

# SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

December 2, 2021 – 1:30 p.m.

[GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 950-777-805

## AGENDA

1. **Call to Order and Roll Call**
2. [October 7, 2021 Technical Advisory Committee Meeting Minutes](#)
3. **Non-Motorized Advisory Committee**
  - a. Biannual Update – *Mark Hamilton*
  - b. [Proposed 2022 Work Program](#) – *Grant Johnson*
  - c. [Proposed 2022 Membership](#) – *Grant Johnson*
4. [2022 Skagit Regional Transportation Priorities](#) – *Grant Johnson*
5. [Quarterly Obligation Report](#) – *Mark Hamilton*
6. [2022 Obligation Authority Plan](#) – *Mark Hamilton*
7. **Interstate 5 Existing Conditions Baseline Analysis Mount Vernon / Burlington** – *John Shambaugh, WSDOT*
8. **Roundtable and Open Topic Discussion**
9. **Next Meeting:** January 6, 2022, 1:30 p.m.
10. **Adjourned**

Please contact [Mark Hamilton](#) at (360) 416-7876 if there are any other items that need to be brought up for discussion.

[Meeting Packet](#)

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# TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

## VOTING MEMBERS

Anacortes.....	1
Burlington .....	1
Mount Vernon .....	1
Sedro-Woolley .....	1
Skagit County .....	3
Skagit Transit.....	1
WSDOT.....	1
Ports .....	1
• Port of Anacortes	
• Port of Skagit	
Towns.....	1
• Concrete	
• Hamilton	
• La Conner	
• Lyman	
Tribes .....	1
• Samish Indian Nation	
• Swinomish Indian Tribal Community	

## NON-VOTING MEMBERS

Skagit PUD

## QUORUM REQUIREMENT

A quorum consists of half the total votes (5), with Skagit County consisting of one seat toward the quorum calculation. Formal recommendations to the Transportation Policy Board can only be made when a quorum is present.

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# SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

October 7, 2021

GoToMeeting Remote Meeting

## AGENCIES REPRESENTED

- City of Anacortes..... Tim Hohmann
- City of Mount Vernon ..... Bill Bullock
- Sedro-Woolley ..... Mark Freiberger, David Lee
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation..... John Shambaugh
- Town of Concrete..... Cody Hart
- Town of La Conner..... Scott Thomas
- Skagit PUD..... Chris Shaff
- Skagit County ..... Grace Kane (arrived 1:47 p.m.)

## STAFF PRESENT

- Skagit Council of Governments..... Kevin Murphy, Mark Hamilton, Grant Johnson

## OTHERS PRESENT

No one else was present at the meeting.

1. Call to Order: 1:32 p.m.

Roll Call: Roll was taken with a quorum present.

2. September 2, 2021 Technical Advisory Committee (TAC) Meeting Minutes: Mr. Windler moved approval of the September 2, 2021 Technical Advisory Committee Meeting Minutes as presented, and Mr. Shambaugh seconded the motion. The motion carried unanimously.
3. 2022–2027 Regional Transportation Improvement Program: Mr. Hamilton presented the 2022–2027 Regional Transportation Improvement Plan (RTIP). He explained that the first four years of the program include fiscally constrained projects, and that the last two years include fiscally unconstrained projects. Funding sources were explained, as was the fact that projects in the RTIP are subject to an Environmental Justice analysis.

Mr. Freiberger moved to recommend approval of the 2022–2027 RTIP to the Transportation Policy Board as presented, and Mr. Thomas seconded the motion. The motion carried unanimously.

4. 2022 Obligation Authority Plan: Mr. Hamilton presented the 2022 Obligation Authority Plan. He explained that the plan has been kept separate from the RTIP so that it can be amended to implement gap strategies without having to amend the entire RTIP. Mr. Hamilton explained the four different gap strategies that are used if it becomes evident the regional obligation target will not be met. Proposed revisions to the plan were explained, as a project that had been mistakenly omitted from the

earlier draft of the plan in September should have been included, with a subsequent increase in the funding amount anticipated to be obligated next year.

Mr. Bullock moved to recommend the 2022 Obligation Authority Plan to the Transportation Policy Board as presented, and Mr. Hart seconded the motion. The motion carried unanimously.

- 5. 2021 Skagit Regional Transportation Priorities: Mr. Hamilton presented the 2021 Skagit Regional Transportation Priorities update process. He explained that the priorities list should be updated prior to the start of the next Washington state legislative session, and that the intent is for the list to stay roughly the same size as in previous years. Mr. Hamilton let the members of the committee know that Grant Johnson will be the member of SCOG staff responsible for updating the list and opened the topic for discussion.

Mr. Hart voiced safety concerns about the Interstate 5 and Cook Road interchange and expressed that the project identified at that location should be the top priority for the Skagit region. Mr. Shambaugh stated that the Washington State Department of Transportation had just completed a study that included collision history in the area, and that they were working on a corridor analysis. Mr. Hart expressed that he has witnessed long backups and near collisions at the interchange. Mr. Hamilton explained that the intent of the priorities list is to make the Washington state legislature aware of priority projects within the Skagit region, and that the updated list would be coming back to the TAC for review.

- 6. Order from Superior Court of Washington for Thurston County: Mr. Hart briefed the TAC on the recent Superior Court of Washington for Thurston County order pertaining to the use of the title “Engineer”. Mr. Hart stated that the court order says that no agency may have employees that use the title “Engineer” unless they are licensed Professional Engineers (PEs) in the State of Washington.

Committee members discussed the potential implications of the order to Engineering Technician positions as well as Engineers-in-Training.

- 7. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions. Mr. Murphy spoke about the status of the infrastructure legislation in Congress, and that a continuing resolution has passed to fund federal surface transportation through October.
- 8. Next Meeting: November 4, 2021, 1:30 p.m.
- 9. Adjourned: 2:31 p.m.

Attest:

\_\_\_\_\_  
Mark Hamilton, Senior Transportation Planner  
Skagit Council of Governments

Date: \_\_\_\_\_

## **NON-MOTORIZED ADVISORY COMMITTEE 2022 WORK PROGRAM**

Every year, the Technical Advisory Committee (TAC) reviews and approves the work program for the Non-Motorized Advisory Committee (NMAC). The NMAC is an advisory committee to the TAC. This process for work program recommendation and approval is described in the NMAC bylaws.

The TAC approved the Non-Motorized Advisory Committee 2022 Work Program at its December 2, 2021 meeting.

### **1. Bike Maps**

In 2021, the NMAC promoted the 2018 Skagit County Bike Map and assisted with distribution to interested parties. For 2022, the NMAC will continue to promote and distribute these maps in the print and electronic (Avenza) formats.

Products: distribution of bike maps that were printed in 2018.

### **2. Walking Trail Guide**

In 2021, the NMAC coordinated with staff at Skagit GIS to update the Skagit County Walking Trail Guide. For 2022, the NMAC will continue to promote and distribute these walking trail guides.

Products: distribution of walking trail guides that were printed in 2021.

### **3. Annual Bicycle and Pedestrian Count**

This is an item that NMAC assists with every year. The Washington State Department of Transportation has historically led the annual bicycle and pedestrian count statewide, and the NMAC provided local capacity to organize the count, recruit volunteers and analyze the results. In 2021, WSDOT did not host an annual bicycle and pedestrian count, and it is uncertain how the program will continue moving forward. The NMAC will continue to provide local support for the statewide bicycle/pedestrian count program as it evolves.

Products: bicycle and pedestrian counts taken at locations around Skagit County and entered into WSDOT's count database.

### **4. Assist Member Organizations and Volunteer Groups to Improve Non-motorized Transportation and Safety**

Provide a non-motorized transportation resource to the member organizations of SCOG and volunteer groups that are actively involved with non-motorized transportation in Skagit County.

Products: no specific products have yet been identified for this work program item, but products may be added later in 2022.

No further activities were recommended by the NMAC for their 2022 work program.

## NON-MOTORIZED ADVISORY COMMITTEE PROPOSED 2022 MEMBERSHIP

The Non-Motorized Advisory Committee (NMAC) is an advisory committee to the Technical Advisory Committee. Per the NMAC bylaws, membership to the NMAC will be reviewed and approved annually at the December meeting of the Technical Advisory Committee.

Membership proposed by the NMAC for 2022 is in the following table.

Name	Status	Notes
<b>Liz McNett Crowl</b>	Coordinator & Current Member	
<b>Linda Talman</b>	Current Member	
<b>Marie Erbstoeszzer</b>	Current Member	
<b>Walt Farmer</b>	Current Member	
<b>Robert Huitt</b>	New Proposed Member	Tribal Representative & Swinomish Planner
<b>Katie McNett</b>	New Proposed Member	

## ACTION ITEM X.X. – SKAGIT REGIONAL TRANSPORTATION PRIORITIES

### Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	11/17/2021	Discussion	<a href="#">Grant Johnson</a>	(360) 416-6678
Technical Advisory Committee	12/2/2021	Recommendation	<a href="#">Grant Johnson</a>	(360) 416-6678
Transportation Policy Board	12/15/2021	Action	<a href="#">Grant Johnson</a>	(360) 416-6678

### RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and the Technical Advisory Committee (TAC) recommend approval of the [2022 Skagit Regional Transportation Priorities](#).

### FISCAL IMPACT

There is no fiscal impact to the proposed 2022 Skagit Regional Transportation Priorities.

### DISCUSSION

SCOG Staff has been working with member jurisdictions to update the Skagit Regional Transportation Priorities. Two new projects have been added to the Skagit Regional Transportation Priorities that were adopted by the Transportation Policy Board on December 16, 2020. One project was removed from the list due to the commencement of construction. The new projects are:

- Library Commons Project Regional Transportation Supporting Elements, City of Mount Vernon
- Washington State Ferries Anacortes Improvements, Washington State Ferries

The project removed due to commencement of construction is:

- Josh Wilson Road / Farm to Market Road Intersection Improvements, Skagit County

Projects have been updated based on information provided by member jurisdictions. Where applicable, programmatic funding need amounts have been updated based on best available estimates.

# SKAGIT REGIONAL TRANSPORTATION PRIORITIES

December 15, 2021



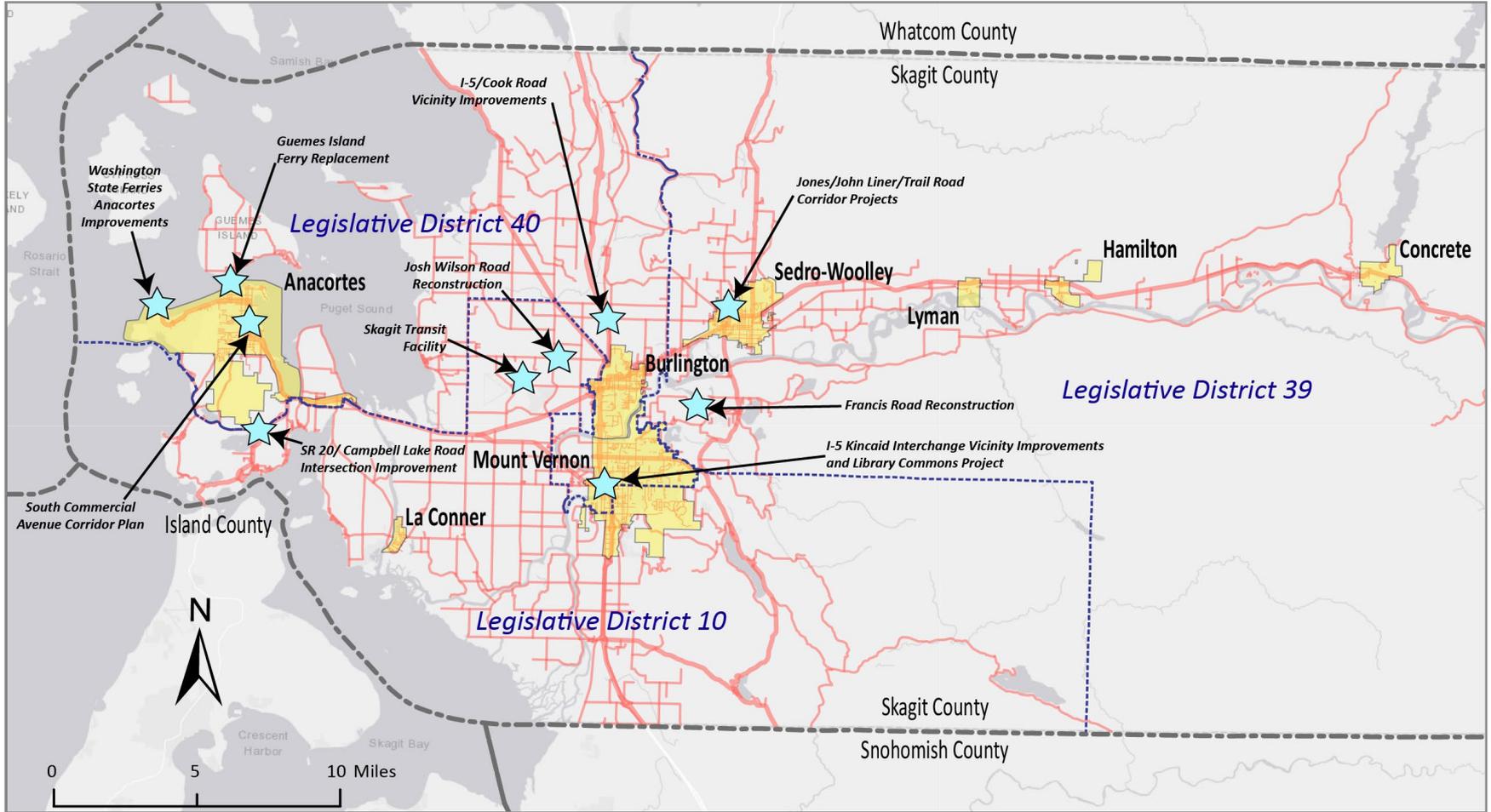
Andy Porter Photography

The Skagit Council of Governments (SCOG) is the Metropolitan Planning Organization and Regional Transportation Planning Organization in Skagit County. SCOG works cooperatively with local and tribal governments, the Washington State Department of Transportation (WSDOT), Skagit Transit and other stakeholders to plan for all modes of transportation.



SCOG has identified a number of high priority transportation projects that further the Skagit region's plans. The projects are organized below into either countywide projects or projects that occur in a particular legislative district. Project order does not necessarily indicate the level of priority.

# REGIONAL OVERVIEW





## WSDOT HIGHWAY SYSTEM NEEDS

Maintenance, preservation, safety, operations, seismic resilience, environmental retrofit and other needs are estimated at approximately \$61 million per year for the Skagit region. These needs are for Interstate 5 and state routes in Skagit County. Currently, 36% of these needs are funded.

Environmental retrofits, principally to improve fish passage, are the highest estimated need.

HIGHWAY SYSTEM NEEDS ON I-5 AND STATE ROUTES ARE ESTIMATED AT AROUND \$61 MILLION PER YEAR



WSDOT



# LOCAL ROADWAY SYSTEM NEEDS

The vast majority of the roadway network in the Skagit region is owned and maintained by local jurisdictions. Maintenance and preservation needs for these local facilities are estimated at \$27 million per year.

Of these local needs, nearly 60% are being met with available revenues (~\$16 million) and the other 40% are unmet needs (~\$11 million).

Transportation benefit districts have been utilized in recent years by local jurisdictions to provide funding for maintenance and preservation, but these districts have not provided the funding necessary to address all unmet needs.

Deferred maintenance due to these unmet needs are leading to further degradation of local roadways.



40% OF NEEDS ARE UNMET WITH AVAILABLE REVENUES

# REGIONAL CONNECTOR TRANSIT SERVICES

Regional Connector transit services continue to relieve congestion and improve mobility by providing commuter-based transit services.

This effort will meet increasing demand for public transportation options between Island, Skagit, and Whatcom counties with the Seattle metropolitan region.

With the recent addition of mid-day trips during the week and new weekend service, the Regional Connector is able to assist the public in reaching critical services in the Seattle area.

This includes Skagit Transit Routes 80X and 90X which connect Bellingham and Mount Vernon to Everett seven days a week.

PROJECT SPONSOR: SKAGIT TRANSIT

OPERATING FUNDS REQUESTED: \$1,700,000 PER YEAR



Riders traverse counties on a regional connector transit route

# FRANCIS ROAD RECONSTRUCTION (SECTIONS 1,3 & 4)



Existing conditions on Francis Rd. Section 1

**PROJECT SPONSOR: SKAGIT COUNTY**

**PROJECT COST: \$10,474,324**

**EXISTING FUNDING: \$3,951,296**

**FUNDING NEEDED: \$6,523,028**

Francis Road Reconstruction began in 2012 with the reconstruction of Section 2 to current standards (12 foot lanes and 8 foot shoulders).

Section 1 is scheduled for construction in 2021 and will begin where Section 2 ended near Debay's Isle Road, and will tie into the State Route 9 roundabout. The remaining Sections 3 & 4 will continue the realignment to decrease the radii of the curves and widen to current standards.

Section 3 has begun work on the design phase and includes a survey of the existing roadway and area topography.

In addition, Sections 3 & 4 have two bridges that will need to be addressed by replacement, widening, or removal, once the alignment is determined.

Francis Road is a logical extension of the Anderson LaVenture Road Extension in Mount Vernon. This route was used extensively during the 2013 Skagit River Bridge collapse to relieve pressure off of local city routes. Since that time volumes have increased from 3,300 vehicles a day to over 5,000 in 2019, a 34% increase in volume. When fully constructed, it will provide a safe and efficient alternative route from Interstate 5 to State Route 9, linking Mount Vernon to Sedro-Woolley and the surrounding Clear Lake area.

Legislative District 39

# JONES/JOHN LINER/TRAIL ROAD CORRIDOR PROJECTS



The City of Sedro-Woolley is proposing to construct a system of roadway and rail transportation improvements to stimulate economic development around the State Route 20 corridor and support the transition from the timber-based past to a modern technology-based future.

The Jones/John Liner Road BNSF Railroad Undercrossing and Road Extension project is the vital first element to make this east-west corridor possible.

The city is partnering with the BNSF Railroad for design and construction of the undercrossing itself.

PROJECT SPONSOR: CITY OF SEDRO-WOOLLEY

PROJECT COST: \$35,000,000

EXISTING FUNDING: \$7,500,000

FUNDING NEEDED: \$27,500,000

Legislative District 39

# I-5/COOK ROAD VICINITY IMPROVEMENTS

Drivers experience long delays and backups during peak commute times at the Interstate 5/Cook Road interchange. Ramp traffic routinely backs up onto the 70 mph lanes on Interstate 5, increasing the risk for collisions involving inattentive drivers.

The WSDOT portion of the project will add intersection control to the ramps at the Interstate 5/Cook Road interchange and some limited road widening. A variety of Automated Traffic Management systems will be installed to prevent queuing traffic from spilling back onto the Interstate 5 mainline. This project will go through a Practical Solutions process with Skagit County.

The Skagit County portion of the project will also add an additional eastbound lane on Cook Road beginning at the Interstate 5 northbound ramp intersection and extending a few hundred feet past Green Road.

This project will reduce the potential for traffic backups on this busy off-ramp; reduce travel times; and improve traffic flow – particularly for trucks headed to local businesses and Sedro-Woolley industrial areas.

These improvements are intended to be a mid-term Practical Solution and forward compatible with the ultimate concept for the interchange. The improved safety and traffic flow will also benefit travel times for commuter transit service on Interstate 5. The project is scalable and, though not as efficient, could be broken up into phases.

Legislative District 40



I-5 and Cook Rd. Vicinity

PROJECT SPONSOR: WSDOT & SKAGIT COUNTY

PROJECT COST: \$6,000,000 (WSDOT)  
\$3,250,000 (SKAGIT COUNTY)

EXISTING FUNDING: \$0

FUNDING NEEDED: \$9,250,000

# GUEMES ISLAND FERRY REPLACEMENT

The Guemes Island Ferry owned by Skagit County travels a short 5/8 of a mile to serve the Guemes Island community. The current vessel is 39 years old and burns 65,000 gallons of diesel fuel every year.

All electric technology is moving at a rapid pace with ferry vessels going into service in Norway, Sweden and Denmark. Skagit County has hired Glosten of Seattle to design the new all-electric replacement ferry and coordinate the design of shore-side facilities. The County has been very aggressive in seeking funding to move forward with the construction of this project. The County was awarded \$7.5 million in funding through the County Road Administration Board and \$1.5 million in the State Capital Budget, and will continue to seek additional state and federal funding as opportunities arise.

Skagit County's all-electric vehicle ferry in Puget Sound, could lead the way for the State of Washington. Washington State Ferries burn 18 million gallons of diesel every year. This is not sustainable into the future. The time for change is now.

Ferries, water taxis, freighters, buses and automobiles are converting to all-electric every day. Momentum and opportunity continue to grow. Skagit County is committed and ready to launch Puget Sound's first all-electric ferry by 2022.



Conceptual design for new electric ferry

**PROJECT SPONSOR: SKAGIT COUNTY**

**PROJECT COST: \$20,900,000**

**EXISTING FUNDING: \$10,400,000**

**FUNDING NEEDED: \$10,500,000**

Legislative District 40

# JOSH WILSON ROAD RECONSTRUCTION (PHASE 2, 3 & 4)



Existing conditions on Josh Wilson Rd.

**PROJECT SPONSOR: SKAGIT COUNTY**

**PROJECT COST: \$7,805,049**

**EXISTING FUNDING: \$0**

**FUNDING NEEDED: \$7,805,049**

Josh Wilson Road reconstruction design began in 2017 on Phase 1 of the project from Avon Allen Road to Jensen Lane (1.10 miles). Construction of Phase 1 of the project was completed in 2021.

The projects will include the reconstruction of Phases 2-4 to current standards (12 foot lanes and 8 foot shoulders).

Josh Wilson Road is a major collector and truck route that provides an alternate access to the Port of Skagit County and Interstate 5, the community of Bayview, and a list of growing industries in the area.

The remaining Phases 2, 3, and 4 will continue with the reconstruction of the failing road base and widening to current standards.

Josh Wilson provides an alternate route for State Route 20 during collisions and roadwork that require closures, and is an alternative route that is becoming more popular due to increased congestion on State Route 20 and at the interchange. As industry grows at the Port of Skagit, Skagit County anticipates increased volumes of both vehicles and trucks utilizing Josh Wilson Road as an alternative to SR 20.

Legislative Districts 10, 40

# SOUTH COMMERCIAL AVENUE CORRIDOR PLAN



Above: Current conditions Below: Proposed corridor



**PROJECT SPONSOR: CITY OF ANACORTES**

**PROJECT COST: \$56,770,628**

**EXISTING FUNDS: \$1,621,188**

**FUNDING NEEDED: \$55,149,440**

Commercial Avenue in Anacortes, Washington is a combination of a main street and a state highway spur leading to a WSDOT Ferry Terminal. The terminal services both the San Juan Islands and Sydney, B.C., in Canada.

The north end of Commercial Avenue, after the highway turns, is a city street and is vibrant with tourism and commerce; however, the state highway portion of Commercial Avenue, while serviceable and functioning, is not friendly for bicycle riders and pedestrians and also is not conducive to the wandering and exploring that tourists and locals both like to do.

This project proposes to increase safety for non-motorized users of the street by:

- widening sidewalks.
- separating bicycle riders from the driving lanes.
- creating and enhancing pedestrian crossing opportunities along the corridor.
- creating more park-like spaces, encouraging physical activity.
- calming traffic with narrower lanes (without compromising vehicular throughput).
- modernizing the stormwater facilities for water quality and water detention.
- beautifying the corridor to draw pedestrian and bicycle scale businesses and thereby strengthening economic development.

Legislative District 40

# I-5/KINCAID INTERCHANGE VICINITY IMPROVEMENTS

Kincaid Street serves as a gateway to downtown Mount Vernon. Due to the close spacing of intersections and the presence of the Burlington Northern Santa Fe rail mainline, access to adjacent land uses, safety and mobility are significantly challenged.

This corridor improvement project will improve safety, mobility, circulation and economic vitality by focusing upgrades to the southbound and northbound Interstate 5 ramp intersections, and the intersection of Kincaid Street and Third Street.

These improvements will provide a long term solution on a state route that serves an existing multimodal train/bus terminal, a planned \$26 million dollar community center, city library, multilevel parking facility and a planned six-acre mixed use development in downtown Mount Vernon.

When completed, the corridor will operate more efficiently and reduce Interstate 5 and State Route 536 congestion facilitating safer access to services and centers of trade in the Puget Sound region.



PROJECT SPONSOR: CITY OF MOUNT VERNON

PROJECT COST: \$10,000,000

EXISTING FUNDING: \$0

FUNDING NEEDED: \$10,000,000

Legislative Districts 10, 40

# CONSTRUCTION OF NEW MAINTENANCE, OPERATIONS, AND ADMINISTRATION FACILITY

Skagit Transit's current facility is inadequate to support ongoing and future transit service support activities.

When the facility was completed in 1998, it did not include sufficient room for growth and the addition of commuter services (vanpool and commuter bus) were not envisioned at the time the facility was designed.

Skagit Transit recently purchased property sufficient to support current and future expansion of transit services - the project is ready to enter into phased construction activities.

Project construction will be accomplished in three phases, the first phase of construction began in 2020.

- Phase I - completion of the energy envelope of the south and east section of the facility, laying the foundation for the construction activities planned for the next phase.
- Phase II - completion of the administrative, operations and public use areas of the facility.
- Phase III - completion of the vehicle maintenance shop, ancillary facilities and site improvements.

Phases II and III will begin as funding is secured.



PROJECT SPONSOR: SKAGIT TRANSIT

PROJECT COST: \$40,000,000

EXISTING FUNDING: \$30,000,000

FUNDING NEEDED: \$10,000,000

Legislative District 10

# SR 20/CAMPBELL LAKE ROAD INTERSECTION IMPROVEMENT

The State Route 20 corridor provides the primary access to Whidbey Island, as well as local Skagit County Fidalgo Island communities; serving over 19,000 vehicles and 1,000 trucks/buses a day in 2018. The intersection of State Route 20 and Campbell Lake Road has seen a 20% increase in traffic over the past five years and is just southwest of recent corridor improvements at Sharpe’s Corner and Gibraltar Road.

The Samish Indian Nation approached WSDOT about corridor improvements to maintain safe access to nearby tribal property between Gibraltar Road and Campbell Lake Road. The Samish Indian Nation partnered with WSDOT and Skagit County to develop a practical solution to improve safety and access. Several options were evaluated.

A feasibility/constructability analysis pointed to a single-lane, three-legged roundabout as the most practical solution at the intersection of State Route 20 and Campbell Lake Road.

This improvement will support development and existing property access, improve regional mobility and safety, reduce environmental impacts, right of way needs, and costs compared with the other options considered. It will also accommodate projected growth in the area and improve resilience of local and regional transportation networks; both for emergency preparedness and routine road construction.



Existing conditions on SR 20 and Campbell Lake Rd.

**PROJECT SPONSOR: SAMISH INDIAN NATION**

**PROJECT COST: \$3,200,000**

**EXISTING FUNDING: \$3,200,000**

**FUNDING NEEDED: \$0,000,000<sup>1</sup>**

1. Alternative funding for this project is being sought due to the fact that existing funding cannot be utilized until 2026.

Legislative Districts 10, 40

# LIBRARY COMMONS PROJECT

## REGIONAL TRANSPORTATION SUPPORTING ELEMENTS

The regional transportation component of this project in the form of structured public parking, an electric vehicle (EV) mega charging site, electric bicycle charging and parking, and transit stop combined with other infrastructure is a purposeful City investment to replace surface parking lost to our flood protection project and will catalyze dense housing and commercial development.

Skagit Station (Skagit Transit) is located 1 block from the Project site. This transit facility serves between 4,000-5,000 customers per day and regularly and routinely exceeds the capacity of their available parking. Multiple service providers including Amtrak, Bolt Bus, Greyhound, and Skagit Transit routes including 5 regional routes serving Whatcom County, Island County, and Snohomish County utilize Skagit Station. The parking structure will serve as a park and ride facility for Skagit Station also incorporating a new enclosed transit stop to ensure equitable access to those who rely on public transportation.

The EV mega charging site is proposed to include 75 EV charging stations, the largest in Washington State, and will be used for daytime downtown visitors and overnight residential use, providing an equitable access for multi-family residents who may not have access to EV charging otherwise. The project will double the capacity of EV public charging along the Interstate 5 corridor between Seattle and Vancouver B.C., contributing to the success of the Biden Administration priorities through U.S. Department of Transportation, Washington State Commerce Department State energy strategy, the Pacific Coast Collaborative, Cascadia Innovation Corridor, and the West Coast Electric Highway collaboration of British Columbia, Canada, Washington, Oregon, and California.



Proposed Library Commons project.

**PROJECT SPONSOR: CITY OF MOUNT VERNON**

**PROJECT COST: \$45,000,000**

**EXISTING FUNDING: \$32,000,000**

**FUNDING NEEDED: \$13,000,000**

Legislative District 40

# WASHINGTON STATE FERRIES ANACORTES IMPROVEMENTS



**PROJECT SPONSOR: WASHINGTON STATE FERRIES**

**PROJECT COST: \$309,100,000**

**EXISTING FUNDING: \$0,000,000**

**FUNDING NEEDED: \$309,100,000**

Washington State Ferries delivered the 2040 Long Range Plan to the Legislature on January 3, 2019 to create a vision for the future ferry system and to provide guidance for services and investments through 2040.

The 2040 Long Range Plan states that maintenance and preservation of terminal infrastructure should remain a priority for a reliable Washington State Ferries system. The existing Anacortes terminal building is more than 50 years old, undersized and in deteriorating condition. A new or enhanced facility would improve efficiencies and meet current safety, security and accessibility requirements. Terminal electrification is also planned in coordination with electric-hybrid vessel deployment. Construction of a new terminal building at Anacortes is planned for the 2025-2027 biennium.

The Olympic Class vessel brings an opportunity for standardization of the fleet under a common hull design, leading to cost efficiencies in training and spare parts, and interchangeability of labor. One vessel serving this route will be retired and replaced with an electric-hybrid, international certified (SOLAS) Olympic Class vessel (144-car) in 2028.

Source: Washington State Ferries 2040 Long Range Plan.

## QUARTERLY OBLIGATION REPORT 4<sup>TH</sup> QUARTER FEDERAL FISCAL YEAR 2021

As of September 30, 2021, the Skagit region obligated \$3,484,918 in Surface Transportation Block Grant Program (STBG) funding and \$0 in Transportation Alternatives (TA) funding for federal fiscal year (FFY) 2021. SCOG's obligation authority target for FFY 2021 was \$1,882,500. This target could have been met by obligating federal funds from either the STBG or TA programs.

An obligation summary is below:

- Obligation authority target for FFY 2021: \$1,882,500
- Total obligated in FFY 2021: \$3,484,918
- Remainder to obligate in FFY 2021: \$0
- Remainder programmed in FFY 2021: \$507,693

Contact [Mark Hamilton](#) if you have any questions.

# 2021 SCOG Year to Date Obligations

\$3,484,918

<b>STP(R)</b>			<b>\$1,057,552</b>
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>
Skagit Co.	Josh Wilson Road, Phase 1	\$1,057,552	12/21/2020
<b>STP(US)</b>			<b>\$2,427,366</b>
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>
Mount Vernon	Freeway Drive Improvements (Cameron Way to College Way)	\$1,650,000	5/20/2021
SCOG	SCOG Admin 2018-2021	\$167,541	7/2/2021
Sedro Woolley	SR20/SR9N - Township Intersection Improvements	\$609,825	9/24/2021

# 2021 OBLIGATION AUTHORITY PLAN

The following projects had to obligate federal funding by **April 1, 2021**. Projects that did not obligate by April 1, 2021 would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

The following project had to obligate federal funding by **August 1, 2021**, or it would have been deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
SCOG	SCOG Admin 2018-2021	SCOG 18-21	PL	✓	\$167,541

The following project must obligate federal funding by **September 30, 2021**. If the project does not obligate funding by September 30, 2021, it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Mount Vernon	Freeway Drive Improvements (Cameron Way to College Way)	T-97-07	CN	✓	\$1,650,000

**TOTAL STBG-TA OBLIGATIONS<sup>1</sup>: \$3,484,918**  
**OBLIGATION AUTHORITY TARGET: \$1,882,500**

<sup>1</sup> Includes \$1,057,552 obligation from December 2020 which counts toward meeting obligation authority target. Also includes \$609,825 obligation from September 2021 on list of Extensions.

## Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2021**. These projects will be deprogrammed with expiration of the 2021–2026 RTIP on January 1, 2022.

To be granted an extension, any extension request had to be received by SCOG no later than **March 24, 2021**. A project phase may only be granted one extension request.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
Samish Indian Nation	SR20/Campbell Lake Road - Intersection Improvement	WA-11959	ROW	(Not Yet)	\$86,500
Skagit County	Francis Road Section 1 <sup>2</sup>	WA-01171	CN	(Not Yet)	\$45,408
Concrete	School Secondary Access	WA-03707	ROW	(Not Yet)	\$400,000
Sedro-Woolley	SR20/SR9N - Township Intersection Improvements	SW33	CN	✓	\$609,825
Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street	SW42	ROW	(Not Yet)	\$21,193

**TOTAL STBG-TA EXTENSIONS: \$1,162,926**

<sup>2</sup> Per Skagit County and the Washington State Department of Transportation, the remaining \$45,408 in STBG funding for this project was entirely expended in 2021 to complete the preliminary engineering phase. There is no remaining STBG funding for this project.

# 2022 OBLIGATION AUTHORITY PLAN

The following projects have to obligate federal funding by **April 1, 2022**. Projects that do not obligate by April 1, 2022 will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Burlington	SR20 / Skagit Street Signalization Project	WA-03951	CN	(Not Yet)	\$1,513,750
City of Burlington	Pease Road Cascade Mall Nonmotorized Connection	WA-07782	CN	(Not Yet)	\$280,392
Skagit Transit	Bus Stop Amenities	WA-13988	ALL	(Not Yet)	\$56,100

The following project must obligate federal funding by **August 1, 2022**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PL	(Not Yet)	\$190,577

**TOTAL EXPECTED STBG-TA OBLIGATIONS<sup>1</sup>: \$2,040,819**  
**ESTIMATED OBLIGATION AUTHORITY TARGET: \$1,178,500**

<sup>1</sup> Total 2021 obligation authority extensions outstanding as of 8/26/2021 are \$1,162,926. These extensions are not included in this estimate of STBG-TA obligations.

## Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2022**. These projects will be deprogrammed with expiration of the 2022–2027 RTIP on January 1, 2023.

To be granted an extension, any extension request must be received by SCOG no later than **March 30, 2022**. A project phase may only be granted one extension request.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

**TOTAL STBG-TA EXTENSIONS: \$0**