



Move Skagit 2050 Appendix J: State Environmental Policy Act Checklist



SEPA¹ Environmental Checklist

PURPOSE OF CHECKLIST

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

INSTRUCTIONS FOR APPLICANTS

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

INSTRUCTIONS FOR LEAD AGENCIES

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

USE OF CHECKLIST FOR NONPROJECT PROPOSALS

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in "Part B: Environmental Elements" that do not contribute meaningfully to the analysis of the proposal.

¹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance>

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A. BACKGROUND

1. Name of proposed project:

Move Skagit 2050 Regional Transportation Plan (Move Skagit 2050 or Plan)

2. Name of lead agency:

Skagit Council of Governments (SCOG)

3. Address and phone number of lead agency and contact person:

Skagit Council of Governments
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Mount Vernon, WA 98273
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4. Date checklist prepared:

January 22-23, 2026

5. Agency requesting checklist:

None

6. Proposed timing or schedule:

Plan adoption should occur on March 18, 2026

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Yes, Move Skagit 2050 will likely be amended in 2027 as local comprehensive plans continue to be updated in Skagit County that affect the Plan. SCOG updates and amends the Plan as necessary to remain in compliance with federal and state requirements.

The Regional Transportation Improvement Program (RTIP) that SCOG administers for Skagit County must be consistent with Move Skagit 2050 and is therefore connected to the Plan. Projects, and phases of projects in the RTIP, must be consistent with the Plan. The RTIP is updated annually and amended as projects are added, removed or modified from what is included in the adopted RTIP. The RTIP is a component of the Washington Statewide Transportation Improvement Program.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Environmental information prepared for Move Skagit 2050 is included within the Environmental



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Constraints section of the Plan. A map of potential environmental constraints is included in this section.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no government approvals associated with the Plan, other than adoption of the Plan by the Skagit Council of Governments Transportation Policy Board, anticipated on March 18, 2026. After adoption the Plan will be submitted to the Washington State Department of Transportation (WSDOT).

10. List any government approvals or permits that will be needed for your proposal, if known.

Other than adoption of the Plan, there are no other government approvals required for this proposal. The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Washington State Department of Transportation are involved with the review of Move Skagit 2050, but the Plan does not require formal approval by any of these agencies. The Plan is submitted to FHWA, FTA and WSDOT after approval by the Transportation Policy Board. SCOG participates in a certification process with these federal and state agencies every year and is in compliance with all applicable requirements at the time of preparation of this SEPA environmental checklist.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The Move Skagit 2050 Regional Transportation Plan is a metropolitan transportation plan under federal law, as well as a regional transportation plan under state law. The planning timeframe for the plan is 2026–2050. The Plan is a multimodal long-range plan for the Skagit region (Skagit County), and includes existing and future transportation needs to 2050. Reasonably estimated revenues are forecast for the plan along with costs to prepare a plan that is fiscally constrained, in accordance with federal requirements for a metropolitan transportation plan. The Plan also incorporates a least-cost planning methodology, consistent with Washington state requirements for a regional transportation plan.

Many transportation improvement projects are included in Move Skagit 2050 anticipated to have environmental impacts. Project-level environmental review was not conducted for the Plan, instead occurring on a project-by-project basis by jurisdictions – primarily state government, local governments, tribal governments and transit agencies – with authority over projects.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The location of this proposal is Skagit County, Washington. The planning boundaries for the Skagit Council of Governments, the regional agency responsible for Plan preparation and adoption, are



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within the exterior boundaries of Skagit County, which are also the boundaries for the federal metropolitan planning area, applicable to SCOG as a metropolitan planning organization, and state planning area, applicable to SCOG as a regional transportation planning organization. The planning area for the Plan are the Skagit region boundaries on *Figure 1: Move Skagit 2050 Planning Area Boundaries*.



Figure 1: Move Skagit 2050 Planning Area Boundaries



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B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: (circle one): Flat, rolling, hilly, steep slopes, mountainous, other

The Skagit region includes various types of terrain. Generally, the east of the region is mountainous, with a river valley to the central and west, and islands within the furthest west parts of the region.

b. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Move Skagit 2050 includes regionally significant projects and programmatic projects that are expected to include clearing and construction. Roadway projects in Move Skagit 2050 that add capacity to the regional transportation system are expected to have the greatest impact on increasing impervious surfaces and land disturbance associated with land clearing. Environmental review is conducted on a project-by-project basis as projects are undertaken by jurisdictions between 2026, when the Plan is adopted, and 2050, which is the horizon year for the Plan.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Skagit County is an attainment area under federal Clean Air Act requirements and is not subject to transportation conformity requirements associated with nonattainment and maintenance areas. Move Skagit 2050 is not subject to the Environmental Protection Agency's transportation conformity rule (40 CFR part 93).

Online resources available through the Washington State Department of Health, the Washington Environmental Health Disparities Map, indicate Proximity to Heavy Traffic. Roadways create environmental health disparities. These areas in the Skagit region ranking highest are generally along the Interstate 5 corridor, which is consistent with results from Whatcom County to the north and Snohomish County to the south. Diesel Exhaust PM2.5 Emissions rank the highest in western Skagit County, to the west of the Swinomish Channel, per the Department of Health. Ozone Concentration ranks highest in eastern Skagit County, with ozone levels higher east of Skagit County, particularly east of the Cascade Range crest in Washington state.

b. Proposed measures to reduce or control emissions or other impacts to air, if any:

Several projects in Move Skagit 2050 are anticipated to reduce emissions by introducing new propulsion technologies to move from all diesel ferry boats to either an all-electric ferry, or electric-

diesel hybrid vessels. WSDOT plans five vessel replacements out to 2050, and Skagit County plans to replace its diesel ferry with an all-electric ferry in 2028. Both WSDOT and Skagit County also plan to update shore-side facilities to accommodate these new ferry technologies.

Other projects, including transit and non-motorized projects are expected to reduce emissions as these modes are utilized, receiving a greater share of travel from automotive modes.

3. Water

a. Surface Water: Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Yes, several projects in Move Skagit 2050 are in the vicinity of freshwater or saltwater, often with overwater structures. All of the ferry projects in Move Skagit 2050, out of necessity occur either over saltwater or along saltwater shorelines. These projects include: 2026–2035 Vessel Replacements (WSDOT); 2036–2050 Vessel Replacements (WSDOT); Anacortes Terminal Replacement (WSDOT); Guemes Island Electric Ferry, Shore-Side Facilities, and Terminal Modifications Project (Skagit County). All ferry projects are in the vicinity of the Guemes Channel.

Mount Vernon has several bridge projects near downtown that cross the Skagit River. Anacortes has a non-motorized trail project along the saltwater shoreline, completing the Guemes Channel Trail.

Does the proposal lie within a 100-year floodplain?

Many projects within Move Skagit 2050 are within a 100-year floodplain, including projects from Skagit County, Burlington, Mount Vernon, Sedro-Woolley and WSDOT. Projects include, but are not limited to, a new bridge over the Skagit River in Mount Vernon, railroad-roadway grade separation projects in Burlington and Mount Vernon, a roundabout in Burlington and interchange improvements north of Burlington. Some jurisdictions, such as Burlington and La Conner, have nearly the entirety of their corporate limits in a 100-year floodplain.

b. Water runoff (including stormwater): Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Stormwater measures are included on a project-by-project basis by the project sponsor, but are not evaluated as part of Move Skagit 2050. The Plan also includes an emphasis on stormwater culverts that are barriers to fish passage. WSDOT has until 2030 to correct fish passages as part of a federal injunction affecting the Skagit region and much of western Washington. Local governments are also identified in the plan as a partner in correcting fish barriers within their public right of way, in addition to the measures already being undertaken by WSDOT.

4. Plants

a. List threatened and endangered species known to be on or near the site.

The U.S. Fish and Wildlife Service maintains a listing of endangered and threatened plant species in the Skagit region. Since Move Skagit 2050 is not a site-specific proposal, populations of these species were not evaluated as part of the planning process. Project sponsors with projects in the Plan undertake environmental review on a case-by-case, including the presence of threatened or endangered species near any project site.

5. Animals

a. List any threatened and endangered species known to be on or near the site.

The U.S. Fish and Wildlife Service maintains a listing of endangered and threatened animal species in the Skagit region. Since Move Skagit 2050 is not a site-specific proposal, populations of these species were not evaluated as part of the planning process. Project sponsors with projects in the Plan undertake environmental review on a case-by-case, including the presence of threatened or endangered species near any project site.

Threatened and endangered species highlighted specifically in the Plan are Chinook salmon (endangered) and steelhead (threatened). These two species are highlighted due to their focus of federal recovery planning efforts focused on restoring Puget Sound salmon and steelhead runs, and specifically those efforts applicability to the Skagit region. Page 14-15 of the Plan includes more information on relevant restoration plans for Chinook salmon and steelhead. Appendix D: Fish Passages includes further information on correcting fish passage barriers in the Skagit region.

A chemical, 6PPD, is an additive to automotive tires that prevents tire degradation. When exposed to air, 6PPD reacts with ozone to create 6PPD-quinone, which is lethal to Coho salmon and can contaminate water systems per the Washington State Department of Ecology (Ecology). The 6PPD-quinone impact on salmon was discovered in 2020 and impacts to wildlife are still being ascertained. Move Skagit 2050 does not directly address emerging science on this subject, but Ecology continues to study this issue and recently published best management practices for CPPD-quinone focused on management of stormwater. Ecology is also funding research on alternatives to utilizing 6PPD in tires.

b. Is the site part of a migration route? If so, explain.

As part of the Pacific Flyway, the Skagit region is part of a major migratory route along the western U.S.

6. Energy and Natural Resources

a. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Two energy conservation features included in Move Skagit 2050 are: (1) encouraging a multimodal transportation system that provides for energy efficient modes of transportation, primarily transit, vanpooling, carpooling, walking and bicycling; and (2) planning for technological advances that promote energy conservation, such as electrification of the ferry fleet in the Skagit region. In addition to projects in the Plan, energy efficient features in automobiles, such as improved fuel



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economy of gasoline-powered vehicles and electrification of automobiles, is expected to have positive impacts on energy conservation in the Skagit region to 2050.

Priorities, policies, goals and performance measures for the efficiency of regional transportation system, including energy conservation, are included in the Transportation Policy Framework section of Move Skagit 2050.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. Describe any known or possible contamination at the site from present or past uses.

There are four oil and gas transmission pipelines traveling across the Skagit region. Pipeline safety is not addressed specifically in Move Skagit 2050, but Skagit County government does have an emergency management department that plans for emergencies of all kinds, including pipeline-related emergencies. The U.S. Department of Transportation's Pipeline and Hazardous Materials Safety Administration is a federal administration that protects people and the environment by advancing safe transportation of hazardous materials.

b. Noise: What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

The potential for noise is not evaluated for projects in Move Skagit 2050, though impacts of noise are analyzed by project sponsors during project-specific environmental review. Noise from projects can include immediate impacts associated with construction of a project, and long-term impacts of transportation projects on communities.

Noise barriers are a common measure used to mitigate against noise impacts from a project, where environmental review indicates this is an appropriate measure. Land use is an important consideration regarding noise, including impacts of traffic noise on residential areas.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The Skagit region has a variety of land uses, including agriculture, forestry, public, residential, commercial and industrial. Move Skagit 2050 includes projects proximate to many different land uses, and projects may impact mobility across different land use types. Projects expected to have the largest impacts on land use are capacity expansion projects for the regional roadway system. Examples of these capacity expansion projects include a new roadway in southeast Mount Vernon providing access to many undeveloped parcels, and projects in Sedro-Woolley that provide an alternative route to State Route 20 through the city.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other



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uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

Projects in Move Skagit 2050 are located adjacent to working farmlands in the Skagit region, but are not expected to provide conversion of land uses. Purposes of these projects, in unincorporated Skagit County, are primarily safety related, addressing areas of congestion at Interstate 5 and Cook Road, and providing safe, non-motorized travel options adjacent to working farmlands and forest lands.

c. What is the current zoning classification of the site?

Zoning is established by local and tribal governments in the Skagit region. Zoning classifications were consulted when establishing population and employment forecasts for the Plan, with reasonable assumptions about where additional households and jobs are likely to be located based on allowable use.

d. What is the current comprehensive plan designation of the site?

Land use classifications were also considered in Move Skagit 2050 for population and employment forecasts. Future land use, along with zoning, provided areas anticipated for future development in the Plan and travel demand model inputs.

e. If applicable, what is the current shoreline master program designation of the site?

Shoreline master programs are adopted by local governments in the Skagit region. These programs were not directly consulted as part of the Move Skagit 2050 planning process, yet proximity to freshwater and saltwater was considered for regionally significant projects in the Plan. Projects were reviewed to provide a planning-level estimate of project proximities to these water features.

f. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Critical areas ordinances (CAOs) are adopted by local governments in the Skagit region. Local CAOs were not directly consulted as part of the Move Skagit 2050 planning process. However, countywide critical areas features were reviewed in geographic information systems (steep slopes, wetlands, etc.) on a project-by-project basis, to provide an initial programmatic evaluation of critical areas. Individual jurisdiction data was not consulted for this critical areas review, and is expected to vary based on local conditions and priorities.

g. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

Move Skagit 2050 projects are not expected to result in the loss of agricultural nor forest lands of long-term commercial significance. Therefore, no measures are proposed to reduce or control impacts of loss.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or

low-income housing.

Population in the Skagit region is estimated to grow from 128,635 in 2022, to approximately 164,000 in 2050. These estimates are consistent with Office of Financial Management estimates for Skagit County. For Move Skagit 2050, and the regional travel demand model that informs the Plan, this growth in population equates to approximately 15,000 new housing units in the Skagit region from 2022–2050.

Local comprehensive plans also estimate population growth, including urban growth areas across the Skagit region. The 2050 forecasts for the Plan are consistent with these local plans, but project growth out further with higher levels of population growth than in local comprehensive plans. Population growth in Move Skagit 2050 was forecast consistent with adopted Skagit County Countywide Planning Policies.

Planning for local housing needs is done by cities, towns and Skagit County, consistent with the Washington state's Growth Management Act. Local comprehensive plans account for high, middle and low-income housing in the Skagit region. Move Skagit 2050 does not differentiate between different housing needs within jurisdictions based on income, but is consistent with 2045 projections of housing totals utilized in comprehensive plans and incorporated into Skagit County Countywide Planning Policies.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Aesthetic impacts are not considered in Move Skagit 2050, but are considered through project-level environmental review by project sponsors as projects are undertaken in the Plan.

b. Proposed measures to reduce or control aesthetic impacts, if any:

No measures are proposed for aesthetic impacts since they are not considered in the Plan.

11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Light and glare impacts are not considered in Move Skagit 2050, but are considered through project-level environmental review by project sponsors as projects are undertaken in the Plan.

b. Proposed measures to reduce or control light and glare impacts, if any:

No measures are proposed for light and glare impacts since they are not considered in the Plan.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?



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Recreational opportunities are available across the Skagit region. Access to recreational opportunities was not considered in Move Skagit 2050, though projects can reasonably be expected to improve access to recreational opportunities in the vicinity to the project, or in areas that make a route safer to travel to/from a recreational area. Other projects may utilize a trail through a park instead of building a sidewalk/walkway adjacent to a roadway, to better utilize existing facilities or to provide separation between walkers and vehicles.

b. Would the proposed project displace any existing recreational uses? If so, describe.

Many projects in Move Skagit 2050 are expected to expand recreational opportunities, especially projects that provide separated pathways many miles long. Existing parks potentially impacted by projects in the Plan include Edgewater Park in Mount Vernon and Washington Park in Anacortes. Projects included in Move Skagit 2050 are in the vicinity of these parks.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No measures are proposed in Move Skagit 2050 for reducing negative recreational impacts.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

There likely will be historic buildings, structures or sites over 45 years old in the vicinity of projects in Move Skagit 2050. However, presence of historic properties were not evaluated as part of the planning process. This type of evaluation would be conducted on a case-by-case basis by project sponsors as projects go through the environmental review process.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

There may be landmarks, features, or other evidence of Indian or historic use or occupation in the vicinity of projects in Move Skagit 2050. However, evidence of historic use or occupation was not evaluated as part of the planning process. This type of evaluation would be conducted on a case-by-case basis by project as projects go through the environmental review process.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

As part of the planning process for Move Skagit 2050, four federally recognized Indian tribes were consulted: Samish Indian Nation; Sauk-Suiattle Indian Tribe; Swinomish Indian Tribal Community; and Upper Skagit Indian Tribe. Consultation began with a letter sent to tribal chairpersons of each Indian tribe, and continued with another letter seeking input on the draft Plan and providing



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information on the SEPA environmental review documents.

SCOG staff reviewed the Washington State Department of Archeology and Historic Preservation Archeological Risk Assessment Model for regionally significant projects in the draft Plan, which shows the likelihood that an archeological survey will be advised. Generally, projects in low-lying areas, including along freshwater and saltwater shorelines, had the highest risk of encountering archeological resources through ground disturbing activities.

14. Transportation

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The regional transportation system is included on Page 46 of the Plan. Components of the regional transportation system include: the state highway and ferry systems; the county ferry system; principal arterials, other arterials and collectors that serve a regional function; regional transit facilities; regional non-motorized facilities; regional intermodal facilities including marine ports and airports; railroads; Strategic Freight Corridors; National Highway System; and Strategic Highway Network. Page 38-45 of Move Skagit 2050 includes an inventory of these facilities. Additional transportation facilities are included in Appendix I: Existing Transportation Facilities.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Transit facilities are included on Page 40 of Move Skagit 2050. Services available in the Skagit region include fixed route, paratransit, vanpool and express services that connect to neighboring counties. Most of these services are offered by Skagit Transit, but other transit agencies also serve the Skagit region with express services, such as the Whatcom Transportation Authority and Island Transit. The Sauk-Suiattle Indian Tribe offers transit services between Concrete and Darrington as a deviated-fixed-route service.

Transit facilities also include park-and-ride lots in the Skagit region with over 50 parking spaces and Skagit Station in Mount Vernon.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Move Skagit 2050 does not include any estimate of additional parking in the Skagit region. Parking requirements vary by local jurisdiction with authority over local land-use decisions.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The Plan does include new roadways and improvements to existing roadways. Page 54-57 includes descriptions of the projects in Move Skagit 2050, and Appendix C: Regionally Significant Criteria provides information on how determinations of regional significance are made in the Plan.



Programmatic expenditures are also included in the Plan, but are not listed as unique projects. For example, these programmatic expenditures can be paving projects expected from 2026–2050 as part of citywide maintenance and preservation programs. Programmatic transportation improvements are described on Page 62-64 of the Plan.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

Yes, Move Skagit 2050 includes water, rail and air transportation. The regional air transportation system is described on Page 43–44. The regional passenger ferry system is described on Page 39, including both WSDOT ferries and the Guemes Ferry. Projects for the regional passenger ferry system are included on Pages 54-57. The regional rail system is described on Page 41–42, including both passenger rail and freight rail.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

SCOG prepared a regional travel demand model as part of Move Skagit 2050. This model was used to evaluate conditions across four scenarios: (1) baseline traffic conditions estimates in 2022; (2) baseline traffic conditions forecast in 2050; (3) planned traffic conditions forecast in 2050; and (4) illustrative traffic conditions forecast in 2050. Maps of traffic for these four scenarios are included in Appendix H: Regional Roadway Volumes and Level of Service. Comparisons of p.m. peak vehicular volumes and levels of service are outputs of the regional travel demand model, and are included in this appendix. An analysis of each of these scenarios is also included on Page 59-62. The terms “Planned” and “Illustrative” used in the scenarios include stratification of projects based on a fiscal constraint analysis incorporated into the Plan. Planned projects fit within the reasonable revenues anticipated for the Plan, while Illustrative projects do not fit within reasonably anticipated revenues. Illustrative projects may be undertaken if additional funds become available beyond what is reasonably anticipated. In the Plan, the Financial Plan section includes an explanation of this fiscal analysis, estimating long-term revenues and expenditures, with further financial information in Appendix K: Financial Assessment.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

There is the potential for projects in Move Skagit 2050 to affect, or be affected by, the movement of agricultural and forest products on roadways. These potential impacts cannot be modeled through the regional travel demand model.

h. Proposed measures to reduce or control transportation impacts, if any:

The Transportation Policy Framework section from Move Skagit 2050 includes priorities, policies, goals and performance measures for the regional transportation system. Measures to reduce or control impacts from transportation are most evident in the policies. A few examples of policies from Page 27–37 include:

- “Prioritize harm reduction projects and strategies to reduce the quantity of serious injuries and fatalities in Skagit County, particularly in places that experience a higher proportion of serious injuries and fatalities;
- Coordinate road construction projects with Skagit Transit to ensure current and future public transportation infrastructure is considered in design and construction; and
- Encourage the use of green infrastructure and low-impact development practices in transportation projects to improve stormwater management, protect water quality, and support habitat connectivity, including improvements to fish passage.”

Many other measures to reduce or control transportation impacts are on Page 27-37. Page 34 includes policies specific to the Environmental goal within the Plan, which is to “To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.”

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The Plan itself is not expected to increase the need for public services. However, population, housing and employment growth forecast in Move Skagit 2050 is expected to increase the demand on public services, including police and fire, health care, schools and other services. Skagit Transit adjusts transit services as necessary to meet demand for transit, and so can be responsive to changing needs of those dependent on transit services and those choosing transit service instead of another mode of travel.

b. Proposed measures to reduce or control direct impacts on public services, if any.

Move Skagit 2050 estimates population and employment growth consistent with city, town and county plans for growth. Inherent in all these plans, is a countywide policy to locate 80% of new population growth in urban growth areas with the remaining 20% outside of urban growth areas. This 80/20 split is included in the population forecast for the Plan, with 80% of population growth going to the 10 urban growth areas in the Skagit region, and the remaining 20% going to all other areas.

The vast majority of population growth is forecast to go to the four cities of the Skagit region. Each of these cities determine where within their urban growth area population growth is focused as new housing is planned. Move Skagit 2050 is consistent with these plans, yet precise areas of growth may vary and the planning for local comprehensive plans does not extend as far into the future as Move Skagit 2050 (i.e. 2045 vs. 2050).

16. Utilities

a. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utilities are not evaluated on a project-by-project basis in Move Skagit 2050. Utilities are considered



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as individual transportation projects go through preliminary engineering phases and future phases of a project, including right of way and construction.

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C. SIGNATURE

The above answers are true and complete to the best of my knowledge.

Signature:

Name of Signer:

Position and Agency/Organization:

Date Submitted:

Signed by:	
 93A31B8730E94D0...	
Jill Boudreau	
Executive Director	Skagit Council of Governments
1/23/2026	



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D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise? Proposed measures to avoid or reduce such increases are:

An analysis of the effects of Move Skagit 2050 are included in Part B – Environment Elements of this SEPA environmental checklist. Proposed measures to avoid and reduce negative impacts are included in Part B – Environment Elements of this SEPA environmental checklist.

2. How would the proposal be likely to affect plants, animals, fish, or marine life? Proposed measures to protect or conserve plants, animals, fish, or marine life are:

An analysis of the effects of Move Skagit 2050 are included in Part B – Environment Elements of this SEPA environmental checklist. Proposed measures to protect or conserve plants, animals, fish, and marine life are included in Part B – Environment Elements of this SEPA environmental checklist.

3. How would the proposal be likely to deplete energy or natural resources? Proposed measures to protect or conserve energy and natural resources are:

An analysis of the effects of Move Skagit 2050 are included in Part B – Environment Elements of this SEPA environmental checklist. Proposed measures to protect or conserve energy and natural resources are included in Part B – Environment Elements of this SEPA environmental checklist.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands? Proposed measures to protect such resources or to avoid or reduce impacts are:

An analysis of the effects of Move Skagit 2050 are included in Part B – Environment Elements of this SEPA environmental checklist. Proposed measures to protect such resources, or to avoid or reduce impacts, are included in Part B – Environment Elements of this SEPA environmental checklist.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans? Proposed measures to avoid or reduce shoreline and land use impacts are:

Local comprehensive plans were reviewed as Move Skagit 2050 was being prepared, and the Plan is consistent with these locally adopted plans. Forecasts of population and employment growth area consistent with countywide planning policies (CPPs), yet the time period of Move Skagit 2050 extends further out than local comprehensive plans and CPPs, which only extend to 2045. The Plan maintains the 80/20 split in CPP1, which directs 80% of population growth into urban growth areas with the remaining 20% in other areas of the Skagit region.

The proximity to saltwater and freshwater shorelines was reviewed for projects in Move Skagit 2050. This analysis was limited to whether or not a project was proximate to these shorelines and did not evaluate potential effects of any project on shorelines.

Proposed measures to avoid, or reduce, shoreline and land use impacts are included in Part B – Environment Elements of this SEPA environmental checklist.

6. How would the proposal be likely to increase demands on transportation or public services and utilities? Proposed measures to reduce or respond to such demand(s) are:

The demand for travel is included in Move Skagit 2050 as modeled by the regional travel demand model. This model was used to evaluate conditions across four scenarios: (1) baseline traffic conditions estimates in 2022; (2) baseline traffic conditions forecast in 2050; (3) planned traffic conditions forecast in 2050; and (4) illustrative traffic conditions forecast in 2050. Comparisons of p.m. peak vehicular volumes and levels of service are outputs of the regional travel demand model, and are included in Appendix H: Regional Roadway Volumes and Level of Service. An analysis of each of these scenarios is also included on Page 59-62. The regional travel demand model, in its present form, is unable to model other modes of travel, such as transit, ferry, walking and biking. Freight also cannot be modeled by the regional travel demand model at this time.

Proposed measures to reduce, or respond to such demands, are included in Part B – Environment Elements of this SEPA environmental checklist.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Move Skagit 2050 is a long-range transportation plan required by federal and state law, and is not expected to conflict with any federal, state nor local laws for environmental protection.