

Annual Report
2019



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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Below and Cover: Maintenance on the Deception Pass and Canoe Pass bridges ensures ongoing connections between Skagit and Island Counties. Credit: WSDOT



Member Agencies

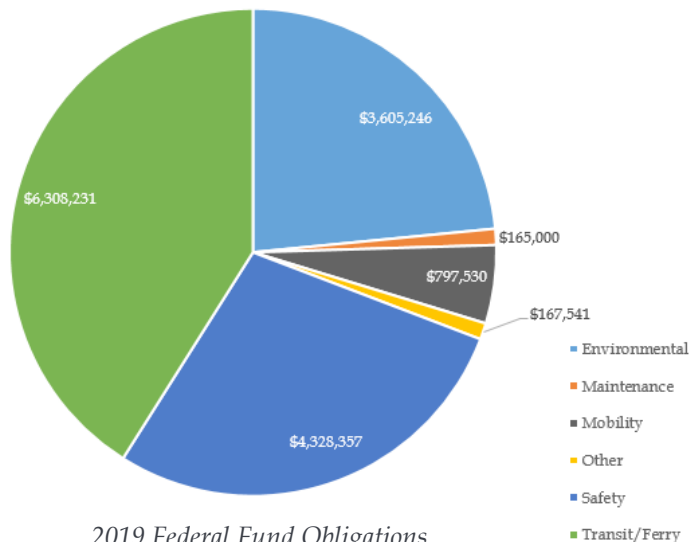


County
Skagit County

State
Washington State

Transit
Skagit Transit

Special Districts
Skagit PUD #1



2019 Federal Fund Obligations
by Project Type

2019 in Transportation

\$15,371,905 in federal funds were obligated for transportation projects

\$797,977 in grant funds were returned to state and federal governments

-3.2% Skagit Transit Ridership decrease from 2018 to 2019

-5.2% Fixed Route Ridership

+4.9% Commuter Bus Ridership

+3.4% Vanpool Ridership

+13.0% Paratransit Ridership

In 2019, 4 Projects Obligated \$4,074,938 in Regional Funds:

Anacortes: Ship Harbor Blvd and SR 20 Spur Intersection

Burlington: George Hopper Interchange Improvements Phase II

Mount Vernon: College Way SR 538 @ I-5

SCOG: SCOG Administration SFY 2020



2019 in the RTIP*

Surface Transportation Block Grant Program (STBGP) Project Selection

In summer 2019, SCOG selected eligible projects for award of STBGP funds, as well as a contingency list of projects which may be programmed in order to help the region reach its Obligation Authority (OA) target.

In all, 9 projects were selected for award and 11 projects were selected for the contingency list from eight regional project sponsors.

New Programming Procedures

With the adoption of the 2020-2025 RTIP, SCOG adopted new procedures intended to help the region meet its annual OA target.

These procedures include the creation of an OA Plan each year, along with a list of gap strategies to be implemented when a funding gap exists. Applying the new Plan and gap strategies will help SCOG remain eligible for additional redistributed OA funds.

Emergent Need Awards

In 2019, SCOG developed and implemented an emergent need award process for existing STBGP awards.

These additional awards are intended to assist project sponsors who encounter certain emergent needs in their projects, and help to ensure that important projects for Skagit County residents and visitors are successfully completed .

*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.

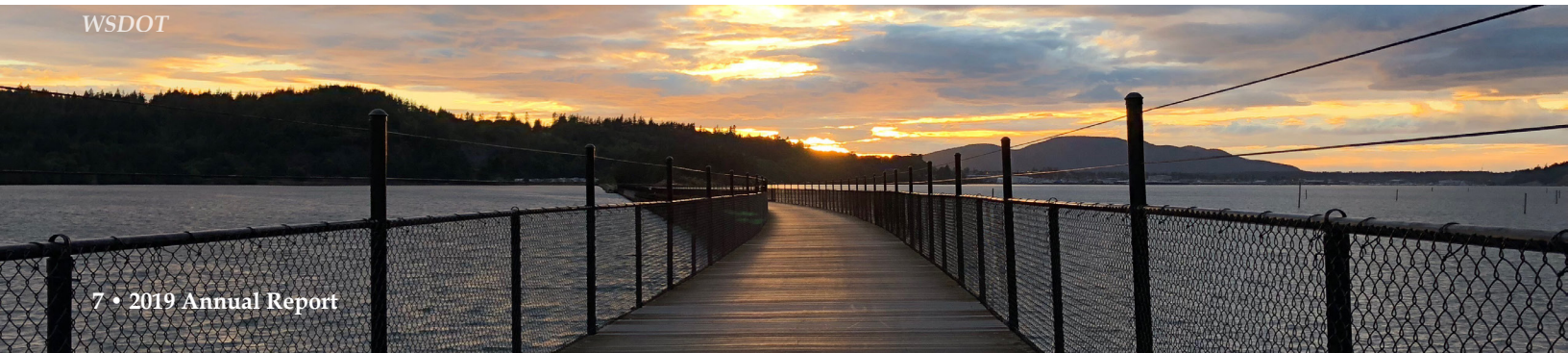
2019 in Growth Management

During 2019, 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.



2019 in Growth Management

Growth Monitoring Program

SCOG continued to build capacity for growth management countywide by conducting the analysis for the 2019 Growth Monitoring Report. This year's report included one new section on observed trends over three years of reporting.

Countywide Planning Policy Cleanup Project

Staff worked with the GMA Technical Advisory Committee and Steering Committee to clean up existing references in the Countywide Planning Policies (CPPs). No new policy direction or substantive changes were considered.

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 2020

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.

Begin Regional Transportation Plan Update.....

SCOG will begin an update for *Skagit 2045*, the long-range Metropolitan and Regional Transportation Plan.

Growth Management

Growth Monitoring Program.....

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

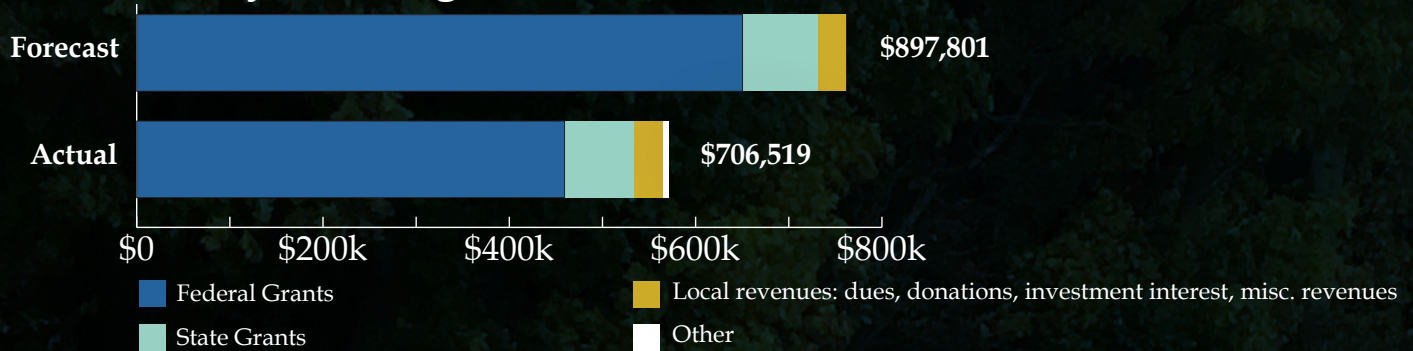
Land Capacity Methodology Assessment.....

SCOG will work with the GMA Technical Advisory Committee and Steering Committee to review and assess existing land capacity methodologies. The assessment aims to determine how consistent the methodologies are to one another.

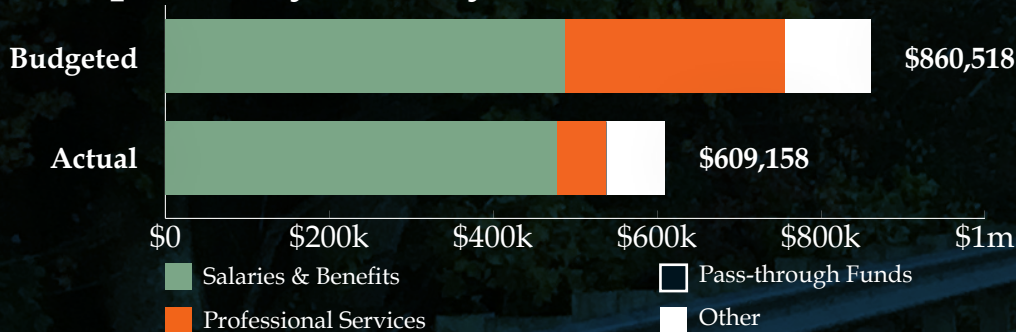
The SCOG Regional Travel Demand Model will be updated by consultants and SCOG staff as part of the *Skagit 2045* Regional Transportation Plan update. The travel demand model aims to forecast future roadway system conditions in different scenarios, depending on which investments are prioritized and built. These investments are categorized as committed, planned, and illustrative projects.

SCOG 2019 Operating Budget

Revenue by Funding Source

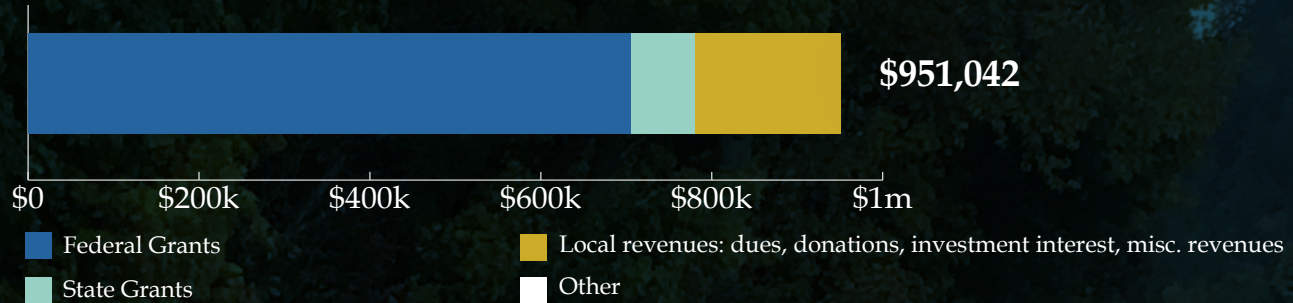


Expenses by Activity

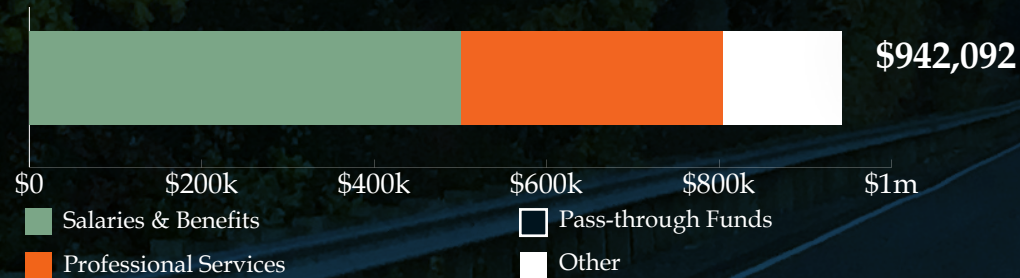


2020 Budget

Forecasted Revenue



Budgeted Expenses



SCOG



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