



# About Skagit Council of Governments



Skagit Council of Governments connects Skagit County's leaders to build a stronger region. Since 1968, SCOG has existed as a voluntary organization of local governments, and a regional planning resource.

Today, SCOG is the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Organization (RTPO) for the Skagit region. Additionally, SCOG coordinates administration of the Growth Management Act (GMA) in the Skagit region through its annual GMA work program.

By coordinating transportation decision making and policy development as well as GMA activities, SCOG engages its fifteen member governments, partners, stakeholders, and the community in developing long-term solutions for the region's challenges.

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*Cover: A rainbow appears above Cape Horn Road Credit: Andy Porter Photography*



# Executive Director's Message

COVID-19 has hit the region hard, causing substantial job losses, disrupting lives and unfortunately losing loved ones. No one can predict how the pandemic will affect the region's economy in the long term, nor how it might change travel and commuting patterns. The pandemic has affected SCOG, our members, and how we function and do business. Throughout 2020 SCOG continued to support our members with planning resources, transportation funding and regional data. SCOG also provides a place for leaders to work together on solving the challenges of today and the future.

Like other organizations and businesses, SCOG had to adjust to new ways of keeping our day to day operations going. Technology is allowing us to keep working remotely. We expect many sectors will increase remote work when compared to 2019 for the foreseeable future - and likely well after the pandemic is over. SCOG will continue to track data on telecommuting, jobs, travel patterns and other trends to inform regional and local planning.

Our focus going forward is on supporting efforts to protect public health, while fulfilling our mission to ensure a strong and vibrant region now and in the future.

A handwritten signature in blue ink, appearing to read "Kevin Murray". The signature is fluid and cursive, with a long horizontal stroke at the end.



# Member Agencies

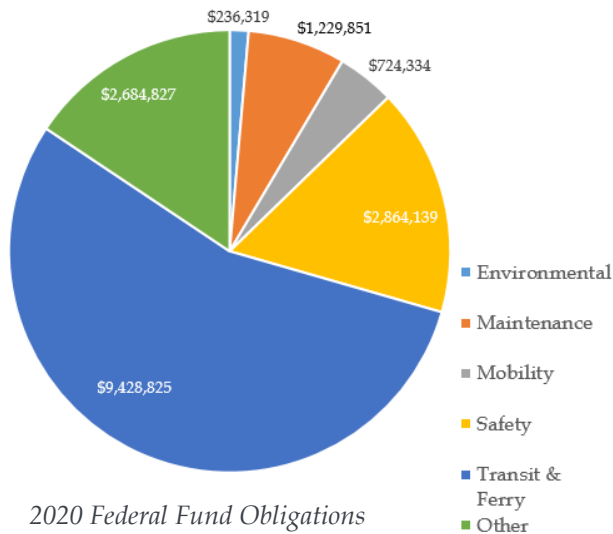


*County*  
Skagit County

*State*  
Washington State

*Transit*  
Skagit Transit

*Special Districts*  
Skagit PUD #1



2020 Federal Fund Obligations  
by Project Type

# 2020 in Transportation

**\$17,168,294** in federal funds were obligated for transportation projects

**\$2,740,623** in grant funds were returned to state and federal governments

**\$259,986** in regional funds obligated by Skagit Transit:

- Speed Bumps at Skagit Station
- Purchase Real-Time Equipment
- Purchase Bus Shelters and Seating
- Purchase Solar Light Kits

## In 2020, 11 Projects Obligated \$3,261,362 in Regional Funds:

*Anacortes:* Ship Harbor Blvd and SR 20 Spur Intersection  
R Avenue Improvements

*Mount Vernon:* Freeway Drive, Cameron Way to College Way  
Kulshan Trail Lighting

*Samish Indian Nation:* SR 20/Campbell Lake Rd. Intersection Improvement

*Skagit County:* Josh Wilson Road Phase 1

SCOG: SCOG Administration SFY 2021    *Skagit Transit:* 4 Projects Obligated



# 2020 in Transportation

## Regional Obligation Authority

In April 2020, SCOG implemented new RTIP\* procedures adopted in the 2020-2025 RTIP. Some project sponsors requested obligation extensions for their projects, while others moved ahead or obligated projects off the contingency list.

By the end of the federal fiscal year, SCOG met its regional Obligation Authority (OA) target.

## Skagit 2045 Regional Transportation Plan

SCOG began a minor update to the long-range Regional Transportation Plan in 2020 and concluded the update in early 2021. The Plan forecasts revenues and expenditures for the next 25 years on the regional transportation system, and acts as a blueprint to guide investments in order to meet regional needs.

The Plan highlights a number of challenges for the region, including funding needs identified to preserve and maintain road, bridge, and ferry infrastructure and to replace roadway culverts that bar native fish from accessing valuable habitat. These future challenges also create opportunities to promote safety, economic vitality, mobility, equity, and environmental health. Projects programmed in the RTIP will be consistent with the goals identified in this Metropolitan and Regional Transportation Plan.

### *\*The Regional Transportation Improvement Program (RTIP)*

comprises a fiscally constrained list of planned, regionally significant transportation projects for the next four years, and two years of illustrative projects.

As project funds are obligated and completed, the projects move off the RTIP. The RTIP reflects the region's prioritized improvements and the vision of the Regional Transportation Plan.

# 2020 in Growth Management

*During 2020, Skagit Council of Governments continued to provide administrative support to the Growth Management Act Steering Committee (GMASC) and its Technical Advisory Committee (GMATAC).*

Skagit County and its cities and towns must plan for anticipated population growth under the Washington state Growth Management Act (GMA).

The 2002 Framework Agreement, executed by Skagit County along with cities and towns, addresses the collaborative requirement for planning at the regional level through GMA, and establishes the GMASC as the regional planning organization for this process. The Steering Committee develops recommendations for Countywide Planning Policies, urban growth areas, and allocations of population and employment for use in local comprehensive planning.

In 2018, the Town of Lyman joined the Framework Agreement; the Agreement is now signed on to by all Skagit cities and towns.





# *2020 in Growth Management*

## **Growth Monitoring Program**

SCOG continued to build capacity for growth management countywide by conducting the analysis for the 2020 Growth Monitoring Report. This report built on the methodology developed over the past four years, and examined three years of trend data for population, housing, and employment.

## **Land Capacity Methodology Assessment**

Staff worked with the GMA Technical Advisory Committee and Steering Committee to assess the similarities and differences between land capacity analysis methodologies applied by cities, towns, and Skagit County in their comprehensive planning processes.

## **Ongoing Research and Support**

SCOG continues to provide support for growth management across the region by conducting independent research on issues related to housing, population growth, migration, employment, and other regional trends.



# Looking Forward to 2021

## *Transportation*

**Set Regional Performance Targets.....**

SCOG will continue to monitor and set regional performance targets in cooperation with Skagit Transit and WSDOT.

**Begin Skagit Household Travel Survey .....**

SCOG will work with Resource Systems Group to conduct the next Skagit Household Travel Survey. The survey will study regional travel behavior and public sentiment for transportation investments. This project was delayed due to the COVID-19 pandemic.

**Combined Project Selection.....**

SCOG will select transportation projects for federal funding award.\*

## *Growth Management*

**Growth Monitoring Program.....**

SCOG will analyze population, employment, and housing data for the fifth Growth Monitoring Report.

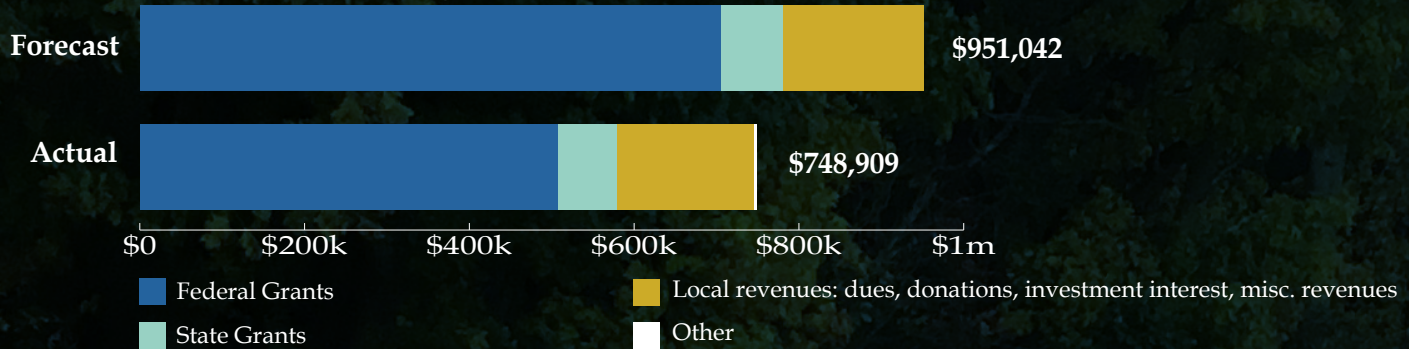
**Boundary Review Board.....**

SCOG will work with the GMA Technical Advisory Committee and Steering Committee to review Countywide Planning Policy 12.17, regarding dissolution of the Boundary Review Board.

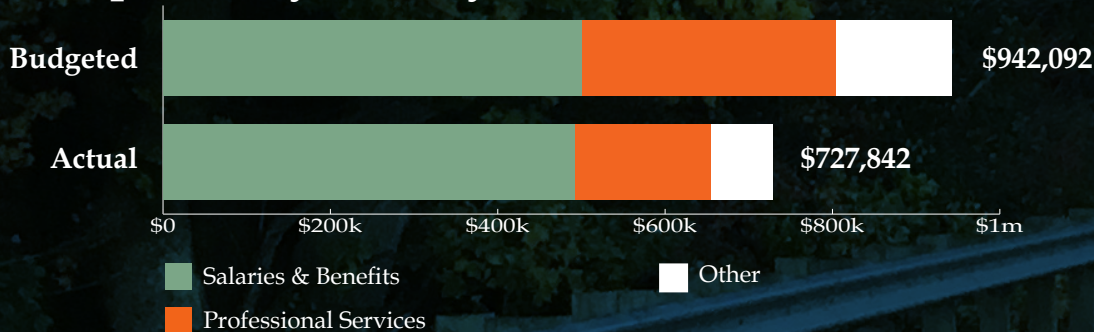
**\*The 2021 Project Selection** will select transportation projects from around the region for award of federal Surface Transportation Block Grant (STBG), Transportation Alternatives (TA), and possibly Highway Infrastructure Program (HIP) funds. These projects are evaluated on a wide range of criteria including safety, economic vitality, mobility, maintenance and preservation, and Environmental Justice concerns. Around \$3 million are available for award through this year's process.

# SCOG 2020 Operating Budget

## Revenue by Funding Source



## Expenses by Activity



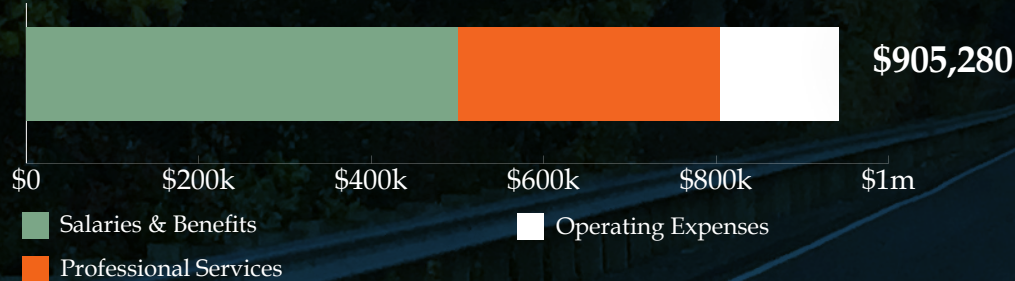


# 2021 Budget

## Forecasted Revenue



## Budgeted Expenses







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