

## SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

June 1, 2023 – 1:30 p.m.

[Skagit Council of Governments Conference Room](#)

315 South Third Street, Suite 100

Mount Vernon, WA 98273

### AGENDA

1. Call to Order and Roll Call
2. [May 4, 2023 Technical Advisory Committee Meeting Minutes](#)
3. [June Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. Project Selection Recommendation – *Mark Hamilton*
5. [City of Burlington Comprehensive Plan Transportation Element Certification](#) – *Grant Johnson*
6. Non-Motorized Advisory Committee Progress Report – *Grant Johnson*
7. [2023 Obligation Authority Plan](#) – *Mark Hamilton*
8. Roundtable and Open Topic Discussion
9. Next Meeting: July 6, 2023, 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](#)

## 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.

**Title VI Notice to the Public:** The Skagit Council of Governments fully complies with Title VI of the federal Civil Rights Act of 1964 and related statutes, and does not discriminate on the basis of race, color or national origin. For more information, or to obtain a Title VI Complaint Form, visit SCOG’s website at <http://scog.net/about/nondiscrimination/>.

**Aviso resumido del Título VI al público:** El Consejo de gobiernos de Skagit cumple plenamente con el Título VI de la Ley federal de derechos civiles de 1964 y los estatutos relacionados, y no discrimina por motivos de raza, color u origen nacional. Para mayor información, o para obtener un Formulario de queja del Título VI, visite el sitio web del SCOG en <http://scog.net/about/nondiscrimination/>.

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**Aviso de la ADA para el público:** El Consejo de Gobiernos de Skagit cumple plenamente con la Sección 504 de la Ley de Rehabilitación de 1973 y la Ley de Americanos con Discapacidades de 1990 (ADA) y no discrimina por motivos de discapacidad. Para obtener más información, o para presentar una queja, póngase en contacto con el Coordinador de la ADA, Kevin Murphy en 360-416-7871 or [kmurphy@scog.net](mailto:kmurphy@scog.net).

# SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

May 4, 2023

GoToMeeting Remote Meeting

## AGENCIES REPRESENTED

- City of Anacortes..... Tim Hohmann, Steve Lange
- City of Burlington ..... Brian Dempsey
- City of Mount Vernon ..... Bill Bullock
- City of Sedro-Woolley ..... Mark Freiberger
- Port of Anacortes..... John Dumas
- Samish Indian Nation..... Jon Barrett
- Skagit County ..... Tom Weller, Forrest Jones
- Skagit PUD..... Chris Shaff
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation (WSDOT)..... John Shambaugh,  
Richard Souders

## STAFF PRESENT

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

## OTHERS PRESENT

No one else attended the meeting.

## AGENDA

1. Call to Order: 1:31 p.m.

Roll Call: Roll was taken with a quorum present.

2. April 6, 2023 Technical Advisory Committee Meeting Minutes: Mr. Windler moved to approve the April 6, 2023 Technical Advisory Committee meeting minutes, and Mr. Shambaugh seconded the motion. The motion carried unanimously.
3. May Regional Transportation Improvement Program Amendment: Mr. Hamilton presented this agenda item. He explained that there was one proposed Regional Transportation Improvement Program (RTIP) amendment submitted for May: Skagit County’s Guemes Island Ferry Operating Costs. He stated that this project utilizes Federal Highway Administration Ferry Boat Program funds, and that the amendment adds the project to the RTIP. Mr. Jones added that Skagit County has three years to use the funds or lose them, and that because of federal rule changes in 2022, Skagit County is now able to use remaining funds from this federal program for ferry operating costs.

Mr. Hohmann motioned to recommend approval of the May Regional Transportation Improvement Program Amendment to the Transportation Policy Board, as presented. Mr. Bullock seconded the motion and it carried unanimously.

4. Unified Planning Work Program for State Fiscal Year 2024: Mr. Hamilton presented this agenda item. He explained that the Unified Planning Work Program (UPWP) was presented to the Technical Advisory Committee last month as a discussion item. Since that time, SCOG staff met with representatives from WSDOT, Federal Highway Administration and Federal Transit Administration; making several changes to the UPWP based on their feedback. One change is UPWP amendments will no longer be sent to federal agencies, and another is a new section on redistributed obligation authority. The latter revisions was made so that there would be no issue with SCOG receiving redistributed obligation authority, if requested, due to the additional funding not being documented in the UPWP. Mr. Hamilton stated that SCOG staff expect to recommend approval of the Unified Planning Work Program for State Fiscal Year 2024 to the Transportation Policy Board.

Mr. Freiberger motioned to recommend approval of the Unified Planning Work Program for State Fiscal Year 2024 to the Transportation Policy Board, as presented. Mr. Dempsey seconded the motion. The motion carried unanimously.

5. Regional Performance Targets for Pavement, Bridges, Travel Time and Freight Reliability: This agenda item was presented by Mr. Johnson. He explained that the state had adopted statewide performance targets on December 16, 2022, and that SCOG has until June 14, 2023 to set regional targets. There are two options for the Skagit region, which are: (1) to set quantifiable regional targets; or (2) to agree to plan and program projects that contribute toward the accomplishment of WSDOT statewide performance targets. He then went through each performance target, providing information on regional performance and how performance is determined. Mr. Johnson said that SCOG staff expect to recommend that the Transportation Policy Board agree to plan and program projects that contribute toward the accomplishment of WSDOT statewide performance targets, continuing past practice for these regional performance targets.

Mr. Shambaugh motioned to recommend that the Transportation Policy Board agree to plan and program projects that contribute toward the accomplishment of the WSDOT statewide performance targets for pavement, bridges, travel time and freight reliability. Mr. Weller seconded the motion. The motion carried unanimously.

6. I-5 Skagit Transportation Study: Mr. Shambaugh presented this agenda item. He explained that the study area is Interstate 5 between Old Highway 99 and Cook Road interchanges. He then gave an overview of the study area, how the analysis was conducted and what data was collected. Mr. Shambaugh explained the crash summary findings and a comparison between expected vs actual fatal and serious injury crash frequency from the first phase of the project, conducted last year. He stated that additional elements had been added to the study due to upcoming projects in the corridor. Mr. Shambaugh explained that Transpo Group had been hired to complete the study, and the next phase should be complete in June 2023. He then talked about community engagement strategies and the formation of an advisory committee, and gave an overview of the proposed committee membership and schedule.

7. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He stated that this is an item presented every quarter to the Technical Advisory Committee, following the federal fiscal year calendar. He explained that the Skagit region’s obligation target is approximately \$1.7 million, so the region will need to obligate over \$3 million in order to meet the target. Mr. Hamilton stated that one large deobligation, which occurred in February, will make meeting the regional obligation authority target challenging this federal fiscal year. He then went over obligations and deobligations that have occurred so far from October 2022–March 2023.

8. 2023 Obligation Authority Plan: This agenda item was presented by Mr. Hamilton. He stated that this item has been updated to reflect the latest information, and that he had discussed many of the details in the previous agenda item. He then went over the 2023 Obligation Authority Plan.

Agencies provided updates on their projects in the 2023 Obligation Authority Plan. Mr. Hamilton asked that agencies keep him apprised of obligation status as their projects move through the statewide obligation process.

9. Redistributed Obligation Authority List of Projects: Mr. Hamilton presented this agenda item. He stated that the Skagit region is only eligible to receive redistributed obligation authority if the obligation authority target has been met by July 1, which looks increasingly unlikely. He stated that if the Skagit region does end up looking to be on track to meet the target, SCOG staff will begin to compile a list of eligible projects in May.

10. In-person Project Presentations by Project Sponsors on May 23, 2023: Mr. Hamilton reminded Technical Advisory Committee members that applicants for the regional project selection process are asked to provide in-person presentations of their projects on May 23 to the Technical Advisory Committee. The location of the meeting will be the Skagit Station meeting room and the meeting time is 10 a.m.–12 p.m. He then went over logistics for the meeting.

11. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.

12. Next Meeting: June 1, 2023, 1:30 p.m.

13. Adjourned: 2:52 p.m.

Attest:

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

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

## ACTION ITEM X.X. – JUNE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	06/01/2023	Review and Recommendation	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	06/21/2023	Action	<a href="#">Mark Hamilton</a>	(360) 416-7876

### RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program (RTIP) amendments:

- Skagit County
  - Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications: this amendment revises a project already programmed in the RTIP. Components of the Guemes Ferry Electric Shore-side Facilities and Guemes Island Ferry Terminal Modifications projects are incorporated into this project via the amendment. Project name, project description, total estimated cost of project and other project features have been revised to reflect incorporation of three projects into one.
  - Guemes Ferry Electric Shore-side Facilities: this amendment removes this project from the RTIP. Components of this project have been added to the Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications project.
  - Guemes Island Ferry Terminal Modifications: this amendment removes this project from the RTIP. Components of this project have been added to the Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications project.

### FISCAL CONSTRAINT

The Regional Transportation Improvement Program is fiscally constrained in the 2023–2026 program years.

### PUBLIC PARTICIPATION

A public comment period began on May 25 and ended on June 2.

**Agency** Skagit Co.

**Project Title** Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications

**Description** Guemes Island Electric Ferry – Replace the diesel-powered Guemes Island Ferry with a new electric-powered ferry. Funded with state funds from Move Ahead Washington and the County Road Administration Board (CRAB).

Electric Shore-Side Facilities – Construction of electric shore-side facilities including: a charging station; battery storage facility; charging hookup from charging station to Ferry; upland utility reconfiguration; and other miscellaneous components required to complete the shore-side facilities. Funded with state funds from an Electrification of Transportation Systems Grant, the 2019 and 2021 state capital budgets, and CRAB.

Terminal Modifications – Reconfigure/modify the Anacortes Ferry Terminal to accommodate the new electric ferry and shore-side facilities including, but not limited to: apron modifications; and dolphin upgrades. Funded with federal funds from 2022 FTA Transit Infrastructure Grant-Community Project Funding Congressional Direct Spending Earmark.



**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Ferry Boats

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$30,327,760

**Regionally Significant**  **Right-of-Way Required**

**STIP ID** WA-01265

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 4/25/2023

**Adoption Date** 4/25/2023

**Resolution Number** R20230072

Phase Obligation Schedule

**REVISED**

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2023		\$0	CRAB	\$1,441,070	\$364,088	\$1,805,158	6/21/2023
CN	2023		\$0	Other	\$1,974,000	\$0	\$1,974,000	6/21/2023
CN	2023		\$0	Other	\$989,521	\$989,521	\$1,979,042	6/21/2023
CN	2023		\$0	CRAB	\$4,893,000	\$0	\$4,893,000	6/21/2023
CN	2023		\$0	MAW	\$14,000,000	\$0	\$14,000,000	6/21/2023
CN	2023	FTA Discretionary	\$2,500,000		\$0	\$0	\$2,500,000	6/21/2023
<b>Total</b>			<b>\$2,500,000</b>		<b>\$23,297,591</b>	<b>\$1,353,609</b>	<b>\$27,151,200</b>	

DRAFT

**REVISED**



**Agency** Skagit Co.

**Project Title** Guemes Ferry Electric Shore-side Facilities

**Description** Construction of Electric Shore-Side Facilities that include a charging station, battery storage facility, charging hookup from shore-side charging station to the Ferry, and other miscellaneous components required to complete the Shore-Side Facilities.

**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Ferry Boats

**Functional Class** No Functional Classification

**Environmental Type** Environmental Assessment

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$6,444,550



**Regionally Significant**  **Right-of-Way Required**

**STIP ID** WA-12549

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 9/6/2022

**Adoption Date** 9/19/2022

**Resolution Number** R20220180

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2023		\$0	Other	\$1,974,000	\$0	\$1,974,000	10/19/2022
CN	2023		\$0	Other	\$989,521	\$989,521	\$1,979,042	10/19/2022
CN	2024		\$0	CRAB	\$1,441,070	\$364,088	\$1,805,158	10/19/2022
<b>Total</b>			<b>\$0</b>		<b>\$4,404,591</b>	<b>\$1,353,609</b>	<b>\$5,758,200</b>	

**REMOVED**

**Agency** Skagit Co.

**Project Title** Guemes Island Ferry Terminal Modifications

**Description** Reconfigure / Modify the Anacortes Ferry Terminal to accommodate the larger New Electric Ferry. This includes but not limited to apron modifications and dolphin upgrades.



**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Ferry Boats

**Functional Class** No Functional Classification

**Environmental Type** Environmental Assessment

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$2,500,000

**Regionally Significant**  **Right-of-Way Required**

**STIP ID** WA-14789

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 9/6/2022

**Adoption Date** 9/19/2022

**Resolution Number** R20220180

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2023	FTA Discretionary	\$61,000		\$0	\$0	\$61,000	10/19/2022
CN	2023	FTA Discretionary	\$2,439,000		\$0	\$0	\$2,439,000	10/19/2022
<b>Total</b>			<b>\$2,500,000</b>		<b>\$0</b>	<b>\$0</b>	<b>\$2,500,000</b>	

**REMOVED**

## Financial Feasibility Table

Funding Program	Carryover	2023			2024			2025			2026			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed			
<b>Regionally Managed Federal Funds</b>	<b>\$1,403</b>	<b>\$1,979</b>	<b>\$3,382</b>	<b>\$2,870</b>	<b>\$1,979</b>	<b>\$2,492</b>	<b>\$1,453</b>	<b>\$1,979</b>	<b>\$3,018</b>	<b>\$2,044</b>	<b>\$1,979</b>	<b>\$2,954</b>	<b>\$2,085</b>	<b>\$9,320</b>	<b>\$8,451</b>	<b>\$869</b>
STBG	\$1,358	\$1,741	\$3,099	\$2,709	\$1,741	\$2,131	\$1,412	\$1,741	\$2,461	\$1,822	\$1,741	\$2,380	\$2,085	\$8,323	\$8,028	\$295
TA	\$44	\$238	\$283	\$161	\$238	\$360	\$41	\$238	\$557	\$222	\$238	\$573	\$0	\$997	\$424	\$573
<b>Other Federal Funds &amp; State Funds</b>	<b>\$0</b>	<b>\$133,587</b>	<b>\$133,587</b>	<b>\$133,587</b>	<b>\$50,999</b>	<b>\$50,999</b>	<b>\$50,999</b>	<b>\$59,713</b>	<b>\$59,713</b>	<b>\$59,713</b>	<b>\$29,087</b>	<b>\$29,087</b>	<b>\$29,087</b>	<b>\$273,386</b>	<b>\$273,386</b>	<b>\$0</b>
5307	\$0	\$5,494	\$5,494	\$5,494	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$15,994	\$15,994	\$0
5339	\$0	\$113	\$113	\$113	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113	\$113	\$0
BR	\$0	\$5,677	\$5,677	\$5,677	\$1,490	\$1,490	\$1,490	\$14,874	\$14,874	\$14,874	\$4,612	\$4,612	\$4,612	\$26,654	\$26,654	\$0
DEMO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740	\$1,740	\$1,740	\$1,740	\$1,740	\$0
FBP	\$0	\$351	\$351	\$351	\$638	\$638	\$638	\$0	\$0	\$0	\$0	\$0	\$0	\$988	\$988	\$0
FTA Discretionary	\$0	\$2,500	\$2,500	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$0
HSIP	\$0	\$1,550	\$1,550	\$1,550	\$8,775	\$8,775	\$8,775	\$0	\$0	\$0	\$0	\$0	\$0	\$10,325	\$10,325	\$0
NHFP	\$0	\$2,415	\$2,415	\$2,415	\$1,754	\$1,754	\$1,754	\$389	\$389	\$389	\$4,506	\$4,506	\$4,506	\$9,064	\$9,064	\$0
NHPP	\$0	\$239	\$239	\$239	\$12,158	\$12,158	\$12,158	\$5,064	\$5,064	\$5,064	\$8,112	\$8,112	\$8,112	\$25,572	\$25,572	\$0
PROTECT	\$0	\$5,449	\$5,449	\$5,449	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,449	\$5,449	\$0
STBG(S)	\$0	\$2,005	\$2,005	\$2,005	\$6,412	\$6,412	\$6,412	\$18,240	\$18,240	\$18,240	\$108	\$108	\$108	\$26,764	\$26,764	\$0
TTP	\$0	\$49	\$49	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155	\$1,155	\$1,155	\$1,204	\$1,204	\$0
CRAB	\$0	\$7,173	\$7,173	\$7,173	\$1,487	\$1,487	\$1,487	\$0	\$0	\$0	\$0	\$0	\$0	\$8,660	\$8,660	\$0
CSRF	\$0	\$78,708	\$78,708	\$78,708	\$12,724	\$12,724	\$12,724	\$16,809	\$16,809	\$16,809	\$4,667	\$4,667	\$4,667	\$112,908	\$112,908	\$0
CWA	\$0	\$201	\$201	\$201	\$121	\$121	\$121	\$160	\$160	\$160	\$50	\$50	\$50	\$531	\$531	\$0
MAW	\$0	\$14,000	\$14,000	\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$14,000	\$0
MVA	\$0	\$4,580	\$4,580	\$4,580	\$1,941	\$1,941	\$1,941	\$678	\$678	\$678	\$242	\$242	\$242	\$7,440	\$7,440	\$0
Other	\$0	\$3,085	\$3,085	\$3,085	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,085	\$3,085	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395	\$395	\$395	\$395	\$395	\$0
<b>Matching Funds</b>	<b>\$0</b>	<b>\$19,560</b>	<b>\$19,560</b>	<b>\$19,560</b>	<b>\$4,918</b>	<b>\$4,918</b>	<b>\$4,918</b>	<b>\$4,277</b>	<b>\$4,277</b>	<b>\$4,277</b>	<b>\$4,964</b>	<b>\$4,964</b>	<b>\$4,964</b>	<b>\$33,719</b>	<b>\$33,719</b>	<b>\$0</b>
Local	\$0	\$19,560	\$19,560	\$19,560	\$4,918	\$4,918	\$4,918	\$4,277	\$4,277	\$4,277	\$4,964	\$4,964	\$4,964	\$33,719	\$33,719	\$0
<b>Total</b>	<b>\$1,403</b>	<b>\$155,126</b>	<b>\$156,529</b>	<b>\$156,017</b>	<b>\$57,897</b>	<b>\$58,409</b>	<b>\$57,370</b>	<b>\$65,969</b>	<b>\$67,008</b>	<b>\$66,034</b>	<b>\$36,030</b>	<b>\$37,005</b>	<b>\$36,136</b>	<b>\$316,425</b>	<b>\$315,556</b>	<b>\$869</b>

# DISCUSSION ITEM X.X. – CITY OF BURLINGTON COMPREHENSIVE PLAN TRANSPORTATION ELEMENT CERTIFICATION

## Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	06/01/2023	Discussion	<a href="#">Grant Johnson</a>	(360) 416-6678
Transportation Policy Board	06/21/2023	Discussion	<a href="#">Grant Johnson</a>	(360) 416-6678

## DISCUSSION

As a regional transportation planning organization, the Skagit Council of Governments (SCOG) is responsible for certifying the regional consistency and compliance with the Growth Management Act of the comprehensive plan transportation elements for Skagit County jurisdictions under [RCW 47.80.023\(3\)](#).

On May 11, 2023 the Burlington City Council approved an update to the City of Burlington Comprehensive Plan Transportation Element. During the element’s development, SCOG staff worked closely with City of Burlington staff to ensure all of the necessary requirements of the transportation element were met. After reviewing the approved version of the transportation element, SCOG staff has found it to be consistent with the Skagit 2045 Regional Transportation Plan (Skagit 2045) and compliant with the Growth Management Act. An excerpt from the Comprehensive Plan Transportation Element Consistency Review Checklist is included at the end of this memo. Staff recommends that the Transportation Policy Board certify the City of Burlington’s transportation element.

Below is a brief summary of some of the major topics included in Burlington’s update to the transportation element.

## LAND USE ASSUMPTIONS

The analysis done for the transportation element used regionally consistent population and employment allocations recommended by the Growth Management Act Steering Committee and adopted by the Board of Skagit County Commissioners. These adopted allocations are included in Countywide Planning Policy 1 – Appendix A. These allocations were used to develop future traffic forecasts based on the regional travel demand model. The adopted population and employment allocations are included in Table 1 below.

Year	Population	Employment
2015	10,464	9,896
2036	14,272	13,412
Total Change	3,808	3,516

TABLE 1: CITY OF BURLINGTON POPULATION AND EMPLOYMENT ALLOCATIONS

## EXPECTED DEFICIENCIES

Based on the population and employment allocations displayed above, the City of Burlington performed a transportation analysis of its roadway network to determine where existing and future level of service deficiencies are, or will be located. Under the Growth Management Act, any transportation deficiency that is a result of the forecasted growth must be addressed through the identification of projects or programs to correct the deficiencies.

Burlington has adopted Level of Service (LOS) D for all arterials within the city limits. Three arterial intersections are forecast to fall below LOS D by 2036. Arterial intersections are shown in Table 2 below.

Location	2036 Level of Service	Status Without Changes
George Hopper Road & Bouslog Road	D	Pass
Spruce Street & Rio Vista Avenue	D	Pass
Anacortes Street & Rio Vista Avenue	D	Pass
Whitmarsh Road & Pease Road	D	Pass
Skagit Street & Fairhaven Avenue	D	Pass
Burlington Boulevard & George Hopper Road	E	Fail
Burlington Boulevard & Pease Road	E	Fail
Spruce Street & Greenleaf Avenue	F	Fail

TABLE 2: CITY OF BURLINGTON LOCAL ARTERIAL INTERSECTION CONDITIONS IN 2036

By 2036 all of WSDOT’s intersections within the city of Burlington are projected to fall below LOS D. WSDOT intersections are shown in Table 3 below.

Location	2036 Level of Service	Status Without Changes
SR-20 & Spruce Street	E	Fail
SR-20 & Avon Avenue	F	Fail
SR-20 & Skagit Street	F	Fail
SR-20 & Section Street	F	Fail
SR-20 & Cherry Street	F	Fail
SR-20 & Regent Street	E	Fail

TABLE 3: WSDOT INTERSECTION CONDITIONS IN 2036

## NOTABLE PROJECTS

All of the LOS deficiencies listed above will be addressed through projects identified in the Burlington comprehensive plan transportation element. Planned improvements to arterial intersections that are projected to fall below LOS are shown in Table 4 below.

Location of Deficiency	2036 LOS Without Changes	Proposed Changes	2036 LOS with Changes
Burlington Boulevard & George Hopper Road	E	<ul style="list-style-type: none"> <li>Interchange Improvements</li> <li>Signal Timing Improvements</li> </ul>	D
Burlington Boulevard & Pease Road	E	<ul style="list-style-type: none"> <li>Gilkey Railroad Overpass</li> <li>McCorquedale Road Extension to Costco Drive</li> </ul>	C

		<ul style="list-style-type: none"> <li>• Signal Timing Improvements</li> </ul>	
Spruce Street & Greenleaf Avenue	F	<ul style="list-style-type: none"> <li>• Install Signal or Roundabout</li> </ul>	A

TABLE 4: PLANNED LOCAL ARTERIAL INTERSECTION IMPROVEMENTS

WSDOT intersections were not included in the above list of planned improvements because they are controlled by the state, but a list of planned improvements to WSDOT intersections is shown in Table 5 below.

Project & Description	Category	Location	Cost/Impact Fee Eligible
Construct Controlled Intersection and Pedestrian Crossing	Capacity	SR-20 and Section Street	\$1,750,000 Yes
Construct Controlled Intersection and Pedestrian Crossing	Capacity	SR-20 and North Skagit Street	1,750,000 Yes
Construct Controlled Intersection and Pedestrian Crossing	Capacity	SR-20 and Anacortes Street/Cascade Highway	\$1,750,000 Yes
Reconstruct SR-20 to Urban Standards with Complete Streets Improvements	Capacity	SR-20 – Burlington Boulevard to City Limits	\$6,930,000 Yes
Extend Multiuse Path	Supports Plan	SR-20 – Skagit Street to Burlington Boulevard	\$2,250,000 Yes
Reconfigure Interchange	Community Improvement	George Hopper and I-5	\$5,000,000 No

TABLE 5: PLANNED IMPROVEMENTS - CITY AND WSDOT PARTNERSHIP

Burlington has also identified projects in their comprehensive plan that add capacity, address maintenance and preservation, improve safety, and address non-motorized transportation needs. Planned Improvements are shown in Table 6 below.

Project & Description	Category	Location	Cost/Impact Fee Eligible
Widen East George Hopper – Add Sidewalks	Capacity	East of I-5 Overpass	\$2,000,000 Yes
Signal Timing Improvements	Capacity	Intersection of George Hopper and Costco Drive	\$669,000 Yes
Signal Timing Improvements	Capacity	Burlington Boulevard and Pease Road	\$250,000 Yes
Construct Controlled Intersection	Capacity	South Spruce Street and Greenleaf	\$1,750,000 Yes
Extend East McCorquedale Road	Supports Plan	Between Burlington Boulevard and Walnut Street	\$3,200,000 Yes
Construct New Frontage Road	Supports Plan	Along I-5 Between George Hopper and Cascade Mall Drive	\$4,500,000 Yes
New Multiuse Path	Supports Plan	Burlington Boulevard – Pease Road to Tammi Wilson Trail	\$324,000 Yes
Reconstruct Pease Road to Urban Standards and Construct Multiuse Path	Supports Plan	Burlington Boulevard to Anacortes Street	\$1,500,000 Yes
Construct Grade Separated Rail Crossing and Street Extension	Supports Plan	Spruce Street to Anacortes Street	\$15,000,000 Yes

Street Construction – North-South Connector	Supports Plan	Spruce Street to Pease Road	\$15,000,000 Yes
New Multiuse Path –Rotary Park Connector	Supports Plan	Skagit to Section Street	\$578,000 Yes
New Multiuse Path – Whitmarsh Road	Supports Plan	Whitmarsh Road – Skagit River to Pease Road	\$538,000 Yes
Extend Multiuse Path – Tammi Wilson Trail	Supports Plan	Stevens Road – Goldenrod Road to City Limits	\$585,000 Yes
Extend Multiuse Path – Dike Trail	Supports Plan	Skagit River Dike – I-5 to Skagit River Park	\$483,150 Yes
Extend Multiuse Path – Burlington High School Trail	Supports Plan	Chuckanut Transit Center to BESD Trail	\$87,150 Yes
Bike Lane Network Buildout	Supports Plan	Citywide – Striping and Signage	\$500,000 Yes
Local Street Improvements and Traffic Calming	Supports Plan	Citywide – Sidewalks and Intersection Improvements	\$24,053,040 Yes
Intersection Improvement and Gateway	Community Improvement	Burlington Boulevard and Fairhaven Avenue	\$3,000,000 No
Reconstruct Gardner Road	Community Improvement	Rio Vista to SR-20	\$1,800,000 No
Reconstruct Whitmarsh Road	Community Improvement	Burlington Boulevard to Pease Road	\$2,000,000 No
<b>Total</b>			<b>\$77,817,364</b>

TABLE 6: PLANNED IMPROVEMENTS - CITY PROJECTS

Several of the planned improvements in the comprehensive plan may meet the criteria for regionally significant projects. SCOG staff anticipate amending Skagit 2045 in the near future to reflect the current list of projects contained within Burlington’s comprehensive plan transportation element.

### FINANCIAL FORECAST

The City of Burlington has prepared a reasonable and regionally consistent financial forecast that identifies funding for all of the planned transportation projects in the comprehensive plan transportation element. It is estimated that through 2036, Burlington will have over \$69 million available to fund transportation improvements. The total cost for all transportation projects identified in the plan is estimated at over \$97 million, which leaves a funding gap of over \$28 million. Over \$19 million of these costs are associated with the SR-20 corridor. If WSDOT assumes responsibility for those costs, the total gap between expenditures and revenues narrows to approximately \$8.7 million. Burlington refers to several funding options within the plan that could cover the projected gap in funding, such as revising the City’s impact fees schedule and creating a Transportation Benefits District (TBD).

## TRANSPORTATION ELEMENT CONSISTENCY REVIEW CHECKLIST

This checklist is used to evaluate local plans' transportation elements for conformity with state law. It is based primarily on requirements of the GMA as delineated in RCW 36.70A.070. Additional appropriate factors have been drawn from the Washington State Department of Transportation checklist, and the WAC Procedural Criteria.

For each element, check **YES** if the element is **consistent** with the statement to the right. Check **NO** for each element that is **not consistent** with the statement to the right.

1.  Yes  No Were land use assumptions used in estimating travel?

If yes, page number(s) where criteria can be found: [Page 109](#)

Comments: [Land use assumptions consistent with the Skagit 2045 Regional Transportation Plan.](#)

2.  Yes  No Does the inventory of transportation facilities and services include all transportation modes?

If yes, page number(s) where criteria can be found: [Pages 101-108](#)

Comments: [All applicable modes are included in inventory.](#)

3.  Yes  No Have LOS standards been established for all arterials (including the state highways and transit routes?)

- Yes  No Are LOS standards regionally coordinated and consistent with adjacent jurisdictions?

If yes, page number(s) where criteria can be found: [Pages 109-110](#)

Comments: [Level of service standards established for arterials consistent with Skagit County and WSDOT standards.](#)

4.  Yes  No Is a deficiency analysis and an action strategy to address the identified deficiencies included in the plan?

If yes, page number(s) where criteria can be found: [Pages 111-119](#)

Comments: [Deficiencies are identified in section 8.5 and corrective actions are identified in section 8.6.](#)

5.  Yes  No Does the plan contain a multi-year financial plan, based on the needs identified which will serve as the basis of the six year street, road or transit plan?



Yes  No If yes, are the financial plans interjurisdictionally consistent?

If yes, page number(s) where criteria can be found: [Pages 114-119](#)

Comments: [Plan identifies projects that will prevent level of service from dropping below adopted standards.](#)

6.  Yes  No Does the plan contain goal statements to ensure mitigation of development impacts so affected facilities meet concurrency requirements?

If yes, page number(s) where criteria can be found: [Page 120](#)

Comments: [Plan establishes that future development should be fully connected to the street network and identifies development patterns to be avoided.](#)

7.  Yes  No Is the 10-year traffic forecast consistent with the adopted land use plan?

If yes, page number(s) where criteria can be found: [Pages 111-113](#)

Comments: [Traffic forecast is consistent with projected population and employment growth adopted in land use element.](#)

8.  Yes  No Are goal statements incorporated into the plan to accommodate the impacts related to development?

If yes, page number(s) where criteria can be found: [Pages 120-125](#)

Comments: [Policies 8.7.1\(2\) and 8.7.3\(1\) are examples of policies implementing Goals 8.7.1 and 8.7.3, respectively.](#)

9.  Yes  No Does the plan address coordination with adjacent jurisdictions to determine land uses within the adjacent jurisdictions that would affect local traffic patterns?

If yes, page number(s) where criteria can be found: [Page 122](#)

Comments: [Policy 8.7.2\(3\) addresses the need to be consistent with other comprehensive plans adopted within Skagit County.](#)

10.  Yes  No Does the plan address current and future coordination with state, regional, and local interests as part of the planning efforts?

If yes, page number(s) where criteria can be found: [Page 122](#)

Comments: [Policy 8.7.2\(2\) states that the City's Comprehensive Plan, CIP, TIP and Skagit Regional Transportation Plan must be consistent with one another.](#)

# 2023 OBLIGATION AUTHORITY PLAN

The following projects<sup>1</sup> had to obligate federal funding before **March 1, 2023**. If the projects did not obligate by March 1, 2023, they 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 must obligate federal funding before **August 1, 2023**, 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 <sup>2</sup>	SCOG 22-25	PL	(Not Yet)	\$261,176

The following projects must obligate federal funding by **September 30, 2023**, or contingent funding will be withdrawn for the projects on **October 1, 2023**. Project sponsors are encouraged to obligate federal funding before **July 1, 2023**.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Anacortes	R Avenue Long Term Improvements	T-1301	PE	(Not Yet)	\$176,460
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	PE	(Not Yet)	\$21,631
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	CN	(Not Yet)	\$368,019
City of Burlington	SR 20/Skagit Street Signalization Project	WA-03951	PE	(Not Yet)	\$200,000
City of Mount Vernon	Riverside Drive Improvements – 2	WA-13533	PE	(Not Yet)	\$259,500
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	PE	(Not Yet)	\$53,856
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	CN	(Not Yet)	\$71,421
City of Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin	SW42	RW	(Not Yet)	\$51,900
City of Sedro-Woolley	John Liner Road – Reed to Township Bicycle/Pedestrian Improvements	SW08A	PE	(Not Yet)	\$102,913
Skagit County	Francis Road – Section 3	WA-01192	PE	(Not Yet)	\$300,000

**TOTAL EXPECTED STBG-TA OBLIGATIONS<sup>3</sup>: \$502,116**  
**OBLIGATION AUTHORITY TARGET: \$1,678,048**

<sup>1</sup> The John Liner Road, Reed to Township Bicycle/Pedestrian Improvements project’s construction phase is removed from the 2023 Obligation Authority Plan. A lower-than-expected STBG allocation to SCOG for federal fiscal year 2023, which was received on February 6, 2023, put the RTIP out of fiscal constraint by year, and Sedro-Woolley staff agreed to move the project phase out of the 2023–2026 STIP, so the \$442,015 is not included in the 2023–2026 STBG programming. It is anticipated the project phase will be reprogrammed to 2024 with the 2024–2029 RTIP.

<sup>2</sup> A lower-than-expected STBG allocation for federal fiscal year 2023 reduced funding for this project phase from \$319,595 to \$261,176, which is 15% of the regional STBG allocation. Adjusting funding for this project is consistent with RTIP Policy 13 SCOG Administration Funding.

<sup>3</sup> Includes \$400,000 STBG obligation authorized by FHWA on January 4, 2023, which was included on 2022–2027 RTIP. Includes \$1,764,759 in STBG and TA deobligations authorized by FHWA this federal fiscal year.

## Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2023**. These projects will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

To be granted an extension, any extension request must have been received by SCOG no later than **February 22, 2023**. A project phase may only be granted one extension request.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
Skagit County	Francis Road Section 3	WA-01192	RW	(Not Yet)	\$75,075
Samish Indian Nation	Tommy Thompson Trail Trestle and Causeway Replacement	WA-13974	PL	(Not Yet)	\$160,650
Anacortes	R Avenue Long Term Improvements	T-1301	CN	(Not Yet)	\$859,087

**TOTAL STBG-TA EXTENSIONS: \$1,094,812**

## Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2023–2028 RTIP. The following project phase must obligate federal funding by **December 31, 2023**. This project will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

A project phase may only be appealed once to the Transportation Policy Board.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Burlington	SR 20/Skagit Street Signalization Project	WA-03951	CN	(Not Yet)	\$1,513,750

**TOTAL STBG-TA APPEALS: \$1,513,750**