

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

September 7, 2023 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 234 421 378#

AGENDA

1. Call to Order and Roll Call
2. [August 3, 2023 Technical Advisory Committee Meeting Minutes](#)
3. [September Regional Transportation Improvement Program Amendment](#) – *Mark Hamilton*
4. Non-Motorized Advisory Committee
 - a. [Proposed Update to 2023 Membership](#) – *Grant Johnson*
 - b. **2024 Skagit County Bike Map Update** – *Liz McNett Crowl*
5. [2023 Obligation Authority Plan](#) – *Mark Hamilton*
6. **2024–2029 Regional Transportation Improvement Program** – *Mark Hamilton*
7. **2024 Obligation Authority Plan** – *Mark Hamilton*
8. Roundtable and Open Topic Discussion
9. Next Meeting: October 5, 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/>.

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SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

August 3, 2023

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Steve Lange, Tim Hohmann
- City of Mount Vernon Bill Bullock
- City of Sedro-Woolley Mark Freiberger
- Port of Skagit Laura Schumacher
- Samish Indian Nation..... Nick Dorr
- Skagit County Forrest Jones
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation David Strich

STAFF PRESENT

- Skagit Council of Governments Mark Hamilton, Grant Johnson

OTHERS PRESENT

No one else attended the meeting.

AGENDA

1. Call to Order: 1:33 p.m.

Roll Call: Roll was taken with a quorum present.

2. July 6, 2023 Technical Advisory Committee Meeting Minutes: Mr. Hohmann moved to approve the July 6, 2023 Technical Advisory Committee (TAC) meeting minutes, and Mr. Windler seconded the motion. The motion carried unanimously.
3. August Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He stated that there were three proposed amendments for the month of August: two from Mount Vernon, the Library Commons EV Bicycle Charging Facility and the Library Commons EV Vehicle Charging Facility and one from Skagit Transit, the Micro Transit Study. Both of the Mount Vernon projects were recently selected for funding through the project selection process that was recently completed, and Mount Vernon has chosen to program them this year. Because of this, the local match for these projects is much higher than normal in order to fully fund the projects and obligate by end of the year. The Skagit Transit project is federally funded through the Areas of Persistent Poverty Program. He explained that the RTIP is fiscally constrained with the three proposed amendments.

Mr. Hohmann asked what areas the Micro Transit Study will cover. Mr. Windler responded that Area 1 is on Fidalgo Island, and that Area 2 is the NW section of the county.

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

4. Burlington Comprehensive Plan Transportation Element Certification: Mr. Johnson presented this agenda item. He explained that one of SCOG's duties as a regional transportation planning organization is to certify the regional consistency and compliance with the Growth Management Act (GMA) of the comprehensive plan transportation elements of Skagit County jurisdictions. He stated that Burlington had approved an update to their comprehensive plan transportation element on May 11, 2023, and that SCOG had begun the certification process at that time. He then gave an overview of the Burlington comprehensive plan transportation element and key findings of the certification process, including land use assumptions, expected deficiencies, notable projects and the financial forecast. Mr. Johnson stated that after certification, staff would be looking over the list of projects to determine if any are regionally significant and would be amending the Skagit 2045 to reflect any necessary changes.

Mr. Freiberger motioned to recommend that the Transportation Policy Board certify the City of Burlington Comprehensive Plan Transportation as presented. Mr. Jones seconded the motion and it carried unanimously.

5. Non-Motorized Advisory Committee Bylaws Update: Mr. Johnson presented this agenda item. He stated this item came before the TAC last month as a discussion item and gave an overview of the Non-Motorized Advisory Committee (NMAC) and its relationship to the TAC. He explained that updating the bylaws was a work program item for the NMAC this year due to several changes since their initial adoption in 2016, and at their June meeting they recommended bylaws revisions to the TAC. He then gave an overview of recommended changes, including meeting times and locations; membership changes; bicycle and pedestrian counts; and removal of redundant language directing the NMAC to assist member organizations.

Mr. Freiberger motioned to approve the updated Non-Motorized Advisory Committee Bylaws as presented. Mr. Windler seconded the motion and it carried unanimously.

6. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He explained that this report is a snapshot of obligation authority in the region at the end of June. He stated that deobligations had set the region back for the year and that it is likely that the region will miss its obligation target for the year, but that the region will be in a good position to meet next year's target.
7. 2023 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that this item has been updated to reflect the latest available information, and then went over the 2023 Obligation Authority Plan. He stated that the only change since the previous month was that the SCOG Admin 2022-2025 project had obligated. Mr. Hamilton asked that agencies keep him apprised of obligation status as their projects move through the statewide obligation process.

TAC members provided obligation updates for projects in the 2023 Obligation Authority Plan that have not yet obligated federal funding.

8. Project Selection Debriefing: Mr. Hamilton presented this agenda item. He stated that the project selection process had just concluded and that award letters had been sent out to applicants. He explained that prior to conclusion of the process, Skagit Transit had withdrawn its two applications, and that the Transportation Policy Board (TPB) had awarded those additional funds to the Mount Vernon EV charging station project. The TPB had also chosen to remove SCOG's Skagit 2050 Regional Transportation Plan project from the contingency list and award it funds. Staff is currently in the process of determining fiscal constraints, which is requiring many projects to be programmed in years five and six. Mr. Hamilton stated that there are several aspects of the selection process that staff would like TAC input on. In two years, staff will be looking at today's TAC input to make sure that recommended changes are incorporated into the next selection process.

Mr. Hamilton explained that the application form was modified from the last selection process to change "engineers estimate" to "cost estimate". No concerns had been brought up this year during the selection process, and staff would like to ask TAC members if they have any feedback. Mr. Bullock replied that as long as the cost estimate is detailed and not just a lump sum guess, he sees no issues with a cost estimate vs engineer's estimate, and that applicants need to be submitting only estimates that they are confident in. TAC members did not recommend any changes.

Mr. Hamilton stated that the application form has a section where project sponsors check the source of funds that they are requesting, and he asked if TAC members found that useful. Mr. Bullock stated that ultimately SCOG staff made the decision as to which sources of funding should be recommended for each project, so what source was checked on the form didn't matter in the end. He stated that the funding boxes should be removed. Mr. Hohmann said that he checked all the boxes for his applications. TAC members recommended removing the check boxes for requested funding sources.

Mr. Hamilton stated that this year there was new guidance to use the Washington Tracking Network (WTN) to score projects eligible for Transportation Alternatives funding. The WTN scores were to the side of regular project selection scores and did not make a difference in the overall project rankings. TAC members did not recommend any changes.

Mr. Hohmann stated that the cost summary section was non-intuitive for projects with multiple phases, in that there are check boxes for different phases. He felt like he was trying to tell the project story via check boxes, when in reality the cost summary notes section should be where that is discussed. Mr. Bullock stated that there should be language requiring a summary by phase, year and cost. Mr. Hamilton stated that staff had to reach out to applicants to request a breakdown by phase. TAC members recommended changing the form to have a cost breakdown by phase instead of the current check boxes and cost summary section.

Mr. Bullock stated that it would be helpful to have a list of project types that are eligible for Carbon Reduction (CR) funding. Mr. Hamilton stated that staff could consider creating a bulleted list of project types eligible for each funding source. Mr. Hohmann stated that because it is a new program, it seems like the CR program is not yet completely defined. TAC members recommended creating a bulleted list of eligible projects for each funding source.

Mr. Hohmann asked for an update on the contingency list. Mr. Hamilton stated that SCOG's Skagit 2050 RTP project had been removed from the first spot due to being selected for funding, and the two withdrawn Skagit Transit projects had been placed on the contingency list at #1 and #2, so the order of other projects on the contingency list had not been changed.

9. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
10. Next Meeting: September 7, 2023, 1:30 p.m.
11. Adjourned: 3:01 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

ACTION ITEM X.X. – SEPTEMBER REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/07/2023	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	09/20/2023	Action	Mark Hamilton	(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:

- Sedro-Woolley
 - John Liner Arterial Improvements: this amendment adds this project to the RTIP. Total estimated cost of the project is \$2,518,677. This project was selected for funding by the Transportation Policy Board at the July 19, 2023 meeting. Programming the preliminary engineering phase allows Sedro-Woolley to begin the project this year, after the Federal Highway Administration authorizes funding for the project. Other phases of the project, with both secured and planned funding, are programmed in years 2027 and 2028.

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on September 1 and ended on September 8.

ADMINISTRATIVE MODIFICATIONS

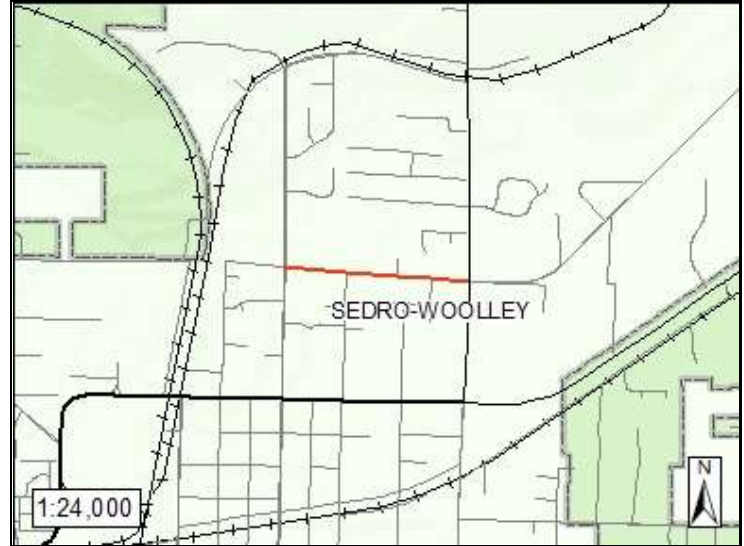
Administrative modifications to the Regional Transportation Improvement Program do not require Transportation Policy Board approval, and are submitted to the Washington State Department of Transportation (WSDOT) along with any amendments for the month. Administrative modifications are provided below for informational purposes only.

- Burlington
 - SR 20/Skagit Street Signalization Project: this administrative modification increases the total estimated project cost from \$1,921,250 to \$2,404,000, and increases the amount programmed for the construction phase from \$1,750,000 to \$2,033,750. The \$283,750 increase is from local funds used to match the federal funds for the project.

Agency Sedro Woolley

Project Title John Liner Road Arterial Improvements

Description Reconstruct John Liner Road including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination.



Road Name John Liner Road

Begin Termini N Reed Street

End Termini SR9/Township Street

Total Project Length 0.38

Improvement Type Reconstruction, No Added Capacity

Functional Class Minor Arterial

Environmental Type Categorical Exclusion

Priority Number 2

Amendment Number

Amendment Date

Total Project Cost \$2,518,677

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

STIP ID SW59

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 6/14/2023

Adoption Date 6/28/2023

Resolution Number 1124-23

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2023	STBG(UM)	\$226,111		\$0	\$35,289	\$261,400	9/20/2023
Total			\$226,111		\$0	\$35,289	\$261,400	

Agency Burlington

Project Title SR 20/Skagit Street Signalization Project

Description Install traffic signal for intersection and pedestrian/bicycle improvement project. Including; overlay, pavement repair, channelization, sidewalk, curb & gutter, signing, stormwater, and lighting upgrades.



Road Name SR 20

Begin Termini Skagit Street

End Termini SR 20

Total Project Length 0.25

Improvement Type Safety

Functional Class Other Principal Arterial

Environmental Type Categorical Exclusion

Priority Number 8

Amendment Number

Amendment Date

Total Project Cost \$2,404,000

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

STIP ID WA-03951

WSDOT PIN

Federal Aid Number 0020(187)

SCOG ID

Agency ID

Hearing Date 7/28/2022

Adoption Date 7/28/2022

Resolution Number 14-2022

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2023	STBG(UM)	\$1,513,750		\$0	\$520,000	\$2,033,750	9/20/2023
Total			\$1,513,750		\$0	\$520,000	\$2,033,750	

Financial Feasibility Table

Funding Program	Carryover	2023			2024			2025			2026			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed			
Regionally Managed Federal Funds	\$1,439	\$2,246	\$3,685	\$4,075	\$2,246	\$1,856	\$1,453	\$2,246	\$2,649	\$2,044	\$2,246	\$2,852	\$2,085	\$10,423	\$9,657	\$766
CRP	\$307	\$267	\$574	\$560	\$267	\$281	\$0	\$267	\$547	\$0	\$267	\$814	\$0	\$1,374	\$560	\$814
STBG	\$1,087	\$1,741	\$2,829	\$3,210	\$1,741	\$1,359	\$1,412	\$1,741	\$1,689	\$1,822	\$1,741	\$1,608	\$2,085	\$8,052	\$8,529	-\$477
TA	\$44	\$238	\$283	\$305	\$238	\$216	\$41	\$238	\$413	\$222	\$238	\$429	\$0	\$997	\$568	\$429
Other Federal Funds & State Funds	\$0	\$130,519	\$130,519	\$130,519	\$50,555	\$50,555	\$50,555	\$59,713	\$59,713	\$59,713	\$29,087	\$29,087	\$29,087	\$269,874	\$269,874	\$0
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	\$80	\$80	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$2,580	\$2,580	\$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	\$75,628	\$75,628	\$75,628	\$12,724	\$12,724	\$12,724	\$16,809	\$16,809	\$16,809	\$4,667	\$4,667	\$4,667	\$109,827	\$109,827	\$0
CWA	\$0	\$1,480	\$1,480	\$1,480	\$469	\$469	\$469	\$160	\$160	\$160	\$50	\$50	\$50	\$2,159	\$2,159	\$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	\$3,312	\$3,312	\$3,312	\$1,068	\$1,068	\$1,068	\$678	\$678	\$678	\$242	\$242	\$242	\$5,301	\$5,301	\$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
Matching Funds	\$0	\$21,775	\$21,775	\$21,775	\$4,938	\$4,938	\$4,938	\$4,277	\$4,277	\$4,277	\$4,964	\$4,964	\$4,964	\$35,954	\$35,954	\$0
Local	\$0	\$21,775	\$21,775	\$21,775	\$4,938	\$4,938	\$4,938	\$4,277	\$4,277	\$4,277	\$4,964	\$4,964	\$4,964	\$35,954	\$35,954	\$0
Total	\$1,439	\$154,539	\$155,978	\$156,369	\$57,740	\$57,349	\$56,946	\$66,236	\$66,639	\$66,034	\$36,297	\$36,902	\$36,136	\$316,251	\$315,484	\$766

ACTION ITEM – NON-MOTORIZED ADVISORY COMMITTEE PROPOSED UPDATE TO 2023 MEMBERSHIP

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Non-Motorized Advisory Committee	8/22/2023	Recommendation	Grant Johnson	(360) 416-6678
Technical Advisory Committee	9/7/2023	Action	Grant Johnson	(360) 416-6678

ACTION

Skagit Council of Governments (SCOG) staff and the Non-Motorized Advisory Committee recommend that the Technical Advisory Committee adopt the Non-Motorized Advisory Committee Proposed Update to 2023 Membership as presented.

DISCUSSION

Every year, the Technical Advisory Committee (TAC) reviews and approves the membership of the Non-Motorized Advisory Committee (NMAC). The NMAC is an advisory committee to the TAC which is created and governed by bylaws approved by the TAC. The NMAC Bylaws were adopted in August 2023 and give the TAC the ability to make changes to the membership at any time throughout the year. At their August 22, 2023 meeting, the NMAC made a recommendation to revise the 2023 NMAC membership by adding three new members to the committee. The proposed new members are:

- Julie Kinder, Anacortes resident and member of the Anacortes Bike/Pedestrian Advisory Committee.
- Lettie Lance, Burlington resident and member of community group working with city officials to improve bicycle and pedestrian safety.
- Wade Lance, Burlington resident and member of community group working with city officials to improve bicycle and pedestrian safety.

NON-MOTORIZED ADVISORY COMMITTEE PROPOSED UPDATE TO 2023 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, and on an as-needed basis.

Membership changes proposed by the NMAC for 2023 are in the following table.

Name	Status	Notes
Liz McNett Crowl	Coordinator & Current Member	
Linda Talman	Current Member	
Marie Erbstoesz	Current Member	
Debra Bray	Current Member	Tribal Representative & Swinomish Planner
Julie Kinder	Proposed New Member	Member of Anacortes Bike/Pedestrian Advisory Committee
Lettie Lance	Proposed New Member	Burlington resident who works with citizens and elected officials to improve bicycle access
Wade Lance	Proposed New Member	Burlington resident who works with citizens and elected officials to improve bicycle access

From: [Julie Kinder](#)
To: [Grant Johnson](#)
Subject: NMAC member application
Date: Wednesday, August 23, 2023 2:51:11 PM

Grant, per your request, please find below a short description of my background and interests related to non-motorized transportation.

To current NMAC members and the TAC:

I am writing to express my interest in becoming a member of the NMAC, and provide information about my qualifications. I am not an elected official in any member jurisdiction of a SCOG governing body. I have been a resident of Anacortes since May, 2019 when I transferred here with my then-employer. I retired from full-time employment as an Engineering Supervisor at the Marathon Anacortes Refinery in May, 2022. Much of my professional experience is in Project Management, including project selection, scope development, management of schedules and budgets, and safe project execution.

I have long been an active walker and hiker, and since retiring I frequently bicycle in Skagit County for both recreation and transportation. I am an active member of the Skagit Bicycle Club (SBC), and joined the Anacortes Bicycle and Pedestrian Advisory Committee (ABPAC) in 2022 at their invitation. ABPAC works with the City of Anacortes to improve local non-motorized transportation, and we recently completed a joint effort with the City to update the Bike-Ped Network map of Anacortes and Fidalgo Island. I engage in volunteer projects to improve trails and promote safe public access and usage. Within the last year I have: helped re-build the Tommy Thompson trestle (damaged by arson in August, 2022); participated in *Friends of the Forest* sponsored volunteer work days on the trails of the Anacortes Community Forest Lands (ACFL); joined Washington Trails Association (WTA) volunteer work parties in Western Washington locations improving trails and clearing fallen trees; and spoken up for trails and access for all at advocacy meetings organized by WTA and held with our state legislators during the 2023 budgeting cycle.

Thank you for considering me for appointment on the NMAC, and please let me know if you have any questions.

Respectfully submitted,
Julie Kinder
Anacortes, Washington

From: [LL](#)
To: [Grant Johnson](#)
Cc: [Egan Wade Lance](#)
Subject: Re: NMAC-new membership
Date: Sunday, August 27, 2023 5:27:05 PM

Hi Grant, here's my info for the TAC.

I have lived in Burlington for nine years and have spent many hours and miles as a cyclist and pedestrian around town, both on my own and with my kids. Prioritizing biking and walking over car travel as much as possible is important to me and my family for health, environmental, and economical reasons. As a parent I am working to teach my kids to be safe and responsible cyclists/pedestrians, despite the hazards present. I wish they could safely walk or bike on their own to school (one mile away from our house) but currently the traffic patterns feel too dangerous and the routes too congested for them to do so. Over the last two years, my husband and I have been working with a group of neighbors and city representatives to identify ways Burlington can be improved to better accommodate pedestrians and cyclists, and we would love to have the chance to represent our town as a part of the NMAC.

I work as a flight attendant, and while traveling to different countries and U.S. regions I've seen many examples of how safe and convenient walking/cycling options can positively impact a community. Folks in Skagit County have a wide variety of reasons for choosing non-motorized transportation and I would like to join the NMAC to help work toward safer streets for all.

Thanks,
Lettie

From: [Elgan Wade Lance](#)
To: [Grant Johnson](#)
Cc: [LL](#)
Subject: Re: NMAC-new membership
Date: Monday, August 28, 2023 9:08:20 AM

Greetings Grant,

My name is Wade Lance. Lettie and I live in Burlington, across from Maiben Park for about 9 years. We have two children, Jesse who's 12, and Rosemary, who is 5 years old.

My life with a bicycle began at a young age. I was the kid who was always on a bike and loved the independence that came with having one. I was also the kid who was always taking his bicycle apart, upgrading or trading parts, and hanging around the local bike shop for any advice from any willing and patient bicycle mechanic.

With my mechanics experience as a kid, I landed a job in college as a bicycle mechanic at a bike shop by Stanford University and have since wrenched at bike shops in San Francisco, Honolulu, Wyoming, and here in Burlington.

Now, with a long career as an art director / creative director, I've been fortunate to fall back on bicycle mechanics when the economy goes south. Both gigs are mutually exclusive, which I really love. With a current job as a creative director for Peloton, I still keep my hands dirty by working on neighborhood kids bikes, and have a network of found bikes that I fix up and give to kids and adults. If they don't need it any longer, or move on to another bike, they return it to me so I can tune it up for the next rider. Currently, I have about 15 bikes out there somewhere.

In terms of commuting by bicycle, I've commuted daily in the Bay Area and San Francisco, where I was an active member and mechanic of the San Francisco Bike Coalition. I've commuted by bicycle in Honolulu where I spent three years as an art director at an ad agency and wrenched at a local bike shop.

Currently in Burlington, as a family, we like to ride our bikes around Maiben Park and along the Skagit River, but find rides to Sedro Woolley, Mount Vernon, or down Fairhaven and Burlington Avenue are really sketchy and dangerous. We were riding from our house to West View Elementary, but it requires crossing Burlington Boulevard and highway 20, but with a few close calls, we are fairly hesitant to continue. With all of this, we have begun to form a focus group that meets with city council members, WashDOT, and city planning to help provide context from a bicycle commuter's perspective on how we can make pedestrian and bicycle traffic safer in Burlington. We're finding that with a few bicycle lanes in key areas, it would unlock and link bright spots in Burlington to other cities in Skagit County, but it would also make Burlington a safer place for kids and adults who would greatly benefit from bicycle commuting or walking in conjunction with the already established public transit system.

Lettie and I look forward to joining NMAC so we can take what we've learned to our focus group and city council, to take the beginning steps to a better bike able and walkable Burlington.

Thanks,

Elgan Wade Lance

2023 OBLIGATION AUTHORITY PLAN

The following projects¹ 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 ²	SCOG 22-25	PL	✓	\$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	✗	\$21,631
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	CN	✓	\$368,019
City of Burlington	SR 20/Skagit Street Signalization Project	WA-03951	PE	✓	\$173,000
City of Mount Vernon	Riverside Drive Improvements – 2	WA-13533	PE	✓	\$259,500
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	PE	✓	\$53,856
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	CN	✓	\$71,421
City of Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgins	SW42	RW	✓	\$51,900
City of Sedro-Woolley	John Liner Road – Reed to Township Bicycle/Pedestrian Improvements	SW08A	PE	✓	\$102,913
Skagit County	Francis Road – Section 3	WA-01192	PE	✗	\$300,000

TOTAL EXPECTED STBG-TA OBLIGATIONS³: \$1,012,572
OBLIGATION AUTHORITY TARGET: \$1,678,048

¹ 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.

² 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.

³ Includes \$400,000 STBG obligation authorized by FHWA on January 4, 2023, which was included on 2022–2027 RTIP. Includes \$1,763,091 in STBG and TA deobligations authorized by FHWA this federal fiscal year. Includes any Extensions that have obligated funding.

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	✓	\$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