

WASHINGTON STATE ENVIRONMENTAL POLICY ACT

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.

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.

TABLE OF CONTENTS

A. Background.....	3
B. Environmental Elements	6
1. Earth	6
2. Air	6
3. Water	7
4. Plants.....	7
5. Animals	8
6. Energy and Natural Resources	8
7. Environmental Health	8
8. Land and Shoreline Use	9
9. Housing	10
10. Aesthetics	11
11. Light and Glare	11
12. Recreation	11
13. Historic and Cultural Preservation	12
14. Transportation.....	12
15. Public Services	14
16. Utilities	15
C. Signature	16
D. Supplemental Sheet for Nonproject Actions	17

A. BACKGROUND

1. Name of proposed project:

Skagit 2045 Regional Transportation Plan (Skagit 2045 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
Kevin Murphy, Executive Director
315 South Third Street, Suite 100
Mount Vernon, WA 98273
(360) 416-7876

4. Date checklist prepared:

January 15–20, 2021

5. Agency requesting checklist:

None

6. Proposed timing or schedule:

Plan adoption should occur on March 17, 2021

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

Yes, Skagit 2045 will likely be amended in 2021/2022 as local comprehensive plans are 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 Skagit 2045 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 statewide TIP.

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 Skagit 2045 is included within Section 6: Environmental Constraints, which is a chapter of the Plan. A map of potential environmental constraints is

included in Section 6. Appendix F is an Environmental Justice and Equity Analysis, and includes maps and an analysis of Plan impacts on protected populations of minority and low-income persons.

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 17, 2021. 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 Skagit 2045, 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 Skagit 2045 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 2021–2045. The Plan is a multimodal long-range plan for the Skagit region (Skagit County), and includes existing and future transportation needs to 2045. 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 Skagit 2045 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 government, 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 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: Skagit 2045 Planning Area Boundaries*.

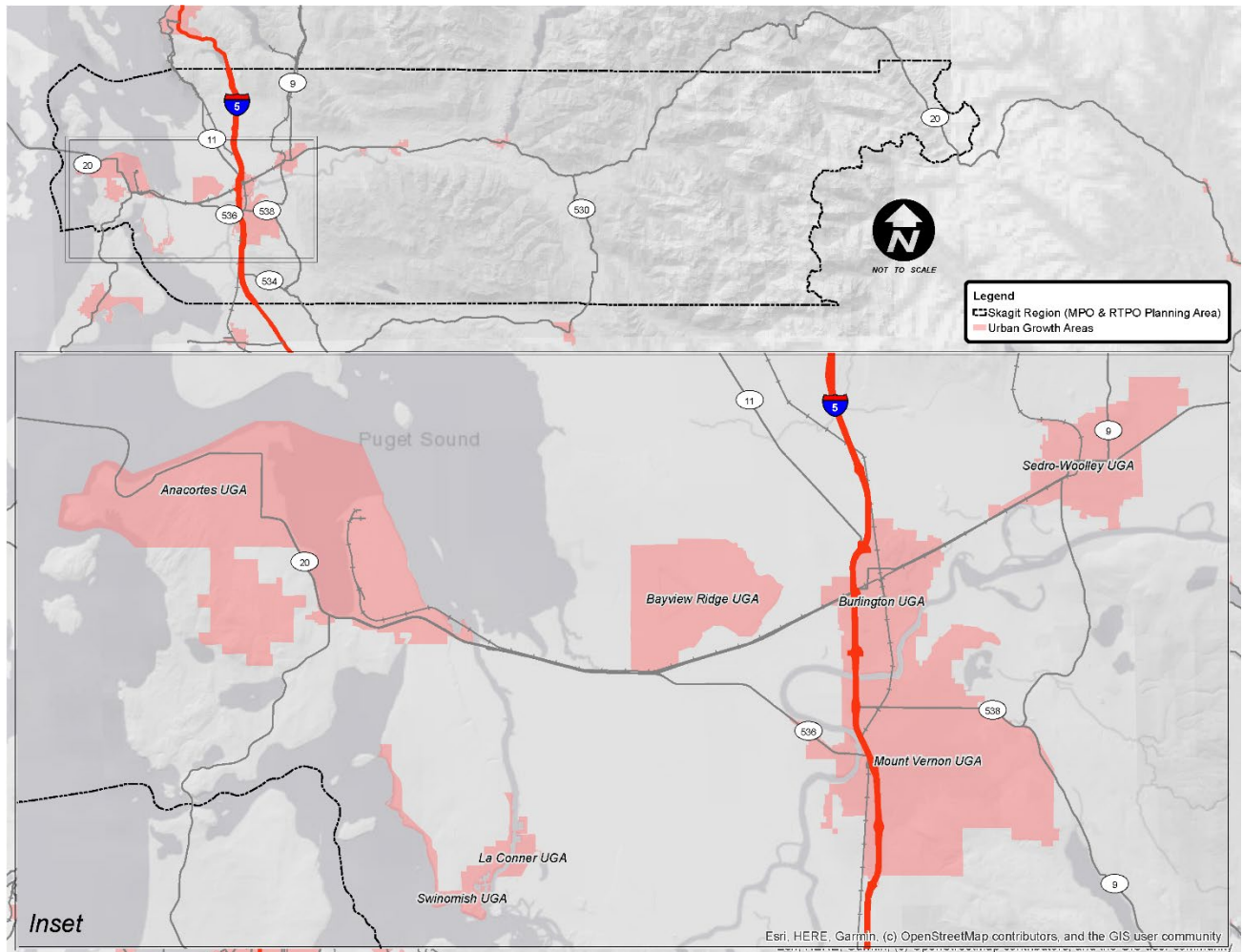


Figure 1: Skagit 2045 Planning Area Boundaries

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:

Skagit 2045 includes regionally significant projects and programmatic projects that are expected to include clearing and construction. Roadway projects in Skagit 2045 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 between 2021, when the Plan is adopted, and 2045, 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. Skagit 2040 is not subject to the Environmental Protection Agency's transportation conformity rule (40 CFR part 93).

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

Several projects in Skagit 2045 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 six vessel replacements out to 2045, and Skagit County plans to replace its diesel ferry with an all electric ferry by 2025. 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. A household travel survey for the Skagit region is planned for completion in 2021 which will provide further information on travel of Skagit residents, include questions about mode choice.

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 Skagit 2045 are in the vicinity of freshwater or saltwater, often with overwater structures. All of the ferry projects in Skagit 2045, out of necessity occur either over saltwater or along saltwater shorelines. These projects include: 2021–2030 Vessel Replacements (WSDOT); 2031–2045 Vessel Replacements (WSDOT); Anacortes Terminal Replacement (WSDOT); Guemes Ferry Replacement (Skagit County); and Guemes Ferry Terminal Modifications (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?

A few projects within Skagit 2045 are within the 100-year floodplain, including projects from Skagit County, Burlington, Mount Vernon and WSDOT. Projects include a new bridge over the Skagit River in Mount Vernon, railroad-roadway grade separation projects in Burlington and Mount Vernon, a roundabout in Burlington, interchange improvements north of Burlington and traffic management along much of Interstate 5 through the Skagit region.

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, but are not evaluated as part of Skagit 2045. 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 Skagit 2045 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 Skagit 2045 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 33-34 of the Plan includes more information on relevant restoration plans for Chinook salmon and steelhead. Appendix I: Fish Passages includes further information on correcting fish passage barriers in the Skagit region.

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 Skagit 2045 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 economy of gasoline-powered vehicles and electrification of automobiles, is expected to have positive impacts on the Skagit region to 2045.

Priorities, policies, goals and strategies for the efficiency of regional transportation system, including energy conservation, are included in Section 4: Transportation Policies & Strategies of Skagit 2045.

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 Skagit 2045, but Skagit County government does has 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 Skagit 2045, though impacts of noise are analyzed 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. Skagit 2045 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 new roadways 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 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 Skagit 2045 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 Skagit 2045 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. They were not directly consulted as part of the Skagit 2045 planning process, yet proximity to freshwater and saltwater was considered for the project prioritization process. A buffer was assigned to projects 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 Skagit 2045 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 evaluation of critical areas with available information. 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:

Skagit 2045 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 126,520 in 2018, to 172,984 in 2045. These estimates are consistent with Office of Financial Management estimates for Skagit County. For Skagit 2045, and the regional travel demand model that informs the Plan update, this growth in population equates to over 17,000 new households in the Skagit region from 2018–2045.

Local comprehensive plans also estimate population growth, including urban growth areas across the Skagit region. The 2045 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 Skagit 2045 was forecast consistent with adopted 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 Skagit 2045, 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 Skagit 2045, 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?

Recreational opportunities are available across the Skagit region. Access to recreational opportunities was not considered in Skagit 2045, 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 Skagit 2045 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 and Little Mountain Park in Mount Vernon, and Washington Park in Anacortes. Projects included in Skagit 2045 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 Skagit 2045 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 may be buildings, structures or sites over 45 years old in the vicinity of projects in Skagit 2045. 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 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 Skagit 2045. 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 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 Skagit 2045, 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 information on the SEPA environmental review documents.

During a Skagit 2045 consultation meeting with Washington state Department of Archeology and Historic Preservation staff, a suggestion was provided to review a predictive model of archeological resources. SCOG staff reviewed this predictive model during the project prioritization process for the 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 45 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 44–61 of Skagit 2045 includes an inventory of these 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 53–54 of Skagit 2045. 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?

Skagit 2045 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 61-73 includes descriptions of the projects in Skagit 2045, and Appendix A: Regionally Significant Projects includes project sheets for each project. Programmatic expenditures are also included in the Plan, but are listed as unique projects. For example, these programmatic expenditures can be paving projects expected from 2021–2045 as part of citywide maintenance and preservation programs.

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

Yes, Skagit 2045 includes water, rail and air transportation. The regional air transportation system is described on Page 56–59. The regional passenger ferry system is on Page 51–53, including both WSDOT ferries and the Guemes Ferry. And the rail system is included on Page 54–56, including both passenger rail and freight rail.

Projects for the regional passenger ferry system are included in Appendix A: Regionally Significant Projects, with projects sponsors WSDOT (Anacortes Ferry Terminal) and Skagit County (Guemes Ferry).

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 Skagit 2045. This model was used to evaluate conditions across four scenarios: (1) baseline traffic conditions estimates in 2018; (2) baseline traffic conditions forecast in 2045; (3) planned traffic conditions forecast in 2045; and (4) illustrative traffic conditions forecast in 2045. Maps of traffic for these four scenarios are included in Page 74–77. Comparisons of lane miles, levels of service, vehicle miles traveled and vehicle hours of delay are all outputs of the regional travel demand model, and are included on Page 78–79 for the four scenarios. An analysis of each of these scenarios is also included on Page 78–79. The terms “Planned” and “Illustrative” used in the scenarios include stratification of projects based on a fiscal constrain 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, Section 7: Financial Constraints includes an explanation of this fiscal analysis, estimating long-term revenues and expenditures.

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 Skagit 2045 to affect, or be affected by, the movement of agricultural and forest products on roadways. These potential impacts can not be modeled through the regional travel demand model.

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

Section 4: Transportation Priorities & Policies from Skagit 2045 includes priorities, policies, goals and strategies for the regional transportation system. Many measures to reduce or control impacts from transportation are most evident in the strategies. Examples from Page 39–41 include: “1.2 Ensure that modes are interconnected in a manner that best serves the users by identifying missing links and connections, and proposing projects that will provide needed linkages”; “1.8 Ensure transportation concurrency requirements are met consistent with the Growth Management Act”; and “ 3.1 Monitor the condition of transportation facilities by working with SCOG member jurisdictions to identify critical facilities, develop metrics and establish a data collection program”. Many other measures to reduce or control transportation impacts are on Page 39–41.

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 and employment growth forecast in Skagit 2045 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.

Skagit 2045 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. Skagit 2045 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 the Plan (i.e. 2036 vs. 2045).

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 Skagit 2045. Utilities are considered as individual transportation projects go through preliminary engineering phases and future phases of a project, including right of way and construction.

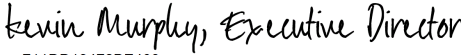


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www.scog.net

C. SIGNATURE

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

Signature:	DocuSigned by:  <small>711DD13472BE409...</small>
Name of Signer:	Kevin Murphy, Executive Director
Position and Agency/Organization:	Executive Director Skagit Council of Governments
Date Submitted:	1/20/2021

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 Skagit 2045 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 Skagit 2045 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 Skagit 2045 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 Skagit 2045 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 Skagit 2045 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 Skagit 2045 extends further out than local comprehensive plans and CPPs, which only extend to 2036. 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 Skagit 2045 as part of the project prioritization for the Plan. 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 Skagit 2045 as modeled by the regional travel demand model. Page 72-79 include four scenarios used to evaluate travel in the Skagit region: (1) 2018 Existing Scenario; (2) 2045 Baseline Scenario; (3) 2045 Planned Scenario; and (4) 2045 Illustrative Scenario. For each of the scenarios, traffic is modeled using supply for traffic (road network capacity) along with demand for travel (trip making). Results for each scenario are included on maps of traffic congestion, and charts of lanes miles, levels of service, vehicle miles traveled and vehicle hours of delay. The regional travel demand model is unable to model other modes of travel, such as transit, ferry, walking and biking. Freight is also not able to be modeled by the regional travel demand model.

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.

Skagit 2045 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.