

**PRTPO TECHNICAL ADVISORY
COMMITTEE MEETING**

October 10, 2019 | 10:00 – 12:00

Jamestown S’Klallam Tribal Center

1. 10:00 – 10:05 **Chair’s Welcome and Introductions**
2. 10:05 – 10:10 **Approval of Agenda**
Approval of Minutes from August 8, 2019 (Attachment)
3. 10:10 – 10:45 **Update on Draft Regional Transportation Plan 2040 Outreach (Attachment)** *Public review and comment on the draft RTP 2040 got underway on September 3rd and runs through October 18th. Four open houses kicked off the process. This discussion will focus on the input to d and how it will be used in updating the final plan for approval in Novem*
4. 10:45 – 11:00 **Upcoming Transportation Alternatives Grant Process (Attachment)** *PRTPO staff will provide an update on the schedule for tl upcoming WSDOT Transportation Alternatives Grant Program. There is \$654,347 available for award if we choose to use funds from FY 2019-20 If we choose to use only FY 2019-2020 there will be \$439,403.*
5. 11:00 – 11:30 **Surface Transportation Program (STP) Funding Discussion**
This is an important discussion about STP targets at the County level and implications for local project delivery as WSDOT looks at taking back fun
6. 11:30– 11:45 **Election of Technical Advisory Committee Vice Chair**
7. 11:45 – 12:00 **Member Updates and Adjourn**

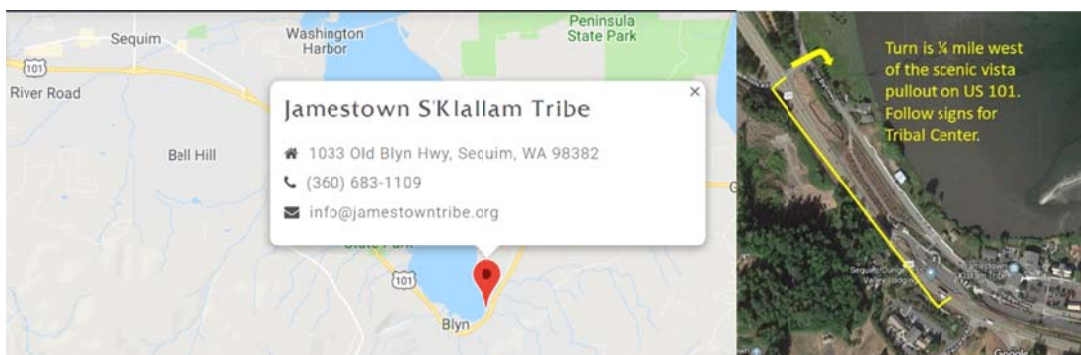
<https://prtpo.kitsaptransit.com/>



Next Meeting: November 7, 2019

Kitsap Transit, 60 Washington Ave, Suite 200

Bremerton WA, 98337



Peninsula Regional Transportation Planning Organization

Draft TAC Meeting Summary

Meeting Location:

Kitsap Transit, Bremerton Washington

August 8, 2019

Attendees

Technical Advisory Committee Member

Steve Gray, Clallam County
Jim Fetzer, Clallam Transit System
Annette Nesse, Jamestown S'Klallam Tribe
Wendy Clark-Getzin, Jefferson County
Melissa Mohr, Kitsap County
Dave Smith, Mason County
Jonathan Boehme, Port Angeles
Dennis Engel, WSDOT Olympic Region

On the phone

Jayne Brook, Jefferson Transit
Tammi Rubert, Jefferson Transit

Staff/Guests

Edward Coviello, Kitsap Transit
John Clauson, Kitsap Transit
Thera Black, Awarded Lead Agency Consultant for Kitsap Transit
Cliff Hall, WSDOT

Welcome & Introductions

TAC Chair Wendy Clark-Getzin opened the meeting and initiated self-introductions around the table.

John Clauson introduced Thera Black of 3P Transportation Services. She is the new PRTPO Coordinator who will facilitate much of the PRTPO work duties. Thera brings extensive knowledge of Washington's Regional Planning processes, funding programming, and experience in transportation and land use planning. She was with the firm SCJ Alliance prior and with Thurston County Regional Planning.

DISCUSSION: Draft Regional Transportation Plan (RTP)

Edward Coviello introduced the proposed locations for RTP public outreach in each of the four counties. The locations proposed are the Port Angeles Main Library, the Port Townsend Library, Kitsap Transit's offices and the Timberland Library in Shelton. The TAC agreed that those locations will suit the needs of the local communities. Mr. Coviello noted that they all have transit access as well.

Mr. Coviello handed out informational flyers from the last edition of the RTP as examples of outreach materials to be posted around the PRTPO Region. This generated much discussion of outreach methods including radio pieces, posters, webpages, and engaging local advocacy groups.

Cliff Hall noted that WSDOT is willing to wave the December 31, 2019 deadline for the RTP if needed to improve upon the document.

Further topics touched on the new PRTPO logo and its value in promoting the PRTPO. The TAC recommended and the staff agreed to update the outreach materials in preparation for the outreach comment period scheduled begin on September 3, 2019.

The TAC advanced the idea of extending the public comment period beyond the required 30 days to a 45-day comment period to be aligned with future Board and TAC meetings. Thus, the comment period will be recommended to the Executive Board as a 45-day period ending on October 18, 2019.

DISCUSSION: Criteria for Regionally Significant Projects in the R-TIP

The TAC reviewed ideas brought forth by PRTPO staff addressing a method for identifying projects that are regionally significant. The TAC expressed ideas about how to approach the definition of a regionally significant project. There was agreement that projects which involve multiple member jurisdictions should be considered regionally significant.

The TAC directed staff to continue this topic at its October 10th meeting.

DISCUSSION: R-TIP Update

Mr. Coviello presented an update on the upcoming RTIP public comment period. He noted that there are 184 projects in the draft 2020 RTIP. Many of which are WSDOT projects. He thanked the member agencies for submitting projects by the July 1, 2019 deadline. It was asked if the deadline will move back to August in 2020. Mr. Coviello explained that it should move back to August in 2020 and that the early deadline for 2019 was a reflection of the transition process from WSDOT Olympic Region to Kitsap transit as the Lead Agency role.

The TAC chair noted that the RTIP process could use refinement to better align with local TIPs and CIP efforts. The chair briefed PRTPO staff about the Western Federal Lands program and

its value in the PRTPO Region. The PRTPO staff will conduct research into the program to learn more about its relationship to the RTIP process.

The TAC asked WSDOT Olympic Region to brief the PRTPO Executive Board about their projects in the 2020 RTIP. The WSDOT staff agreed to brief the Board in September.

The RTIP will be presented and recommended for approval to the Executive Board at its September 20, 2019 meeting.

Announcements

TAC Vice Chair Nominees

We are looking for a slate of nominees for the TAC Vice Chair position. If you would like to nominate someone, or yourself, please let us know. Elections will be held at the October 10th TAC meeting.

Meeting Adjournment

The meeting was adjourned.

DISCUSSION ITEM

To: PRTPO Technical Advisory Committee
From: Thera Black
Subject: Update on Draft Regional Transportation Plan 2040 Outreach

REQUESTED ACTION:

No action. This update is for your information and discussion.

Overview

Public review and comment on the draft *Regional Transportation Plan 2040* got underway on September 3rd and will continue up to the Executive Board meeting on October 18. This TAC meeting is an opportunity to review comments received to date and to discuss a proposed approach for responding to them within the RTP and overall PRTPO planning process. Your discussion will inform the Board's discussion on October 18th and shape final revisions to the plan. The TAC will review a final draft in November when a recommendation to the Board will be requested regarding its approval.

The review process kicked off with four open houses, one in each county. Turnout ranged from no general public in Shelton to a crowd of about 14 in Port Townsend, with Port Angeles and Bremerton in the middle. While turnout numbers were not high, the discussions were rich and often quite nuanced. Formal comments are starting to come in by email. We are conducting a separate briefing and discussion with the Mason County TIP-CAP on October 9th and will verbally brief you on that input when the TAC meets on the 10th.

Different themes surfaced in different venues. A few highlights include:

- The draft plan is woefully inadequate in its consideration of and response to climate change
- Efficient, connected inter-regional transit service on Sundays is key to increasing tourism and other travel by means other than driving
- There are inherent conflicts between reliable and efficient freight mobility and the ability to create a walkable, people-centric downtown environment that will require innovative strategies to resolve
- Communities with limited ingress/egress routes are particularly vulnerable when one of those routes fails due to slides or a serious crash
- The region should be proactive in trying to attract new mobility partners like ride-share companies or electric vehicle sharing programs
- Concerns about equitable access were raised as well as the effects of travel costs on housing affordability and opportunity
- People were interested in learning about PRTPO and the nature of coordinated regional planning, and expressed support for more collaboration
- Kitsap County surfaced in all meetings as an important part of the region with facilities, services, and issues that have effects regionwide
- Completion of the Discovery Trail and extending the regional non-motorized network from that supports local and regional economic vitality
- Partnerships and collaboration as a means of getting things done – this was a theme in all four events

Between the open houses, flyers, media, and notices distributed by members to various constituency groups, word has reached the general public and some comments have already come in. The comments have generally mirrored what was heard in the meetings, amplifying in some cases specific concerns with data or suggested language revisions. Most of the specific comments to date have addressed the lack of emphasis about climate change and curbing growth in greenhouse gas emissions.

While the comment period will be open for another week after the TAC meeting, this is a good time to share the full text of comments received since they will lose a little of their original flavor when assembled into a response table.

We will share with you the proposed responses at the meeting and discuss a suggested approach for completing the 2040 regional transportation plan.

In addition to the attached comments submitted by email or directly at the meetings, one comment came in through Kitsap Transit's Facebook page:

We need a better way to move about the Peninsula other than by car or transit bus. It would be great if a conversation about a train or other form of rail system was included in the conversation. [John Garrison]

For More Information:

Thera Black | 360.878.0353 | thera@3ptransport.com

74- 9/3/2019
430

YOUR PERSPECTIVE ON REGIONAL MOBILITY ISSUES

WHAT DO YOU THINK?

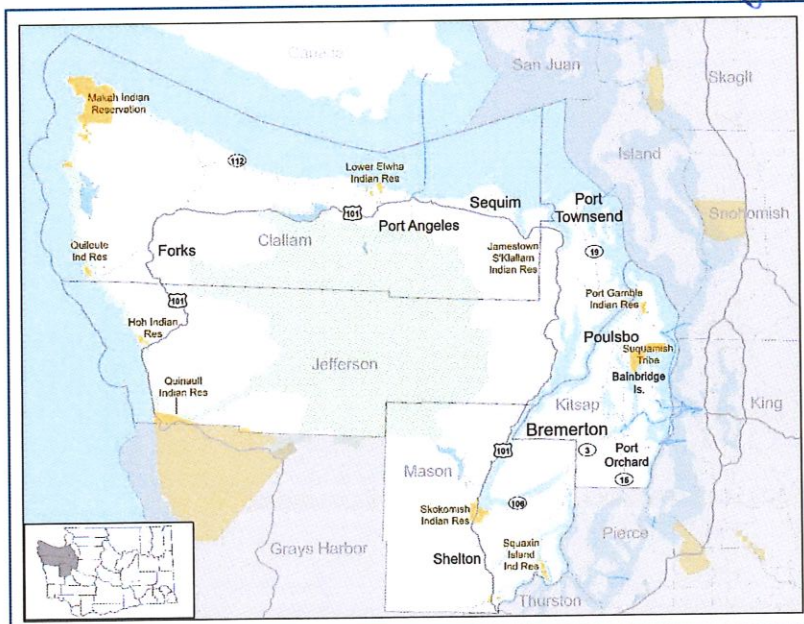
Mobility – the ability to get from here to there and back again – is critically important to so many of our broader regional objectives like economic vitality, community livability, and environmental health. The region's transportation system will face big challenges in the next couple of decades. These challenges that will test the resilience of the region and its communities, and the ability of our transportation system to support our broader objectives.

- Deferred preservation leads to system deterioration and makes it more vulnerable to failures, but there isn't enough money to keep up with preservation needs.
- Uneven economic opportunities push people to commute ever further to earn a living, straining household expenses and increasing demand for new mobility services.
- Extreme weather events and earthquakes will undermine our infrastructure, disrupt services, and possibly displace some existing homes and businesses.
- Deployment of new transportation technologies will change how we think about mobility and access to services, but those opportunities won't be equally available to all communities.

These are just some of the things we're thinking about. What do **you** think we should be considering as we look ahead to 2040 and beyond? Please take a few minutes to share your ideas about the issues and opportunities you think merit a regional approach and the challenges we face. We want to know what you think. *Thank you!!*

- continued improvement in Access from P.A. to Ferry terminals (Kingston/Bainbridge) that do NOT involve use of passenger car (ie Bus, Rapid Van etc)
- improved bike lanes + finishing Discovery Trail to Forks/LaPush on all Hways
- ? Electric Ferry: P.A. - Port Townsend - Edmonds? (passenger only to save weight?)
- Electric Car Charging Stations around complete olympic Hwy Loop

Reference Map of the Peninsula RTPO Region



Email

Name

May we keep you informed about upcoming news and events? Please print your name and email address if you'd like to get occasional updates from PRTO.



YOUR PERSPECTIVE ON REGIONAL MOBILITY ISSUES

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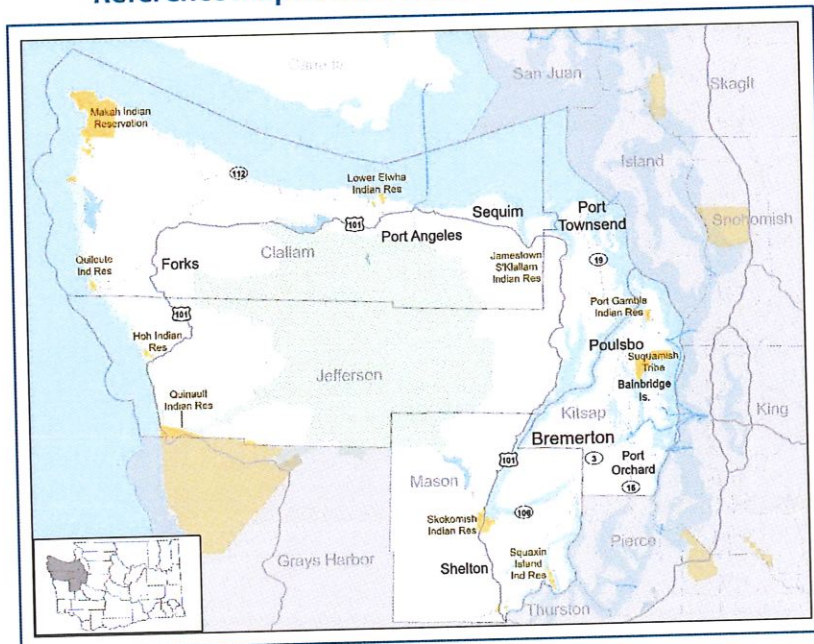
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Truck route or cross town route through
Port Angeles east toward Sequim.
Morse Creek ^{Coof Course Rd} is only route between Sequim
and Port Angeles. Increase redundancy
in transportation network.

Reference Map of the Peninsula RTPO Region



May we keep you informed about upcoming news and events? Please print your name and email address if you'd like to get occasional updates from PRTPO.

Name _____

Email _____



YOUR PERSPECTIVE ON REGIONAL MOBILITY ISSUES

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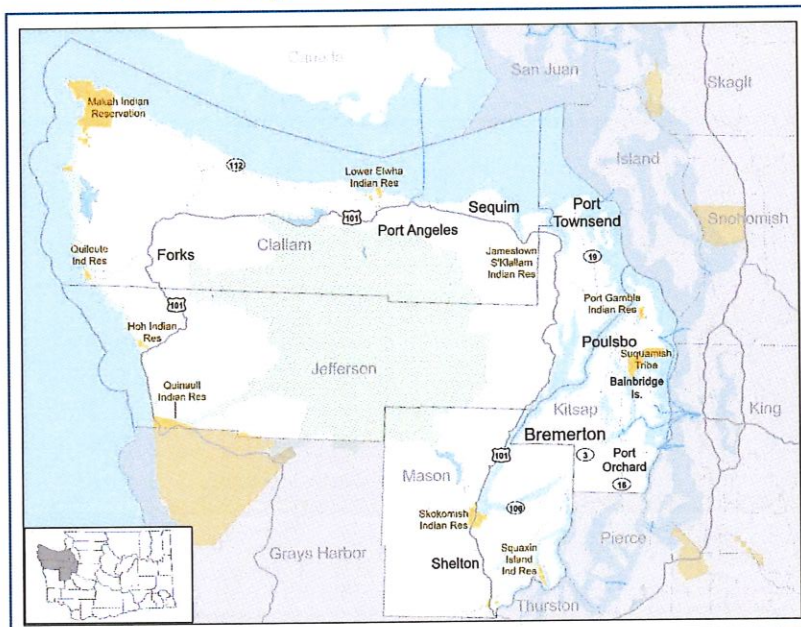
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Place paragraph on
climate change -
advance in next
plan

Reference Map of the Peninsula RTPO Region



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Name _____

Email _____



Thera Black

From: Edward Coviello <EdwardC@KitsapTransit.com>
Sent: Tuesday, September 10, 2019 8:52 AM
To: 'edavidt Tk'
Subject: RE: Peninsula Regional Transportation Plan 2040

Good morning Dave,

We have recorded your concerns. We will brief our Executive Board in September and make our best efforts to incorporate this into the current Plan.

I do appreciate the time you have taken to construct the email below. Your comments are a measure that will influence not only this version of the Plan but future versions as well.

Ed

Edward Coviello, AICP
Kitsap Transit
60 Washington Ave, Suite 200
Bremerton WA, 98337
360-824-4919

From: edavidt Tk [mailto:edavidt@gmail.com]
Sent: Saturday, September 07, 2019 9:37 AM
To: Edward Coviello
Subject: Peninsula Regional Transportation Plan 2040

Dear Edward,

Thanks so much for the Open House in Port Townsend last week. It was great to meet everyone and get a chance to get updated on your work. Subsequent to the Open House, I reviewed your draft plan 2040. I did not read the entire draft in detail, so I may have missed something. However, I want to offer some feedback. Thanks for reading.

The first thing I noticed that the document lacked an emphasis on "data driven decision making." That I see that some data was referenced in the document in terms of planning. And that data helped shape some of the conceptual framework of the document. But what I did not see was a mandate, or at least a strong encouragement that data be a driving force in day to day, month to month, and year to year decision making. This data would include traffic studies (flow and frequency data), as well as surveys. Survey data goes way beyond just surveying transit users because one obvious goal is to get current non users out of their vehicles and onto transit, bicycles and other alternatives. And good survey data is very difficult to obtain. But it is not impossible, and it will go a long way in transforming any system involving human services into a more useful and productive system. Traffic data will help planners re think routes, and be able to offer incentives to move more people out of their cars. Finally, carbon emission data analysis would offer a clear path to decisions that reduce carbon emissions.

Secondly, I noticed a complete lack of any discussion whatsoever on carbon reduction. Carbon dioxide (and its connection to transportation) is the fundamental challenge for our region, the nation and the planet, at the moment. Yet, it is not even mentioned in this document.

One page 1, under a graphic, I found the following text:

"The primary objective of the Peninsula RTPO is to facilitate cooperative decision-making by the agencies within the region in order to bring about a coordinated and comprehensive transportation planning process. It seeks to ensure that all local plans are coordinated and consistent with the regional plan. This is accomplished through the participation of all jurisdictions in the technical analysis and policy approvals of the plan."

My alternative would be "The primary objective of the Peninsula RTPO is to facilitate cooperative decision-making by the agencies within the region in order to prioritize carbon reductions as part of the transportation planning process. It seeks to ensure that all local plans similarly focus on carbon reduction and are coordinated and consistent with the regional plan. This is accomplished through the participation of all jurisdictions in the technical analysis and policy approvals of the plan."

On page 3, the first bullet should address climate change and carbon reduction.

On page 5, the first point should be "address carbon reductions."

The statement on Page 8: "The transportation system in the region efficiently and safely connects people and goods with places, offering choices, and ensuring accessibility. This vision emphasizes a long-term quality of life by promoting economic growth, recreational resources, community services, active transport, and public transit." should be replaced with "The transportation system in the region efficiently and safely connects people and goods with places, offering choices, and ensuring accessibility with low carbon alternatives. This vision emphasizes a healthy outlook for our region and the planet, and long-term quality of life by promoting economic growth, recreational resources, community services, active transport, and public transit."

I could go on. In short, the entire plan needs to be re written with carbon reduction as the core and over riding theme. The current focus of the plan sounds like a "compliance" documents. In the meantime, the most fundamental threat to humanity, and the world's biota, climate breakdown, is at hand. Transportation in Jefferson County contributes at least 39% of the carbon here, and this plan does not even mention climate or CO2.

Please consider re writing this document with an emphasis on reducing carbon as the primary focus. We cannot afford to wait until after 2014 to bring carbon reductions and climate breakdown into our regional plan.

Thanks so much.

Dave Thielk
611 Rose Street
Port Townsend, WA 98368
360-301-6005

Thera Black

From: Edward Coviello <EdwardC@KitsapTransit.com>
Sent: Thursday, September 12, 2019 2:39 PM
To: 'Scott Walker'
Subject: RE: PRTPO 20 year plan

Good afternoon Scott,

Thank you for taking the time to review the draft RTP and suggest improvements. We will log your comments for our Board to review. Please do not hesitate to add to your comments between now and October.

Sincerely,
Ed

From: Scott Walker [mailto:walkers@olympus.net]
Sent: Tuesday, September 10, 2019 8:44 PM
To: Edward Coviello
Cc: Ariel Speser; Scott Walker; Marion Huxtable; Richard Dandridge; Gerald Braude; Lys Burden; Gordon Neilson; samantha.CivicCoCreate@gmail.com; Cindy Jayne; Hank Walker; Mike Kaill; Hendrick Taatgen; Becci Kimball; Dave Thielk; Richard Stockment; Arthur Rochester; William Dentzel; Sonja Hammar; Martin Byron; MARGARET LEE; Joe Finn
Subject: PRTPO 20 year plan

Hi Edward,

The plan looks very good on paper with its inclusion, finally after many years without, of active transportation goals. Funding those goals is always the crux. It's somewhat of a zero sum equation: the more we fund for motor vehicle transportation facilities, the less convenient, safe, and inviting active modes become. Much of the document is taken up by motor vehicle facility planning, though there is the possibility of instead investing deeply in active transportation and transit. Plus, we know now that congestion relief and safety improvements for motor vehicles results in more motor vehicle use. Thus, it would appear this plan does little to nothing to reduce vmt as required by

[RCW 47.01.440: Adoption of statewide goals to reduce annual VMT,](#)

which is the only way to reduce the 40% of GHG emissions from transportation sources and ultimately address the looming climate chaos.

Otherwise, as a document, it's very good looking.

Scott G. Walker

Thera Black

From: Edward Coviello <EdwardC@KitsapTransit.com>
Sent: Friday, August 30, 2019 9:10 AM
To: 'Fran Mason'
Subject: RE: 2040 Regional Transportation Plan Open House

Categories: PRTPO

Good morning Fran,

Thank you for reaching out to us. I will document your concerns.

I'll keep you posted as to the status of your comments in the coming months.

We plan to brief our Executive Board in September of all the comments received. Keep an eye on our website for the meeting agendas at: <https://prtpo.kitsaptransit.com/meetings.htm>

Sincerely,

Ed

Edward Coviello, AICP
Kitsap Transit
60 Washington Ave, Suite 200
Bremerton WA, 98337
360-824-4919

From: Fran Mason [mailto:pipttrade@yahoo.com]
Sent: Thursday, August 29, 2019 5:55 PM
To: Edward Coviello
Subject: Fw: 2040 Regional Transportation Plan Open House

Hello Edward -

The email below are comments I wanted to voice. My last paragraph addresses comments on this in particular issue from the draft:

"The long-term expectation for this regional active transportation system is that it will provide a practical alternative to a road based trip thereby reducing vehicles miles traveled and promoting public health.

Peninsula Regional Transportation Planning Organization

Active travel is

further enhanced within the region through transit and park-and-ride facilities at convenient intervals along the state highway system that facilitate and expedite a seamless and convenient change of mode between walking, bicycling, transit, and auto."

My comment:

"Lastly we need COST-EFFECTIVE shuttles to trail heads. I have been advocating for this since I moved here. Perhaps the Elwha Tribe could partner with Clallam Transit to provide a shuttle to Salt Creek, Spruce Railroad, and other trails that the bus does not reach. Currently Jamestown partners with CTS to provide a shuttle to Jamestown Campus, the same could be done with the Elwha (if pick up was at their store it would boost

business). This may also boost the tourist economy. Other regions that offer shuttles have found it very popular - in fact many have had to increase trips to accommodate passengers! This is probably a seasonal suggestion for the peninsula."

Thank you,
Fran Mason

----- Forwarded Message -----

From: Fran Mason <piptrade@yahoo.com>
To: "LSWawrin@cityofpa.us" <LSWawrin@cityofpa.us>
Sent: Thursday, August 29, 2019, 5:34:43 PM PDT
Subject: Re: 2040 Regional Transportation Plan Open House Flyer

Hello Lindsey-

I received this email from Olympic Climate Action - alas, I will not be able to attend this meeting - I would need to leave at 5:00 to connect with the bus for home.
I am hoping you will voice my concerns for me!

First did you receive the letter from the last Clallam Transit meeting asking for later bus service? Kevin (manager) received the original and I gave a copy to Mark Ozias who was chairman of the transit board. It was signed by nearly 200 people in this area and I think it needs to be addressed - I do have a copy if needed, but hopefully Mark or Kevin still have that letter.

Second we need to boost bus ridership in the area and that could be accomplished by offering incentives. Transit companies (or city councils!) could partner with local businesses to offer discounts or such - or free dessert, free popcorn - if person shows proof of riding the bus. Bus drivers could hand a slip to passengers.
For example many people from Highland Commons eat at the cafeteria at Olympic Medical Center - the bus picks up at Melody Lane and stops at the Medical Center. A 10% discount may incentivise people to leave their car at home and ride the bus.

Lastly we need COST-EFFECTIVE shuttles to trail heads. I have been advocating for this since I moved here. Perhaps the Elwha Tribe could partner with Clallam Transit to provide a shuttle to Salt Creek, Spruce Railroad, and other trails that the bus does not reach. Currently Jamestown partners with CTS to provide a shuttle to Jamestown Campus, the same could be done with the Elwha (if pick up was at their store it would boost business). This may also boost the tourist economy. Other regions that offer shuttles have found it very popular - in fact many have had to increase trips to accommodate passengers! This is probably a seasonal suggestion for the peninsula.

Thank you - I hope you bring attention to these issues at the meeting!

One less car-

Fran Mason

On Thursday, August 29, 2019, 12:02:13 AM PDT, OlyClimate <olyclimate@olyclimate.org> wrote:

From: **Lindsey Schromen-Wawrin** <LSWawrin@cityofpa.us>

Next Tuesday in Port Angeles and Wednesday in Port Townsend is an open house for the Peninsula Transportation Plan (for both the Olympic Peninsula and Kitsap Peninsula). This is the big picture long term plan for how transportation (all transportation, not just buses) will work on the peninsulas, so it is a great place for people to come and voice the need for more greenhouse gas emission mitigation measures in our transportation system (which second to our forestry practices is the largest source of CO2 on the Olympic Peninsula).

Note that these meeting times are likely bus-accessible.

Please spread the word about them.

Thank you,

Lindsey Schromen-Wawrin
Port Angeles City Council
(360) 406-4321

NOTICE: This email and any attachments may be subject to disclosure as a public record under the Public Records Act, RCW Chapter 42.56.

The Draft RTP is posted on the PRTPO website.

<https://prtpo.kitsaptransit.com/default.htm>
<<https://prtpo.kitsaptransit.com/default.htm>>

Edward Coviello, AICP
Kitsap Transit
60 Washington Ave, Suite 200
Bremerton WA, 98337
360-824-4919

NOTICE: This email and any attachments may be subject to disclosure as a public record under the Public Records Act, RCW Chapter 42.56

Edward Coviello

From: Rebecca Kimball <rebeccajkimball@gmail.com>
Sent: Saturday, September 14, 2019 12:09 PM
To: Edward Coviello; chris.davis@gov.wa.gov
Subject: Peninsula Regional Transportation Plan 2040

Dear Edward,

I attended the recent PRTPO Open House in Port Townsend, where it was helpful to have the opportunity to speak with DOT representatives and ask questions.

As a nurse practitioner, my primary interest in transportation is fueled by a desire to improve public health.

Considering that the destruction of our climate is the greatest threat to public health and that transportation is responsible for 42% of Washington state's GHG emissions and over half of that is from "road gasoline use", I expected to see GHG reduction strategies as one of the plan's goals. However, there was no real mention of the impact of transportation on climate destruction at all, only oblique references to promoting environmental health.

Although increasing the transportation modes of walking, biking and transit would most significantly reduce GHG emissions and improve public health, and are referred to several times in the plan, the funding to accomplish the desired changes is almost completely lacking. Not funding transportation for modes other than cars seems particularly odd for Washington state as governor Inslee stated in June 2019 " *I will make defeating climate change the number one priority of my administration.*"

We have a very short amount of time to reverse the effects of man made climate destruction. We know that promoting electric cars is not enough and that we must make every change possible.

I strongly encourage you rewrite this plan to make GHG reduction and public health improvement its first priority.

Respectfully,

Rebecca Kimball ARNP

Edward Coviello

From: CindyJ <cindyj911@yahoo.com>
Sent: Friday, September 13, 2019 2:33 PM
To: Edward Coviello
Subject: 2040 Regional Transportation Plan Comments

Ed,

Thank you for soliciting comments on the draft [2040 Regional Transportation Plan](#). After reviewing the plan, I have a few comments.

It is great that the four county region works collaboratively on planning for the long term for transportation. However, I was surprised that the plan does not mention the large role that transportation has in generating greenhouse gases in the regional area, nor the threat of climate change to the regional transportation system. Jefferson County did a [greenhouse gas inventory based on 2005 data](#) a while ago, and transportation was 39% of the carbon footprint. That was at a time when Puget Sound Energy provided electricity to most of the county, which had a higher greenhouse gas footprint than the BPA electricity that is now supplied. It is likely that the percent of greenhouse gases from transportation is even higher now.

The increased urgency of reducing greenhouse gases worldwide is a well established fact, and was most recently described in the latest Intergovernmental Panel on Climate Change [reports](#). And it certainly is acknowledged by our governor. There is work going on across this regional area regarding climate change, including with the [Jefferson County / Port Townsend Climate Action Committee](#), in [Clallam County](#), etc. It is time to call a spade a spade and include climate change language in the Regional Transportation Plan, and note the large role transportation has in the opportunity to reduce our regional carbon footprint.

Similarly, the risks of climate change to this regional transportation plan are considerable, and I strongly recommend that any long term plan of regional transportation include this in the analysis. [WSDOT has studied the impacts of climate change on the state highway system](#), and that is a good starting point. There is also a [Planning for Climate Change on the North Olympic Peninsula](#) report that identified additional secondary roads that were vulnerable to climate impacts. I am one of the co-authors on that study.

A broader greenhouse gas view in this transportation plan would likely lead to more consideration of electric vehicles as one strategy for helping reduce greenhouse gases across the region, both for individual vehicles as well as fleets, buses, etc. Incentives and charging stations for these could be considered in this plan. WSDOT's effort to [electrify our ferry system](#) could also be mentioned. And the climate view increases the need for active transportation to be well integrated into our regional transportation system.

I also believe that a review of the latest software technology regarding ridesharing, and promoting it across the region, should be considered as a way to reduce Single Occupancy Vehicle (SOV) trips. With the number of people driving to the ferry terminals from the region, a good rideshare app could help pair drivers and passengers in real time to reduce Single Occupancy Vehicle trips.

Thank you for considering this input.
Cindy Jayne

(Current chair of the Jefferson County / Port Townsend Climate Action Committee, and member of [Local 20/20](#) Climate Action, but these comments are my own.)

2019 Local Federal Program Target Delivery

Local Federal Delivery Status

Remaining Estimated 2018 OA dollars in millions 20.2		Delivery Targets														Status as of 8/31/2019	
		Dollars may not add due to rounding.															
		RTC	PSRC	SRTC	BFCG	CWCOG	LCV	SCOG	TRPC	WCOG	CDTC	WWVMPO	YVCOG	Counties	Bridge, HSIP, SRTS, NHPP, NHFP, & RTPOs (TAP)		
		Vancouver	Puget Sound	Spokane	Benton-Franklin	Cowlitz-Wahkiakum	Lewis Clark Valley	Skagit	Thurston	Whatcom	Chelan-Douglas	Walla Walla Valley	Yakima Valley	Details Attached	Statewide		
Total Federal Allocations ¹	267.6	5.42	86.80	10.07	2.03	3.35	0.60	0.57	3.75	1.25	2.38	2.03	4.52	13.64	131.17		
FINAL Target ²	249.6	5.42	86.80	10.07	2.03	3.35	0.60	0.57	3.75	1.25	2.38	2.03	4.52	14.37	112.45		
10/1/18 - 8/31/19 Target Delivery ³	229.4	5.72	104.18	9.74	1.91	3.16	0.29	0.91	5.27	2.57	2.02	2.05	3.17	11.34	77.13		
FFY 2019 Plan as of 6/30/19 ⁴	260.0	7.92	99.80	10.07	2.03	3.57	0.30	1.02	3.75	2.58	0.65	2.05	1.79	15.34	109.10		

¹ Total Federal funds available for programming in FFY 2019 [includes FINAL 2019 allocations and actual carry-forward amounts] of the Surface Transportation Block Grant program (STBG), Congestion Mitigation/Air Quality (CMAQ), & Surface Transportation Block Grant Set-Aside (Transportation Alternatives) through the selection processes of the Metropolitan Planning Organizations, Rural Transportation Planning Organizations, County Lead Agencies. Also, provided are the WSDOT Local Programs managed local bridge, safety, safe routes to school, NHS asset management, and national highway freight programs.

² FINAL Target is equal to total federal allocations available.

³ Delivery is the amount of federal funds authorized on projects or returned due to project savings, during the current Federal Fiscal Year.

⁴ Planned FFY 2019 delivery as of June 2019.

Note: For details see Local Federal OA Policy at: <http://www.wsdot.wa.gov/localprograms/>

2019 Local Federal Program Target Delivery

Local Federal Delivery Status

RTPOs & County Details

dollars in millions Remaining Estimated 2018 OA 3.0		Delivery Targets												Status as of 8/31/2019		
														Dollars may not add due to rounding.		
		Adams	Clallam	Columbia	Ferry	Garfield	Grant	Grays Harbor COG	Island	Jefferson	Kittitas	Klickitat	Lewis	Lincoln	Mason	Okanogan
Total Federal Allocations ¹	13.64 [*]	0.39	0.93	(0.16)	0.59	0.29	1.94	0.57	1.18	0.28	0.81	(0.56)	2.06	0.41	0.62	1.19
FINAL Target ²	14.37 [*]	0.39	0.93		0.59	0.29	1.94	0.57	1.18	0.28	0.81		2.06	0.41	0.62	1.19
10/1/18 - 8/31/19 Target Delivery ³	11.34 [*]	0.11	0.86	(0.03)	0.06	(0.21)	2.66	0.33	1.22	0.39	0.36	-	0.98	0.78	(0.37)	0.37
FFY 2019 Plan as of 06/30/19 ⁴	15.34 [*]	1.30	0.93	(0.03)	0.03	0.90	0.65	0.06	2.20	-	1.30	-	1.87	0.70	1.15	0.48
		Pacific	Pend Oreille	San Juan	Skamania	Stevens	Wahkiakum	Whitman	NEW RTPO TA	Palouse RTPO TA	Peninsula RTPO TA	QuadCo RTPO TA	Island Co. TA	Okanogan Co. TA	San Juan Co. TA	
									Ferry Pend Oreille Stevens	Asotin Columbia Garfield Whitman	Clallam Jefferson Mason	Adams Grant Kittitas Lincoln				
Total Federal Allocations ¹		0.45	(0.02)	0.17	0.28	0.92	0.01	1.29	0.136	0.114	0.229	0.333	0.413	0.127	0.108	
FINAL Target ²		0.45		0.17	0.28	0.92	0.01	1.29	0.136	0.114	0.229	0.333	0.413	0.127	0.108	
10/1/18 - 8/31/19 Target Delivery ³		0.31	0.31	-	(0.03)	0.45	0.15	2.64	0.172	0.076	0.029	0.168	0.253	0.043	-	
FFY 2019 Plan as of 06/30/19 ⁴		0.01	0.32	-	0.83	(0.07)	0.05	2.70								

¹ Total Federal funds available for programming in FFY 2019 [includes FINAL 2019 allocations and actual carry-forward amounts] of the Surface Transportation Block Grant program (STBG) and Surface Transportation Block Grant Set-Aside (Transportation Alternatives) through the selection processes of the Rural Transportation Planning Organizations and County Lead Agencies.

² FINAL Target is equal to total federal allocations available.

³ Delivery is the amount of federal funds authorized on projects or returned due to project savings, during the current Federal Fiscal Year.

⁴ Planned FFY 2019 delivery as of June 2019.

* Totals are for the County STBG funds only. RTPO and County TA funds are included in the Statewide amounts.

Note: For details see Local Federal OA Policy at: <http://www.wsdot.wa.gov/localprograms/>

Local Agency Federal OA Policy

Washington's Local Agency Task Force has developed a strategy to ensure delivery of the local share of the Federal Highway (FHWA) program. The Task Force has established a Local Agency Federal OA (obligation authority) Policy that encourages collaboration and coordination of the MPO/RTPO/County lead agencies to deliver their annual target allocation with the understanding that funds may be sanctioned if they are not successful.

This policy also positions local agencies to obtain additional obligation authority for local projects to advance, in the event other states fail to deliver their federal program (re-distributed OA). Re-distributed OA will be shared at the same pro-rata share, WSDOT/Local, if projects are available. If received, re-distributed OA will first be applied to projects authorized utilizing Advance Construction (AC), and then to additional projects within those lead agencies that met their target by the deadline. Utilizing re-distributed OA or AC does not increase the MPO/RTPO/County lead agency allocations.

Delivery Target:

MPO/RTPO/County lead agencies are provided annual allocations based upon estimated OA available for the current Federal Fiscal Year (FFY). Obligation targets are developed in cooperation with the Local Agency Task Force utilizing the carry-forward balances and current year's estimated allocations. Each Federal fiscal year (FFY) targets will be determined based on each organization's available allocation (Carry Forward from previous FFY plus current FFY Estimated Allocation), in order to achieve the overall target. (NOTE: Due to the limited apportionment available, Targets will essentially be equal to each entity's available allocation.) Once the local share of OA is delivered, projects will be authorized through the Advanced Construction (AC) process.

Coordinated Effort to Reach Delivery Target:

By the February (no later than May) Coordinating Committee meeting, MPO/RTPO/County lead agencies are to notify WSDOT and all members, if they are aware that they may be utilizing more than one year of allocations or that they may not meet their target. Early notification will give other lead agencies time to determine if the expected shortfall can be covered.

At the Task Force's discretion, if an entity failed to meet its target due to de-obligations from closure or other federal requirements (inactivity, etc.), the Task Force may elect to waive any or all sanctioned funds. In this case, any portion of the sanctioned funds that were waived will remain with that entity and it will be added to their target delivery amount the following year.

Statewide Target is Met:

If the Statewide Target is delivered by August 1st, all entities that did not meet their OA target will have until August 1st the following FFY to be in compliance. If an entity fails to deliver their target the second year, the undelivered portion of their target would be sanctioned, unless extensive coordination efforts occurred to communicate and cover the shortfall, as determined by the Task Force.

Key Items to Assist in Delivery

- MPO/RTPO/County lead agencies are to have a four-year TIP/STIP of programmed projects, fiscally constrained by year.
- WSDOT will provide:
 - ✓ An updated Target Delivery table to show the status of the programs overall; and
 - ✓ Monthly obligation reports to each MPO/RTPO/County lead agency that includes all federal activity in their respective area. Reports include obligations, de-obligates due to closure, cancellation or good bids and inactive project closures identified by FHWA.
- MPO/RTPO/County lead agencies are to work with all their project sponsors with programmed projects for the FFY to:
 - ✓ Ensure delivery of the projects programmed for the FFY;
 - ✓ Identify the projects that are delayed into a future FFY; and
 - ✓ Identify additional projects that are ready to go and able to be delivered this FFY.
 - ✓ For projects being transferred to another federal agency for administration, they must be programmed in the first year to ensure adequate funding is available for all first year projects. (In the event, a federal agency specifically requests a second, third or fourth year project advance, a formal request with mitigating factors will need to be submitted to WSDOT for consideration.)

Strategies to Utilize to Ensure Delivery

- Strategies MPO/RTPO/County lead agencies may utilize to ensure delivery of the Target's include:
 - ✓ Localities are to continue to deliver their projects.
 - ✓ Consider increasing the federal share and reduce the local participation to the minimum local match (13.5%). This decision would need the awarding agency's approval. All projects must adhere to the requirements described in the STIP document Appendix C: STIP Administration.
 - ✓ MPO/RTPO/County lead agencies identify additional priority projects that can be programmed for obligation. Projects include those identified in contingency lists approved in current TIPs and forwarded for inclusion in the STIP.
 - ✓ Request assistance from other MPO/RTPO/County lead agencies to assist in delivering a portion or share of the shortfall due to unforeseen delays in the current year. The following year the MPO/RTPO/County is able to carry-over their under delivered amount.

- MPO/RTPO/County lead agencies may over-program their TIP/STIP, to ensure they meet their target, in the last quarter of the FFY.
 - ✓ MPO/RTPO/County lead agencies are limited to obligating up to their available allocation (unless approved by WSDOT on a case-by-case basis). Once the available allocation is met Local Programs will AC projects.

Sanctioning if Statewide Target is NOT Met:

If the Statewide Target has not been delivered by August 1st – Lead agencies that were unable to deliver their OA target by August 1st will have the un-delivered portion of their target sanctioned. In order to fulfill the Statewide Target, the August 1st deadline allows those agencies that met their target sufficient time to program and deliver these sanctioned funds.

Sanctioning Process

In order to demonstrate complete target delivery – By August 1st, each MPO/RTPO/County lead agency receiving an allocation must have obligated or have submitted to WSDOT (at Region Local Programs office or Headquarters) complete funding packages for 100 percent of their total target amount. If the Statewide Target has not been delivered by this date:

- WSDOT will notify the MPO/RTPO/County lead agencies of their OA delivery status by mid-August. Included in this notification will be whether funds were sanctioned from the MPO/RTPO/County lead agency specifically and the total amount of sanctioned funds available statewide.
- All MPO/RTPO/County lead agencies that had funds sanctioned are required to reduce their programmed projects accordingly in the October amendment.
- Only those MPO/RTPO/County lead agencies that have met the 100% target will be provided the opportunity to receive the sanctioned funds.
- Projects that could be programmed for obligation include those identified in contingency lists approved in current TIPs and forwarded for inclusion in the STIP.
- Sanctioned funds will be made available based on first come, first serve basis for projects that are programmed and have complete funding packages submitted to WSDOT for obligation.
 - ✓ Project sponsors are to continue to deliver their projects. If funds were sanctioned from the sponsor's MPO/RTPO/County lead area, the project will be processed utilizing their non-sanctioned funding.
 - ✓ Projects must be programmed and have complete funding packages submitted to WSDOT (through Region Local Programs office or Headquarters) by **September 15th**. NOTE: Any incomplete project submittals will be returned.

- Example:

<i>\$'s in millions</i>					
MPO A	Total Available	Target Delivery	Aug 1 Obligated	Aug 1 100% Goal	Aug 1 Sanction
STP	15.0		6.9	-	-
CMAQ	8.0		5.5	-	-
TAP	4.0		4.0	-	-
Total	27.0	17.0	16.4	17.0	(0.6)

- The Task Force may meet in mid-August, if necessary, to review the overall status of the Local OA to ensure statewide delivery of federal program.
- If changes to the TIP/STIP are required due to the receipt of re-distributed OA, WSDOT will incorporate the projects in the STIP as soon as practicable.

Consequences:

If funds are sanctioned, WSDOT will sanction the most flexible funds (e.g., STP) to ensure delivery of the local program. Any sanctioned funds not utilized by the specific MPO/RTPO/County lead agency will be removed from their next year's annual allocation. These lost funds will not be available for future programming by the MPO/RTPO/County lead agency. Sanctioned funds received by an MPO/RTPO/County lead agency are a bonus and will not affect their current or future annual allocations. In the event sanctioned funds are unable to be utilized by other MPO/RTPO/County lead agencies, WSDOT can utilize these funds without repayment.

Conclusion:

FHWA usually provides notification of redistributed OA to states the second or third week of September. WSDOT will inform the Task Force and applicable MPOs of the planned utilization of the redistributed OA. Due to the limited time, this discussion may be through email and/or impromptu phone conference.

Maintaining accurate project schedules and managing to regional OA plans are essential for ensuring delivery of the local program of projects. Late notification of schedule changes limits the opportunity for other projects to be added to the program or advanced to utilize these available funds.

The goal of this process is timely delivery of local projects essential to the public for improving safety and movement of people and goods throughout the state. However, in the event of federal legislation changes, the Task Force has the discretion to modify these requirements as necessary to continue the successful delivery of the local federal program.

Status of Highway Infrastructure (HIP) Funds

Status as of 8/31/2019

HIP Obligation Status by Population Area

Dollars may not add due to rounding.

			BFCG	PSRC	RTC	SRTC	CDTC	CWCOG	LCV	SCOG	TRPC	WWVMPO	WCOG	YVCOG	All Counties
HIP Urbanized (Pop. > 200K)	2018 HIP Allocation	\$10,804,662	\$567,357	\$8,227,362	\$966,939	\$1,043,004									
	2019 HIP Allocation	\$15,223,494	\$799,391	\$11,592,144	\$1,362,393	\$1,469,566									
	FFY 2018 Obligations	\$0	\$0	\$0	\$0	\$0									
	FFY 2019 Obligations through 8/31/19	\$1,306,939	\$0	\$0	\$966,939	\$340,000									
	Available Balance as of 8/31/19	\$24,721,217	\$1,366,748	\$19,819,506	\$1,362,393	\$2,172,570									
HIP Urban (5K < Pop. <= 200K)	2018 HIP Allocation	\$4,093,902	\$18,674	\$1,062,713	\$584	\$28,422	\$196,127	\$180,834	\$54,279	\$214,271	\$528,985	\$126,339	\$381,177	\$485,250	\$816,247
	FFY 2018 Obligations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FFY 2019 Obligations through 8/31/19	\$1,772,595	\$18,674	\$0	\$0	\$0	\$196,128	\$180,833	\$0	\$0	\$528,985	\$0	\$381,177	\$336,659	\$130,139
	Available Balance as of 8/31/19	\$2,321,307	\$0	\$1,062,713	\$584	\$28,422	-\$1	\$1	\$54,279	\$214,271	\$0	\$126,339	\$0	\$148,591	\$686,108
HIP Rural (Pop. <= 5K)	2018 HIP Allocation	\$3,185,165	\$153,145	\$239,622	\$70,015	\$164,572	\$149,963	\$51,477	\$41,790	\$80,031	\$57,343	\$103,199	\$71,921	\$163,297	\$1,838,790
	FFY 2018 Obligations	\$97,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$97,954
	FFY 2019 Obligations through 8/31/19	\$846,278	\$153,145	\$0	\$70,599	\$0	\$0	\$51,477	\$0	\$0	\$0	\$0	\$0	\$0	\$571,057
	Available Balance as of 8/31/19	\$2,240,933	\$0	\$239,622	-\$584	\$164,572	\$149,963	\$0	\$41,790	\$80,031	\$57,343	\$103,199	\$71,921	\$163,297	\$1,169,779
HIP Total	2018 HIP Allocation	\$18,083,729	\$739,176	\$9,529,697	\$1,037,538	\$1,235,998	\$346,090	\$232,311	\$96,069	\$294,302	\$586,328	\$229,538	\$453,098	\$648,547	\$2,655,037
	2019 HIP Allocation	\$15,223,494	\$799,391	\$11,592,144	\$1,362,393	\$1,469,566									
	FFY 2018 Obligations	\$97,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$97,954
	FFY 2019 Obligations through 8/31/19	\$3,925,812	\$171,819	\$0	\$1,037,538	\$340,000	\$196,128	\$232,310	\$0	\$0	\$528,985	\$0	\$381,177	\$336,659	\$701,196
	Available Balance as of 8/31/19	\$29,283,457	\$1,366,748	\$21,121,841	\$1,362,393	\$2,365,564	\$149,962	\$1	\$96,069	\$294,302	\$57,343	\$229,538	\$71,921	\$311,888	\$1,855,887

Status of Highway Infrastructure (HIP) Funds

Status as of 8/31/2019

HIP Obligation Status by Population Area

Dollars may not add due to rounding.

			Adams	Clallam	Columbia	Ferry	Garfield	Grant	GHCOG	Island	Jefferson	Kittitas	Klickitat	Lewis	Lincoln	Mason	Okanogan	Pacific	Pend Oreille	San Juan	Skamania	Stevens	Wahkiakum	Whitman	
HIP Urban (5K < Pop. <= 200K)	2018 HIP Allocation	\$816,247	\$30,138	\$113,348	\$0	\$0	\$0	\$126,178	\$117,239	\$105,312	\$22,589	\$56,439	\$12,787	\$79,837	\$0	\$50,302	\$22,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,948
	FFY 2018 Obligations	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	FFY 2019 Obligations through 8/31/19	\$130,139	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,837	\$0	\$50,302	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Available Balance as of 8/31/19	\$686,108	\$30,138	\$113,348	\$0	\$0	\$0	\$126,178	\$117,239	\$105,312	\$22,589	\$56,439	\$12,787	\$0	\$0	\$0	\$22,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79,948
HIP Rural (Pop. <= 5K)	2018 HIP Allocation	\$1,838,790	\$159,726	\$43,272	\$56,595	\$57,262	\$55,245	\$218,568	\$74,644	\$46,525	\$38,485	\$73,143	\$95,555	\$80,558	\$157,653	\$64,365	\$149,867	\$35,762	\$44,500	\$21,843	\$53,454	\$140,432	\$19,772	\$151,564	
	FFY 2018 Obligations	\$97,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,500	\$0	\$53,454	\$0	\$0	\$0
	FFY 2019 Obligations through 8/31/19	\$571,057	\$0	\$43,272	\$0	\$0	\$0	\$218,568	\$0	\$0	\$0	\$0	\$0	\$0	\$157,653	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$151,564
	Available Balance as of 8/31/19	\$1,169,779	\$159,726	\$0	\$56,595	\$57,262	\$55,245	\$0	\$74,644	\$46,525	\$38,485	\$73,143	\$95,555	\$80,558	\$0	\$64,365	\$149,867	\$35,762	\$0	\$21,843	\$0	\$140,432	\$19,772	\$0	\$0
HIP Total	2018 HIP Allocation	\$2,655,037	\$189,864	\$156,620	\$56,595	\$57,262	\$55,245	\$344,746	\$191,883	\$151,837	\$61,074	\$129,582	\$108,342	\$160,395	\$157,653	\$114,667	\$171,997	\$35,762	\$44,500	\$21,843	\$53,454	\$140,432	\$19,772	\$231,512	
	FFY 2018 Obligations	\$97,954	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,500	\$0	\$53,454	\$0	\$0	\$0
	FFY 2019 Obligations through 8/31/19	\$701,196	\$0	\$43,272	\$0	\$0	\$0	\$218,568	\$0	\$0	\$0	\$0	\$0	\$79,837	\$157,653	\$50,302	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$151,564
	Available Balance as of 8/31/19	\$1,855,887	\$189,864	\$113,348	\$56,595	\$57,262	\$55,245	\$126,178	\$191,883	\$151,837	\$61,074	\$129,582	\$108,342	\$80,558	\$0	\$64,365	\$171,997	\$35,762	\$0	\$21,843	\$0	\$140,432	\$19,772	\$0	\$79,948

Status of Highway Infrastructure (HIP) Funds

		Status as of 8/31/2019 HIP Obligation Status <i>Dollars may not add due to rounding.</i>												
		RTC	PSRC	SRTC	BFCG	CWCOG	LCV	SCOG	TRPC	WCOG	CDTC	WWVMPO	YVCOG	Counties
		Vancouver	Puget Sound	Spokane	Benton-Franklin	Cowlitz-Wahkiakum	Lewis Clark Valley	Skagit	Thurston	Whatcom	Chelan-Douglas	Walla Walla Valley	Yakima Valley	Details Attached
2018 HIP Allocation ¹	\$18,083,729	\$1,037,538	\$9,529,697	\$1,235,998	\$739,176	\$232,311	\$96,069	\$294,302	\$586,328	\$453,098	\$346,090	\$229,538	\$648,547	\$2,655,037
2019 HIP Allocation ²	\$15,223,494	\$1,362,393	\$11,592,144	\$1,469,566	\$799,391									
HIP Obligations through 8/31/19 ³	\$4,023,766	\$171,819	\$0	\$1,037,538	\$340,000	\$232,310	\$0	\$0	\$528,985	\$381,177	\$196,128	\$0	\$336,659	\$799,150
Available Balance as of 8/31/19 ⁴	\$29,283,457	\$1,362,393	\$21,121,841	\$2,365,564	\$1,366,748	\$1	\$96,069	\$294,302	\$57,343	\$71,921	\$149,962	\$229,538	\$311,888	\$1,855,887

¹ Total Highway Infrastructure Program (HIP) funds allocated in FFY 2018. 2018 funds must be obligated by September 30, 2021.

² Total Highway Infrastructure Program (HIP) funds allocated in FFY 2019. 2019 funds must be obligated by September 30, 2022.

³ Total HIP funds obligated from FFY 2018 through the date shown.

⁴ Remaining balance of HIP funds as of date shown.

Status of Highway Infrastructure (HIP) Funds

County Details

		HIP Obligation Status														
		Status as of 8/31/2019														
		Dollars may not add due to rounding.														
		Adams	Clallam	Columbia	Ferry	Garfield	Grant	Grays Harbor COG	Island	Jefferson	Kittitas	Klickitat	Lewis	Lincoln	Mason	Okanogan
2018 HIP Allocation ¹	\$2,655,037	\$189,864	\$156,620	\$56,595	\$57,262	\$55,245	\$344,746	\$191,883	\$151,837	\$61,074	\$129,582	\$108,342	\$160,395	\$157,653	\$114,667	\$171,997
HIP Obligations through 8/31/19 ²	\$799,150	\$0	\$43,272	\$0	\$0	\$0	\$218,568	\$0	\$0	\$0	\$0	\$0	\$79,837	\$157,653	\$50,302	\$0
Available Balance as of 8/31/19 ³	\$1,855,887	\$189,864	\$113,348	\$56,595	\$57,262	\$55,245	\$126,178	\$191,883	\$151,837	\$61,074	\$129,582	\$108,342	\$80,558	\$0	\$64,365	\$171,997
		Pacific	Pend Oreille	San Juan	Skamania	Stevens	Wahkiakum	Whitman								
2018 HIP Allocation ¹		\$35,762	\$44,500	\$21,843	\$53,454	\$140,432	\$19,772	\$231,512								
HIP Obligations through 8/31/19 ²		\$0	\$44,500	\$0	\$53,454	\$0	\$0	\$151,564								
Available Balance as of 8/31/19 ³		\$35,762	\$0	\$21,843	\$0	\$140,432	\$19,772	\$79,948								

¹ Total Highway Infrastructure Program (HIP) funds allocated in FFY 2018.

² Total HIP funds obligated from FFY 2018 through the date shown.

³ Remaining balance of HIP funds as of date shown. All HIP funds must be obligated by September 30, 2021.