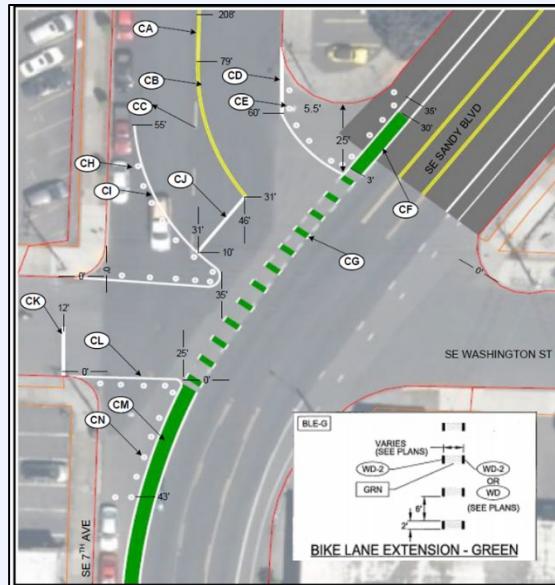
**Project Description:** Development of the plan will include an assessment of the existing conditions of infrastructure, signage, parking and whatever else is in the rights-of-way. A snapshot of existing networks, paths, and patterns will also be observed.

7

**Estimated Cost: \$150,000**

**TA Grant Funds: \$129,750**

**Years:** 2021-2023



**Agency:** City of Oak Harbor

**Title:** Midway Blvd Improvement

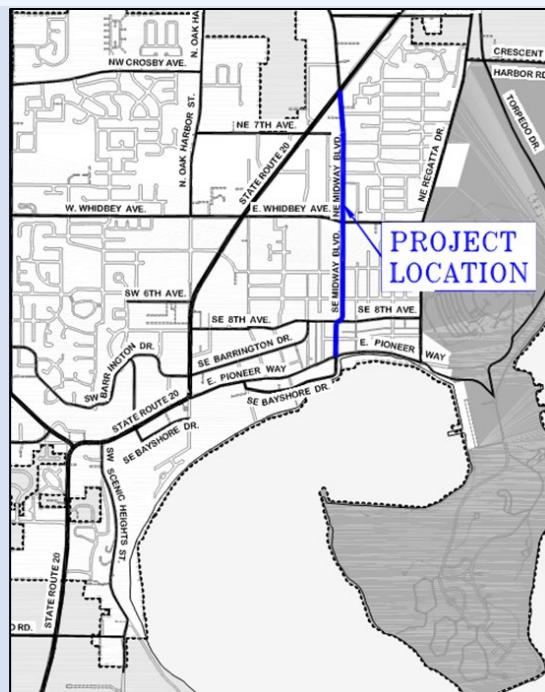
**Project Description:** Grind and overlay roadway. Upgrade pedestrian facilities. Re-channelization and upgrade of traffic signal systems.

**Estimated Cost:** \$1,098,266

8

**STBG Grant Funds:** \$950,000

**Years:** 2025



**Agency:** Port of South Whidbey

**Title:** Passenger Ferry Dock Replacement

**Project Description:**

Phase 1 – removal of remaining damaged floats. Existing pilings will remain in place; existing gangway will be stored and re-installed during phase 3. Phase 2 – design/engineer new dock configuration utilizing existing pilings that will accommodate Passenger-Only Ferry operations at the Clinton Dock. Phase 3 – construction of new Passenger-Only dock.

9

**Estimated Cost:** \$4,988,249

**STBG Grant Funds:** \$319,000

**Years:** 2021-2024



**Agency:** WSDOT NW Region

**Title:** SR 20 Deception and Canoe Pass Bridges Soil Abatement

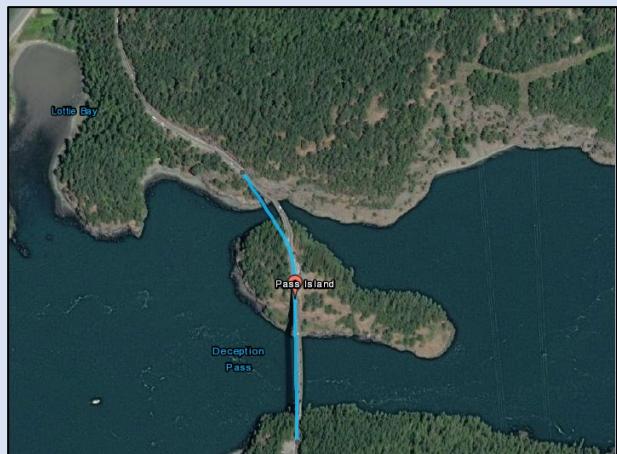
**Project Description:** Removing and replacing soils contaminated with high lead content.

**Estimated Cost:** \$440,576

10

**NHPP Funds:** \$427,562  
\$372,923 on STIP

**Years:** 2021-2024



**Agency:** WSDOT

**Title:** SR 20/W Fakkema Road Intersection Improvements

**Project Description:** This intersection has been identified as having a high number of collisions. Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions.

**11**

**Estimated Cost:** \$928,496

**HSIP Funds:** \$897,363

**Years:** 2022-2025



**Agency:** WSDOT

**Title:** Asphalt/Chip Seal Preservation Island County

**12**

**Project Description:** Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity and extend the service life of the pavement. Individual project may be found at [www.wsdot.wa.gov/projects/search](http://www.wsdot.wa.gov/projects/search) under Programmatic Projects in STIP

**Estimated Cost:** \$2,078,334

**NHPP Funds:** \$1,126,290

**Years:** 2022-2024 / beyond  
Program Occurs Annually



**Agency:** Island Transit

**Title:** South Whidbey Transit Center

**Project Description:**

The South Whidbey Transit Center will be a state-of-the-art facility that will include approximately 100 parking stalls and a small operations building. This facility will provide equitable access to transportation in an underserved area. South Whidbey's first transit hub is regionally significant as it improves connections across the Salish Sea, from central Puget Sound to the Olympic Peninsula via Island County. It will also provide better access to ferries, a much needed park & ride, facilities for staff, and electric vehicle charging stations.

13

**Estimated Cost:** \$15,000,000

**Funds:** \$7.52 million in federal section 5339 funds have been awarded by the Federal Transit Administration. A \$4 million Congressionally Designated Request for funding is pending approval of the FY 2024 THUD appropriations bill. Additional local funds have been set aside in reserves.



**Years:** 2022-2025

**Agency:** Island Transit

**Title:** Transition to Zero Emissions Vehicles

**Project Description:**

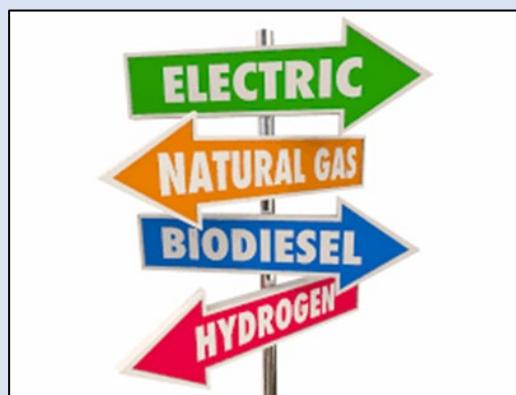
Island Transit is in the process of transitioning its fleet to zero emissions. This process will include a variety of ZEV types as well as the infrastructure to charge or fuel them.

14

**Estimated Cost:** Unknown

**Funds:** \$7 million in state funds have been earmarked in the state's Move Ahead Washington spending plan. Additional local funds have been set aside in reserves.

**Years:** 2023/2025 and beyond



**Agency:** Island County

**Title:** East Camano Drive & McElroy Drive Roundabout

**Project Description:** Replace traffic signal with a three (3) leg traditional modern roundabout, Camano Island.

15

**Estimated PE Cost:** \$606,936

**Estimated total CN:** \$3,000,000

**STBG Grant Funds:** \$525,000 (PE)

**Years:** 2024-2028



**Agency:** IRTPO

**Title:** Safe Streets for All

16

**Project Description:** Develop IRTPO Comprehensive Safety Action Plan centered on significant reduction in roadway fatalities and serious injury collisions with detailed data analysis and outreach efforts necessary to create a comprehensive set of prioritized projects and strategies.

**Federal Grant Funds:** \$403,200

**Estimated total:** \$504,000

**Year:** 2024



## IRTPO 2024 - 2029 RTIP Summary

Agency	Project Name	Description	Total Cost	IRTPO Grant & Award Year	Improvement Type	STIP ID
Island County	SR 20 Shoulder Widening: Race to Welcher	This section of SR 20 has minimal shoulders. The project will provide four (4') foot shoulders on both sides of the highway.	\$4,870,000	STBG 2018-2019 & 2020-2021	Safety	WA-11707
	East Camano Drive & Cross Island Road Intersection Improvements	Improvements at the intersection of East Camano Drive and Cross Island Road include, but are not limited to, removal of existing traffic signal to be replaced with a 4-leg Traditional Modern roundabout, including connection of the Cross Island Road and Arrowhead Road intersection.	\$4,925,000	STBG 2020-2021	Safety	WA-13268
	Clinton To Ken's Corner Trail	Design and build multi-use, non-motorized trail from Deer Lake Road to Cultus Bay Road.	\$12,200,000	STBG 2020 TA 2021	Pedestrian /Bicycle	WA-09712
	Kettles-Fort Ebey Trail Connector	Develop a multi-use route to facilitate non-motorized travel from the paved Kettles Trail at SR-20 to Libbey Road via Kettles Forest, Fort Ebey State Park and Hill Valley Road.	\$834,000	TA 2018-2019	Pedestrian /Bicycle	WA-11711
	East Camano Drive & McElroy Drive Roundabout	Replace traffic signal with a three (3) leg traditional modern roundabout, Camano Island.	\$3,690,000	STBG 2022	Safety	WA-15414
Oak Harbor	NE 7th Ave. Reconstruction	Street reconstruction, non-motorized facilities, & illumination. Project provides significantly improved access for pedestrian, bicycle and transit modes.	\$3,281,288	STBG 2018-2019	Reconstruction (No capacity)	WA-09192
	NW Heller Street Overlay	Rehabilitate Road surface for a segment of Heller Street, a primary north-south route connecting to NAS Whidbey and serving high density housing and schools.	\$360,609	STBG 2017	Maintenance /Restoration	WA-07425
	Active Transportation Plan	Active Transportation Plan includes an assessment of the existing conditions of infrastructure, signage, parking and whatever else is in the rights-of-way. The Plan will also include recommendations of developing programs, policy changes, development regulations, and other steps to keep the street network open to safe transportation.	\$150,000	TA 2020-2021	Pedestrian /Bicycle	WA-13275
	Midway Boulevard Improvements	Grind and overlay roadway. Upgrade pedestrian facilities. Rechannelization and upgrade traffic signal systems.	\$1,098,266	STBG 2020-2021	Maintenance /Restoration	WA-13276

IRTPO	Safe Streets for All	Develop IRTPO Comprehensive Safety Action Plan centered on significant reduction in roadway fatalities and serious injury collisions with detailed data analysis and outreach efforts necessary to create a comprehensive set of prioritized projects and strategies.	\$504,000	Federal Grant 2022	Safety	NA
Port of South Whidbey	Clinton Passenger-only Ferry Dock Replacement	Removal of remaining damaged floats, existing pilings will remain in place; existing gangway will be stored and re-installed; design/engineer new dock configuration utilizing existing pilings; construction of new Passenger-Only dock.	\$ 4,988,249	STBG 2020-2021	Reconstruction (no added capacity)	WA-12776
WSDOT	SR 20/Deception and Canoe Pass Bridges - Soil Abatement	During repair and painting of the Deception and Canoe Pass bridges, WSDOT discovered that the soil beneath them has high lead content that triggers DOE regulations requiring cleanup. Removing and replacing the contaminated soils will provide safe habitat for native species. Note: This project is within the boundaries of IRTPO and SCOG; dollars shown are for IRTPO only.	\$440,576	NHPP	Environmental Only	WA-13367
	SR 20/W Fakkema Road - Intersection Improvements	This intersection has been identified as having a high number of collisions. Installing a compact single lane roundabout at this location will improve mobility and reduce the risk of collisions.	\$928,496	HSIP 2022-2023	Safety	WA-13862
	Asphalt/Chip Seal Preservation - Island County	Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity and extend the service life of the pavement. Individual project may be found at <a href="http://wsdot.wa.gov/projects/search">www.wsdot.wa.gov/projects/search</a> under Programmatic Projects in STIP	\$2,078,334	NHPP 2022-2023	Preservation	WA-08651
Island Transit	South Whidbey Transit Center	The South Whidbey Transit Center will be a state-of-the-art facility that will include 200 parking stalls and a small operations building. This facility will provide equitable access to transportation in an underserved area. South Whidbey's first transit hub is regionally significant as it improves connections across the Salish Sea, from central Puget Sound to the Olympic Peninsula via Island County. It will also provide better access to ferries, a much-needed park & ride, facilities for staff, and electric vehicle charging stations.	\$15,000,000	Federal Section 5339 and Congressionally Designated FY2024 Request	Capital Facilities	WA-13765

	Transition to Zero Emissions Vehicles	Island Transit is in the process of transitioning its fleet to zero emissions. This process will include a variety of ZEV types as well as electric vehicle charging facilities.	Unknown	Move Ahead Washington 2023	Capital Facilities	<b>TBD</b>
--	---------------------------------------	--	---------	----------------------------	--------------------	------------

HSIP Highway Safety Improvement Program

NHPP National Highway Performance Program

STBG Surface Transportation Block Grants

TA Transportation Alternative

## Financial Constraint

### TIP Feasibility Table

*\* Numbers Displayed in Thousands*

Funding Type	Year	Starting Balance	Annual Allocation	Total Available	Total Programed	Remaining Balance
<b>(STBG) State Transportation Block Grants</b>	2023	260.00	1140.00	1400.00	1178.96	221.04
	2024	~	1140.00	1400.00	976.96	423.04
	2025	~	1140.00	1400.00	1140.00	260.00
	2026	~	1140.00	1400.00	1150.00	250.00
<b>(TA) Transportation Alternative</b>	2023	214.00	96.23	310.23	201.50	108.73
	2024	~	96.23	204.97	210.40	<b>-5.43</b>
	2025	~	96.23	90.80	75.00	15.80
	2026	~	96.23	112.03	40.00	72.03
<b>HSIP</b>	2023	~	1117.81	1117.81	1117.81	0.00
<b>NHPP</b>	2024	~	859.96	859.96	859.96	0.00
<b>Local Funds</b>	2023	~	18,707	18,707	18,707	0.00
	2024	~	719,891	719,891	719,891	0.00
	2025	~	165,854	165,854	165.85	0.00

IRTPO 2023-2028 Fiscally Constrained Spending Plan										Four-Year Constrained		Remainder 6-YR RTIP	
Lead Agency		Project Title		Approx. Cost		Funded		Match		Funding Type		Phase	
				\$4,925,000		\$756,750		\$118,250		\$4,000,000		STBG	
Island County		East Camano Drive/Cross Island Intersection Improvements		\$43,250		\$6,750		STBG		RW		2025	
Island County		East Camano Drive & McElroy Drive Roundabout		\$3,606,936		\$525,000		\$2,556,936		PE		\$525,000	
Oak Harbor		NE 17th Ave. Reconstruction		\$1,123,313		\$15,150		\$431,813		STBG		2019	
Oak Harbor		NW Heller Street Overlay		\$360,609		\$311,927		\$48,682		STBG		PE	
Oak Harbor		Midway Blvd Improvement		\$1,198,266		\$950,000		\$148,266		\$100,000		STBG	
WSDOT		SR 20 Shoulder Widening, Race Rd to Welch Rd		\$4,700,000		\$3,180,000		\$191,165		\$1,328,835		ROW	
Port of S. W.		Passenger-only Dock Replacement		\$4,988,249.00		\$319,000.00		STBG		ROW		2022	