

## SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

October 5, 2023 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 540 016 176#

### REVISED AGENDA

1. Call to Order and Roll Call
2. [September 7, 2023 Technical Advisory Committee Meeting Minutes](#)
3. [October Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. [2024-2029 Regional Transportation Improvement Program](#) – *Mark Hamilton*
5. [2024 Obligation Authority Plan](#) – *Mark Hamilton*
6. [2023 Obligation Authority Plan](#) – *Mark Hamilton*
7. [2024 Skagit Regional Transportation Priorities](#) – *Grant Johnson*
8. Roundtable and Open Topic Discussion
9. Next Meeting: November 2, 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.

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**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

September 7, 2023

Microsoft Teams Remote Meeting

## AGENCIES REPRESENTED

- City of Anacortes.....Tim Hohmann
- City of Mount Vernon ..... Bill Bullock
- City of Sedro-Woolley .....Mark Freiberger
- Port of Anacortes..... John Dumas
- Samish Indian Nation.....John Barrett, Nick Dorr
- Skagit County ..... Forrest Jones, Grace Kane
- Skagit PUD.....Mark Semrau
- Washington State Department of Transportation ..... Mehrdad Moini, John Shambaugh

## STAFF PRESENT

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

## OTHERS PRESENT

Liz McNett Crawl, Non-Motorized Advisory Committee

## AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. August 3, 2023 Technical Advisory Committee Meeting Minutes: Mr. Bullock moved to approve the August 3, 2023 Technical Advisory Committee (TAC) meeting minutes, and Mr. Shambaugh seconded the motion. The motion carried unanimously.
3. September Regional Transportation Improvement Program Amendment: Mr. Hamilton presented this agenda item. He stated that there is one proposed amendment for the month of September: the John Liner Arterial Improvements project from Sedro-Woolley. He explained that the project was selected for funding by the Transportation Policy Board (TPB) in July, and that the amendment adds the project to the Regional Transportation Improvement Program (RTIP). Programming the preliminary engineering phase now will allow the project to begin this year. He then went over funding for the project. He stated that there is also an administrative modification from Burlington for the SR 20/Skagit Street Signalization Project that requires no action but is being provided for informational purposes. The modification increases the total cost of the project to just over \$2.4

million. This was a project that went through the appeal process to be added back to the RTIP, and which has until the end of the year to obligate funding for the construction phase.

Mr. Shambaugh motioned to recommend approval of the September Regional Transportation Improvement Program Amendment to the TPB, as presented. Mr. Jones seconded the motion and it carried unanimously.

#### 4. Non-Motorized Advisory Committee

- a. Proposed Update to 2023 Membership: Mr. Johnson presented this agenda item. He stated that the TAC had approved new bylaws for the Non-Motorized Advisory Committee (NMAC) in August that gives the TAC the ability to amend NMAC membership at any time. At their August 22, 2023 meeting the NMAC made a recommendation to the TAC to add three new members to the NMAC. The proposed new members are Julie Kinder of Anacortes, Lettie Lance of Burlington and Wade Lance of Burlington. Mr. Johnson then gave a brief biographical overview of each proposed new member.

Mr. Freiberger motioned to approve the NMAC Proposed Update to 2023 Membership as presented. Mr. Hohmann seconded the motion and it carried unanimously.

- b. 2024 Skagit County Bike Map Update: Ms. McNett Crowl presented this agenda item. She explained that SCOG is running low on bike maps, and that there are updates needed to the current map, so the NMAC will be updating the Skagit County Bike Map in 2024. The project is in the early stages, but the goal is to complete the update prior to the start of the 2024 bicycle season next spring. The NMAC will be working with Skagit GIS and soliciting input from community members as part of the update process. She stated that SCOG staff will be reaching out to member jurisdictions in early 2024 asking for updates, and that only completed bicycle infrastructure will be included in the final map.

5. 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 explained that the Skagit region is not expected to meet its obligation authority target of \$1.67 million this federal fiscal year, and that expectation has been communicated to statewide partners, but that staff is optimistic that next year's target will be exceeded due to obligations expected later this calendar year and likely 2024 programming in the Skagit region.

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

6. 2024–2029 Regional Transportation Improvement Program: Mr. Hamilton presented this agenda item. He stated that he has reviewed submitted projects and sent out comments to project sponsors. The 2024-2029 RTIP is expected to be adopted by the TPB at their October meeting, and the draft will be ready for review next week. He then shared the draft programming sheets and discussed each project, including anticipated program year for project phases and RTIP financial feasibility.
7. 2024 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He gave an overview of the 2024 Obligation Authority Plan, and the timelines involved for project obligations, extensions and appeals. Mr. Hamilton then went over each project in the plan and their deadlines to obligate. He

stated that at this time, the Skagit region is expected to obligate \$2.49 million next federal fiscal year, but that the \$2.03 million obligation authority target currently shown in the draft document is likely to change, and depends on a number of different factors such as obligations and deobligations occurring late this calendar year, and allocations received in early 2024.

- 8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
- 9. Next Meeting: October 5, 2023, 1:30 p.m.
- 10. Adjourned: 2:46 p.m.

Attest:

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

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

DRAFT

## **ACTION ITEM X.X. – OCTOBER REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS**

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	10/05/2023	Review and Recommendation	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	10/18/2023	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:

- Anacortes
  - Q Avenue Pedestrian Crossings: the amendment adds this project to the RTIP. The project was selected for funding by the Transportation Policy Board at the July 19, 2023 meeting. All project phases are fully funded and total estimated project cost is \$511,000, which includes \$442,000 in federal funding and \$69,000 in local funding used for match. The preliminary engineering phase is programmed for 2024 and the construction phase for 2025.
- Skagit County
  - Francis Road Section 1: this project is already in the RTIP and this amendment adds \$1,750,000 in federal funds to the construction phase from the Highway Safety Improvement Program. The amendment also increases the total estimated project cost from \$2,525,596 to \$3,434,017, adds an additional \$430,000 in County Road Administration Board (CRAB) funds to the construction phase, and reduces construction phase local funding from \$1,397,579 to \$65,000. Both Rural Arterial Program (\$839,000) and County Arterial Preservation Program (\$430,000) funds received from CRAB are included in the construction phase, which is programmed for 2023.

### **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 28 and ended on October 6.

**Agency** Anacortes

**Project Title** Q Avenue Pedestrian Crossings

**Description** Improve pedestrian crossings at 13th Street and Q Avenue intersection and midblock crossing at Safeway entrance, east of 12th Street. Project includes: marked crosswalks and enhancements; and a paved, separated trail.

**Road Name** Q Avenue

**Begin Termini** 13th Street

**End Termini** 12th Street/Safeway Entrance

**Total Project Length** 0.06

**Improvement Type** Safety

**Functional Class** Minor Arterial

**Environmental Type** Categorical Exclusion

**Priority Number** 9

**Amendment Number**

**Amendment Date** 9/25/2023

**Total Project Cost** \$511,000



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

**STIP ID** WA-15131

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 9/25/2023

**Adoption Date** 12/5/2022

**Resolution Number** 4060

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2024	CRP(US)	\$46,000		\$0	\$7,180	\$53,180	10/18/2023
CN	2025	CRP(US)	\$334,000		\$0	\$52,128	\$386,128	10/18/2023
CN	2025	TA(US)	\$62,000		\$0	\$9,692	\$71,692	10/18/2023
<b>Total</b>			<b>\$442,000</b>		<b>\$0</b>	<b>\$69,000</b>	<b>\$511,000</b>	

**Agency** Skagit Co.

**Project Title** Francis Road Section 1

**Description** Rehabilitate and widen Francis Road to current standards to improve safety and stabilize the road base.



**Road Name** Francis Road (#79000)

**Begin Termini** 5.05

**End Termini** 5.66

**Total Project Length** 0.61

**Improvement Type** Reconstruction, Added Capacity

**Functional Class** Minor Collector

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$3,434,017

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

**STIP ID** WA-01171

**WSDOT PIN**

**Federal Aid Number** F294(001)

**SCOG ID**

**Agency ID**

**Hearing Date** 4/25/2023

**Adoption Date** 4/25/2023

**Resolution Number** R20230072

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2023	HSIP	\$1,750,000	CRAB	\$1,269,000	\$65,000	\$3,084,000	10/18/2023
<b>Total</b>			<b>\$1,750,000</b>		<b>\$1,269,000</b>	<b>\$65,000</b>	<b>\$3,084,000</b>	



## 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			
<b>Regionally Managed Federal Funds</b>	<b>\$1,439</b>	<b>\$2,246</b>	<b>\$3,685</b>	<b>\$4,075</b>	<b>\$2,246</b>	<b>\$1,856</b>	<b>\$1,499</b>	<b>\$2,246</b>	<b>\$2,603</b>	<b>\$2,440</b>	<b>\$2,246</b>	<b>\$2,410</b>	<b>\$2,085</b>	<b>\$10,423</b>	<b>\$10,099</b>	<b>\$324</b>
CRP	\$307	\$267	\$574	\$560	\$267	\$281	\$46	\$267	\$501	\$334	\$267	\$434	\$0	\$1,374	\$940	\$434
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	\$284	\$238	\$367	\$0	\$997	\$630	\$367

<b>Other Federal Funds &amp; State Funds</b>	<b>\$0</b>	<b>\$132,699</b>	<b>\$132,699</b>	<b>\$132,699</b>	<b>\$50,555</b>	<b>\$50,555</b>	<b>\$50,555</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>\$272,054</b>	<b>\$272,054</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	\$80	\$80	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$2,580	\$2,580	\$0
HSIP	\$0	\$3,300	\$3,300	\$3,300	\$8,775	\$8,775	\$8,775	\$0	\$0	\$0	\$0	\$0	\$0	\$12,075	\$12,075	\$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	\$7,603	\$7,603	\$7,603	\$1,487	\$1,487	\$1,487	\$0	\$0	\$0	\$0	\$0	\$0	\$9,090	\$9,090	\$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

<b>Matching Funds</b>	<b>\$0</b>	<b>\$20,442</b>	<b>\$20,442</b>	<b>\$20,442</b>	<b>\$4,945</b>	<b>\$4,945</b>	<b>\$4,945</b>	<b>\$4,339</b>	<b>\$4,339</b>	<b>\$4,339</b>	<b>\$4,964</b>	<b>\$4,964</b>	<b>\$4,964</b>	<b>\$34,690</b>	<b>\$34,690</b>	<b>\$0</b>
Local	\$0	\$20,442	\$20,442	\$20,442	\$4,945	\$4,945	\$4,945	\$4,339	\$4,339	\$4,339	\$4,964	\$4,964	\$4,964	\$34,690	\$34,690	\$0

<b>Total</b>	<b>\$1,439</b>	<b>\$155,387</b>	<b>\$156,826</b>	<b>\$157,216</b>	<b>\$57,747</b>	<b>\$57,356</b>	<b>\$56,999</b>	<b>\$66,298</b>	<b>\$66,655</b>	<b>\$66,492</b>	<b>\$36,297</b>	<b>\$36,460</b>	<b>\$36,136</b>	<b>\$317,167</b>	<b>\$316,843</b>	<b>\$324</b>
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## **ACTION ITEM X.X. – RESOLUTION 2023-XX TO APPROVE 2024–2029 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/07/2023	Discussion	<a href="#">Mark Hamilton</a>	360-416-7876
Transportation Policy Board	09/20/2023	Release	<a href="#">Mark Hamilton</a>	360-416-7876
Technical Advisory Committee	10/05/2023	Review and Recommendation	<a href="#">Mark Hamilton</a>	360-416-7876
Transportation Policy Board	10/18/2023	Action	<a href="#">Mark Hamilton</a>	360-416-7876

### **RECOMMENDED ACTION**

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend adoption of Resolution 2023-XX to approve the [2024–2029 Regional Transportation Improvement Program](#) (RTIP).

### **DISCUSSION**

The RTIP is a compilation of projects from the various federal, state, tribal and local funding programs for all transportation agencies in the Skagit region. Projects included in the program implement the long-range transportation and transit plans for the region, help meet short-range needs and maintain the existing transportation system. SCOG prepares a new RTIP every year and provides for monthly amendments every month, except for November and December.

The primary purpose of the Regional Transportation Improvement Program is to identify and document federally funded and regionally significant projects to be included in the Statewide Transportation Improvement Program. Projects cannot obligate<sup>1</sup> federal funds – even when funds have already been awarded – unless they are included in the RTIP and the Statewide Transportation Improvement Program. Once the project funds have been obligated, the obligated funds will not be included in the next update to the RTIP, even if all of the funds have not been spent. For this reason, the RTIP should be viewed as a document that identifies programs and projects from the Skagit 2045 Regional Transportation Plan and prioritizes them for implementation within the constraints of a reasonable financial forecast – not a listing of federal, state and local transportation spending. SCOG produces an [Annual Listing of Federal Obligations](#) that documents all of the federal fund obligations that have occurred within SCOG’s planning area in the previous calendar year.

The Regional Transportation Improvement Program also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed<sup>2</sup> in the next four years

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<sup>1</sup> Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or “obligated,” for that particular project.

<sup>2</sup> “Programmed” means that the funding for the project is scheduled to be obligated (see footnote 1) in a particular federal fiscal year (October 1 through September 30) identified in the RTIP.

will not cost more than the amount of funding the region expects to be available. Section 5 includes detailed financial tables for the projects programmed in the fiscally constrained<sup>3</sup> portion of the RTIP.

## KEY UPDATES

The following updates have been made to the 2024–2029 Regional Transportation Improvement Program.

### PROJECT LISTS

The project list in the Regional Transportation Improvement Program has been refreshed to identify projects that are federally funded or regionally significant and have secured funding for the years 2024–2027. These projects will also be included in the Statewide Transportation Improvement Program.

- [Fiscally Constrained Project List](#)

Years 2028 and 2029 fall outside of the fiscally constrained portion of the Regional Transportation Improvement Program and serve as an illustrative list of project priorities. These projects cannot be included in the Statewide Transportation Improvement Program, but act as an illustrative list of projects to be included in the fiscally constrained portion of the RTIP if additional funding becomes available or if priorities change in the Skagit region. Only projects that have been competitively selected by SCOG to receive federal funding can be programmed on the illustrative list. The illustrative list also includes planned funding that has not yet been committed to the project, for projects that have not secured 100% funding for a relevant phase.

- [Illustrative Project List](#)

### REGIONALLY SIGNIFICANT PROJECTS

SCOG makes a determination on a project-by-project basis of regional significance, and programs regionally significant projects in the RTIP. Projects can be regionally significant whether or not they include federal funding.

- [Determination of Regional Significance](#)

### FISCAL CONSTRAINT

The Regional Transportation Improvement Program financial feasibility table depicts the funding programmed for obligation between 2024 and 2027.

- [Financial Feasibility Table](#)

### REGIONAL PROJECT SELECTIONS

For federal funds managed by SCOG, programming of project selection decisions are maintained in six-year programming sheets. These sheets are components of the Regional Transportation Improvement Program and all projects appearing on them have been competitively selected for programming.

- [Surface Transportation Block Grant Program](#)
- [Carbon Reduction Program](#)
- [Transportation Alternatives](#)

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<sup>3</sup> The fiscally constrained portion of the RTIP includes the first four years of the RTIP that are also included in the Statewide Transportation Improvement Program. The RTIP may include projects programmed to receive regionally managed funding in years five and six — such as Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds — but may not be fiscally constrained.

### **ENVIRONMENTAL JUSTICE**

To be consistent with federal regulations, SCOG performed an Environmental Justice analysis on the projects included in the Regional Transportation Improvement Program. Based on this analysis, the programming decisions in the RTIP do not have a disproportionate adverse effect on Environmental Justice protected minority and low-income populations.

### **REGIONAL PERFORMANCE TARGETS**

There is a section in the Regional Transportation Improvement Program which documents SCOG's effort setting regional performance targets, in accordance with federal regulations. This target setting is part of the performance-based planning approach applied across the United States by metropolitan planning organizations, such as SCOG.

### **EMERGENT NEED AWARD PROCESS**

A section is incorporated into the Regional Transportation Improvement Program, documenting the emergent need award process adopted by the Transportation Policy Board in April 2019.

### **OBLIGATION AUTHORITY PROCEDURES**

Obligation authority procedures are included within the Regional Transportation Improvement Program.

- [Obligation Authority Procedures](#)

### **POLICIES**

Programming policies are included within the Regional Transportation Improvement Program to guide investment priorities.

- [Policies](#)

# 2024 – 2029

## REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT



Adopted by the  
Transportation Policy Board on  
October 18, 2023

**SCOG**  
Skagit Council of Governments

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## METROPOLITAN PLANNING AREA SELF-CERTIFICATION

In accordance with 23 CFR § 450.336, the Washington State Department of Transportation (WSDOT) and the Skagit Council of Governments (SCOG), the metropolitan planning organization for the Skagit Metropolitan Planning Area, hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fast Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

SCOG

WSDOT

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Kevin Murphy  
Executive Director  
Skagit Council of Governments

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Ryan Clemens  
Tribal and Regional Transportation Planner  
Tribal and Regional Planning Office

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

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

## 1 INTRODUCTION

### 1.1 ABOUT SCOG

The Skagit Council of Governments is a federally designated metropolitan planning organization consisting of Skagit County, all cities and towns within Skagit County, the Swinomish Indian Tribal Community, Samish Indian Nation, Skagit Transit, Skagit PUD, the Port of Anacortes, the Port of Skagit, and Washington State Department of Transportation. SCOG leads the development of the long-range [Skagit 2045 Regional Transportation Plan](#) (Skagit 2045) and a medium-range regional transportation improvement program. These efforts are coordinated with the public, United States Department of Transportation, WSDOT, local elected leadership, local planners and engineers.

In addition to being a metropolitan planning organization, SCOG is also a regional transportation planning organization, as designated through Washington state's Growth Management Act. As a regional transportation planning organization, SCOG includes cities, towns, Skagit County, Skagit Transit, ports, tribes, private employer representatives and WSDOT in its planning activities. This includes preparation of a regional transportation plan, certification that countywide planning policies and local transportation elements are consistent with the plan, and development and maintenance of the six-year regional transportation improvement program.

### 1.2 PURPOSE OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCOG is required by federal and state regulations to develop a regional transportation improvement program (RTIP) which spans at least four years and is updated at least every two years. SCOG generally updates the RTIP annually and allows amendments to the RTIP on a monthly basis.

The RTIP is a compilation of projects from various federal, state and local funding programs for all transportation agencies in the Skagit region. Projects included in the program implement the long-range transportation and transit plans for the region, help meet the short-range needs of the area, and provide for ongoing maintenance and preservation of the existing transportation system.

A primary purpose of the RTIP is to identify and document federally funded and/or regionally significant projects to be included in the Washington Statewide Transportation Improvement Program (STIP). Projects cannot obligate<sup>1</sup> certain federal funds – even though the funds have been awarded – unless they are included in the RTIP and the STIP. Once the project funds have been obligated, the obligated funds will not be included in the next update to the RTIP, even if all of the funds have not been spent. For this reason, the RTIP should be viewed as a document that identifies programs and projects from the regional transportation plan and prioritizes them for implementation within the constraints of a reasonable financial forecast – not a listing of federal, state and local transportation spending. SCOG



CONCEPTUAL IMAGE OF NEW GUEMES ELECTRIC FERRY

<sup>1</sup> Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or "obligated" for that particular project.

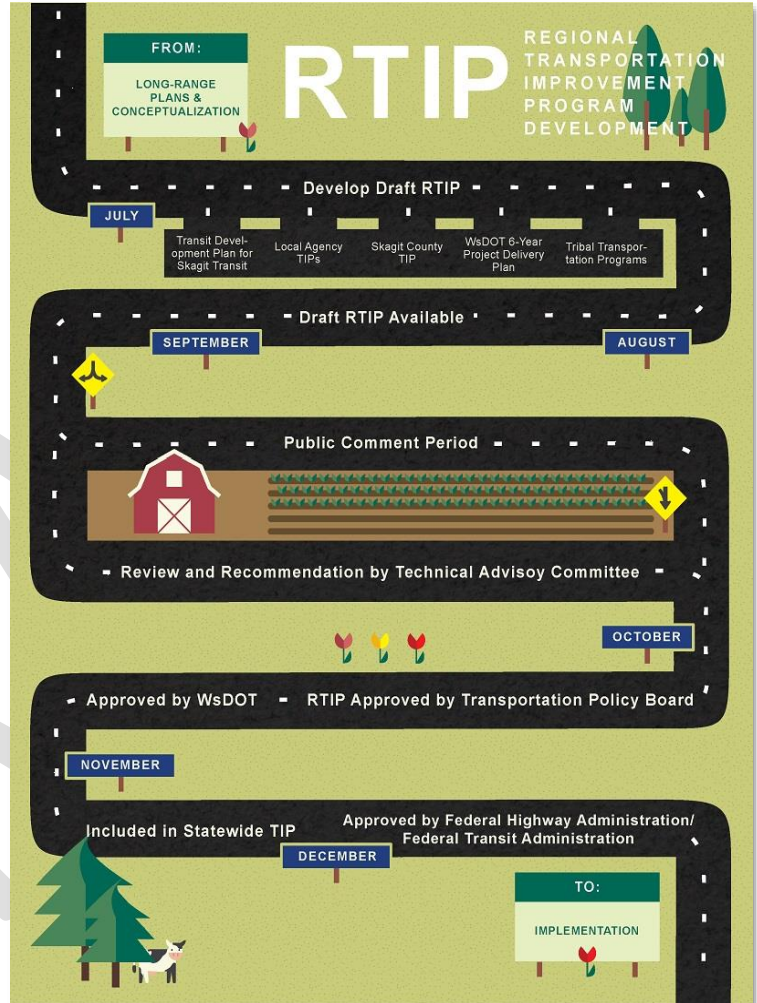


produces an [Annual Listing of Federal Obligations](#) that documents federal fund obligations that have occurred within the Skagit region in the previous calendar year.

The RTIP also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed<sup>2</sup> in the next four years will not cost more than the amount of funding the region expects to be available. Section 4.3 includes detailed financial tables for the projects programmed in the fiscally constrained<sup>3</sup> portion of the RTIP.

## 2 DOCUMENT PREPARATION

The RTIP is coordinated with the development of capital improvement plans, local comprehensive transportation programs, and tribal transportation improvement programs of SCOG member jurisdictions. When developing their transportation programs, member jurisdictions evaluate their transportation needs for the ensuing six-year period based on local priorities and expected funding levels available to meet those needs. Because the need for transportation improvements is often greater than the amount of funding available, the member jurisdictions prioritize their transportation needs to identify a six-year list of projects that they determine to be most important to undertake. Drafts of the transportation programs are available for the public, other agencies and internal departments to review. Member jurisdictions then make any revisions deemed necessary before adopting their comprehensive transportation programs, capital improvement plans, and tribal transportation improvement programs – indicating which projects have secured<sup>4</sup> and planned funding.



**RTIP DEVELOPMENT PROCESS**

Local governments, tribal governments and WSDOT then submit their programmed projects to SCOG. The RTIP is a compilation of the projects with secured federal funding or regionally significant projects that have secured state or local funding. The project list for the 2024–2029 RTIP is included in Section 4. From these projects, an assessment of region-wide financial feasibility is estimated in Section 5.

Local governments, tribal governments and WSDOT then submit their programmed projects to SCOG. The RTIP is a compilation of the projects with secured federal funding or regionally significant projects that have secured state or local funding. The project list for the 2024–2029 RTIP is included in Section 4. From these projects, an assessment of region-wide financial feasibility is estimated in Section 5.

<sup>2</sup> “Programmed” means that the funding for the project is scheduled to be obligated (see footnote 1) in a particular calendar year (January 1 through December 31) identified in the RTIP.

<sup>3</sup> The fiscally constrained portion of the RTIP includes the first four years of the RTIP that are also included in the STIP. The RTIP may include projects programmed to receive regionally managed funding in years five and six – such as Surface Transportation Block Grant program and Transportation Alternatives funds – but may not be fiscally constrained.

<sup>4</sup> “Secured” means funding has been committed to the project sponsor for the project, including any required match.

Submit comments on the draft 2024–2029 RTIP to:

Mark Hamilton, AICP  
Skagit Council of Governments  
315 South Third Street, Suite 100  
Mount Vernon, WA 98273  
[markh@scog.net](mailto:markh@scog.net)

## 2.1 REVIEW AND APPROVAL

The draft RTIP is released to the public for review and comment in September, and is presented to the SCOG Technical Advisory Committee<sup>5</sup> and Transportation Policy Board<sup>6</sup> by SCOG staff. The Technical Advisory Committee recommends whether the Transportation Policy Board should or should not approve the draft RTIP. Members of the public are encouraged to provide written comments to SCOG staff. Written comments are included in meeting materials sent to the Transportation Policy Board for their consideration. The public

is also welcome to provide comments during the public comment period for the September Transportation Policy Board meeting where the draft RTIP is discussed, and for their next monthly meeting in October where RTIP adoption is considered.

After considering public input and the recommendation from the Technical Advisory Committee, the Transportation Policy Board decides whether to adopt the draft RTIP. After approval, the adopted RTIP is then submitted to WSDOT. WSDOT then reviews the RTIP and issues its approval by the end of November. With WSDOT approval of the RTIP, all RTIP projects (Section 4.1) are included in the draft STIP. Representatives from the Federal Highway Administration and the Federal Transit Administration then review and issue approval of the STIP in early January 2024.

## 2.2 PUBLIC INVOLVEMENT PROCESS

The RTIP is developed in part from local comprehensive transportation programs that are compiled and adopted annually by local governments in the Skagit region. As required by state law, each local agency conducts a public involvement process in the development and review of their comprehensive transportation program. These processes vary by jurisdiction, but all culminate in a formal public hearing prior to adoption by the local governing boards.

Tribal governments follow federal requirements for preparation of tribal transportation improvement programs prior to including projects in the RTIP. WSDOT includes projects in a 10-year list of statewide project priorities referred to as the [Project Delivery Plan](#) that is updated every year, and Skagit Transit includes projects in the six-year [Transit Development Plan](#), which is adopted every year by their board of directors. Both WSDOT and Skagit Transit projects in the Skagit region can be included in the RTIP following inclusion as priorities in their own planning documents.



**PLANNED SKAGIT TRANSIT MAINTENANCE, OPERATIONS AND ADMINISTRATION BASE**

<sup>5</sup> The Technical Advisory Committee is a SCOG committee consisting of transportation professionals who provide technical advice and recommendations to the Transportation Policy Board.

<sup>6</sup> The Transportation Policy Board is a governing body of SCOG consisting of local and tribal elected leaders, a WSDOT representative, a private employer representative and state elected leaders.

In most cases, projects that have secured Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) funding, or have secured another type of funding and are regionally significant, are included in the RTIP. The RTIP is a compilation of these projects, sourced from local comprehensive transportation programs, tribal transportation improvement programs, WSDOT's Project Delivery Plan and Skagit Transit's Transit Development Plan.

After transportation programs have been prepared and reviewed by the public, a supplementary public review process for the RTIP is also conducted. This allows the public to review and comment on the six years of medium-range transportation projects intended to implement the long-range transportation goals identified in *Skagit 2045*. Comments regarding the specifics of projects are often better directed to the project sponsors during the project planning stage. A flowchart that depicts the development of regional transportation projects from the conceptual stage to implementation and the associated opportunities for public input is hyperlinked below.

- [Project Planning Process Flowchart](#)

SCOG posts notifications in the Skagit Valley Herald when the draft RTIP is available for public review. Notice is also posted on SCOG's website where the document is available to view and download. Printed copies of the draft RTIP are available from SCOG upon request.

A public comment period was held from September 21 through October 6, 2023. The final draft of the RTIP includes the submitted public comments below and will be presented to the Transportation Policy Board prior to any action taken regarding the adoption of the RTIP.

- (This will be updated following the public comment period.)

The public involvement activities and time established for public review and comments on the RTIP development process satisfy the Federal Transit Administration's Program of Projects requirements that Skagit Transit must follow.

## 2.3 PROGRAMMING POLICIES

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SCOG has developed policies to aid in the preparation and maintenance of the RTIP, and to assist in the effective administration of regionally managed federal grant funds. These policies are hyperlinked below.

- [RTIP Policies](#)

## 2.4 PROJECT SELECTION AND PRIORITIZATION

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SCOG is responsible for selecting projects for the regionally managed portion of federal Surface Transportation Block Grant program and Transportation Alternatives funding in the Skagit region. Projects selected are prioritized and incorporated into the RTIP, along with other FHWA and FTA federally funded projects, and regionally significant projects (see Section 4). SCOG has prepared a flowchart that graphically depicts the timeline for selecting projects to receive regionally managed grant funding and the associated opportunities for public input. A hyperlink to this flowchart follows.

- [Regionally Managed Project Selection Timeline](#)

## **SURFACE TRANSPORTATION BLOCK GRANT PROGRAM, CARBON REDUCTION PROGRAM AND TRANSPORTATION ALTERNATIVES**

SCOG receives an annual allocation of federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds to be committed to priority projects in the Skagit region. Projects are selected by the Transportation Policy Board using a competitive process

guided by evaluation criteria, which is designed to ensure that projects are prioritized consistent with *Skagit 2045*.

SCOG programs four years of prioritized Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects into the RTIP and the STIP. SCOG typically programs an additional two years of projects to provide flexibility in project timelines, though this additional two years of programming can vary depending upon when calls for projects are issued by SCOG. Calls for projects are usually conducted every two years. Years five and six of the project selection serve as an illustrative list of projects that can be included in the fiscally constrained portion of the RTIP if funding becomes available (see Section 4.2). SCOG ensures that Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects are competitively selected to receive funding based on their ability to address priorities identified in *Skagit 2045*. A formal project selection process has been developed to provide clarity on how projects will be regionally prioritized for funding and is hyperlinked below.

- [2023 Regional Call for Projects](#) and [Project Application Form](#)
- [Projects currently programmed using Surface Transportation Block Grant Program funds](#)
- [Projects currently programmed using Carbon Reduction Program funds](#)
- [Projects currently programmed using Transportation Alternatives funds](#)

#### **EMERGENT NEED PROJECT SELECTION**

The Transportation Policy Board approved a process to allocate additional federal funds to projects in certain emergent needs instances. Projects can only receive an emergent need award if they have been competitively selected by SCOG to receive federal funding for construction, and experience an unanticipated need during the construction phase. Emergent need allocation decisions are made on a case-by-case basis by the Transportation Policy Board.

- [Project Application Form](#)

## **2.5 2023–2028 RTIP PROJECTS NOT INCLUDED IN THE 2024–2029 RTIP**

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The following projects were included in the fiscally constrained portion of the 2023–2028 RTIP, including amendments to the RTIP that added new projects, but are not included in the fiscally constrained portion of the 2024–2029 RTIP. There are various reasons why a project would no longer be programmed in the RTIP. For example, a project could be completed, underway, cancelled or delayed.

See the following table for a summary of 2023–2028 RTIP projects that are not programmed in the 2024–2029 RTIP.

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST (EST.)	STATUS
Ana-cortes	R Avenue Long Term Improvements	Non traversable median; transit pullouts; add or improve sidewalks/walkways; bicycle wayfinding; signal or roundabout; traffic calming measures; additional lighting; bicycle lanes; physical buffer between pedestrians and walkway.	\$5,711,392	Construction underway
Burlington	George Hopper Interchange Improvements, Phase II	Lane addition on East side of freeway including lighting and improving sidewalk.	\$1,331,000	Project cancelled due to no longer being a local priority
Burlington	SR 20/Skagit Street Signalization Project	Install traffic signal for intersection and pedestrian/bicycle improvement project. Including; overlay, pavement repair, channelization, sidewalk, curb & gutter, signing, stormwater, and lighting upgrades.	\$2,404,000	Construction obligation pending
Mount Vernon	30th Street Improvements - 1	Rehabilitate pavement, add sidewalk, shared use path, drainage improvements, and fish passage culvert.	\$ 2,832,214	Preliminary engineering underway
Mount Vernon	EV Bicycle Charging Facility - MVLC	Installation of EV bicycle charging stations within the parking structure of the Mount Vernon Library Commons project.	\$167,050	Construction obligation pending
Mount Vernon	EV Vehicle Charging Facility - MVLC	Installation of Electric Vehicle charging stations within the parking structure of the Mount Vernon Library Commons project.	\$2,708,000	Construction obligation pending
Mount Vernon	Riverside Drive Improvements - 1	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities.	\$3,673,145	Right of way pending
Mount Vernon	Riverside Drive Improvements - 2	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, implement data traffic data collection capability and underground overhead utilities.	\$3,103,000	Right of way pending
Samish Indian Nation	Tommy Thompson Trail Trestle and Causeway Replacement	Scope the design required to reconstruct the Tommy Thompson trail to replace the trestle and remove current causeway. Project will add or improve sidewalks/walkways and include bicycle wayfinding.	\$383,333	Planning pending
Skagit County	Barrier Protection	Add/upgrade guardrail. a. Mud Lake Road (#78600) from MP 0.73-0.82 and from MP 1.05-1.62 – guardrail b. Baker Lake Road (#97000) from MP 5.17-5.33 – guardrail c. South Skagit Highway (#07000) from MP 6.98-7.06 – guardrail	\$656,000	Construction underway
Skagit County	Bay View-Edison Joe Leary Slough Bridge (Deck Overlay)	Replace the Bridge Deck & Minor Repairs.	\$501,090	Construction pending
Skagit County	Fisher Creek Restoration at Cedardale and Starbird	Remove Fish Barrier Culverts on Cedardale and Starbird Roads at Fisher Creek and Construct Fish Passable Culvert/Bridge.	\$5,985,026	Right of way and construction pending
Skagit County	Guemes Island Ferry Operating Costs	Guemes Ferry Operating Cost.	\$499,153	Project underway

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST (Est.)	STATUS
Skagit County	Lane Departure Reduction, Intersection Awareness, Signage & Delineation Improvements	Add/upgrade pavement markings, signing, and delineation.	\$855,000	Construction underway
Skagit Transit	Purchase of Equipment to Support Transit Operations	Purchase of various maintenance equipment to support maintenance of facilities and transit operation.	\$129,599	Project pending obligation
Skagit Transit	Purchase of Replacement Vanpool Vehicles	Purchase of up to three (3) vanpool vehicles to replace aging vehicles in Skagit Transit's vanpool program. The project will assist in maintaining the success of the vanpool program which helps to reduce traffic congestion and greenhouse gas emissions by providing an alternative to single occupancy commute travel.	\$123,454	Project pending obligation
WSDOT - NW	SR 20/Gulch Bridge Vicinity - Unstable Slope	Remove the outer layer of the failing slope and construct a quarry spall buttress keyed into solid material approximately nine feet below the ditch line. The buttress will be 40 feet tall and 350 feet long.	\$2,529,545	Funding no longer secured to complete this project
WSDOT - NW	SR 20/Unnamed Tributary to Red Creek - Fish Passage	Remove the existing fish passage barrier and replace with a fish passable structures.	\$8,678,097	Project underway

### 3 AMENDMENT & ADMINISTRATIVE MODIFICATION PROCEDURES

Transportation priorities and funding strategies change over time. It is likely the project list programmed in the RTIP in October 2023 will need to be altered at some during calendar year 2024. Federal requirements stipulate that in most cases jurisdictions cannot utilize FHWA or FTA federal funds on a project until it is programmed in the RTIP and STIP, even though the jurisdiction already has secured funding for that project. SCOG has developed RTIP amendment and administrative modification procedures to ensure that new projects and changes to existing projects can be included in the RTIP efficiently. These procedures are hyperlinked below.

- [RTIP Amendment and Administrative Modification Procedures](#)



Refer to the following figure for differences between amendments, administrative modifications and project updates that do not require an RTIP change.

AMENDMENTS	ADMINISTRATIVE MODIFICATIONS	NO CHANGE NEEDED
<ul style="list-style-type: none"> <li>• Adding a new project to the RTIP</li> <li>• Deleting a project from the RTIP</li> <li>• Any change to a project's programmed amount equaling 30% or more</li> <li>• Any change to a project's programmed amount equaling \$3 million or more</li> <li>• Major scope changes</li> <li>• Adding a future phase to a project already programmed</li> <li>• Adding federal funds to a project that is already programmed but does not yet have federal funds programmed</li> </ul>	<ul style="list-style-type: none"> <li>• Changing the lead agency</li> <li>• Adding a prior phase to a project already programmed</li> <li>• Any change to a project's programmed amount equaling less than 30% <b>and</b> must be less than \$3 million</li> <li>• Correcting typographical errors</li> <li>• Making minor changes to project information (e.g. federal functional classification, improvement type, project termini or environmental type)</li> </ul>	<ul style="list-style-type: none"> <li>• Moving projects, and phases of projects, within the first four years of the RTIP</li> <li>• Changes to a project's federal funding source, when made as a funds management action</li> <li>• Federal authorization of more/less than federal funds programmed for a project phase, up to the total federal funds amount programmed for the project</li> <li>• Adjustments to a project award for project phases that already have federal authorization (does not apply to phases that have not yet received federal authorization or project phases that are closed)</li> </ul>

COMPARISON OF RTIP ACTIONS

### 3.1 AMENDMENT CYCLE

Agencies are generally ready and willing to obligate federal funds soon after they are secured. To accommodate faster implementation of transportation projects, SCOG allows amendments to the RTIP on a monthly basis (excluding November and December). In order to ensure that sufficient time

is available for decision makers and the public to review the proposed amendment prior to formal action being taken, project sponsors must adhere to the deadlines listed in the following table.

<b>SUBMIT REQUEST TO SCOG*</b>	<b>TAC REVIEW/ RECOMMENDATION</b>	<b>SCOG TPB ACTION</b>	<b>WSDOT REVIEW</b>	<b>FHWA/FTA REVIEW**</b>	<b>AMENDMENT INCLUDED IN STIP</b>
<b>12/27/2023</b>	1/4/2024	1/17/2024	1/19/2024	2/2/2024	<b>2/16/2024</b>
<b>1/24/2024</b>	2/1/2024	2/21/2024†	2/16/2024	3/1/2024	<b>3/15/2024</b>
<b>2/28/2024</b>	3/7/2024	3/20/2024†	3/15/2024	3/29/2024	<b>4/12/2024</b>
<b>3/27/2024</b>	4/4/2024	4/17/2024	4/19/2024	5/3/2024	<b>5/17/2024</b>
<b>4/24/2024</b>	5/2/2024	5/15/2024	5/17/2024	5/31/2024	<b>6/14/2024</b>
<b>5/29/2024</b>	6/6/2024	6/19/2024	6/21/2024	7/5/2024	<b>7/19/2024</b>
<b>6/26/2024</b>	7/4/2024	7/17/2024	7/19/2024	8/2/2024	<b>8/16/2024</b>
<b>7/24/2024</b>	8/1/2024	8/21/2024†	8/16/2024	8/30/2024	<b>9/13/2024</b>
<b>8/28/2024</b>	9/5/2024	9/18/2024	9/20/2024	10/4/2024	<b>10/18/2024</b>
<b>9/25/2024</b>	10/3/2024	10/16/2024	10/18/2024	11/1/2024	<b>11/15/2024</b>

Notes: Meeting dates and request deadlines are subject to change.

\*Request must include documentation of funding award and proof that project is included in local or tribal TIP.

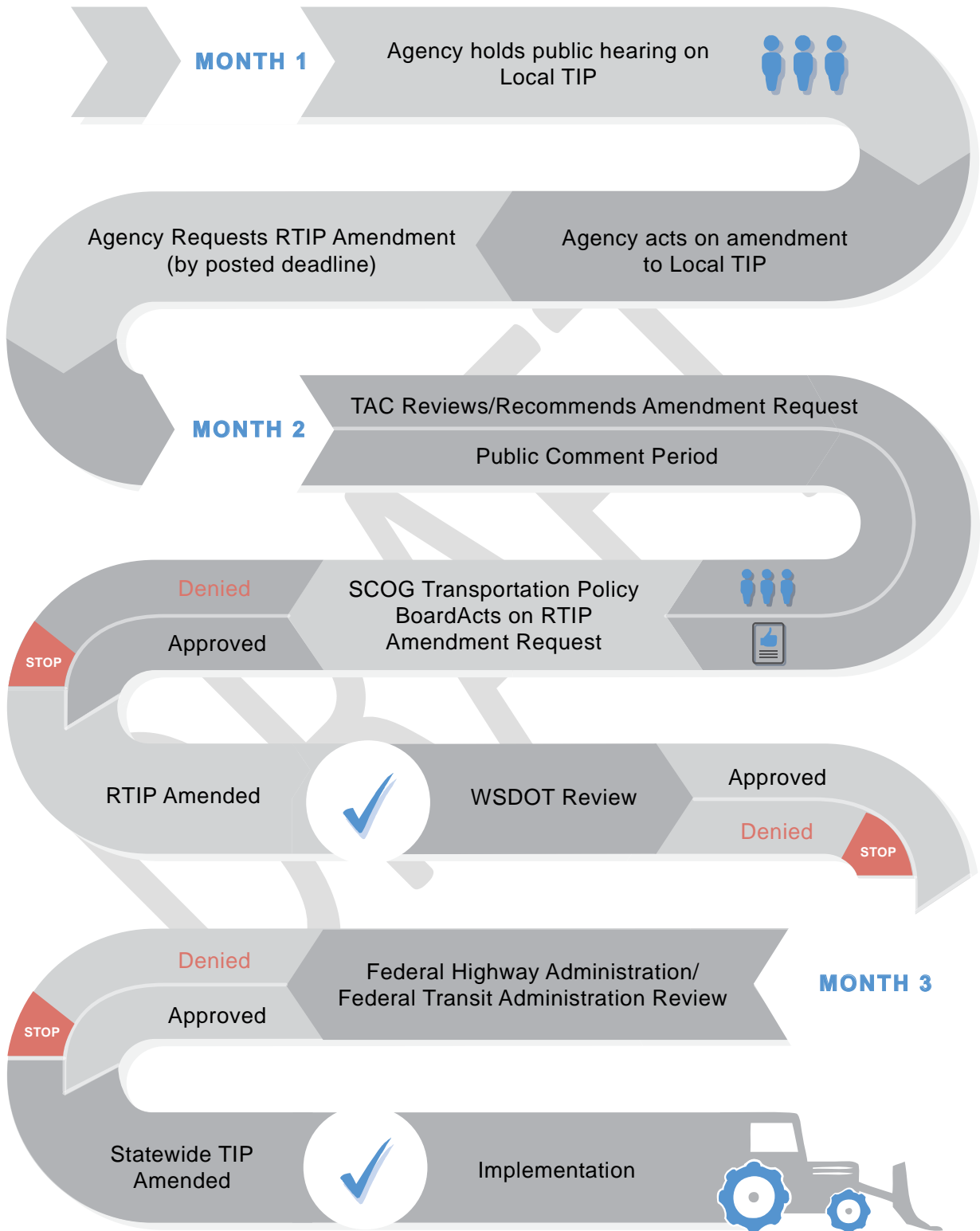
\*\*Administrative modifications do not require FHWA/FTA approval. Administrative modifications will be included in STIP at this date.

†If WSDOT review deadline occurs before Transportation Policy Board action, SCOG will submit amendment to WSDOT at deadline and verify the SCOG TPB action once it occurs.

Refer to the following figure for an illustrative representation of the RTIP and STIP amendment process.



# RTIP AMENDMENT PROCESS



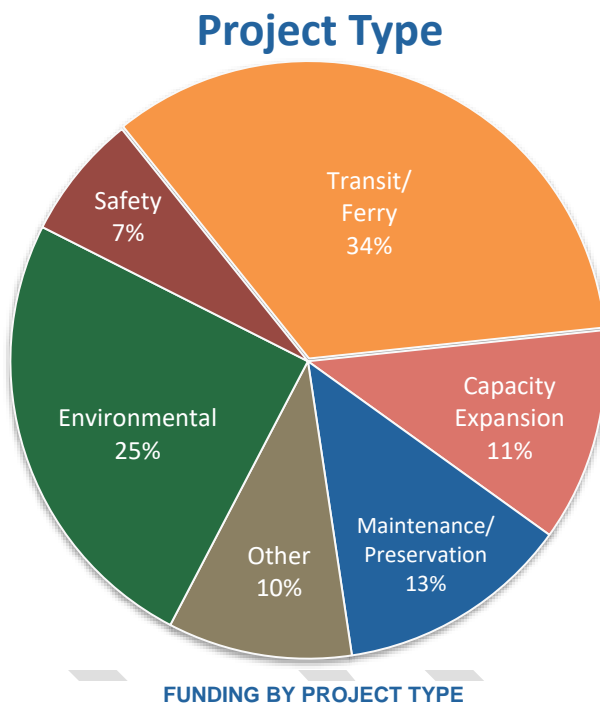
RTIP AMENDMENT CYCLE

## 4 PROJECTS

### 4.1 FISCALLY CONSTRAINED PROJECTS

The 2024–2027 fiscally constrained RTIP project list includes projects that have secured FHWA or FTA federal funding, or have secured funding from another source and are also regionally significant. This project list is updated as amendments are made to the RTIP. Projects included in the four-year fiscally constrained portion of the RTIP are forwarded to WSDOT for inclusion in the STIP. Section 4.2 includes projects that have been selected to receive regionally managed Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds in years five and six (2028 and 2029) of the RTIP.

- [2024–2027 Fiscally Constrained Projects](#)



A summary of the funding by project type in the fiscally constrained portion of the RTIP as of October 18, 2023 is presented in the figure to the left. Many transportation projects planned to occur on non-regionally significant routes are not included in the RTIP. For example, jurisdictions' repaving programs, other than WSDOT's, are not included in the RTIP. Also, many of the project type categories overlap. As another example, a capacity expansion project often includes safety, non-motorized and environmental elements.

Thirty-four percent (34%) of secured funding included in the fiscally constrained portion of the 2024–2027 RTIP is dedicated to Skagit Transit and Guemes Island Ferry projects. Twenty-five percent (25%) of secured funding is committed to environmental projects designed to improve fish passage under WSDOT facilities along with a WSDOT soil-abatement project. Seven percent (7%) of secured funding is devoted to safety projects, with thirteen percent (13%) to maintenance/preservation projects – primarily bridge projects on WSDOT and Skagit County facilities. Eleven percent (11%) of secured funding is slated to expand capacity of the transportation system, and the remaining ten percent (10%) of secured funding is programmed to other project types. Project funding that has not yet been secured, and all funding in 2028 and 2029, is not included in these percentages.

The next figure illustrates the proportion of federal, state and local funds programmed in the fiscally constrained portion of the RTIP. Forty-five percent (45%) of the secured funding for fiscally constrained RTIP projects is from federal sources, with forty-one percent (41%) from state sources. Fourteen percent (14%) of project funding is from local sources, which are commonly used as matching funds to federal grants received by project sponsors. Many transportation projects utilizing only state and/or local funds are not included in the RTIP, so are not included in this financial analysis.

## 4.2 ILLUSTRATIVE PRIORITIES

To ensure that SCOG has a fully programmed four-year RTIP, SCOG typically selects projects to ensure that at least six years' worth of Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funding is programmed. The first four years in the RTIP are fiscally constrained and included in the STIP (see Section 4.1). The additional two years' worth of programmed projects function as Illustrative Priorities if additional funding becomes available to SCOG. Examples of ways that additional funds can become available include:

- A project currently in the fiscally constrained portion of the RTIP is unable to proceed and the agency returns the funds to SCOG;
- A project which previously obligated Surface Transportation Block Grant Program, Carbon Reduction Program, or Transportation Alternatives funds de-obligates<sup>7</sup> its funds, including if a project closes out using less than the amount of federal funds awarded; and
- Allocations of Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds are higher than anticipated at the time of RTIP adoption.

If additional funds are obtained by SCOG, the projects can be moved to the fiscally constrained portion of the RTIP in the next RTIP update, or through the amendment process. Additional considerations (e.g. lower costs, project readiness) may be used in the determination of projects that will be added to the fiscally constrained portion of the RTIP from the Illustrative Priorities. The 2028–2029 Illustrative Priorities are hyperlinked below.

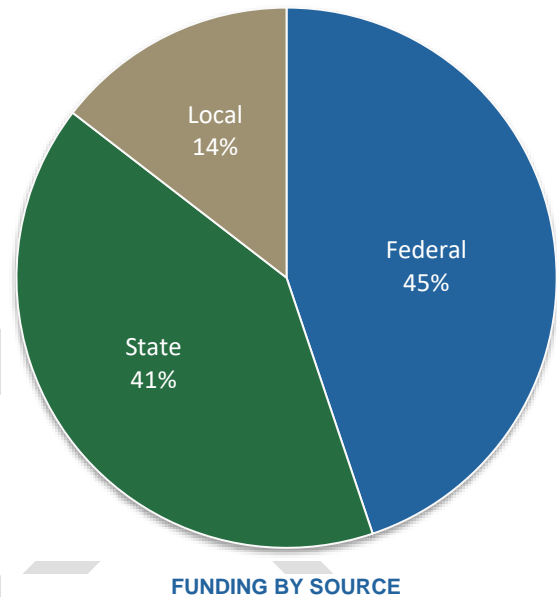
- [2028–2029 Illustrative Project List](#)

## 4.3 REGIONALLY SIGNIFICANT PROJECTS

Regionally significant projects are projects that serve regional transportation needs on the existing or proposed regional transportation system. Per the [23 CFR 450.104](#) definition of a regionally significant project, examples of these types of projects include "...access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals..." and would normally be included in modeling of SCOG's regional transportation network.

The determination of whether or not a project is regionally significant is made by SCOG as a metropolitan planning organization. Regionally significant projects are programmed in the RTIP, even if there is no federal funding associated with the project. Examples of projects that are and are not regionally significant are in the following hyperlink.

### Funding Source



<sup>7</sup> De-obligation occurs when the project sponsor has obligated (see footnote 1) funds for a particular project and then the project is unable to move forward for some reason, or a project closes out with federal funds remaining that were not expended. The funds are essentially "returned to the pot" of regionally managed funds.

- [RTIP Determinations of Regional Significance](#)

## 5 FINANCIAL PLAN

### 5.1 FISCAL CONSTRAINT

The RTIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The detailed financial tables located in Section 5.2 include the estimated amount of available funds, programmed funds and remaining funds by fund type for each program year. Agencies with projects in the RTIP have indicated that they have the financial resources available to provide matching funds to complete project phases with fully secured funding.

#### FINANCIAL PLANNING ASSUMPTIONS

##### ACCOUNTING FOR INFLATION

The project costs reported in the RTIP include an adjustment to account for annual inflation of prices. *Skagit 2045* accounts for the effect of inflation scheduled in the mid- and long-range horizons. However, the process used to account for inflation on RTIP projects is left to the judgment of the project sponsors, as they have a better sense of short-term inflationary pressures on their particular projects.

**Fiscal Constraint:** the RTIP demonstrates that the programmed projects will not cost more than the expected amount of funding available.

##### FEDERAL REVENUE PROJECTIONS

Revenue projections for WSDOT managed federal funds (e.g. National Highway Performance Program, Highway Safety Improvement Program, etc.) generally equal the amount programmed in the RTIP. Because SCOG has no control over project funding decisions for these fund types, only federal funds that have been secured by project sponsors are assumed to be reasonably available. For future year allocations in the RTIP, SCOG managed federal funds are assumed to be the same as regional allocations for federal fiscal year 2022.

##### STATE REVENUE PROJECTIONS

Several state sources of funding are identified in the RTIP that have historically been used for transportation purposes. These state projections include projects that have secured funding, including match, to fully complete a phase, as well as available funds that have not yet been secured. State funding is often used with federal funding and any required match to complete a phase of a project, or used alone without any federal funding or match.

##### LOCAL REVENUE PROJECTIONS

Revenue projections from local sources are funds expected to reasonably be available outside of federal and state sources. These funds are typically used as match for other funds sources, but may be higher than any required match. In addition to meeting match requirements, project sponsors will often use this category of revenues to fill a gap in a project phase and ensure fully secured funding to complete the phase.

### 5.2 FINANCIAL FEASIBILITY TABLE

SCOG has prepared a financial table that identifies all of the funding programmed in the fiscally constrained portion of the RTIP and documents the amount of funding that is reasonably expected to be available. The table, linked below, demonstrates that the first four years of the 2024–2029 RTIP are fiscally constrained and financially feasible. Programmed expenditures are balanced with funding reasonably expected to be made available over the programming period.

- [2024–2027 Financial Feasibility Table](#)

## 6 ENVIRONMENTAL JUSTICE ANALYSIS

Environmental Justice principles are considered in RTIP project programming to protect minority populations and low-income populations from disproportionate adverse effects of plans, programs, policies and activities funded by the U.S. Department of Transportation. By accepting federal funds through the Federal Highway Administration and Federal Transit Administration, SCOG and any recipients of federal funds through SCOG must incorporate Environmental Justice into their transportation plans, programs, policies and activities.

The concept of Environmental Justice was first promulgated by [\*Executive Order No. 12898: Federal Actions to Address Environmental Justice in Minority Populations and Poverty Populations\*](#). While related, this order is distinct from Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color or national origin.

Investment in transportation projects can have both positive and negative impacts on the surrounding area. Negative impacts can include creating barriers within communities, restricting access to public facilities, safety risks, as well as environmental impacts such as noise, water pollution and reduced air quality. On the other hand, transportation projects can reduce travel times, increase mobility and accessibility and support the local economy. SCOG has performed an analysis on the projects included in the RTIP, at the time of adoption in October 2023, to determine the spatial distribution of RTIP project priorities as they relate to Environmental Justice populations.

### 6.1 DATA AND METHODOLOGY

#### DEMOGRAPHIC DATA

In 2023, SCOG updated the [\*Skagit County Regional Demographic Profile\*](#). Based on data from the Decennial Census and American Community Survey five-year estimates, this document identifies protected populations in Skagit County at the Census block or tract level. SCOG uses the analysis from the Demographic Profile to identify geographic areas with relatively high concentrations of Environmental Justice populations.

The key demographic groups used in the Environmental Justice assessment of the RTIP are defined as:

- **Minority:** A person was considered a minority if they self-identified as: American Indian and Alaska Native, Asian, Black or African American, Native Hawaiian and Other Pacific Islander, Hispanic or Latino. In 2020, 25.5% of Skagit County's population identified as a minority. Any Census block having 10 or more persons and with 25.5% or more of its population describing itself as other than non-Hispanic White is considered a minority block for the Environmental Justice analysis.
- **Poverty:** Any person whose household income is below the federal poverty level. According to the 2017–2021 American Community Survey estimates, 11.1% of Skagit County's population was below the federal poverty level. Any Census tract with 11.1% or more of its population below the poverty level was considered a low-income tract for the Environmental Justice analysis.

#### RTIP PROJECT DATA

This analysis is based on the geographic location of the projects included in the RTIP at the time of its adoption. Any Census block or tract within 100 feet of an RTIP project is considered to be impacted by the programming in the RTIP (projects that include the entire county in its area or a public transportation benefit area, such as Skagit Transit's Operating Funds project or the SCOG Administration 2022–2025 project, were not included in this analysis). The analysis does not include projects that were in previous RTIPs and not carried over into the 2024–2029 RTIP.

## 6.2 GEOGRAPHIC PROXIMITY ANALYSES

The Skagit County Demographic Profile summarizes the data for Environmental Justice protected populations at two geographies, as designated by the Census Bureau: blocks and tracts. Information regarding minority status is obtained in the Decennial Census so it is available at the smaller Census block geography. Information regarding poverty is obtained in the American Community Survey five-year estimates. Larger analysis geography (Census tracts) is necessary to have reasonable confidence in the results, because it is based on a sample of the population.

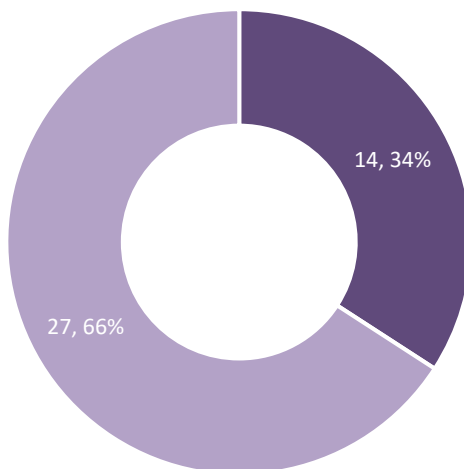
Regional thresholds have been established to identify Census blocks and tracts that contain higher proportions of populations to be considered in the Environmental Justice analysis. Any Census block or tract that is above its associated regional threshold is considered an Environmental Justice block or tract.

Geographic analysis was performed to determine how many of the projects included in the fiscally constrained portion of the RTIP are within 100 feet of an Environmental Justice block or tract. This helps identify spatial patterns of transportation investment decisions and how they impact populations. However, this analysis does not determine whether protected populations are benefitted or disproportionately burdened by specific projects. A project-level Environmental Justice analysis is needed to make this determination, which is conducted by project sponsors closer to project implementation.

### POVERTY POPULATION ANALYSIS

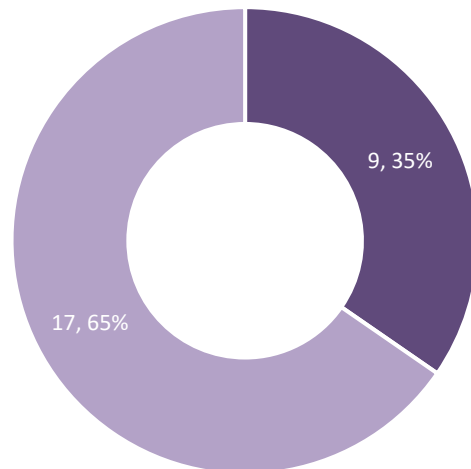
In Skagit County, 11.1% of the population was below the federal poverty level between 2017 and 2021. Of the 41 Census tracts in Skagit County, 14 tracts (34%) had a poverty rate at or above the regional threshold (11.1%). Of the 26 tracts impacted by projects in the RTIP, 9 (35%) were at or above the regional threshold for poverty. Therefore, the proportion of investments identified in the RTIP which impact tracts with poverty rates above the regional threshold is slightly more than the total proportion of tracts above the regional threshold for poverty throughout Skagit County.

All Census Tracts



- Environmental Justice Tracts
- Non-Environmental Justice Tracts

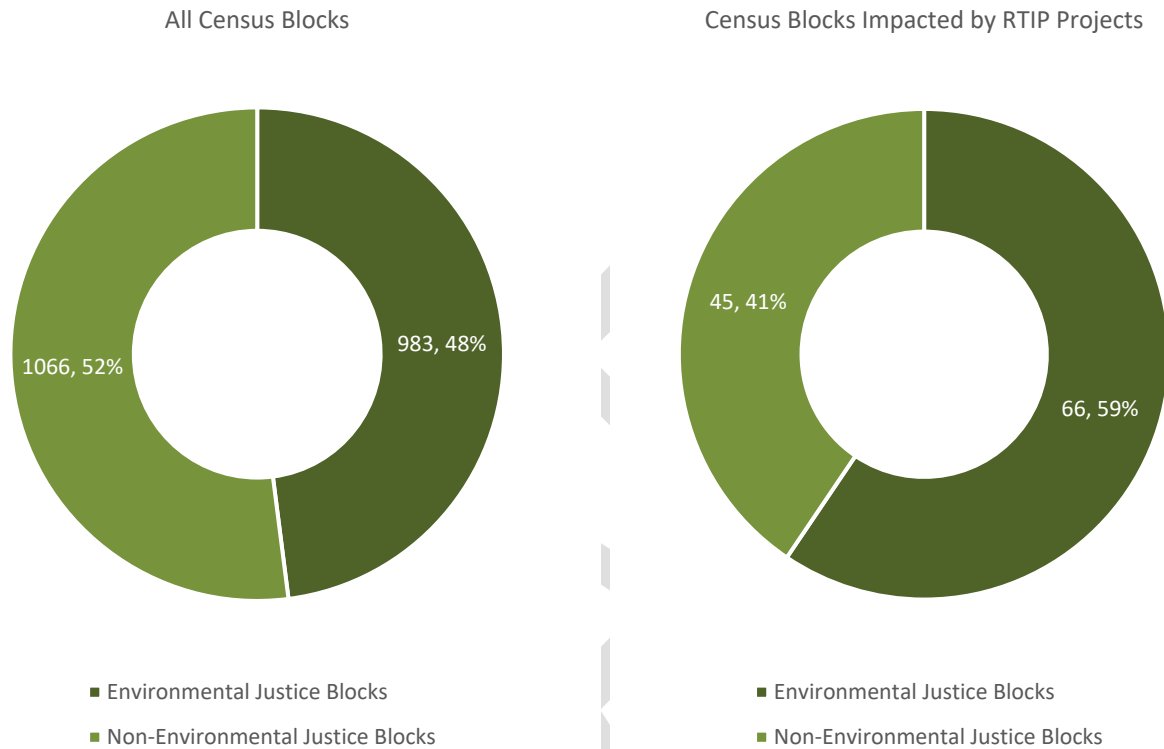
Census Tracts Impacted by RTIP Projects



- Environmental Justice Tracts
- Non-Environmental Justice Tracts

**MINORITY POPULATION ANALYSIS**

Of all 2,049 Census blocks in Skagit County with 10 or more persons, 938 (48%) were above the regional threshold for minority populations (25.5%). Of the total Census blocks with populations over 10, 111 were impacted by projects included in the RTIP, and 66 of these (59%) were blocks that were above the regional threshold. Therefore, the proportion of minority Census blocks affected by projects in the RTIP is greater than the proportion of minority Census blocks in the region as a whole. Minority geographies do not appear to be disproportionately impacted or burdened by projects in the RTIP.



**6.3 CONCLUSIONS**

The results of this analysis show that transportation investments are not having a disproportionate adverse effect on Environmental Justice blocks and tracts. However, project-level analysis should be completed to ensure Environmental Justice protected populations will not be disproportionately burdened by projects included in the RTIP.

**7 REGIONAL PERFORMANCE TARGETS**

SCOG is responsible for setting regional performance targets for the nationwide approach to performance-based planning. The Moving Ahead for Progress in the 21<sup>st</sup> Century Act, signed into law in 2012, introduced many new requirements for state departments of transportation, transit agencies and metropolitan planning organizations. As a metropolitan planning organization, these requirements apply to SCOG. Statewide performance targets are documented in folios on [WSDOT’s website](#).

The applicable federal administrations and categories of performance targets are listed below:

- Federal Transit Administration
  - Transit Asset Management Targets
  - Transit Safety Targets

- Federal Highway Administration
  - Highway Safety Targets
  - Highway Bridge Condition Targets
  - Highway Pavement Condition Targets
  - Highway Travel Time and Freight Reliability Targets

Initial regional performance targets for transit asset management were set by SCOG in June 2017 and highway safety targets were set in February 2018. For transit asset management targets, SCOG set targets for buses, other passenger vehicles, ferries, non-revenue service vehicles, administration and maintenance, as well as passenger and parking facilities. For highway safety targets, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide safety performance targets for the five safety measures – each related to fatalities and serious injuries.

Initial regional performance targets for highway bridge condition, highway pavement condition, highway travel time and freight reliability were set by SCOG in October 2018. For each of these categories, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide performance targets.

SCOG set initial regional performance targets for transit safety in November 2020. The seven transit safety performance measures are related to fatalities, injuries, safety events and system reliability.

Deadlines for target setting and related target-setting dates at SCOG are in the following table.

PERFORMANCE TARGETS CATEGORY	UPCOMING SCOG DEADLINE TO SET TARGETS	LATEST TARGETS SET BY SCOG
FTA: Transit Asset Management	N/A*	7/19/2017
FTA: Transit Safety	N/A*	11/18/2020
FHWA: Highway Safety	2/27/2024	2/15/2023
FHWA: Highway Bridge Condition	3/21/2027**	5/17/2023
FHWA: Highway Pavement Condition	3/21/2027**	5/17/2023
FHWA: Highway Travel Time and Freight Reliability	3/21/2027**	5/17/2023
Notes: *Initial deadline to set Transit Asset Management targets was 6/28/2017 and initial deadline to set Transit Safety targets was 2/15/2021. Per FTA guidance, SCOG may choose to revise or maintain these targets when RTIP or Skagit 2045 is updated, in consultation with WSDOT and Skagit Transit.		
**SCOG has 180 days to set regional performance targets after WSDOT sets revised dates for these performance targets. SCOG estimates that WSDOT will set targets on 10/1/2026.		

## 7.1 TRANSIT ASSET MANAGEMENT

Regional performance targets for transit asset management were adopted by the Transportation Policy Board on June 21, 2017, and revised on July 19, 2017. Regional performance targets by asset class for this category are in the following table, and have been maintained since 2017.



NUMBER	NAME	DESCRIPTION	REGIONAL PERFORMANCE TARGET
1	Buses	Percent of Buses that exceed Useful Life Benchmark	No greater than 10%
2	Other Passenger Vehicles	Percent of Other Passenger Vehicles that exceed Useful Life Benchmark	No greater than 10%
3	Ferries	Percent of Ferries that exceed Useful Life Benchmark	No greater than 0%
4	Non-revenue Service Vehicles	Percent of Non-revenue Service Vehicles that exceed Useful Life Benchmark	No greater than 10%
5	Administration and Maintenance	Percent of Administration and Maintenance facilities that have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%
6	Passenger and Parking	Percent of Passenger and Parking facilities have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%

The owners of assets that these regional performance targets apply to are the WSDOT Ferries Division and Skagit Transit. SCOG initially coordinated with both these agencies in 2017 to get an inventory of current assets and targets set by WSDOT and Skagit Transit. Condition information for assets and performance targets for 2018 was made available to SCOG after both organizations prepared transit asset management plans in late 2018. Skagit Transit updated their asset inventory and targets in 2019, and provided them to SCOG.

## 7.2 TRANSIT SAFETY

Regional performance targets for transit safety measures were adopted by the Transportation Policy Board on November 18, 2020. There are seven performance measures for which targets were set for this category. Adopted regional performance targets for fixed-routes buses and not-fixed-route buses are included in the following table.

NUMBER	NAME	DESCRIPTION	REGIONAL PERFORMANCE TARGET BY MODE	
			FIXED-ROUTE BUS*	NON-FIXED-ROUTE BUS**
1	Fatalities	Five-year (2016–2020) rolling average of fatalities	0	0
2	Fatality Rate	Five-year (2016–2020) rolling average of fatalities per 100,000 vehicle revenue miles by mode	0.00	0.00
3	Injuries	Five-year (2016–2020) rolling average of injuries	2	1
4	Injury Rate	Five-year (2016–2020) rolling average of injuries per 100,000 vehicle revenue miles by mode	0.20	0.08
5	Safety Events	Five-year (2016–2020) rolling average of safety events	20	12
6	Safety Event Rate	Five-year (2016–2020) rolling average of safety events per 100,000 vehicle revenue miles by mode	1.40	0.80
7	System Reliability***	Five-year (2016–2020) rolling average of mean distance between major mechanical failures by mode	74,874	69,582

Notes: \*Fixed-route Bus targets by mode apply to local and express (40X, 80X, 90X) services; \*\*Non-fixed-route Bus targets by mode apply to paratransit and vanpool services; and \*\*\*System reliability is calculated as the mean distance between major mechanical failures.

Transit safety requirements apply to Skagit Transit, which set their initial safety targets in August 2020 and included them within their adopted Public Transportation Agency Safety Plan – a related federal requirement for performance-based planning. The plan was provided to SCOG in August 2020. Most recently, Skagit Transit updated their plan in 2022, adopting new transit safety performance targets, and provided it to SCOG in November 2022.

### 7.3 HIGHWAY SAFETY

SCOG – along with all other metropolitan planning organizations in Washington state – worked to set regional performance targets for highway safety earlier this year. [Target Zero](#), with the goal of eliminating all roadway fatalities and serious injuries by 2030, is Washington state’s Strategic Highway Safety Plan and is used as the foundation for the target setting process at the statewide level. While the goal of Target Zero remains, the statewide methodology for setting safety targets was modified in 2018, and updated in 2019, to make them less aspirational and more data-driven, realistic and achievable. Highway safety performance measures and targets apply to all public roadways.

The five highway safety measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Fatalities	Five-year rolling average of fatalities on all public roadways in the Skagit region
2	Fatality Rate	Five-year rolling average of fatalities per 100 million vehicle miles traveled in the Skagit region
3	Serious Injuries	Five-year rolling average of serious injuries on all public roadways in the Skagit region
4	Serious Injury Rate	Five-year rolling average of serious injuries per 100 million vehicle miles traveled in the Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year rolling average of non-motorist fatalities and serious injuries on all public roadways in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway safety targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) safety target for that performance measure; or

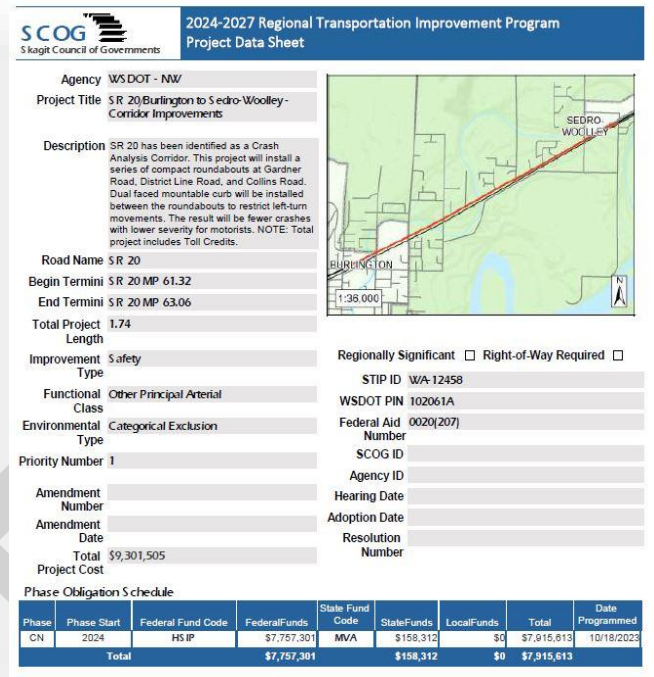
2. Commit to quantifiable safety targets for performance measures in their metropolitan planning area (the Skagit region).

On February 15, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. Programming of projects that help meet statewide safety targets can be accomplished when SCOG includes projects in the RTIP that aim to reduce fatalities and serious injuries in the Skagit region.

An [inventory showing statewide and regional safety trends](#) was prepared by SCOG in 2023, using data provided by WSDOT.

### EXAMPLES OF INVESTMENT PRIORITIES

The SR 20/Burlington to Sedro-Woolley – Corridor Improvements project utilizes federal Highway Safety Improvement Program funding on what has been identified by WSDOT as a Crash Analysis Corridor. A series of compact roundabouts are included in the project along with dual faced mountable curb, restricting left-turn movements and resulting in fewer crashes with lower severity.



Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2024	HSIP	\$7,757,301	MVA	\$158,312	\$0	\$7,915,613	10/18/2022
Total			\$7,757,301		\$158,312	\$0	\$7,915,613	

EXAMPLE PROJECT TO IMPROVE SAFETY

## 7.4 HIGHWAY BRIDGE CONDITION

The condition of bridges on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Condition is evaluated for bridge decks, superstructure, substructure and culverts. A rating system is used to classify overall condition as either “Good”, “Fair” or “Poor”. SCOG worked to set regional performance targets for highway bridge condition in spring 2023.

The two highway bridge condition measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Good Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Good condition
2	Poor Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Poor condition

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway bridge condition targets on the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System bridge condition target for that performance measure; or

2. Commit to quantifiable National Highway System bridge condition targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide highway bridge condition performance targets. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve National Highway System bridge condition in the Skagit region.

An [inventory showing highway bridge condition in the Skagit region](#) was prepared by SCOG in 2023, using data provided by WSDOT.

### EXAMPLES OF INVESTMENT PRIORITIES

The I-5/Southbound Samish River – Bridge Deck Overlay project, completed in 2022, is an example of a RTIP programming decision made by SCOG linking investment priorities toward achieving performance outcomes. The bridge at this location is on the National Highway System, and was identified by SCOG in 2018 – using WSDOT bridge condition information – as the only National Highway System bridge in Poor condition in the Skagit region. Subsequently, the project was programmed in the RTIP, with the construction phase obligating funding in 2022 and construction complete the same year. Funding to construct this project came through the National Highway Performance Program.

## 7.5 HIGHWAY PAVEMENT CONDITION

The condition of pavement on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Assessment of pavement condition is based on the International Roughness Index, cracking, rutting of asphalt pavement and faulting of jointed concrete pavement. Pavement is classified as either in “Good”, “Fair” or “Poor” condition. SCOG worked to set regional performance targets for pavement condition in spring 2023.

The four highway pavement measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Good Interstate Pavement Condition	Percent of pavement of the Interstate System in Good condition in the Skagit region
2	Poor Interstate Pavement Condition	Percent of pavement of the Interstate System in Poor condition in the Skagit region
3	Good Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Good condition in the Skagit region, excluded the Interstate System
4	Poor Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Poor condition in the Skagit region, excluded the Interstate System

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway pavement condition targets for the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System pavement condition target for that performance measure; or
2. Commit to quantifiable National Highway System pavement condition targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide performance targets for highway pavement condition on the National Highway System. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve pavement condition in the Skagit region’s portion of the National Highway System.

A [pavement inventory of the National Highway System in the Skagit region](#) was prepared by SCOG in 2023. The inventory used the most recently available WSDOT highway pavement condition information for the Skagit region. SCOG also prepared a [webmap](#) in 2023 depicting pavement and highway bridge condition data in the Skagit region.

**EXAMPLES OF INVESTMENT PRIORITIES**

WSDOT programmatic projects are used to assist in meeting pavement related performance outcomes for the National Highway System. An example of this type of project is the Asphalt/Chip Seal Preservation programmatic project for the Skagit region. While programmed as one project in the RTIP, this is actually a grouping of projects by type of work, often referred to as “pavers” (i.e. preservation of pavement via asphalt or chip seal). This programmatic project is supported by Surface Transportation Block Grant Program funds programmed in the RTIP.

**7.6 HIGHWAY TRAVEL TIME AND FREIGHT RELIABILITY**

Highway travel time and freight reliability relates to how well the National Highway System is performing for travelers. Reliability is assessed using the National Performance Management Research Data Set – a data set available to WSDOT and SCOG that is derived from vehicle/passenger probe data, such as GPS information, navigation units, cell phones and truck transponders. These data are used to compare travel times between 50<sup>th</sup>, 80<sup>th</sup> and 95<sup>th</sup> percentile speeds to ascertain reliability of the National Highway System, both for Interstates and non-Interstates. The measure for Interstate Freight Reliability is calculated using a different methodology than the other two measures.

The three highway travel time and freight reliability measures are in the following table.

NUMBER	NAME	DESCRIPTION
1	Interstate Travel Time Reliability	Percent of person-miles traveled on the Interstate System that are reliable in the Skagit region
2	Non-Interstate Travel Time Reliability	Percent of person-miles traveled on the National Highway System that are reliable in the Skagit region, excluding the Interstate System
3	Interstate Freight Reliability	Truck Travel Time Reliability Index on the Interstate System in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional National Highway System travel time reliability and Interstate System freight reliability performance targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System travel time reliability and Interstate System freight reliability targets for that performance measure; or
2. Commit to quantifiable National Highway System travel time reliability and Interstate System freight reliability targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of statewide performance targets for National Highway System travel time reliability and Interstate System freight reliability. Programming of projects that help meet statewide targets can be accomplished when SCOG includes projects in the RTIP that aim to improve travel time and freight reliability in the Skagit region’s portion of the National Highway System.

Inventories of [highway travel time reliability](#) and [freight reliability](#) were prepared by SCOG in 2023 for the Skagit region using data from the National Performance Management Research Data Set.

## 8 OBLIGATION AUTHORITY

SCOG is subject to a statewide deadline of obligating regionally managed FHWA funds by the end of the federal fiscal year, along with all other metropolitan planning organizations in Washington state. These statewide requirements are detailed in the Local Agency Federal OA Policy. Washington state, along with all other states, is at risk of losing federal funds every year if statewide obligating authority targets are not met by the end of each federal fiscal year. The 2024 federal fiscal year ends on September 30, 2024.

RTIP projects programmed in 2024 are an “agreed to” list of projects that can obligate federal funding by implementing agencies, following approval of the Statewide Transportation Improvement Program in January 2024. Obligation does not occur until project sponsors enter into an agreement with WSDOT for the project/project phase programmed in the RTIP. Funds can also be “flexed” between FHWA and FTA programs in certain circumstances, but must be in the first year of the RTIP (2024) for approval of these transfers.

### 8.1 2024 OBLIGATION AUTHORITY PLAN

An obligation authority plan is prepared by SCOG for 2024. The purpose of the plan is to provide project tracking information and communicate expected 2024 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed FHWA funds that are programmed in 2024.

The 2024 Obligation Authority Plan may include projects implementing the following gap strategies, in prioritized order, if the SCOG regional obligation authority target will not be met by March 1, 2024:

- 1. Advancing 2025–2027 Fiscally Constrained Projects;**
- 2. Advancing 2028–2029 Illustrative Projects;**
- 3. Advancing Contingency List Projects; and**
- 4. Adding to Past Federal Project Awards.**

Descriptions of gap strategies, along with procedures used to implement each strategy, are included in the RTIP Obligation Authority Procedures. A process to request extensions on the March 1 obligation deadline is also included in the procedures.

The 2024 Obligation Authority Plan is not incorporated into the 2024–2029 RTIP, and is revised by SCOG as necessary to meet the October 1 regional obligation authority target.

## 8.2 OBLIGATION AUTHORITY PROCEDURES

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Obligation authority procedures – including extension requests, gap strategies and appeals – have been established to clearly demonstrate how SCOG will actively manage the obligation authority process to meet the regional obligation authority target by the end of every federal fiscal year. The procedures are included in the following hyperlink.

- [RTIP Obligation Authority Procedures](#)

The RTIP Obligation Authority Procedures are incorporated as an element of the 2024–2029 RTIP.

DRAFT

## ACTION ITEM X.X. – 2024 OBLIGATION AUTHORITY PLAN

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/07/2023	Discussion	<a href="#">Mark Hamilton</a>	360-416-7876
Transportation Policy Board	09/20/2023	Discussion	<a href="#">Mark Hamilton</a>	(360) 416-7876
Technical Advisory Committee	10/05/2023	Review and Recommendation	<a href="#">Mark Hamilton</a>	360-416-7876
Transportation Policy Board	10/18/2023	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 [2024 Obligation Authority Plan](#).

### DISCUSSION

The Transportation Policy Board adopted obligation authority procedures at the October 2022 meeting to guide federal project obligations this year. Revised procedures are included for 2024 within the draft 2024–2029 Regional Transportation Improvement Program (RTIP). Continuing past practice, staff recommends not including the 2024 Obligation Authority Plan as a component of the RTIP, so that the plan can be revised quickly if necessary to assist with meeting the 2024 regional obligation authority target.

### OBLIGATION AUTHORITY PROCEDURES

Obligation authority procedures – including extension requests, gap strategies and appeals – are proposed to clearly demonstrate how SCOG will actively manage the obligation authority process to meet the regional obligation authority target by October 1 each year.

Following are proposed gap strategies from the procedures, in prioritized order:

1. Advancing 2025–2027 Fiscally Constrained Projects;
2. Advancing 2028–2029 Illustrative Projects;
3. Advancing Contingency List Projects; and
4. Adding to Past Federal Project Awards.

[Draft Obligation Authority Procedures](#) (from RTIP)

### 2024 OBLIGATION AUTHORITY PLAN

A draft obligation authority plan is prepared for 2024. The purpose of the plan is to provide project tracking information and communicate expected 2024 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed Federal Highway Administration funds that are programmed in 2024.



# 2024 OBLIGATION AUTHORITY PLAN

The following projects have to obligate federal funding before **March 1, 2024**. If the projects do not obligate by March 1, 2024, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	PE	(Not Yet)	\$350,000
Skagit County	Peterson Road (Urban)	WA-11739	PE	(Not Yet)	\$880,516
Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	WA-01137	PE	(Not Yet)	\$352,957
SCOG	Skagit 2050 Regional Transportation Plan	WA-15130	PL	(Not Yet)	\$346,000
Skagit Transit	Bus Stop Amenities	WA-15126	ALL	(Not Yet)	\$157,560
Mount Vernon	River Dike Trail System - Phase 1	WA-13500	PE	(Not Yet)	\$41,000
Anacortes	Q Avenue Pedestrian Crossings	WA-15131	PE	(Not Yet)	\$46,000

The following project must obligate federal funding before **August 1, 2024**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PL	(Not Yet)	\$319,595

**TOTAL EXPECTED STBG-TA-CR OBLIGATIONS<sup>1</sup>: \$2,493,628**  
**ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,033,354**

<sup>1</sup> Total 2023 obligation authority extensions and appeals outstanding as of 9/13/2023 are \$1,749,475. These extensions and appeals are not included in this estimate of STBG-TA-CR obligations.

## Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2024**. These projects will be deprogrammed with expiration of the 2024–2029 RTIP in January 2025.

To be granted an extension, any extension request must have been received by SCOG no later than **February 28, 2024**. A project phase may only be granted one extension.

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

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

## Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2024–2029 RTIP. The following project phase must obligate federal funding by **December 31, 2024**. This project will be deprogrammed with expiration of the 2024–2029 RTIP in January 2025.

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

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

**TOTAL STBG-TA-CR APPEALS: \$0**

# 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	✓	\$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 OBLIGATIONS<sup>3</sup>: \$1,012,572**  
**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 \$1,763,091 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**

## DISCUSSION ITEM X.X. – 2024 SKAGIT REGIONAL TRANSPORTATION PRIORITIES

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	10/5/2022	Discussion	<a href="#">Grant Johnson</a>	(360) 416-6678
Transportation Policy Board	11/15/2022	Discussion	<a href="#">Grant Johnson</a>	(360) 416-6678

### DISCUSSION

Skagit Council of Governments (SCOG) staff has been working with member jurisdictions to update the [Skagit Regional Transportation Priorities](#). The Skagit Regional Transportation Priorities is an annual list of projects created as an information item for the state legislature to provide visibility for regionally important projects. The list includes information such as a project description, sponsoring agency, project cost, existing funding and funding needed. 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.

SCOG staff is in the process of gathering updates and finalizing the draft document prior to presenting it to the Technical Advisory Committee at their December 7, 2023 meeting for review and recommendation. SCOG staff anticipate that the Transportation Policy Board will take action on the 2024 Skagit Regional Transportation Priorities at the December 20, 2023 meeting.

# SKAGIT REGIONAL TRANSPORTATION PRIORITIES

December 21, 2022

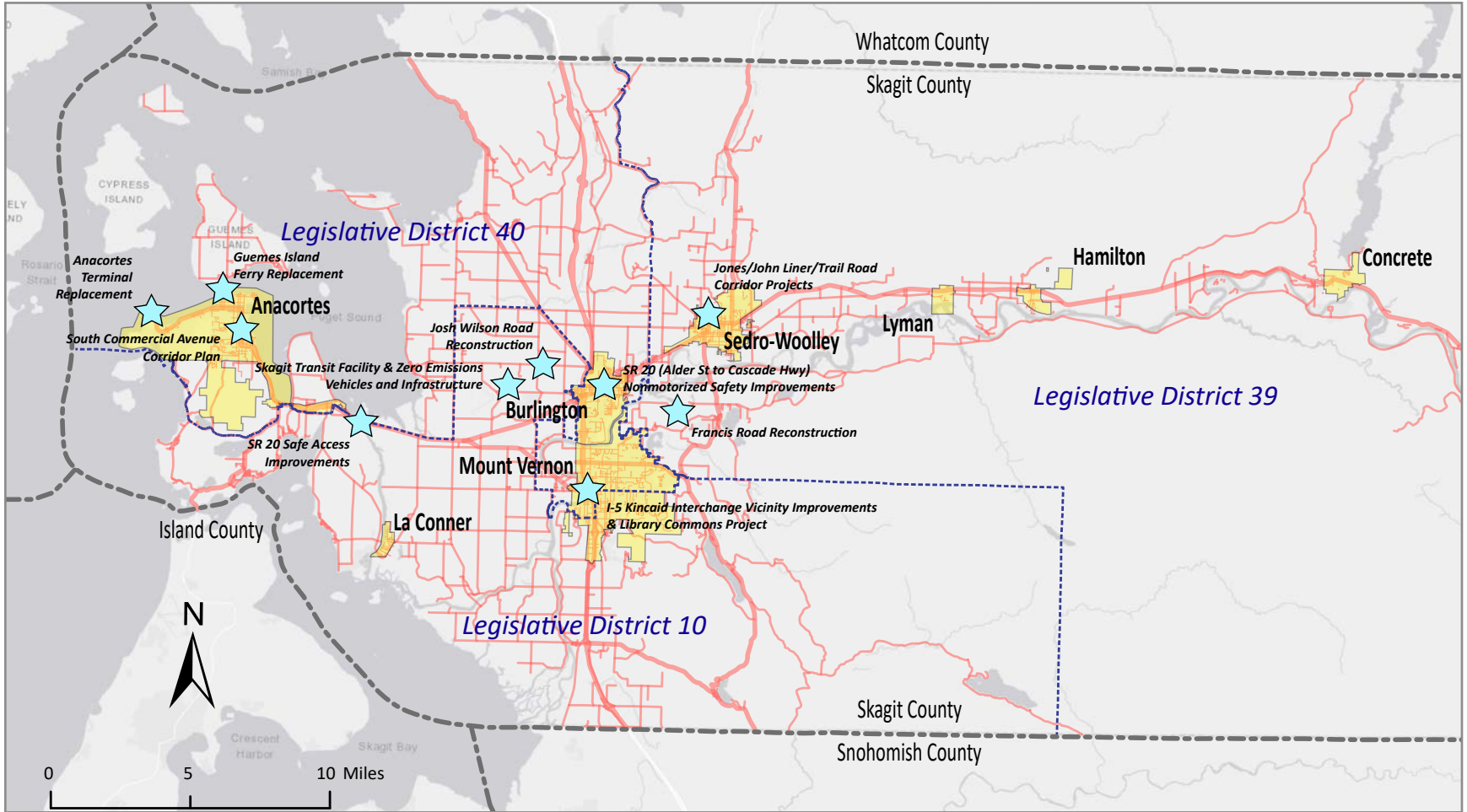


The Skagit Council of Governments (SCOG) is the Metropolitan Planning Organization and Regional Transportation Planning Organization in Skagit County. SCOG works cooperatively with local and tribal governments, the Washington State Department of Transportation (WSDOT), Skagit Transit and other stakeholders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



# REGIONAL SUMMARY



WSDOT Existing conditions on SR 20 and Campbell Lake Rd.

## NEW PROJECTS

- CITY OF BURLINGTON
  - SR 20 (ALDER ST TO CASCADE HWY) NONMOTORIZED AND SAFETY IMPROVEMENTS
- SWINOMISH INDIAN TRIBAL COMMUNITY
  - SR 20 SAFE ACCESS IMPROVEMENTS
- SKAGIT TRANSIT
  - ZERO EMISSION VEHICLES AND INFRASTRUCTURE

## REMOVED PROJECTS

- SAMISH INDIAN NATION
  - SR 20/CAMPBELL LAKE ROAD INTERSECTION IMPROVEMENT
- SKAGIT COUNTY
  - I-5/COOK ROAD VICINITY IMPROVEMENTS
- SKAGIT TRANSIT
  - REGIONAL CONNECTOR TRANSIT SERVICES
- WASHINGTON STATE FERRIES
  - VESSEL REPLACEMENT

## FINANCIAL SUMMARY

- TOTAL PROJECT COSTS: \$424,165,429
- EXISTING FUNDING: \$122,891,005
- FUNDS NEEDED: \$301,274,424

## LEGISLATIVE DISTRICT PROJECT LOCATION\*

- LEGISLATIVE DISTRICT 10: 5 PROJECTS
- LEGISLATIVE DISTRICT 39: 3 PROJECTS
- LEGISLATIVE DISTRICT 40: 9 PROJECTS

\* SOME PROJECTS OVERLAP LEGISLATIVE DISTRICTS





## 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





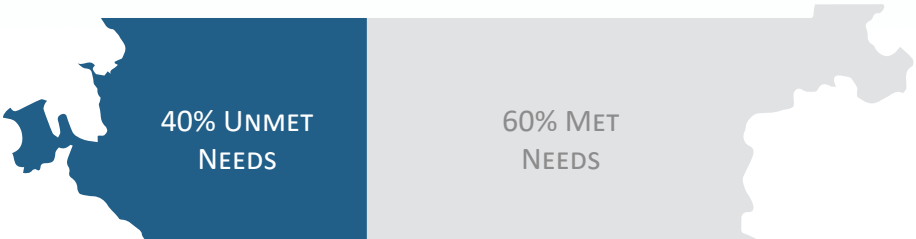
# LOCAL ROADWAY SYSTEM NEEDS

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

# SOUTH COMMERCIAL AVENUE CORRIDOR PLAN



Bovbjerg, A., Conlon, S., Fallgatter, T., Pirtle, P

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**

# SR 20 (ALDER ST TO CASCADE HWY) NONMOTORIZED AND SAFETY IMPROVEMENTS



Current Conditions at SR 20 (Alder St to Cascade Hwy)

**PROJECT SPONSOR: CITY OF BURLINGTON**

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

**EXISTING FUNDING: \$700,000**

**FUNDING NEEDED: \$2,300,000**

This project will provide safety improvements for multi-modal users along State Route 20 within Burlington City limits from Alder Street to Cascade Highway. Project will create a designated non-motorized path where none exists. The preferred option is to provide curbs and sidewalks for nonmotorized users. The existing channelization will be adjusted to accommodate a two-way left turn lane due to the number of accidents and to increase capacity. The existing pavement is approximately 40 ft wide within 60 ft of ROW. The existing 2-lane roadway causes excessive queuing from left turn movements since a turn lane does not exist. There is a preponderance of rear-end accidents along the corridor. This route is frequently used by students at Burlington Edison High School.

# 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 \$53 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: \$20,000,000**

**EXISTING FUNDING: \$0**

**FUNDING NEEDED: \$20,000,000**

**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.



City of Mount Vernon

Proposed Library Commons project.

**PROJECT SPONSOR: CITY OF MOUNT VERNON**

**PROJECT COST: \$53,000,000**

**EXISTING FUNDING: \$46,500,000**

**FUNDING NEEDED: \$6,500,000**

Legislative District 40

# JONES/JOHN LINER/TRAIL ROAD CORRIDOR PROJECTS



PROJECT SPONSOR: CITY OF SEDRO-WOOLLEY

PROJECT COST: \$38,850,000

EXISTING FUNDING: \$7,500,000

FUNDING NEEDED: \$31,350,000

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.

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



Skagit County

Existing conditions on Francis Rd. Section 1

**PROJECT SPONSOR: SKAGIT COUNTY**

**PROJECT COST: \$15,151,675**

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

**FUNDING NEEDED: \$11,200,379**

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 2023 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 5,500 in 2022, a 40% 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



# 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 consulting firm Glosten of Seattle to design the new electric ferry and shore-side facilities. The County has been aggressively seeking funding to move forward with the construction of this project and to date has secured both State and Federal funding.

Skagit County's all-electric vehicle ferry in Puget Sound, will 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 2024/2025.



Conceptual design for new electric ferry



**PROJECT SPONSOR: SKAGIT COUNTY**

**PROJECT COST: \$27,967,000**

**EXISTING FUNDING: \$25,418,521**

**FUNDING NEEDED: \$2,548,479**

Legislative District 40

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



Skagit County

Existing conditions on Josh Wilson Rd.

**PROJECT SPONSOR: SKAGIT COUNTY**

**PROJECT COST: \$13,326,126**

**EXISTING FUNDING: \$0**

**FUNDING NEEDED: \$13,326,126**

**Legislative Districts 10, 40**

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, 2A, 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. There are currently over 100 businesses at the Port and growing.

# ZERO EMISSION VEHICLES AND INFRASTRUCTURE

The transit industry is being asked to convert their fleets from diesel buses to zero emission alternatives. This push is widely expected to be expanded to encompass the entire fleet operated by transit agencies in the near future. In order to make this transition, significant funding is required. Zero emission technology requires a significant investment in facility infrastructure and vehicles. Skagit Transit is currently working with other agencies around the state to evaluate the various technologies before selecting a path forward in mid-2023. The goal of Skagit Transit is to convert its entire fleet into some form of zero emissions vehicle.

To accomplish this goal will require the installation of significant investments in workforce, facilities and vehicles. Electric vehicles cost significantly more than their fossil fuel counterparts. Skagit Transit is conducting a fleet transition plan that will layout a blueprint for the vehicles to purchase and the technologies to pursue. Skagit Transit will pursue the conversion of their fleet and facilities in phases. The introductory phase will introduce a number of electric vehicles in various segments of the fleet while implementing the core infrastructure necessary for the conversion of the remainder of the fleet. It will also include upgrading the skills of their workforce to maintain a zero emissions fleet powered by alternative fuel sources.



PROJECT SPONSOR: SKAGIT TRANSIT

PROJECT COST: \$10,000,000

EXISTING FUNDING: \$0

FUNDING NEEDED: \$10,000,000

Legislative Districts 10, 40, 39

# 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: \$35,000,000

FUNDING NEEDED: \$5,000,000

Legislative District 10

# SR 20 SAFE ACCESS IMPROVEMENTS

The Swinomish Indian Tribal Community, in partnership with WSDOT and Skagit County, is seeking to improve safety and access on SR 20 at Casino Drive and SR 20 at Long John Drive within the Swinomish reservation. Led by the Swinomish Tribe, construction of acceleration and deceleration improvements at both connections with SR 20, as well as at adjoining intersections, will improve safety at an intersection of the posted-50 mph SR 20 with the 25 mph local access roads to the Swinomish Casino and adjacent economic development opportunity areas. The project will include active transportation trail connections, multimodal access to transit stops and improve freight access safety to and from SR 20, and extending into Skagit County. The Tribe and other partners have invested nearly \$1 million over the last 12 years into the planning of the project. The Tribe intends to seek grant funding to assist in the completion of planning, the engineering design, and the construction of the project.



Existing conditions on SR 20 and South March's Point Rd

**PROJECT SPONSOR: SWINOMISH INDIAN TRIBAL  
COMMUNITY**

**PROJECT COST: \$21,000,000**

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

**FUNDING NEEDED: \$20,800,000**

**Legislative Districts 10, 40**

# ANACORTES TERMINAL REPLACEMENT



PROJECT SPONSOR: WASHINGTON STATE FERRIES

PROJECT COST: \$125,100,000

EXISTING FUNDING: \$2,000,000

FUNDING NEEDED: \$123,100,000

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, and during their 2022 session, the Washington State Legislature allocated funding for four new Olympic-Class electric-hybrid vessels. Construction of a new terminal building at Anacortes is planned for the 2025-2027 biennium.