

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

October 3, 2024 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 240 285 922#

AGENDA

1. Call to Order and Roll Call
2. [September 5, 2024 Technical Advisory Committee Meeting Minutes](#)
3. [2025-2030 Regional Transportation Improvement Program](#) – *Mark Hamilton*
4. [2025 Obligation Authority Plan](#) – *Mark Hamilton*
5. [Regional Transportation Strategy for 2024-2026 Regional Transportation Plan Update](#) – *Mark Hamilton*
6. [Transportation Element Certification Review Manual](#) – *Sarah Ruether*
7. Roundtable and Open Topic Discussion
8. Next Meeting: November 7, 2024, 1:30 p.m.
9. Adjourned

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

[Meeting Packet](#)

TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

VOTING MEMBERS

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

NON-VOTING MEMBERS

Skagit PUD

QUORUM REQUIREMENT

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

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

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SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

September 5, 2024

Skagit Council of Governments Conference Room
315 South Third Street, Mount Vernon, WA 98273

AGENCIES REPRESENTED

- City of Anacortes..... Logan Lee
- City of Mount Vernon Frank Reinart
- City of Sedro-Woolley Kyle Anderson
- Samish Indian Nation..... Nick Dorr
- Skagit County Forrest Jones
- Skagit PUD..... Mark Semrau
- Skagit Transit..... Stevie Mathews, Cheryl Willis
- Swinomish Indian Tribal Community Debra Bray
- Washington State Department of Transportation Ryan Clemens, John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

Kristen Keltz from the Skagit Tourism Bureau was present at the meeting.

AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. August 1, 2024 Technical Advisory Committee Meeting Minutes: Mr. Shambaugh moved to approve the August 1, 2024 Technical Advisory Committee meeting minutes, and Mr. Reinert seconded the motion. The motion carried unanimously.
3. Local Permits and Permissions for Filming in Skagit County: Ms. Keltz presented this agenda item. She explained that the Skagit Tourism Bureau is the official liaison for filming within Skagit County, and that she is hoping to reach out to public works staffs from the jurisdictions within Skagit County about permitting for filming. She then gave an overview of filming within the county and the role that the Skagit Tourism Bureau plays.

4. Redistributed Obligation Authority List of Projects Update: Mr. Hamilton presented this agenda item. He stated that funds have been made available by the Federal Highway Administration via the annual August redistribution process. Project sponsors now need to submit all of the required documentation. Mr. Hamilton mentioned a September 13 WSDOT deadline for submittal. He then went over projects with sponsors and again emphasized the need to get these additional federal funds obligated quickly before they are no longer available.
5. 2025–2030 Regional Transportation Improvement Plan: Mr. Hamilton presented this agenda item. He stated that the 2025 Regional Transportation Improvement Plan (RTIP) is currently being prepared, and that SCOG staff have been working with project sponsors to gather required information. The RTIP will be going to the Transportation Policy Board for their meeting this month. He then went over each year of the proposed RTIP and discussed projects with sponsors. Mr. Hamilton said the draft RTIP will be ready later this month for public review and will be distributed to the Technical Advisory Committee at that time.
6. 2025 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that project sponsors should try to obligate as early in the year as possible, preferably in January or February. He explained that the Technical Advisory Committee (TAC) will implement gap strategies at their March 2025 meeting if the obligation target is not met. If project sponsors cannot obligate by March 1, they can apply for an extension until the end of the calendar year that will be automatically granted by SCOG staff. He then went over all of the projects expected to obligate federal funding. He stated that the region is expected to obligate approximately \$2.7 million and that the estimated target will be approximately \$2.5 million, though he cautioned that SCOG will not receive the actual target until early next year once federal allocations are known. Mr. Hamilton then gave a brief overview of the gap strategies and the appeal procedure. He stated that the 2025 Obligation Authority Plan will go to the Transportation Policy Board at their September meeting for discussion.
7. Regional Transportation Strategy for 2024-2026 Regional Transportation Plan Update: Mr. Hamilton presented this agenda item. He stated that the Regional Transportation Plan is a plan SCOG is required to update every five years per federal law, and that a consultant is being hired to assist with the plan update. As part of the update, SCOG is required to create a regional transportation strategy by state law, as the Regional Transportation Plan meets both state and federal requirements. SCOG staff is currently working on creating a strategy for this plan update with a similar process as was used during the 2021 plan update, with the major difference being that a consultant will be doing the primary work of updating the plan. It is anticipated that the strategy will be presented to the TAC at next month's meeting.
8. 2025 Skagit Regional Transportation Priorities: Mr. Johnson presented this agenda item. He stated that this is a document that staff creates every year based upon input from SCOG member organizations. SCOG staff do not select projects for inclusion in the document and is currently reaching out to member jurisdictions requesting updates to the list. It is anticipated that this item will come back to the TAC at their December meeting, and that the Transportation Policy Board will be acting on the priorities at their December meeting. The updated priorities will then be sent to Washington state legislature members at the beginning of the calendar year.
9. Certification Program for Regional Transportation Planning Organization: Ms. Ruether presented this agenda item. She explained that the goal of the certification program is to make sure that local jurisdiction's long-range planning aligns with regional plans. She stated that there have been many

changes to state law recently that require changes to the certification program, and that a draft will be presented at a future meeting.

- 10. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
- 11. Next Meeting: October 3, 2024, 1:30 p.m.
- 12. Adjourned: 2:25 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

ACTION ITEM X.X. – RESOLUTION 2024-XX TO APPROVE 2025–2030 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/05/2024	Discussion	Mark Hamilton	360-416-7876
Transportation Policy Board	09/18/2024	Release	Mark Hamilton	360-416-7876
Technical Advisory Committee	10/03/2024	Review and Recommendation	Mark Hamilton	360-416-7876
Transportation Policy Board	10/16/2024	Action	Mark Hamilton	360-416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend adoption of Resolution 2024-XX to approve the [2025–2030 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 obligate¹ 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 programmed² in the next four years

¹ 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.

² “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 constrained³ portion of the RTIP.

KEY UPDATES

The following updates have been made to the 2025–2030 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 2025–2028. These projects will also be included in the Statewide Transportation Improvement Program.

- [Fiscally Constrained Project List](#)

Years 2029 and 2030 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 can also include 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 2025 and 2028.

- [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](#)

³ 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](#)



2025 – 2030

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the
Transportation Policy Board on
October 16, 2024

DRAFT

CONTENTS

Metropolitan Planning Area Self-Certification	i
1 Introduction	1
1.1 About SCOG	1
1.2 Purpose of the Regional Transportation Improvement Program	1
2 Document Preparation	2
2.1 Review and Approval	3
2.2 Public Involvement Process	3
2.3 Programming Policies	4
2.4 Project Selection and Prioritization	4
2.5 2024–2029 RTIP Projects Not Included in the 2025–2030 RTIP	5
3 Amendment & Administrative Modification Procedures	7
3.1 Amendment Cycle	8
4 Projects	11
4.1 Fiscally Constrained Projects	11
4.2 Illustrative Priorities	12
4.3 Regionally Significant Projects	12
5 Financial Plan	13
5.1 Fiscal Constraint	13
5.2 Financial Feasibility Table	13
6 Environmental Justice Analysis	14
6.1 Data and Methodology	14
6.2 Geographic Proximity Analyses	15
6.3 Conclusions	16
7 Regional Performance Targets	16
7.1 Transit Asset Management	17
7.2 Transit Safety	18
7.3 Highway Safety	19
7.4 Highway Bridge Condition	20
7.5 Highway Pavement Condition	21
7.6 Highway Travel Time and Freight Reliability	22
8 Obligation Authority	23
8.1 2024 Obligation Authority Plan	23
8.2 Obligation Authority Procedures	24

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

Kevin Murphy
Executive Director
Skagit Council of Governments

Ryan Clemens
Regional Coordinator
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, Swinomish Indian Tribal Community, Samish Indian Nation, Skagit Transit, Skagit PUD, Port of Anacortes, 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 updates the RTIP annually and allows amendments to the RTIP on a monthly basis, except the last two months every calendar year.

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 obligate¹ 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

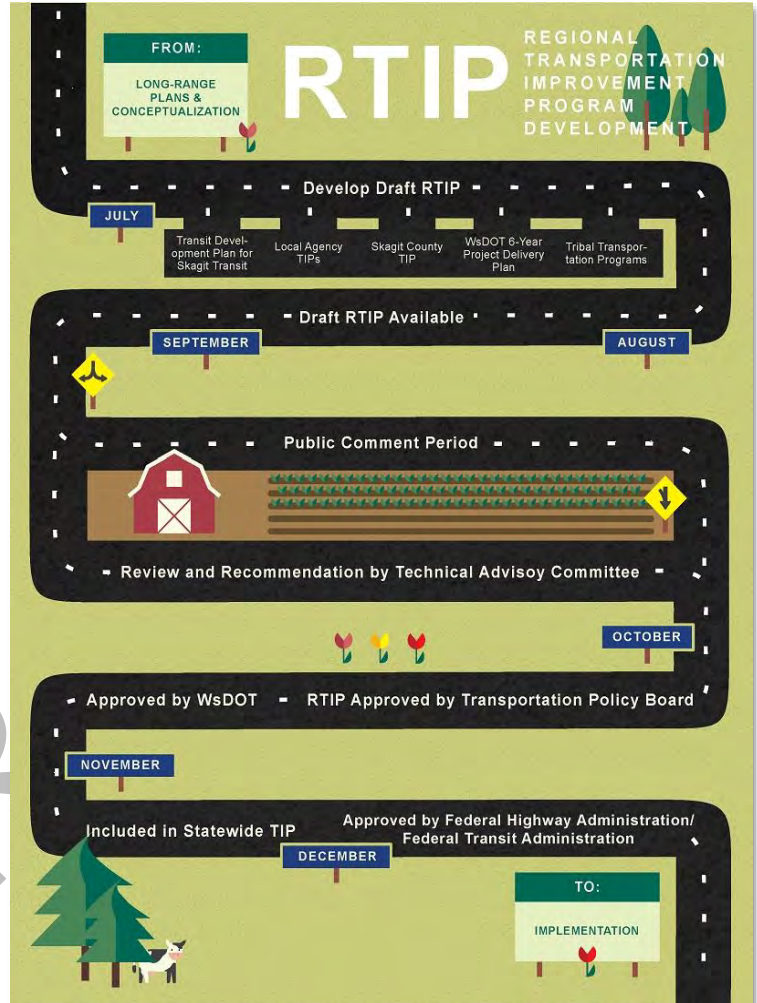
¹ Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or "obligated" for that particular project.

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 programmed² in the next four years will not cost more than the amount of funding the region expects to be available. Section 5.2 includes a detailed financial table for the projects programmed in the fiscally constrained³ 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 secured⁴ 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 2025–2030 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 2025–2030 RTIP is included in Section 4. From these projects, an assessment of region-wide financial feasibility is estimated in Section 5.

² “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.

³ 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 from the Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives – but may not be fiscally constrained.

⁴ “Secured” means funding has been committed or is available to the project sponsor for the project, including any required match.

Submit comments on the draft 2025–2030 RTIP to:

Mark Hamilton, AICP
Skagit Council of Governments
315 South Third Street, Suite 100
Mount Vernon, WA 98273
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 Committee⁵ and Transportation Policy Board⁶ 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. Opportunities for verbal comments are also provided at Transportation Policy Board meetings where the RTIP is discussed and considered for adoption.

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 fiscally constrained RTIP projects (Section 4.1) are included in the draft STIP. Representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then review the draft STIP, issuing approval in January 2025.

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](#)”, which is updated every year, and Skagit Transit includes projects in their six-year [Transit Development Plan](#), which is adopted every year by Skagit Transit’s 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

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

⁶ 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 FHWA or 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 19 through October 4, 2024. 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

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

SCOG is responsible for selecting projects for the regionally managed portion of federal Surface Transportation Block Grant Program, Carbon Reduction 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 from WSDOT to commit 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*. The most recent formal project selection process developed to provide clarity on how projects are regionally prioritized for funding is hyperlinked below. Current programming of these three federal funding sources in the RTIP is hyperlinked as well.

- [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 2024–2029 RTIP PROJECTS NOT INCLUDED IN THE 2025–2030 RTIP

The following projects were included in the fiscally constrained portion of the 2024–2029 RTIP, including amendments to the RTIP that added new projects, but are not included in the fiscally constrained portion of the 2025–2030 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 2024–2029 RTIP projects that are not programmed in the 2025–2030 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.	\$5,709,816	Construction underway
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.	\$3,149,849	Construction underway
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.	\$3,776,000	Preliminary engineering underway
SCOG	Regional Transportation Resilience Improvement Plan	Prepare a Resilience Improvement Plan covering Skagit County that assesses the vulnerabilities of the transportation system for current and future weather events such as severe storms, flooding, droughts, levee and dam failures, wildfires, rockslides, and earthquakes. Funding from the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary program	\$449,623	Project underway
SCOG	Skagit 2050 Regional Transportation Plan	A new metropolitan-regional transportation plan will be prepared, meeting all applicable federal and state requirements. The plan will replace and supersede the Skagit 2045 Regional Transportation Plan, which is due to be updated by March 2026 per federal requirements. The regional travel demand model will also be updated as part of this project.	\$400,000	Project underway
Skagit County	Concrete Sauk Valley Road Bank Stabilization - Milepost 3.7	Design and Construct Bank Protection measures along Concrete Sauk Valley Road due to erosion caused by the Skagit River.	\$1,778,100	Preliminary engineering pending
Skagit County	Guemes Island Anacortes Ferry Parking & Holding Lane Improvements	Reconfigure the Anacortes Ferry Terminal Parking, add an additional holding lane, which will include a support wall, and install/construct a ticket booth.	\$1,114,818	Project cancelled/delayed
Skagit County	Guemes Island Ferry Operating Costs	Guemes Ferry Operating Cost.	\$358,613	Project underway
Skagit Transit	Bus Stop Amenities	Purchase and install bus stop shelters.	\$195,980	Project underway
Skagit Transit	Design Services Skagit Station	Architect and engineering services to design transit operator bathroom at Skagit Station.	\$133,523	Project underway
Skagit Transit	Micro Transit Study	Acquire consultant services to develop an operational plan for deploying "microtransit" service within specific areas of the Skagit PTBA.	\$100,000	Project underway
WSDOT - NW	SR 530/Rockport Bridge - Painting	The existing paint on the steel surfaces is weathered and damaged, allowing corrosion to occur. Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.	\$4,542,781	Funding no longer committed to complete this project

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST (Est.)	STATUS
WSDOT - NW	SR 9/Lake Creek Bridge - Replacement	The SR 9 bridge over Lake Creek is structurally deficient. Construct a new bridge to replace the existing bridge to preserve the structural integrity of this section of highway.	\$11,441,267	Funding no longer committed to complete this project
WSDOT - NW	SR 9/Skagit River Bridge - Deck Replacement	Remove the existing overlay deck, perform deck repair, and place new overlay on the Skagit River Bridge in order to preserve the bridge.	\$2,668,178	Funding no longer committed to complete this project

3 AMENDMENT & ADMINISTRATIVE MODIFICATION PROCEDURES

Transportation priorities and funding strategies change over time. As is the case every year, it is likely the project list programmed in the RTIP in October 2024 will need to be altered during calendar year 2025. 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](#)

DRAFT

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"> • Adding a new project to the RTIP • Deleting a project from the RTIP • Any change to a project's programmed amount equaling 30% or more • Any change to a project's programmed amount equaling \$3 million or more • Major scope changes • Adding a future phase to a project already programmed • Adding federal funds to a project that is already programmed but does not yet have federal funds programmed 	<ul style="list-style-type: none"> • Changing the lead agency • Adding a prior phase to a project already programmed • Any change to a project's programmed amount equaling less than 30% and must be less than \$3 million • Correcting typographical errors • Making minor changes to project information (e.g. federal functional classification, improvement type, project termini or environmental type) 	<ul style="list-style-type: none"> • Moving projects, and phases of projects, within the first four years of the RTIP • Changes to a project's federal funding source, when made as a funds management action • Federal authorization of more/less than federal funds programmed for a project phase, up to the total federal funds amount programmed for the project • 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)

COMPARISON OF RTIP ACTIONS

3.1 AMENDMENT CYCLE

Project sponsors 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.

SUBMIT REQUEST TO SCOG*	TAC REVIEW/ RECOMMENDATION	SCOG TPB ACTION	WSDOT REVIEW	FHWA/FTA REVIEW**	AMENDMENT INCLUDED IN STIP
12/24/2024	1/2/2025	1/15/2025	1/17/2025	1/31/2025	2/14/2025
1/29/2025	2/6/2025	2/19/2025	2/21/2025	3/7/2025	3/21/2025
2/26/2025	3/6/2025	3/19/2025	3/21/2025	4/4/2025	4/18/2025
3/26/2025	4/3/2025	4/16/2025	4/18/2025	5/2/2025	5/16/2025
4/23/2025	5/1/2025	5/21/2025†	5/16/2025	5/30/2025	6/13/2025
5/28/2025	6/5/2025	6/18/2025	6/20/2025	7/4/2025	7/18/2025
6/25/2025	7/3/2025	7/16/2025	7/18/2025	8/1/2025	8/15/2025
7/30/2025	8/7/2025	8/20/2025†	8/15/2025	8/29/2025	9/12/2025
8/27/2025	9/4/2025	9/17/2025	9/19/2025	10/3/2025	10/17/2025
9/24/2025	10/2/2025	10/15/2025	10/17/2025	10/31/2025	11/14/2025

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

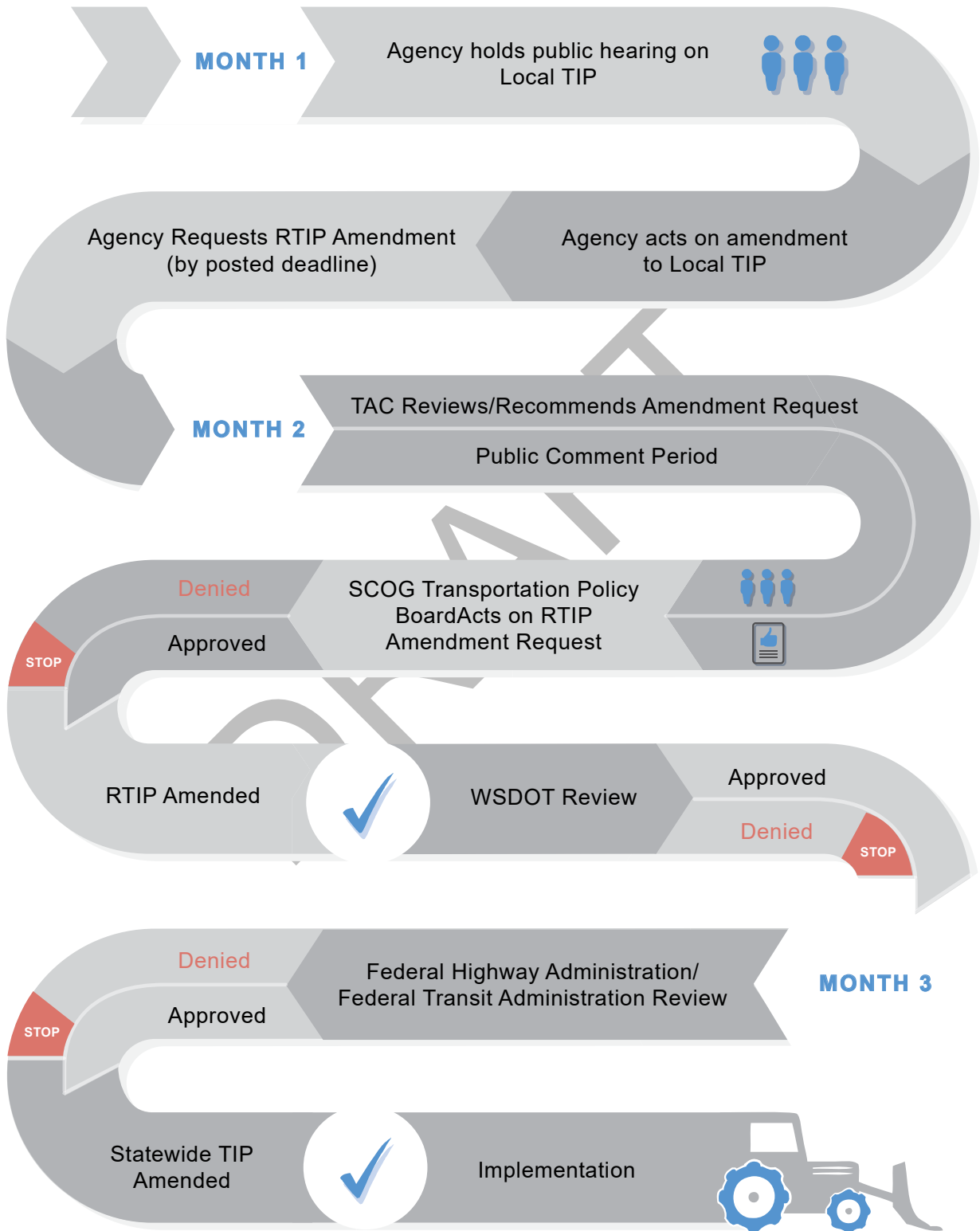
*Request must include documentation of funding award and proof that project is consistent with RTIP Policy #2: Compliance with Local and Tribal Plans.

**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 by 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



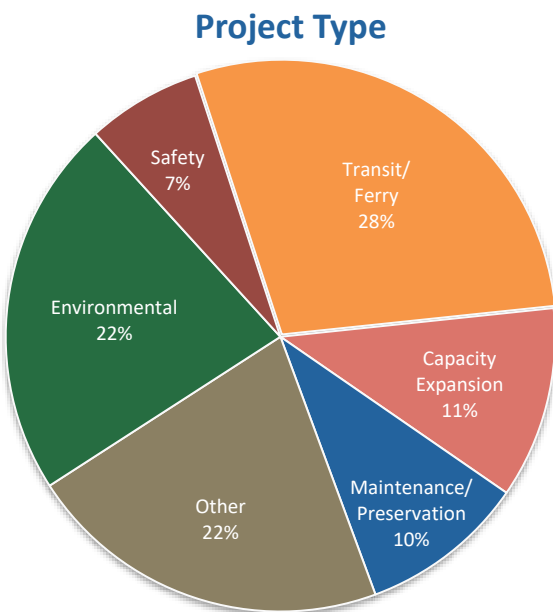
RTIP AMENDMENT CYCLE

4 PROJECTS

4.1 FISCALLY CONSTRAINED PROJECTS

The 2025–2028 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 (2029 and 2030) of the RTIP.

- [2025–2028 Fiscally Constrained Projects](#)



A summary of the funding by project type in the fiscally constrained portion of the RTIP as of October 16, 2024 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.

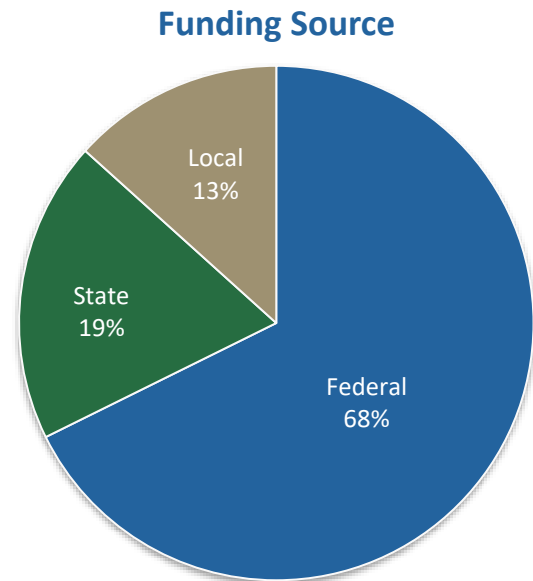
Twenty-eight percent (28%) of secured funding included in the fiscally constrained portion of the 2025–2030 RTIP is dedicated to Skagit Transit and Guemes Island Ferry projects. Twenty-two percent (22%) of secured funding is committed to environmental projects designed to improve fish passage under WSDOT facilities along with a WSDOT soil-abatement project. Seven percent (7%) of secured funding is devoted to safety projects, with ten percent (10%) to maintenance/preservation projects – primarily bridge projects on WSDOT and Skagit County facilities, and WSDOT paving projects. Eleven percent (11%) of secured funding is slated to expand capacity of the transportation system, and the remaining twenty-two percent (22%) of secured funding is programmed to other project types. Project funding that has not yet been secured, and all funding in 2029 and 2030, 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. Sixty-eight percent (68%) of the secured funding for fiscally constrained RTIP projects is from federal sources, with nineteen percent (19%) from state sources. Thirteen percent (13%) 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-obligates⁷ 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 2029–2030 Illustrative Priorities are hyperlinked below.

- [2029–2030 Illustrative Projects](#)

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 in the agency's capacity 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 determined to be regionally significant are in the following hyperlink.

- [RTIP Determinations of Regional Significance](#)

⁷ 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.

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 table located in Section 5.2 include the estimated amount of available funds, programmed funds and remaining funds by fund type for each program year. Project sponsors 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 in the first four years.

FEDERAL REVENUE PROJECTIONS

Revenue projections for WSDOT state 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 2024.

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 2025–2030 RTIP are fiscally constrained and financially feasible. Programmed expenditures are balanced with funding reasonably expected to be made available over the programming period.

- [2025–2028 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 FHWA and FTA, 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 2024, 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 SCOG's Administration project, were not included in this analysis). The analysis does not include projects that were in previous RTIPs and not carried over into the 2025–2030 RTIP.

6.2 GEOGRAPHIC PROXIMITY ANALYSES

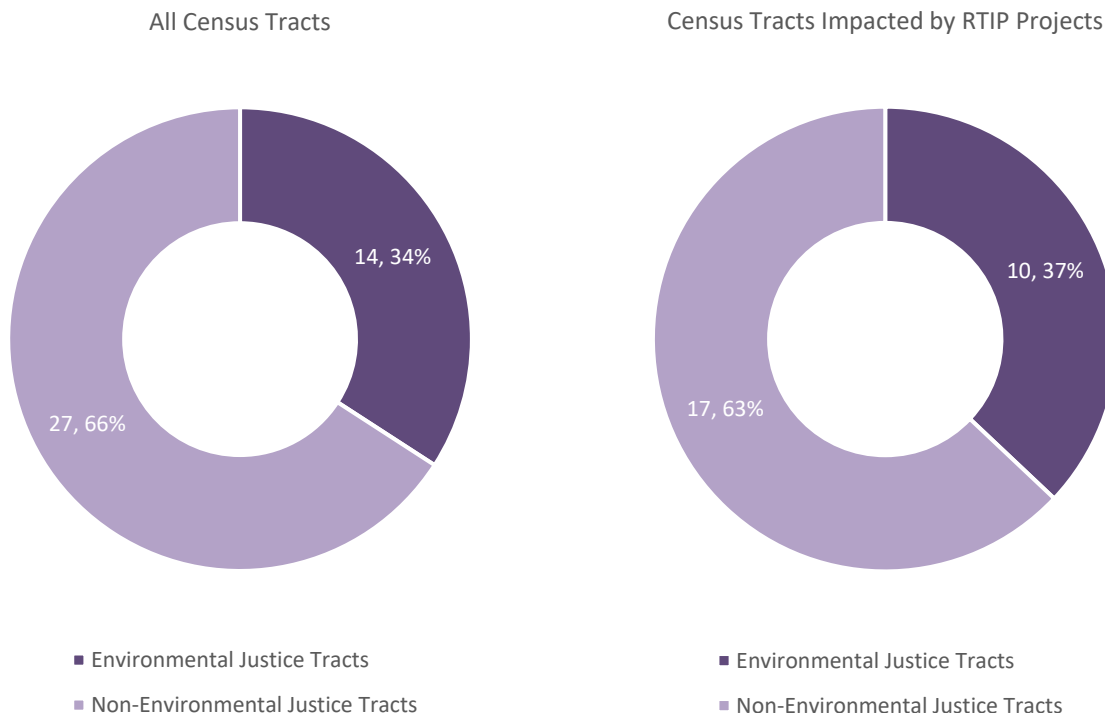
The Skagit County Demographic Profile summarizes the data for Environmental Justice protected populations at two geographies, as designated by the Census Bureau: blocks and tracts. Information regarding minority status is obtained in the Decennial Census so it is available at the smaller Census block 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 on a project-by-project basis via environmental review.

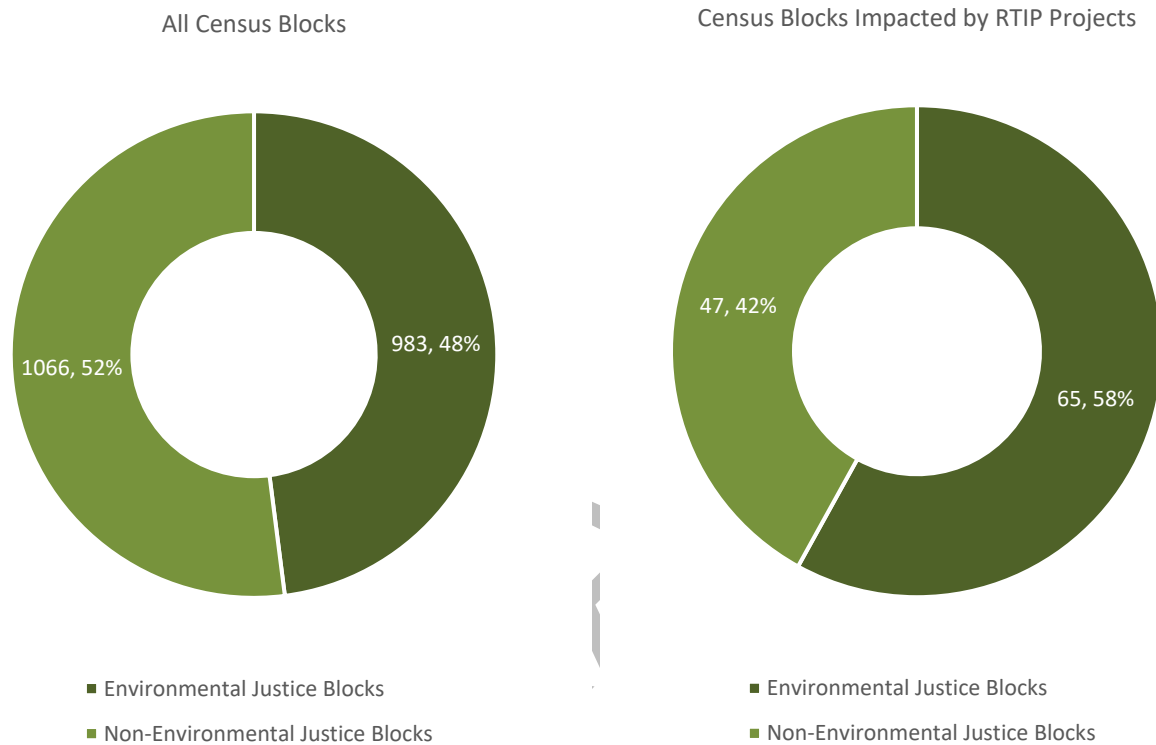
POVERTY POPULATION ANALYSIS

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 27 tracts impacted by projects in the RTIP, 10 (37%) 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.



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, 112 were impacted by projects included in the RTIP, and 65 of these (58%) 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 21st 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	2/27/2025	2/21/2024
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 agencies prepared initial transit asset management plans in late 2018. The most recent updates to condition information for assets and performance targets were completed in 2022 by WSDOT and 2023 by Skagit Transit, with each updating their transit asset management plans.

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 2023, adopting new transit safety performance targets, and provided it to SCOG in September 2023.

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. 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:

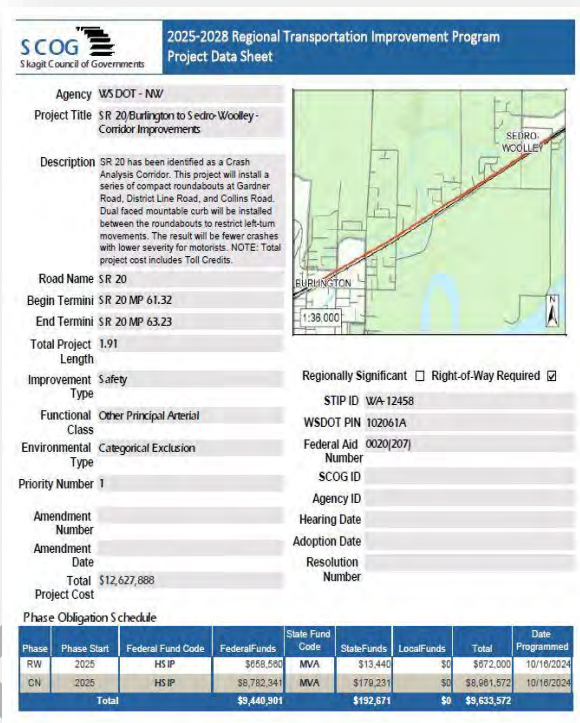
1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) safety target for that performance measure; or
2. Commit to quantifiable safety targets for performance measures in their metropolitan planning area (the Skagit region).

On February 21, 2024, 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 2024, 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.



2025-2028 Regional Transportation Improvement Program
Project Data Sheet

Agency: WSDOT - NW
Project Title: SR 20/Burlington to Sedro-Woolley - Corridor Improvements

Description: SR 20 has been identified as a Crash Analysis Corridor. This project will install a series of compact roundabouts at Gardner Road, District Line Road, and Collins Road. Dual faced mountable curb will be installed between the roundabouts to restrict left-turn movements. The result will be fewer crashes with lower severity for motorists. NOTE: Total project cost includes Toll Credits.

Road Name: SR 20
Begin Termini: SR 20 MP 61.32
End Termini: SR 20 MP 63.23
Total Project Length: 1.91

Improvement Type: Safety
Function Class: Other Principal Arterial
Environmental Type: Categorical Exclusion
Priority Number: 1
Amendment Number: [blank]
Amendment Date: [blank]

Regionally Significant: Right-of-Way Required:
STIP ID: WA-12458
WSDOT PIN: 102061A
Federal Aid Number: 0020(207)
SCOG ID: [blank]
Agency ID: [blank]
Hearing Date: [blank]
Adoption Date: [blank]
Resolution Number: [blank]

Total Project Cost: \$12,627,888

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
RW	2025	HS IP	\$558,580	MVA	\$13,440	\$0	\$572,020	10/16/2024
CN	2025	HS IP	\$8,783,341	MVA	\$179,231	\$0	\$8,962,572	10/16/2024
Total			\$9,341,921		\$192,671	\$0	\$9,534,592	

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).

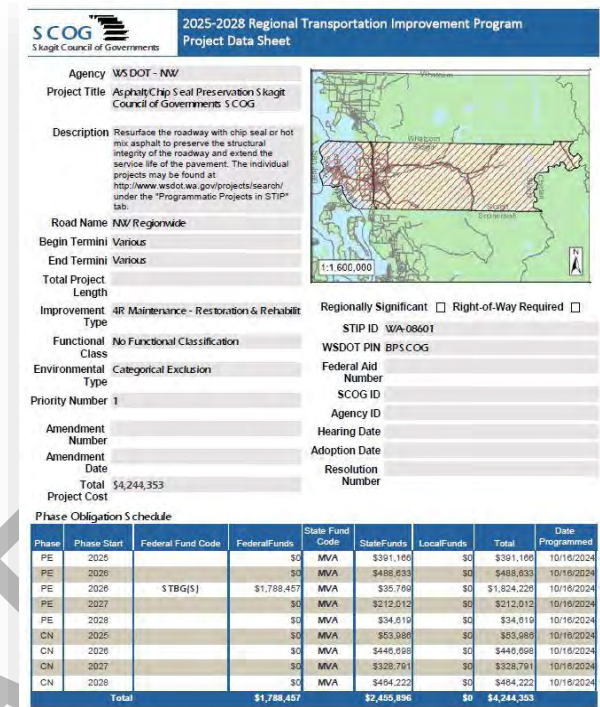
On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide performance targets for highway pavement condition on the National Highway System. Programming of

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 in part by Surface Transportation Block Grant Program funds programmed in the RTIP.



The screenshot shows a 'Project Data Sheet' for the '2025-2028 Regional Transportation Improvement Program'. The project is titled 'Asphalt/Chip Seal Preservation Skagit Council of Governments SCOG'. The description states: 'Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement. The individual projects may be found at: http://www.wsdot.wa.gov/projects/search/ under the "Programmatic Projects in RTIP" tab.' The road name is 'NW/Regionwide'. The project cost is listed as \$4,244,353. A 'Phase Obligation Schedule' table is included at the bottom of the sheet.

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2025		\$0	MVA	\$391,100	\$0	\$391,100	10/18/2024
PE	2026		\$0	MVA	\$488,833	\$0	\$488,833	10/18/2024
PE	2026	STBG(S)	\$1,788,457	MVA	\$35,769	\$0	\$1,824,226	10/18/2024
PE	2027		\$0	MVA	\$212,012	\$0	\$212,012	10/18/2024
PE	2028		\$0	MVA	\$34,819	\$0	\$34,819	10/18/2024
CN	2025		\$0	MVA	\$53,886	\$0	\$53,886	10/18/2024
CN	2026		\$0	MVA	\$446,666	\$0	\$446,666	10/18/2024
CN	2027		\$0	MVA	\$328,791	\$0	\$328,791	10/18/2024
CN	2028		\$0	MVA	\$464,222	\$0	\$464,222	10/18/2024
Total			\$1,788,457		\$2,455,896	\$0	\$4,244,353	

EXAMPLE PROJECT TO IMPROVE PAVEMENT CONDITION

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 50th, 80th and 95th 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 2025 federal fiscal year ends on September 30, 2025.

RTIP projects programmed in 2025 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 2025. 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 (2025) for approval of these transfers.

8.1 2024 OBLIGATION AUTHORITY PLAN

An obligation authority plan is prepared by SCOG for 2025. The purpose of the plan is to provide project tracking information and communicate expected 2025 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 2025.

The 2025 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, 2025:

1. **Advancing 2026–2028 Fiscally Constrained Projects;**
2. **Advancing 2029–2030 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 2025 Obligation Authority Plan is not incorporated into the 2025–2030 RTIP, and is revised by SCOG as necessary to meet the regional obligation authority target during federal fiscal year 2025.

8.2 OBLIGATION AUTHORITY PROCEDURES

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. – 2025 OBLIGATION AUTHORITY PLAN

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/05/2024	Discussion	Mark Hamilton	360-416-7876
Transportation Policy Board	09/18/2024	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	10/03/2024	Review and Recommendation	Mark Hamilton	360-416-7876
Transportation Policy Board	10/16/2024	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the [2025 Obligation Authority Plan](#).

DISCUSSION

The Transportation Policy Board adopted obligation authority procedures at the October 2023 meeting to guide federal project obligations this year. Revised procedures are included for 2025 within the draft 2025–2030 Regional Transportation Improvement Program (RTIP). Continuing past practice, staff recommends not including the 2025 Obligation Authority Plan as a component of the RTIP, so that the plan can be revised quickly if necessary to assist with meeting the 2025 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 2026–2028 Fiscally Constrained Projects;
2. Advancing 2029–2030 Illustrative Projects;
3. Advancing Contingency List Projects; and
4. Adding to Past Federal Project Awards.

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

2025 OBLIGATION AUTHORITY PLAN

A draft obligation authority plan is prepared for 2025. The purpose of the plan is to provide project tracking information and communicate expected 2025 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 2025.

2025 OBLIGATION AUTHORITY PLAN

The following projects have until **March 1, 2025** to obligate federal funding. If project funds do not obligate by March 1, 2025, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
Anacortes	Q Avenue Pedestrian Crossings	WA-15131	CN	(Not Yet)	\$396,000
Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	RW	(Not Yet)	\$350,000
Samish Indian Nation	SR20/Campbell Lake Road - Intersection Improvement	WA- 11959	CN	(Not Yet)	\$1,285,200
Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgins Street	SW42	CN	(Not Yet)	\$408,742
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	PE	(Not Yet)	\$32,000

The following project must obligate federal funding before **August 1, 2025**, 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)	\$292,336

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS: \$2,764,278
ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,559,639

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2025**. These projects will be deprogrammed with expiration of the 2025–2030 RTIP in January 2026.

To be granted an extension, any extension request must be received by SCOG no later than **February 26, 2025**. 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 2025–2030 RTIP. The following project phase must obligate federal funding by **December 31, 2025**. This project will be deprogrammed with expiration of the 2025–2030 RTIP in January 2026.

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

ACTION ITEM X.X. – REGIONAL TRANSPORTATION STRATEGY FOR 2024–2026 REGIONAL TRANSPORTATION PLAN UPDATE

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	09/05/2024	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	10/03/2024	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	10/16/2024	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the [Regional Transportation Strategy for 2024–2026 Regional Transportation Plan Update](#).

DISCUSSION

SCOG updates the [Skagit 2045 Regional Transportation Plan](#) no less than every five years to remain in compliance with federal law. The last update concluded in March 2021 with plan adoption, and the plan was subsequently amended in July 2022 and again in July 2024. The plan must be updated by March 2026 to remain in federal compliance.

To guide the update process, SCOG staff began preparing a regional transportation strategy in September 2024. The regional transportation strategy has been distributed to the Technical Advisory Committee for the October 3, 2024 meeting for review and recommendation. The regional transportation strategy may be approved by the Transportation Policy Board at their October 16, 2024 meeting.

A consultant is under contract with SCOG as of mid-September to assist with updating the plan and regional travel demand model to be utilized during the plan update.

Both state and federal requirements that apply to SCOG are addressed within the plan. Federal requirements for updating the plan can be found at [23 CFR 450.324](#). State requirements for updating the plan can be found at [RCW 47.80.030](#). State requirements for a regional transportation strategy, which is intended in part to guide the preparation of the plan, can be found at [RCW 47.80.023](#).

REGIONAL TRANSPORTATION STRATEGY FOR 2024–2026 REGIONAL TRANSPORTATION PLAN UPDATE

Approved by the Skagit Council of Governments
Transportation Policy Board on October 16, 2024

This regional transportation strategy encompasses the 2024–2026 update to the [Skagit 2045 Regional Transportation Plan](#) (Skagit 2045 or RTP). The requirement to have a regional transportation strategy is included in the state law for regional transportation planning organizations (RTPOs), specifically [RCW 47.80.023 \(1\)](#). This strategy acts as a guide in how the region updates the RTP.

The most recent update to Skagit 2045 was in March 2021, with plan amendments in July 2022 and July 2024. The “effective date” of the plan, for federal metropolitan transportation planning purposes, is March 2021. Federal requirements dictate that Skagit 2045 must be updated at least every five years from the effective date. Therefore, the update to Skagit 2045 must occur by March 2026. State RTPO requirements for Skagit 2045 do not include a specific timeframe for updating, though updates are required periodically.

Several federal rulemakings have been published that require metropolitan planning organizations include performance measures, target setting and reporting. These performance requirements were introduced as part of the 2012 Moving Ahead for Progress in the 21st Century Act – the federal transportation law. The current federal transportation law, the Infrastructure Investment and Jobs Act, continues this performance-based planning approach. An overview of performance based-planning and programming is available through the [Federal Transit Administration](#).

Federal requirements for updating Skagit 2045 can be found at [23 CFR 450.324](#). State requirements for updating Skagit 2045 can be found at [RCW 47.80.030](#).

GENERAL ANTICIPATED COMPONENTS

General anticipated components of the RTP update are as follows:

- The planning horizon for the RTP must be at least 20 years so it will be extended to 2050 to ensure this requirement is met. The current plan has a planning horizon of 2045. Forecasts and other elements used in the plan will be extended to the new horizon year.
- Create a proper name for the plan, which may include the planning horizon year in the name (2050).

- Prepare project website and branding for the plan.
- Develop a public involvement plan (PIP) unique to the plan update for public outreach during the planning process. The PIP should be finalized in December 2024 and ready for approval by the Transportation Policy Board.
- The plan will address alternative transportation modes and transportation demand management in regional corridors.
- The plan will utilize local comprehensive plans, including current updates to plans underway in 2024 and 2025, and results from local public engagement processes, to inform the plan update process.
- The plan will include updated transportation goals and policies to assist with implementation of adopted growth strategies of local governments.
- Consistency reviews will ensure consistency between the plan and countywide planning policies in Skagit County, as well as consistency with the state transportation plan.
- The plan update will include a review of applicable level-of-service standards with revisions as necessary, to be conducted jointly with the Washington State Department of Transportation (WSDOT). Multimodal level-of-service standards will be introduced into the RTP for the first time, consistent with recent changes to Washington state law.
- The plan will address any changes to federal planning requirements, as practicable, during the timeframe of the plan update. These requirements apply to the metropolitan transportation plans that metropolitan planning organizations are required to adopt. Revisions to these federal requirements were last made in 2021 through the federal Infrastructure Investment and Jobs Act, which was enacted later in 2021 after Skagit 2045 was adopted in March of that year.
- The plan will address any changes to state planning requirements, as practicable, during the timeframe of the plan update. Revisions to the RTPO requirements for the regional transportation plan under RCW 47.80.030 were last made in 2005.
- A consultant was hired in September 2024 to assist with preparing the RTP and updating the regional travel demand model. The consultant agreement extends through June 2026.

Deliverables

The following deliverables are documents anticipated for the plan update process for approval/adoption by the Transportation Policy Board:

- Public involvement plan in December 2024
- Draft RTP in December 2025
- Final RTP in March 2026¹

STAFFING

SCOG staff will lead the RTP update process and devote staff time as necessary. Various staffs from the member jurisdictions of SCOG are also anticipated to assist as well through the Technical Advisory Committee.

A consulting firm will assist with updating the RTP and regional travel demand model, and assist with utilizing the model as part of the plan update.

MEETINGS

Meetings of the TPB will be held every month, or as necessary, until RTP adoption in 2026. Meetings of the Technical Advisory Committee for SCOG are also anticipated every month, or as necessary, with recommendations made by the committee to the Transportation Policy Board during the planning process.

SCHEDULE

The schedule for the 2024–2026 update to the RTP follows on the next page. Included on the schedule are tasks for the project, anticipated months tasks will be addressed and expected actions by the Transportation Policy Board. Though not on the schedule, discussions with the Transportation Policy Board on the RTP update are anticipated to occur throughout the planning process.

¹ The final RTP must be adopted by March 2026 to ensure that the Skagit Council of Governments, as the metropolitan planning organization in Skagit County, maintains a federally compliant metropolitan transportation plan.

SCHEDULE² FOR 2024-2026 REGIONAL TRANSPORTATION PLAN UPDATE

Tasks	2024				2025												2026		
	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	May.	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.
Regional Transportation Strategy	Approve																		
Public Involvement Plan		Approve																	
Public Involvement Plan Implementation																			
Regional Travel Demand Model Update																			
Regional Transportation Plan Development																			
Regional Travel Demand Model Utilization																			
Draft Regional Transportation Plan																	Release		
Public Comment Period																			
Final Regional Transportation Plan																	Adopt		
Submit Adopted Regional Transportation Plan																			

Legend		
	=	Month of Task
Approve, Release, Adopt	=	Anticipated Transportation Policy Board Action

² Tasks and expected dates subject to revision.

ACTION ITEM X.X – TRANSPORTATION ELEMENT CERTIFICATION REVIEW MANUAL

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	10/3/2024	Review and Recommendation	Sarah Ruether	(360) 416-6605
Transportation Policy Board	10/16/2024	Action	Sarah Ruether	(360) 416-6605

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the draft [Transportation Element Certification Review Manual](#).

DISCUSSION

The Growth Management Act (Chapter 47.80.023) requires RTPOs to certify that the transportation element of comprehensive plans adopted by counties, cities and towns reflect and are consistent with regional transportation plans. RTPO's are required to certify transportation elements of all comprehensive plans for cities and counties in the RTPO.

In response to new legislation in 2022 and 2023 that amended GMA to add new requirements to transportation elements, SCOG has updated its transportation certification guidance. The purpose of this guidance is to provide transparency in what SCOG will use to review the transportation elements. The review done by the Skagit Council of Governments is intended to be collaborative to assure regional coordination and assure that individual plans work collectively to advance shared regional transportation goals.

Transportation Element Certification Review Manual



Approved by Skagit Council of
Governments Transportation Policy
Board

10/16/2024



TABLE OF CONTENTS

Introduction	2
Regulatory Framework	2
Consistency Review	5
Guidelines and Principles	6
Countywide Planning Policies	7
Level of Service and Concurrency	7
Process for Certification	9
Appendix A: Application for Certification Form	11
Appendix B: Guidelines and Principles.....	20

INTRODUCTION

As the regional transportation planning organization (RTPO) for Skagit County, the Skagit Council of Governments (SCOG) is required by state law (RCW 47.80.23 Sec. 3) to certify that the transportation elements of a comprehensive plan adopted by counties and cities in the region are consistent and conform with state Growth Management Act (GMA) requirements and are consistent with the RTPO's regional transportation plan. Washington's Growth Management Act emphasizes intergovernmental coordination and requires consistency to assure planning objectives are achieved together regionally, rather than competing or contradictory plans.

SCOG has the responsibility as an RTPO to assure interagency cooperation and alignment with regional policies as part of the transportation element review. This is a comprehensive review because transportation planning is a discipline that intersects and is affected by land use planning, climate and resilience planning, and other planning requirements part of Washington's Growth Management Act. To assure regional consistency, the transportation element review considers consistency with countywide planning policies. To assure consistency with State mandated goals for transportation systems, the review considers consistency with transportation guidelines and principles. These consistency requirements are interconnected and assure that the multiple disciplines and polices that can affect land use and transportation planning are considered as part of the review.

SCOG will review local transportation elements for consistency with the regional transportation plan (RTP). With plans being amended and changed on a regular basis, it is imperative to work together collaboratively as part of the certification process, to assure that the transportation planning done by SCOG and the new plans done by local jurisdictions work in harmony to promote shared transportation goals.

The Growth Management Act had major changes in 2022 and 2023, including a new goal (14) to address climate change and resiliency. These changes impact the transportation certification element review. Other new requirements include Americans with Disabilities Act transition plans, equity in project prioritization for non-motorized projects and non-motorized level-of-service requirements. The review done by the Skagit Council of Governments is intended to be collaborative and iterative to assure regional coordination and assure that individual plans work collectively to advance shared regional transportation goals.

REGULATORY FRAMEWORK

The regulatory framework for review includes many new requirements, due to the recent passage of GMA goal 14 and other requirements that impact transportation. The addition of GMA goal 14 in 2023 adds new climate change and resiliency requirements, and requirements that transportation plans support reductions in greenhouse gas emissions (GHG) and per capita vehicle miles traveled (VMT). New multimodal level-of-service (MMLOS) requirements are included as part of [RCW 36.70A.108](#), and [RCW 36.70A.070\(6\)](#). These requirements include

multimodal forecasts for future demand and include that multimodal improvements may be used to satisfy concurrency requirements. A more comprehensive multimodal view of transportation and its measurements for level of service are recommended for urban jurisdictions, per new adopted Growth Management Act provisions.

Listing of Relevant State Requirements for Transportation Elements

[RCW 47.80.023](#) – The Growth Management Act requires RTPOs certify the transportation element of comprehensive plans; includes required duties of RTPOs.

[RCW 36.70A.070](#) – Comprehensive Plans – Mandatory Elements from the Growth Management Act.

[RCW 36.70A.108](#) – Comprehensive Plans – Transportation element- multi-modal transportation improvements and strategies. The transportation element required by RCW 36.70A.070 may include, in addition to improvement or strategies to accommodate the impacts of development authorized under RCW 36.70A.070(6)(b), multimodal transportation improvements or strategies that are made concurrent with the development. These transportation improvements or strategies may include, but are not limited to, measures implementing or evaluating: (a) Multiple modes of transportation with peak and nonpeak hour capacity performance standards for locally owned transportation facilities; and (b) Modal performance standards meeting the peak and nonpeak hour capacity performance standards. (2) Any county located to the west of the crest of the Cascade mountains that has both a population of at least four hundred thousand and border that touches another state, and any city in such county, may include development of freight rail dependent uses on land required by RCW 36.70A.070. Such counties and cities may also modify development regulations to include development of freight rail dependent uses that do not require urban governmental services in rural lands. (3) Nothing in this section or RCW 36.70A.070(6)(b) shall be construed as prohibiting a county or city planning under RCW 36.70A.040 from exercising existing authority to develop multimodal improvements or strategies to satisfy the concurrency requirements of this chapter. (4) Nothing in this section is intended to affect or otherwise modify the authority of jurisdictions planning under RCW 36.70A.040.

[WAC 365-196-840 – Concurrency](#) – (Relevant to transportation element review):(f) For transportation facilities, level of service standards for locally owned arterials and transit routes should be regionally coordinated. In some cases, this may mean less emphasis on peak-hour automobile capacity, for example, and more emphasis on other transportation priorities. Level of service for highways of statewide significance are set by the Washington State Department of Transportation. For other state highways, levels of service are set in the regional transportation plan developed under RCW 47.80.30. Local levels of service for state highways should conform to the state and regionally adopted standards found in the statewide multimodal transportation plan and regional transportation plans. Other transportation priorities, however, may reflect local priorities. (4) Measurement methodologies. (a) Depending on how a county or city balances these factors and characteristics of travel in their community, a county or city may select different ways to measure travel performance. (b) In urban areas, the department

(Washington State Department of Transportation) recommends counties and cities adopt methodologies that analyze the transportation system from a comprehensive, multimodal perspective, as authorized by RCW 36.70A.108. Multimodal level of services methodologies and standards should consider the needs of travelers using the four major modes of travel (auto, public transportation, bicycle, and pedestrian), and their impacts on each other as they share the street or intersection, and their mode specific requirements for street and intersection design and operation.(c) Although level of service standards and measurement methodologies are interrelated, changes in methodology, even if they have an incidental effect on the resulting level of service for a particular facility, are not necessarily a change in the level of service standard.

[RCW 47.80.030\(3\)](#) – Regional transportation plan – contents review and use. (3) All transportation projects, programs, and transportation demand management measures within the region that have an impact upon regional facilities or services must be consistent with the plan and with the adopted regional growth and transportation strategies.

[RCW 36.70A.100](#) – The Growth Management Act requires coordination and consistency among planning efforts where there are “common borders or related regional issues” and for countywide planning polices to serve as framework for ensuring consistency among local comprehensive plans.

[RCW 47.80.026](#) The Growth Management Act requires regional organizations to “establish guidelines and principles” for the purpose of evaluating transportation-related provisions in local comprehensive plans. Each regional transportation planning organization with cooperation from component cities, towns and counties shall establish guidelines and principles by July 1, 1995 that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that the state, regional and local goals for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that the state, regional and local goals for the development of transportation plans are met. These guidelines and principles shall address at a minimum the relationship between transportation systems and the following factors: concentration of economic activity, residential density, development corridors and urban design, that where appropriate, supports high capacity transit, freight transportation, and Port access, development patterns that promote pedestrian and non-motorized transportation circulation systems, access to regional systems, effective and efficient highway systems, the ability of transportation systems and facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, joint and mixed use developments, present and future railroad corridor utilization and intermodal connections.

[RCW 36.70A.210](#) – Countywide Planning Policies

[RCW 36.70.547](#) – Washington State law requires local jurisdictions to establish plans, zoning ordinances and development regulations which discourage the siting of incompatible land uses adjacent to public use general aviation airports.

[RCW 47.01.440](#) – Adoption of statewide goals to reduce annual per capita vehicle miles travelled by 2050.

[WAC 365-196-430 \(2\)\(a\)\(iii\) – Transportation Element](#) – Counties and cities should refer to the regional transportation plan developed by their regional transportation planning organization under chapter 47.80 RCW to ensure the transportation element reflects regional guidelines and principles; is consistent with the regional transportation plan; and is consistent with adopted regional growth and transportation strategies. Considering consistency during the development and review of the transportation element will facilitate the certification of transportation elements by the regional transportation planning organization as required by RCW 47.80.023(3).

[GMA Goal 14 added \(2023\) Section 14](#) – Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans and strategies under RCW 36.70A.201 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

CONSISTENCY REVIEW

This certification process will be used to assess consistency between each jurisdiction’s transportation element and the regional transportation plan, transportation guidelines and principles, countywide planning policies, the statewide multimodal transportation plan, and adjacent jurisdictions transportation plans. It will also consider internal consistency which means that other comprehensive plan chapters, for instance the climate chapter have VMT reduction and GHG reduction goals that are consistent with the transportation element. Consistency is important to GMA because if plans are contradictory this can undermine regional and local goals and make grant applications and funding more difficult.

Subject	Description	RCW Reference
Internal consistency	Consistency among various components within the comprehensive plan.	RCW 36.70A.070
Consistency between plan and implementation	Consistency among the comprehensive plan, development regulations and capital project decisions.	RCW 36.70A.040 RCW 36.70A.120 RCW 36.70B.030
Consistency between neighboring jurisdictions	Consistency with regional transportation plan, countywide planning policies and where applicable, multicounty planning policies.	RCW 36.70A.100

Consistency between state and local plans	Consistency between state and local plans.	RCW 36.70A.070(6)
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Consistency with the Regional Transportation Plan

To be certified, the transportation-related provisions in local comprehensive plans need to demonstrate that they are consistent with the regional transportation plan, which also advances the countywide planning policies and transportation guidelines and principles.

Local plans demonstrate consistency with the RTP through:

- Consistency with transportation project lists, including financing strategies – this includes both regional project lists and state project lists;
- Transportation modeling is based on shared regional growth assumptions and traffic demand forecast methods, assumptions and output;
- Level of service (LOS) standards as applied to the regional transportation system, motorized and non-motorized where applicable;
- Consistency with transportation policies in the RTP;
- Advancement and consistency with countywide planning policies;
- Adherence to and consistency with regional transportation guidelines and principles; and
- Land use data used in estimating travel demand at the urban growth area level and at the smaller traffic analysis zone level.

GUIDELINES AND PRINCIPLES

RTPO certification requires that the transportation elements reflect the adopted Skagit Regional Transportation Guidelines and Principles ([RCW 47.80.026](#)). The RTPO has the flexibility to determine how to address each of the factors listed below in evaluating local comprehensive plans. The complete list of guidelines and principles can be found in **Appendix B**.

Skagit Regional Transportation Guidelines and Principles

- Concentration of economic activity;
- Residential density;
- Development corridors and urban design that, where appropriate, supports transit;
- Freight transportation and port access;

- Development patterns that promote pedestrian and nonmotorized transportation, circulation systems, access to regional systems, and effective and efficient highway systems and are consistent with non-motorized level of service requirements;
- Circulation systems;
- Access to regional systems;
- Effective and efficient highway systems;
- The ability of transportation programs to retain existing and attract new jobs and private investment and to accommodate growth in demand;
- Transportation demand management;
- Joint and mixed-use development;
- Present and future railroad right of way corridor utilization; and
- Intermodal connections.

COUNTYWIDE PLANNING POLICIES

The transportation element will be checked for consistency with the countywide planning policies. As of October 2024, the countywide planning policies are in the process of being considered for update at the Growth Management Act Steering Committee to reflect new GMA requirements. Many of these revisions are transportation related. While these policies are still in draft form, it is recommended to consider the most up-to-date policies, even if in draft. Revisions to the countywide planning policies must be approved by the Board of Skagit County Commissioners before going into effect, consistent with the 2002 Framework Agreement.

LEVEL OF SERVICE AND CONCURRENCY

The GMA requires that level of service be considered in transportation elements of comprehensive plans. New requirements as part of GMA Chapter 14 include a requirement that multimodal level of service (MMLOS) is also considered, as part of a more comprehensive approach to measuring system performance. Traditional LOS standards use metrics to evaluate the impact of automotive traffic on the transportation system. MMLOS standards represent the minimum performance level desired for transportation facilities and services designated across a range of transportation modes, including transit and non-motorized transportation. Included in the new GMA requirement for non-motorized level of service is that urban areas are required to demonstrate their non-motorized impacts to state facilities.

These new MMLOS metrics also apply to concurrency requirements. A jurisdiction will need to include MMLOS along with the option to include vehicle LOS in how they evaluate

concurrency. This is part of a broader goal for concurrency to have a more comprehensive approach to measuring system performance by integrating MMLOS.

Level of service methodology for motorized LOS and multimodal MMLOS used in transportation elements must be coordinated with other level of service metrics and standards with adjacent jurisdictions and state and regional metrics.

Listing of Relevant State Requirements for Level of Service and Concurrency

[WAC 365-196-840](#) – Concurrency is defined differently to place less emphasis on peak-hour automotive capacity and more emphasis on other transportation priorities. A county or city may select different ways to measure travel performance, but this must be consistent with levels of service set in the regional transportation plan and, if applicable, highway of statewide significance MMLOS set by the Washington State Department of Transportation (WSDOT).

[RCW 36.70A.108](#) – Comprehensive Plans allows a jurisdiction planning under RCW 36.70A.040 to develop multimodal improvements or strategies to satisfy GMA concurrency requirement.

The following table displays requirements for level of service and concurrency by facility type.

Transportation Facilities, Concurrency and Multimodal Level of Service		
Facility	Level of Service	Concurrency
State – Highways of Statewide Significance and Ferry Routes of Statewide Significance	MMLOS set by state in consultation with locals. State has the final authority to establish MMLOS. RCW 47.06.140	Concurrency requirements of GMA do not apply to these transportation facilities. However, jurisdictions are required to report the traffic impacts to state routes for MMLOS.
Regional – State Highways and Regional Ferry Routes	MMLOS set through RTPO in a coordinated process with state, region and local input as part of the regional transportation plan. These regionally established level-of-service standards for state highways and state ferries should be developed jointly with WSDOT, to encourage consistency across jurisdictions. RCW 47.80.030	Concurrency requirements do not address state-owned transportation facilities. Local jurisdictions should work with SCOG to assure their MMLOS standards are consistent with regional standards.

Transportation Facilities, Concurrency and Multimodal Level of Service		
Facility	Level of Service	Concurrency
Local - Local Transportation Systems	MMLOS identified and set by locals through local GMA planning process.	GMA has MMLOS concurrency requirements for local jurisdictions. WAC 365-196-840 - Concurrency 4(b) In urban areas, the department (Washington State Department of Transportation) recommends counties and cities adopt methodologies that analyze the transportation system from a comprehensive, multimodal perspective, as authorized by RCW 36.70A.108.

PROCESS FOR CERTIFICATION

These are the steps for the Skagit Council of Governments certification review of comprehensive plan transportation elements:

- Draft Plan Review (Preliminary Review)** – SCOG requests that jurisdictions provide a draft of the updated comprehensive plan as early as possible. What should be included as part of that draft is the transportation element, the land-use element, and any associated appendices such as project lists and financial data at least 60 days prior to the anticipated adoption date or sooner. Using the application for certification submittal form (**Attachment A**), SCOG staff will complete a preliminary review of each jurisdiction’s transportation element. Any suggestions will be provided to the jurisdiction for clarification and possible changes. This step will result in preliminary comments and not the final certification review.
- Review of Adopted Plan for Certification** – After a jurisdiction adopts their comprehensive plan, it should be submitted to SCOG again with a revised application for certification form (**Attachment A**) noting any changes from the original draft. SCOG will review the plan and take note of any issues from the preliminary comments and how they were addressed. A final report will be prepared by SCOG staff, noting any need for coordinated attention or revision. A draft certification report done by SCOG

staff will be provided to the jurisdiction and Technical Advisory Committee (TAC) for review.

3. **TAC Review** – With a draft certification report, the TAC will make a recommendation to the Transportation Policy Board (TPB) regarding certification of transportation elements in comprehensive plans. A final certification report will be provided to the TPB by SCOG staff for each transportation element.
4. **Addressing Comments** – If there are comments made during the TAC review that need to be addressed prior to finalizing the certification report, additional review may be necessary. In this case, SCOG staff will update the certification report and submit a revised document to the TAC. Revising a certification report in this manner would delay certification by the TPB.
5. **Transportation Policy Board Review, Action and Certification** – Following adoption of comprehensive plans by jurisdictions and having received the final certification report and recommendation from the TAC and SCOG staff, the TPB will consider and take action regarding certification of each jurisdiction’s transportation element.
6. **Certification Letters** – Following action by the TPB, a confirmation letter will be sent to each jurisdiction.

If SCOG staff finds that a jurisdiction’s transportation element is nonconforming with state requirements, GMA requirements, countywide planning policies, or is inconsistent with the regional transportation plan – SCOG staff will work with jurisdiction staff on needed edits to resolve the subject issues in a manner that will allow the transportation element to advance toward certification with the TPB.

APPENDIX A: APPLICATION FOR CERTIFICATION FORM

<p><u>Application for Certification Form</u> – to be completed by local jurisdiction. Please fill out this form and return it with a draft of your transportation element and comprehensive plan to start the review process. To assist SCOG staff in review, include any page numbers where the relevant information can be found in your plan.</p>	
<p><u>Jurisdiction Name:</u></p>	
<p><u>ITEMS TO REVIEW FOR CONSISTENCY AND GMA REQUIREMENTS</u></p>	
<p>This checklist is for the applicant to evaluate their local plans transportation elements for conforming with state law and regional consistency.</p>	
<p>1.) The comprehensive plan’s transportation element is consistent with the land use element per RCW 36.70A.070 (6)(a)(i): A transportation element that implements, and is consistent with, the land use element. (a) The transportation element shall include the following sub-elements: (i) Land use assumptions used in estimating travel.</p>	
<p>1a) Have the land use assumptions used in estimating travel have been provided?</p>	
<p><input type="checkbox"/> Yes</p>	<p><input type="checkbox"/> No</p>
<p>Item notes for 1.) and page numbers for land use assumptions in the plan</p>	
<p>1b)RCW 36.70(6) Counties and cities should use consistent land use assumptions, population forecasts, and planning periods.</p>	
<p>1b) Have SCOG population and employment forecasts been used consistent with the RTP?</p>	
<p><input type="checkbox"/> Yes</p>	<p><input type="checkbox"/> No</p>
<p>Item notes for 1b) and page numbers in plan to show population and employment and timeframe for planning assumptions.</p>	

<p>2.) RCW 36.70A.070(6)(a)(ii) The transportation element shall include the following sub-elements: (ii) Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvement for the facilities and to assess the impact of land-use decisions on state owned transportation facilities.</p> <p>Have the estimated multimodal level of service impacts to state-owned transportation facilities been completed and reported to WSDOT?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Item Notes for 2.) and pages with multimodal impacts to state-owned transportation facilities.</p>
<p>3.)RCW 36.70A.070(6)(iii) An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities to inform future planning. This inventory must include state-owned transportation facilities within the city or counties boundary.</p> <p>Has a comprehensive inventory of transportation facilities been completed in the plan?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Item notes for 3.) and page numbers for comprehensive inventory of transportation facilities.</p>
<p>4.) RCW 36.70A.070(6)(B) Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system. These standards should be regionally coordinated.</p> <p>MMLOS standards for arterials and transit routes are in the plan and have been regionally coordinated.</p>

<input type="checkbox"/> Yes	<input type="checkbox"/> No
<p>Item notes for 4.) and page numbers for MMLOS standards for arterials and if applicable transit routes.</p>	
<p>5.) RCW 36.70A.070(6)(C) For state-owned transportation facilities, multi-modal level of service (MMLOS) standards for highways, as prescribed in RCW 47.06 and 47.80, are metrics to gauge the performance of the system.</p> <p>The transportation element should use the multimodal level of service MMLOS standards for state highways as part of the plan to monitor the performance of the system. The transportation element uses MMLOS to evaluate improvement strategies, and to facilitate coordination between the county’s or city’s six-year street, road, active transportation, or transit program and the office of financial management’s ten-year investment program. If deficiencies are identified as part of the analysis, the plan should describe specific actions to bring into compliance any MMLOS that are deficient.</p> <p>Does your transportation element address the MMLOS requirements for State Routes and has the plan has addressed any MMLOS that falls below adopted levels?</p>	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
<p>Item notes for 5.) and page numbers with MMLOS standards and how deficiencies are addressed as part of a 6 year or 10 year project planning list.</p>	
<p>6.) RCW 36.70A.070(6)(E) Transportation element has forecasts of multimodal transportation demand and needs within cities and urban growth areas or if applicable outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the</p>	

<p>development of a transportation element that that balances transportation system safety and convenience to accommodate all users of the transportation system.</p>	
<p>Does the transportation have forecasts of multimodal transportation demand for at least ten years based on adopted land use plan?</p>	
<p><input type="checkbox"/> Yes</p>	<p><input type="checkbox"/> No</p>
<p>Item notes for 6.) and page numbers indicating multimodal forecasts for a minimum of ten years?</p>	
<p>7.) RCW 36.70A.070 (6) (E) Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility;</p>	
<p>Does the transportation element demonstrate that proposed multimodal projects would provide a safety benefit to each category of roadway users for the context and speed of the facility?</p>	
<p><input type="checkbox"/> Yes</p>	<p><input type="checkbox"/> No</p>
<p>Item notes for 7.) and page numbers that describe how your plan prioritizes safety in multimodal improvements proposed.</p>	
<p>8.) RCW 36.70A.070 (6) (F) Identification of state and local system needs to equitably meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter RCW 47.06. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network.</p>	
<p>8a.) Does the transportation element of your plan reflect state, regional and local system goals to meet future demands?</p>	
<p><input type="checkbox"/> Yes</p>	<p><input type="checkbox"/> No</p>

Item notes for 8a) and page numbers to indicate how plan reflects state, regional and local system goals to meet future multimodal network needs.

8b.) Does the plan strive to equitably implement the multimodal network as part of its project prioritization?

Yes

No

Item notes for 8.) and page numbers to demonstrate how equity has been considered as part of project prioritization for the multimodal network

9.) Per RCW 36.70A.070(6)(a)(iii)(G), transportation elements are required to include a transition plan for transportation as required in Title II of the Americans with Disabilities Act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following: (I) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; (II) Describe the methods to be used to make facilities accessible. (III) Provide a schedule for making the access modifications; and (IV) Identify the public officials responsible for implementation of the transition plan.

Does your transportation element include an ADA transition plan meeting the requirements above ?

Yes

No

Item notes for 9.) and page numbers in plan for ADA transition plan:

<p>12.) The plan has an active transportation component that includes collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. The active transportation component has been coordinated and is consistent with any local, regional and state Park and Recreation plans.</p> <p>Does the transportation element has an active transportation element that promotes healthy lifestyles and has been coordinated with any relevant Park and Recreation planning?</p> <p> <input type="checkbox"/> Yes <input type="checkbox"/> No </p>
<p>Item notes for 12.) and pages numbers in plan with active transportation components and any references to Park and Recreation Plan</p>
<p>13.) The financing plan for the transportation element includes both the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and the ten-year investment program required by RCW 47.05.030 for the state. All of these financing plans must be consistent.</p> <p>Is the financing plan in the transportation element’s six- year investment plan and ten-year investment plan consistent with the State?</p> <p> <input type="checkbox"/> Yes <input type="checkbox"/> No </p>
<p>Item notes for 13.) and page numbers to demonstrate consistency of local comprehensive plan finance plans and State plan.</p>
<p>14.) Identification of projects in the transportation element are consistent with state and regional targets for GHG and VMT reduction requirements and the reduction targets set in the jurisdiction’s climate chapter per GMA planning goal 14?</p>

Are the projects in the transportation element consistent with regional targets for GHG and VMT reductions and the comprehensive plan's climate chapter?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
Item notes for 14.) and page numbers for climate chapter VMT and GHG reduction targets.	
15.) Is the transportation element consistent with countywide planning policies?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
Item notes for 15.) and page numbers to demonstrate consistency with countywide planning policies:	
16.) Is the transportation element consistent with guidelines and principles (Appendix B)?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
Item notes for 16.) and page numbers to demonstrate consistency with guidelines and principles.	
17.) Is the transportation element consistent with the regional transportation plan (RTP)?	
<input type="checkbox"/> Yes	<input type="checkbox"/> No
Item notes for 17) and page numbers from plan to demonstrate consistency with the regional transportation plan.	



SKAGIT COUNCIL OF GOVERNMENTS

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APPENDIX B: GUIDELINES AND PRINCIPLES

Skagit Regional Transportation Guidelines and Principles

1.) Concentration of economic activity

- a. Urban commercial and urban industrial development should be restricted to urban or urban growth areas where adequate transportation networks are available.
- b. Transportation facilities and services needed to support commercial and industrial development shall be available concurrent with the impacts of development.

2.) Residential density

- a. Lands designated for urban residential growth shall have an urban level of regional transportation facilities, including motorized and non-motorized facilities prior to or concurrent with development.
- b. Transportation facilities and services, including motorized and non-motorized, need to support residential development and be built prior to development or concurrent with the impacts of development.

3.) Development corridors and urban design that, where appropriate, supports transit.

- a. Encourage local governmental agencies to set goals to reduce vehicle miles travelled and reduce greenhouse gas emissions by transit and ride sharing by better land use planning that reduces dependence on single occupancy vehicle travel in and to urban centers and major employers.
- b. Adopt and build non-motorized infrastructure that supports a road system that is multimodal. Support land use planning that accommodates non-motorized trips including biking, walking, and using transit.
- c. Support the planning and design of transportation improvements associated with the development of motorized and non-motorized facilities and, where applicable, that provide for transit access.

4.) Freight transportation and port access

- a. An arterial road system shall be coordinated with industrial and commercial areas in coordination with the freight and goods transportation system with cooperation from local agencies and WSDOT.
- b. Improve traffic patterns for incoming and outgoing traffic in industrial park and port dock areas.

5.) Development patterns that promote pedestrian and nonmotorized transportation circulation systems, good access to regional systems, and effective and efficient highway systems.

- a. Commercial areas should be aggregated in ways that allow for them to be pedestrian oriented and be designed to accommodate public transit.
- b. Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores and other activity centers.
- c. Promote the adoption of complete streets and infrastructure that supports non-motorized level-of-service requirements.

6.) The ability of transportation programs to retain existing and attract new jobs and private investment and to accommodate growth in demand.

- a. The transportation elements of the local agency comprehensive plans shall be designed to facilitate the flow of people, goods and services, so as to strengthen the local and regional economy.

7.) Transportation demand management

- a. The transportation elements of the local agencies comprehensive plans shall be designed to reduce per capita vehicle miles traveled and greenhouse gas emissions consistent with state requirements.
- b. Multimodal transportation facilities should be designed to be consistent with climate chapter in local agency plans.
- c. Encourage local governmental agencies to reduce per capita vehicle miles travelled and reduce dependence on single occupant vehicle travel to urban centers and major employers.

8.) Joint and mixed-use development.

- a. Encourage mixed-use development, where appropriate, to maximize potential opportunities for walking to work and to shop, which supports the goal to reduce per capita vehicle miles travelled.
- b. Land-use planning is done in coordination with non-motorized facility planning to support state and local goals of reducing per capita vehicle miles travelled.

9.) Present and future railroad right of way corridor utilization

- a. The transportation elements should encourage the enhancement and expansion of freight rail service to and from freight intensive employers interested in enhanced or expanded rail service.

- b. Rail corridors abandoned after the implementation of the comprehensive plan should be preserved through the use of rail banking programs such as “rails to trails”.
- c. Coordinate with the railroad companies to provide public input on future plans for the railroad right of way within Skagit County.

10.) Intermodal connections

- a. Promote efficient multimodal access to regional transportation facilities such as ferry terminals, marinas, rail stations, commercial airports, transit centers, park & ride and park & pool lots.
- b. Intermodal connections for passenger rail, transit, ridesharing, and freight, shall be encouraged where appropriate because they are significant to the future growth and development of the commercial base in Skagit County and work to reduce per capita vehicle miles travelled.
- c. Encourage ferry walk-on with connections to transit service as a strategy to reduce per capita vehicle miles travelled.