SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

SKAGIT COUNCIL OF GOVERNMENTS
TRANSPORTATION POLICY BOARD MEETING

February 17, 2021 – 1:30 p.m.
GoToMeeting
Dial In: 1 (877) 568-4106
Access Code: 743-948-453

AGENDA

1. **Call to Order and Roll Call**
2. **Chair's Report**
3. **Executive Director's Report**
4. **Written Public Comments** – *Mark Hamilton*
5. **Consent Agenda**
    a. Approval of January 20, 2021 Transportation Policy Board Meeting Minutes
6. **Action Items**
    a. Approval of February Amendment to Regional Transportation Improvement Program – *Mark Hamilton*
    b. Approval of Resolution 2021-02 to Set 2021 Regional Highway Safety Targets – *Mark Hamilton*
    c. Approval of Unified Planning Work Program Amendment – *Mark Hamilton*
7. **Discussion Items**
    a. Skagit 2045 Regional Transportation Plan Public Comments – *Mark Hamilton*
    b. WSDOT Mount Baker Area 2021 Construction Projects – *Jay Drye & Chris Damitio, WSDOT*
8. **Roundtable and Open Topic Discussion**
9. **Next Meeting:** March 17, 2021, 1:30 p.m., ***GoToMeeting***
10. **Adjourned**

Information:

February 4, 2021 Technical Advisory Committee Meeting Minutes
2021 Regional Project Selection

The SCOG Board of Directors meeting will follow this meeting

Meeting Packet

Title VI Notice: SCOG fully complies with Federal civil rights laws and does not discriminate on the basis of race, color, national origin, or sex. For more information, or to obtain a Title VI Complaint Form, visit SCOG's website at https://scog.net/about/nondiscrimination/.

Notificación del Título VI: El SCOG cumple plenamente con las leyes de derechos civiles federales sin discriminar por motivos de raza, color, nacionalidad o género. Si desea más información o tener acceso al formulario de denuncia del Título VI, visite la página web del SCOG: https://scog.net/about/nondiscrimination/.

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TRANSPORTATION POLICY BOARD OFFICERS

Mayor Julia Johnson .....Chair
Commissioner Peter Browning .....Vice-Chair

TRANSPORTATION POLICY BOARD MEMBERSHIP AND VOTES

Anacortes.....1
Burlington 1
Mount Vernon 1
Sedro-Woolley 1
Skagit County 3
WSDOT.....1
Ports 1

- Port of Anacortes
- Port of Skagit

Towns.....1

- Concrete
- Hamilton
- La Conner
- Lyman

Tribes 1

- Swinomish Indian Tribal Community
- Samish Indian Nation

NON-VOTING MEMBERS

Major Employer Representative
Skagit PUD
State Representatives
State Senators

QUORUM REQUIREMENT

A quorum consists of a simple majority (6) of the total votes (11), provided there is at least one Skagit County representative present.

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SKAGIT COUNCIL OF GOVERNMENTS
TRANSPORTATION POLICY BOARD
MEETING MINUTES

Wednesday, January 20, 2021
GoToMeeting Remote Meeting

MEMBERS PRESENT

Mayor Julia Johnson, City of Sedro-Woolley, Chair; Mayor Jill Boudreau, City of Mount Vernon; Commissioner Peter Browning, Skagit County (arrived 1:43 p.m.); Jay Drye, Washington State Department of Transportation (WSDOT); Mayor Laurie Gere, City of Anacortes; Commissioner Ken Goodwin, Port of Anacortes; Mayor Ramon Hayes, Town of La Conner; Commissioner Lisa Janicki, Skagit County; Commissioner Germaine Kornegay, Skagit PUD; Commissioner Steve Omdal, Port of Skagit; Mayor Steve Sexton, City of Burlington; and Commissioner Ron Wesen, Skagit County.

STAFF PRESENT

Kevin Murphy, Executive Director; Katie Bunge, Associate Planner; Pam Carlson, Finance Manager; and Mark Hamilton, Senior Transportation Planner.

OTHERS PRESENT

Cliff Hall, Washington State Department of Transportation; and Dale O'Brien, Skagit Transit.

PUBLIC PRESENT

Two members of the public were in attendance.

MINUTES

1. Call to Order: Mayor Johnson called the meeting to order at 1:32 p.m.

   Roll Call: Roll was taken with a quorum present.

2. Chair's Report: Mayor Johnson had nothing to report.

3. Executive Director's Report: Mr. Murphy informed the Board that the Washington state House Transportation Committee has begun the process of putting forward a new transportation package. This new package would cover 16 years of funding, and would mostly focus on maintenance and preservation needs. Mr. Murphy said he will keep the Board updated as the 2021 Washington state legislative session continues.

4. Written Public Comments: Mr. Hamilton explained that while there is no opportunity for verbal public comment during the remote meeting, written comments were accepted between the time when the meeting materials were released, and the day prior to the meeting. During that time, no public comments were received.

5. Consent Agenda

   a. Approval of December 16, 2020 Transportation Policy Board Meeting Minutes

      Mayor Gere moved to approve the December 16, 2020 meeting minutes as presented, and Mayor Boudreau seconded the motion. The motion carried unanimously.

6. Action Items

   a. Election of 2021 Vice-Chair: Mayor Sexton moved to nominate Commissioner Browning for

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the position of Transportation Policy Board Vice-Chair, and Mayor Boudreau seconded the motion. The motion carried unanimously.

b. Approval of January Amendments to Regional Transportation Improvement Program: Mr. Hamilton presented two amendments submitted to SCOG through the January amendment cycle for the Regional Transportation Improvement Program (RTIP). Proposed amendments are as follows:

- Skagit County
  - Active Warning Signs (Install Active Warning Signs)
- Washington State Department of Transportation
  - SR 20/Fish Creek & Lorenzan Creek – Fish Passage

Mr Hamilton said that both the Technical Advisory Committee (TAC) and SCOG staff recommend approval of the January RTIP amendments.

Commissioner Wesen moved approval of the January Amendments to the RTIP as presented, and Mayor Boudreau seconded the motion. The motion carried unanimously.

c. Approval of Human Services Transportation Project Prioritization: Mr. Hamilton stated that every two years, human services transportation projects are assigned regional letter grades by the Board as part of WSDOT's Consolidated Grant Program process. These letter grades equate to points for each application, which are considered as part of the overall consolidated grant program score for these projects. WSDOT makes the selection decision for projects. The Skagit Special Needs Transportation Committee, an ad hoc committee created by the Board to advise on this process, has provided a recommendation on projects to the Board.

Mr. Hamilton said that during this round of applications, five applications were submitted by Skagit Transit, one was submitted by the Sauk-Suiattle Indian Tribe, and one was submitted by Community Action of Skagit County. Projects were scored by Skagit Special Needs Transportation Committee members, and consolidated scores were presented to the committee by SCOG staff.

Mr. Hamilton noted that some projects are eligible for Federal Transit Administration (FTA) 5310 funding; WSDOT staff has indicated that 5310 funding is underutilized in Urban Small areas, such as Skagit County, and is available for this consolidated grant project selection. Per WSDOT, those projects eligible for 5310 funding are very likely to be funded regardless of their regional letter grade. With this factor being considered, the Skagit Special Needs Transportation Committee decided to recommend a lower priority for projects eligible for 5310 funds (i.e. lower letter grade). All committee members in attendance at the January meeting concurred with the recommendation, including all project sponsors with projects eligible for regional letter grades.

Commissioner Wesen asked if SCOG staff is confident that those projects with a B or C letter grade would be funded if they were eligible for FTA 5310 funds. Mr. Hamilton answered that guidance from the Deputy Director of WSDOT's Public Transportation Division indicated that it is very likely these projects would be funded regardless of letter grade, but there is no guarantee they will be funded.

Mayor Boudreau moved to approve the Human Services Transportation Project Prioritization as presented, and Mayor Sexton seconded the motion. The motion carried unanimously. Mayor Johnson expressed her thanks to Skagit Special Needs Transportation Committee members for their service.

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d. Release of Skagit 2045 Regional Transportation Plan for Public Comment: Mr. Hamilton informed the Board that the draft Skagit 2045 Regional Transportation Plan (Skagit 2045 or Plan) is ready to be released for public review and comment.

Mr. Hamilton outlined some themes from the Skagit 2045 planning process. Population and employment forecasts have been extended out to 2045; these forecasts are consistent with Countywide Planning Policy (CPP) 1, though the horizon year for Skagit 2045 forecasts is further into the future. For Skagit 2045 forecasts, 80% of population growth is allocated to urban growth areas, while 20% is allocated to all other areas. This 80/20 split is consistent with the CPPs.

Mr. Hamilton said that projects in Skagit 2045 are listed as either funded, planned or illustrative. Planned projects can reasonably fit within revenues expected to come into the Skagit region through 2045. Illustrative projects do not fit within the fiscal constraint of the Plan.

Mr. Hamilton noted that the SCOG regional travel demand model is being updated as part of the Skagit 2045 planning process. The highest levels of congestion are displayed along Interstate 5 in the Plan, with increasing congestion in all 2045 scenarios. These scenarios all show similar results due to the lack of large capacity-expansion projects in the Skagit region that would impact congestion for the scenarios. However, there is a project on Interstate 5 through Mount Vernon and Burlington that is expected to ease traffic congestion on the facility through implementation of Intelligent Transportation Systems measures.

For the financial section of the Plan, Mr. Hamilton said that SCOG estimates revenues and expenditures for the region through 2045. In this 2021–2045 timeframe, approximately $2.8 billion in revenues is anticipated with $3.7 billion in expenditures for the Skagit region, for a shortfall of around $900 million. Skagit 2045 includes strategies that can be used statewide and locally to bring in more revenues and address this forecast shortfall.

Mr. Hamilton said that SCOG staff recommends the draft Skagit 2045 Regional Transportation Plan be released for public review and comment. If released, a public comment period will be held from January 22 through February 5, with any timely comments received presented to the Board at the February meeting. The Plan must be adopted by March in order to meet SCOG's five-year federal deadline for plan adoption.

Commissioner Janicki noted that it was difficult to access the appendices, and asked if they would be available on the project website. Mr. Hamilton confirmed that they would be available online through SCOG's website.

Commissioner Janicki said that seismic activity in Alaska had severely impacted state highways, and asked what was being done to seismically retrofit Interstate 5. Commissioner Janicki also inquired how the Skagit region can look for redundancy in north-south travel through the road network, what facilities are most at risk during a seismic event, and if there are priority alternate routes to the interstate.

Mr. Hamilton noted that an analysis had been done in the central Puget Sound region to look specifically at Interstate 5 considering similar questions. Though not a focus of Skagit 2045, SCOG could do in-depth research in the future to address this issue. SCOG staff is anticipating amending the Skagit 2045 Regional Transportation Plan at some point in the next year, and this type of work could be included as an appendix at that time.

Mr. Drye noted that WSDOT does conduct routine seismic retrofits, which are part of the maintenance and preservation program, and that much of Interstate 5 in the Skagit region has

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already been retrofitted. Commissioner Janicki noted that it would be helpful to see an analysis indicating where facilities had not yet been retrofitted. Mr. Drye suggested that WSDOT bridge-preservation staff could share that information with the Board at a future meeting.

Mr. Murphy noted that seismic retrofit estimates are embedded in programmatic maintenance and preservation need amounts provided by WSDOT for Skagit 2045. Generally, there is a large shortfall in this category, in the hundreds of millions of dollars.

Mayor Boudreau moved to release the Skagit 2045 Regional Transportation Plan for public comment as presented, and Commissioner Janicki seconded the motion. The motion carried unanimously.

7. Discussion Items

   a. 2021 Regional Highway Safety Performance Targets: Mr. Hamilton reminded the Board that each year, safety targets come before them as a SCOG metropolitan planning organization responsibility. Each year, the Transportation Policy Board may either set quantifiable targets related to the federal performance measures, or choose to plan and program projects to help Washington state meet targets for each performance measure. Targets are set as five year rolling averages by WSDOT. In general, the trend line for statewide and regional targets shows numbers going in the wrong direction, indicating that total numbers and rates of fatalities and serious injuries are increasing. Washington statewide targets set goals of zero fatalities and zero serious injuries by 2030.

      Mr. Hamilton explained that the 2021 Regional Highway Safety Performance Targets will go to the Technical Advisory Committee in February for a recommendation to the Board.

8. Roundtable and Open Topic Discussion: Mr. Drye notified the Board that a map of scheduled WSDOT construction projects is included with the meeting materials. For the 2021 summer season, four fish-passage projects are scheduled for construction.

9. Next Meeting: The next meeting is Wednesday, February 17, 2021, at 1:30 p.m., via the GoToMeeting remote meeting platform.

10. Adjourned: Mayor Johnson adjourned the meeting at 2:40 p.m.

Information Items: The Board was provided with draft minutes from the January 7, 2021 Technical Advisory Committee meeting, a map of 2021 construction projects for the WSDOT Mount Baker Area, and a monthly financial update.

Approved,

_____ Date: _____

Kevin Murphy, Executive Director
Skagit Council of Governments

_____ Date: _____

Mayor Julia Johnson, Sedro-Woolley
Transportation Policy Board Chair
Skagit Council of Governments

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ACTION ITEM 6.A. – FEBRUARY AMENDMENT TO REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	02/04/2021	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/17/2021	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

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

- Skagit County
    - Guemes Ferry Terminal (Girder Replacement): this amendment adds this project back on to the Regional Transportation Improvement Program. Construction funding did not completely obligate in 2020 and this project needs to be reprogrammed before the remaining federal funding can be authorized. Federal funding is available through the Federal Highway Administration Ferry Boat Program, which provides formula funding to Skagit County. A local match is also included.

FISCAL CONSTRAINT

The Regional Transportation Improvement Program is fiscally constrained in the 2021–2024 program years.

- Financial feasibility table

PUBLIC PARTICIPATION

A public comment period began on January 28 and ended on February 5. No comments were received.

ADMINISTRATIVE MODIFICATIONS

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

- Skagit County
    - Francis Road Section 3: this administrative modification corrects the termini for the project and total project length.

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2021-2024 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Co.

Project Title Guemes Ferry Terminal (Girder Replacement)

Description Replace three most eastern girders at Guemes Island Ferry Terminal (Anacortes)

Road Name Anacortes Ferry Dock

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Safety

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost $641,784

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

STIP ID WA-11616

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 10/29/2019

Adoption Date 12/2/2019

Resolution Number R20190223

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2021	FBP	$143,940		$0	$19,432	$163,372	2/17/2021
Total			**$143,940**		**$0**	**$19,432**	**$163,372**	

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Skagit Council of Governments

2021-2024 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Co.

Project Title Francis Road Section 3

Description Reconstruct this section of Francis Road to current standards to improve safety by realigning horizontal curve, widen road, improve clear zone,
stabilize the road base, and remove/replace bridge.

Road Name Francis Road (#79000)

Begin Termini 2.87

End Termini 3.85

Total Project Length 0.98

Improvement Type Reconstruction, Added Capacity

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 4

Amendment Number

Amendment Date

Total Project Cost $3,612,200

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

STIP ID WA-01192

WSDOT PIN

Federal Aid Number F294(002)

SCOG ID

Agency ID

Hearing Date 11/24/2020

Adoption Date 12/15/2020

Resolution Number R202000212

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
RW	2022	STP(R)	$75,075		$0	$11,717	$86,792	10/21/2020
CN	2024		$0	CRAB	$287,221	$28,722	$315,943	10/21/2020
CN	2024	HSIP	$750,000		$0	$290,878	$1,040,878	10/21/2020
CN	2024	STP(R)	$800,000		$0	$124,855	$924,855	10/21/2020
Total			**$1,625,075**		**$287,221**	**$456,172**	**$2,368,468**	

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2021-2024 SCOG Regional Transportation Improvement Program

Financial Feasibility Table

1/28/2021

		2021			2022			2023			2024					
Funding Program	Carrryover	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	4-Year Allocation	4-Year Pro-grammed	4-Year Difference
SCOG-Awarded Funds	**-$217**	**$2,101**	**$1,884**	**$1,330**	**$2,101**	**$2,655**	**$1,920**	**$2,101**	**$2,837**	**$1,813**	**$2,101**	**$3,125**	**$2,423**	**$8,188**	**$7,486**	**$702**
STP	-$142	$1,958	$1,816	$1,330	$1,958	$2,444	$1,779	$1,958	$2,623	$1,609	$1,958	$2,972	$2,423	$7,691	$7,142	$549
TAP	-$76	$143	$68	$0	$143	$211	$140	$143	$214	$204	$143	$153	$0	$498	$344	$153
State & Other Federal Funds	**$0**	**$21,984**	**$21,984**	**$21,984**	**$6,887**	**$6,887**	**$6,887**	**$18,133**	**$18,133**	**$18,133**	**$3,237**	**$3,237**	**$3,237**	**$50,241**	**$50,241**	**$0**
5307	$0	$2,209	$2,209	$2,209	$2,200	$2,200	$2,200	$2,300	$2,300	$2,300	$2,200	$2,200	$2,200	$8,909	$8,909	$0
5339	$0	$112	$112	$112	$0	$0	$0	$0	$0	$0	$0	$0	$0	$112	$112	$0
FBP	$0	$144	$144	$144	$0	$0	$0	$0	$0	$0	$0	$0	$0	$144	$144	$0
HSIP	$0	$2,732	$2,732	$2,732	$3,985	$3,985	$3,985	$0	$0	$0	$750	$750	$750	$7,467	$7,467	$0
NHPP	$0	$3,235	$3,235	$3,235	$702	$702	$702	$0	$0	$0	$0	$0	$0	$3,938	$3,938	$0
STP(BR)	$0	$2,568	$2,568	$2,568	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,568	$2,568	$0
STP(S)	$0	$0	$0	$0	$0	$0	$0	$377	$377	$377	$0	$0	$0	$377	$377	$0
TTP	$0	$14	$14	$14	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14	$14	$0
CRAB	$0	$839	$839	$839	$0	$0	$0	$0	$0	$0	$287	$287	$287	$1,126	$1,126	$0
CWA	$0	$10,130	$10,130	$10,130	$0	$0	$0	$15,457	$15,457	$15,457	$0	$0	$0	$25,587	$25,587	$0
Locally-Managed Funds	**$0**	**$5,578**	**$5,578**	**$5,578**	**$2,595**	**$2,595**	**$2,595**	**$2,598**	**$2,598**	**$2,598**	**$2,893**	**$2,893**	**$2,893**	**$13,664**	**$13,664**	**$0**
Local	$0	$5,578	$5,578	$5,578	$2,595	$2,595	$2,595	$2,598	$2,598	$2,598	$2,893	$2,893	$2,893	$13,664	$13,664	$0
Total	**-$217**	**$29,663**	**$29,446**	**$28,893**	**$11,583**	**$12,137**	**$11,402**	**$22,833**	**$23,568**	**$22,545**	**$8,232**	**$9,255**	**$8,553**	**$72,094**	**$71,392**	**$702**

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ACTION ITEM 6.B. – RESOLUTION 2021-02 TO SET 2021 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	01/20/2021	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	02/04/2021	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/17/2021	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving Resolution 2021-02 To Set 2021 Regional Highway Safety Performance Targets – agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of Washington State Department of Transportation (WSDOT) statewide safety performance targets.

DISCUSSION

Since 2018, the Skagit Council of Governments has agreed to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. SCOG must set regional safety performance targets for each calendar year.

SCOG is continuing the process of setting performance targets for the region's transportation system. Metropolitan planning organizations (MPOs), such as SCOG, have been implementing a performance-based approach to transportation decision-making over the past few years that was introduced through the 2012 Moving Ahead for Progress in the 21st Century federal transportation law. Many of the final rules implementing the new framework went into effect in 2016 with related responsibilities starting for MPOs in 2017.

An updated folio from WSDOT describes the process for establishing safety performance targets across Washington state and includes statewide targets for 2021. SCOG, along with all other MPOs in Washington, are continuing the annual process of setting regional performance targets for safety.

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

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

2. Commit to quantifiable targets for performance measures in SCOG's metropolitan planning area (Skagit region).

The five regional safety performance measures are in the following table.

Number	Name	Description
1	Fatalities	Five-year (2017–2021) rolling average of fatalities on all roadways in Skagit region
2	Fatality Rate	Five-year (2017–2021) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region
3	Serious Injuries	Five-year (2017–2021) rolling average of serious injuries on all roadways in Skagit region
4	Serious Injury Rate	Five-year (2017–2021) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year (2017–2021) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit region

Note: data sources used in calculating statewide safety performance targets come from the Washington State Traffic Safety Commission – Fatality Analysis Reporting System, WSDOT Highway Performance Monitoring System and Crash Database.

Regional performance targets for these safety measures must be set by February 27, 2021 for calendar year 2021. SCOG needs to set safety performance targets for each calendar year by February 27 of that year. There is no penalty to SCOG for missing any safety performance target and no reward for attaining a target.

SCOG staff received updated safety data from WSDOT in October 2020. From safety data received, charts have been produced showing statewide safety data and targets set by WSDOT, and data for the Skagit region.

The Federal Highway Administration makes statewide safety performance targets available through their website. A clickable map at the bottom of FHWA's safety performance management webpage shows Washington's statewide safety targets, and targets for all the other states from 2017 and 2018.

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RESOLUTION 2021-02

TO SET 2021 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

WHEREAS, the 2012 federal transportation law – Moving Ahead for Progress in the 21st Century Act (MAP-21) – established a performance management framework for state departments of transportation, such as the Washington State Department of Transportation (WSDOT), and metropolitan planning organizations, such as the Skagit Council of Governments (SCOG);

WHEREAS, MAP-21 implementing regulations provide five measures of safety performance for all public roadways: (1) number of fatalities; (2) rate of fatalities; (3) number of serious injuries; (4) rate of serious injuries; and (5) number of non-motorized fatalities and serious injuries;

WHEREAS, MAP-21 implementing regulations for WSDOT required the agency to set statewide safety performance targets for the five measures by August 31, 2020; and

WHEREAS, MAP-21 implementing regulations for SCOG require either of the following by February 27, 2020: (1) choosing to set quantifiable performance targets in the Skagit region for the five measures; or (2) agreeing to plan and program projects to contribute toward the accomplishment of WSDOT statewide safety targets.

NOW THEREFORE BE IT RESOLVED BY THE SKAGIT COUNCIL OF GOVERNMENTS:

SCOG agrees to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets.

Adopted: February 17, 2021

Mayor Julia Johnson, City of Sedro-Woolley
Transportation Policy Board Chair

Kevin Murphy
Executive Director

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Moving Ahead for Progress in the 21st Century Act - Final rules on traffic safety performance management

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish and report their safety targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets, which MPOs will adopt.

About this folio:

See inside for the official statewide safety targets for 2021, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of MAP-21 rulemaking.

Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

No. 1 - Number of fatalities on all public roads (due June 30)

No. 2 - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads (due June 30)

No. 3 - Number of serious injuries on all public roads (due June 30)

No. 4 - Number of serious injuries per 100 million VMT on all public roads (due Aug. 31)

No. 5 - Number of non-motorist fatalities and serious injuries on all public roads (e.g. bicyclists and pedestrians) (due Aug. 31)

Optional targets: *States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.*

Overlapping measures/targets in the Highway Safety Plan: *Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for MAP-21 compliance on August 31 as part of the HSIP. See the* Timelines *section inside for details.*

MAP-21 Special Rules: *Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.*

- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due Aug. 31)

WSDOT's target adoption

For the 2021 annual target setting process, WSDOT and its partners adopted the Target Zero target setting approach for MAP-21 where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

MAP-21 Safety Target Setting

Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2019 Baseline	2021 Official Targets
		Statewide MAP-21 Target (Target Zero)
No. 1 - Fatalities	542.8	444.1
No. 2 - Fatality rate	0.885	0.724
No. 3 - Serious injuries	2,208.6	1,807.0
No. 4 - Serious injury rate	3.599	2.944
No. 5 - Non-motorist fatalities & serious injuries	577.0	472.1

Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Transportation Data, GIS & Modeling Office.

FHWA's "Significant Progress" measurement

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio will apply to the State DOT if FHWA deems it has not made that progress.

To make significant progress overall, a state must achieve at least four out of five targets. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average from 2015 to 2019 had to be:

- At or below the target set in 2017 for the 2019 year, OR
- At or below the 2018 (baseline) level. The FHWA included this provision to avoid punishing aspirational target setting.

If either of these conditions is met, the state has made significant progress for that individual measure. It must do so in any four of the five measures to have made significant progress overall and avoid the penalty provisions.

WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

Per MAP-21, states are required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero, which is used as the foundation for the target setting process (http://www.targetzero.com).

WSDOT crashes decreased overall from 2004 to 2013 in all areas with the exception of crashes involving those who bike and walk, since then fatal and serious crashes have generally increased due to traffic and economic growth in the state. Because of this, WSDOT is not likely to achieve significant progress toward these targets. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor investment levels, changes in total crashes and injuries,and select crash countermeasures that it believes will provide a high return on investment.

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2006-2010 creates the value of the rolling average in 2010—535.4 fatalities Data from 2007-2011 creates the next 5-year rolling average in 2011.
- The rolling 5-year average value for 2019 will be set as the baseline performance (annual average of 2015 through 2019).

States are then free to develop targets using methods determined by the state. In Target Zero and Washington state's particular approach to target setting, the method to establish targets continues:

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline in 2021 becomes the target for the performance measure in 2021 as shown on the following page.

WSDOT submits State 2021 Highway Safety Improvement Program Report to FHWA

WSDOT and WTSC updated all five statewide targets for the upcoming year of 2021. These targets were submitted to FHWA as part of the 2021 Highway Safety Improvement Program (HSIP) report which was approved by FHWA on September 30, 2020.

MPOs have until February 28, 2021 (180 days after the HSIP reporting deadline) to either agree to plan and program projects so they contribute toward the accomplishment of the State DOT HSIP targets, or commit to a quantifiable target for their Metropolitan Planning Area. In Washington state, MPOs have agreed to adopt the WSDOT targets.

Based on an earlier FHWA determination, WSDOT failed to make significant progress on the five safety targets for 2020, which WSDOT submitted in 2019.

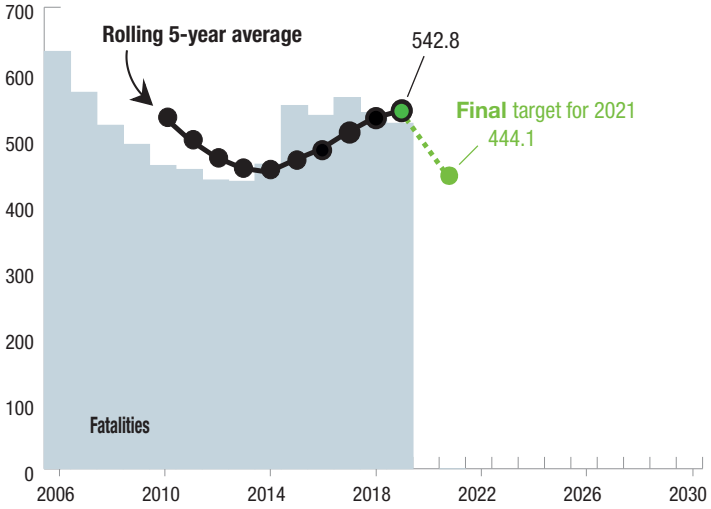
THIS PUBLICATION IS SUBJECT TO UPDATE AND REVISION

About these graphs

These graphs display the final 2021 targets for each of the five MAP-21 safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

Measure No. 1 - Fatalities

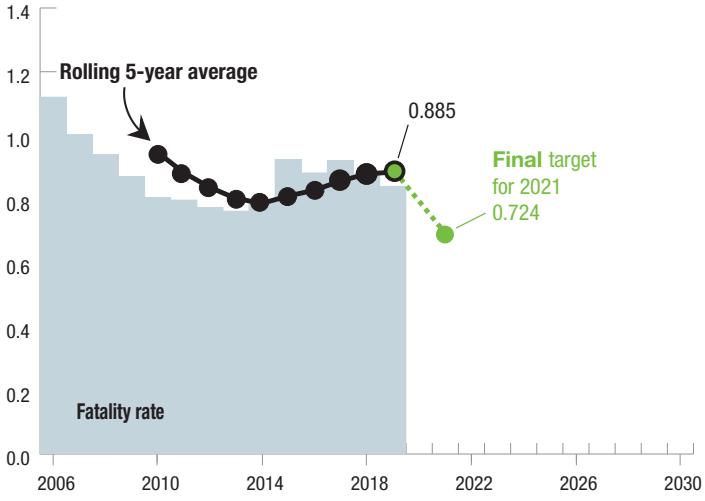
2006 through 2030



Data source: Washington State Traffic Safety Commission - Fatality Analysis Reporting System.

Measure No. 2 - Fatality rate per million VMT

2006 through 2030

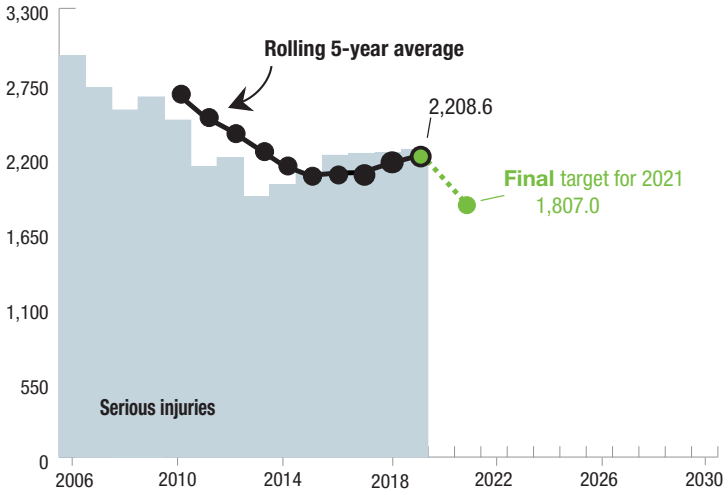


Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System;
Washington State Department of Transportation - Highway Performance Monitoring System.

Notes for all graphics: Fatality data for 2018 is finalized as of January 2020, serious injury count for 2018 is as of August 2020. All data for 2019 is preliminary as of August 2020. Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

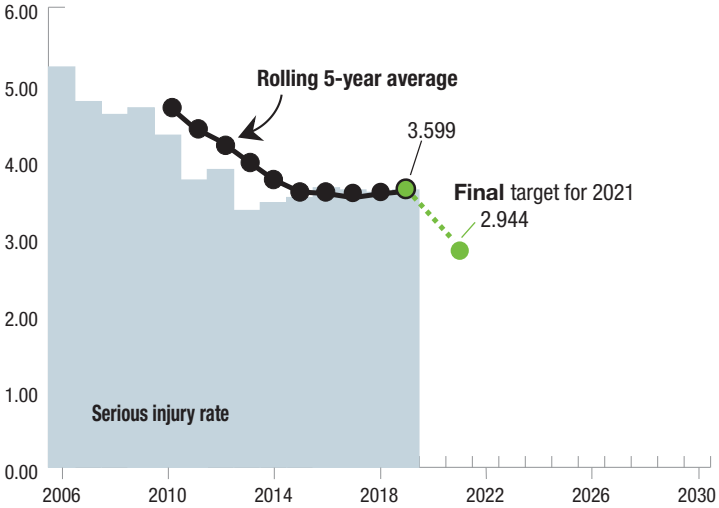
2006 through 2030



Data source: Washington State Department of Transportation - Crash Database.

Measure No. 4 - Serious injury rate per 100 million VMT

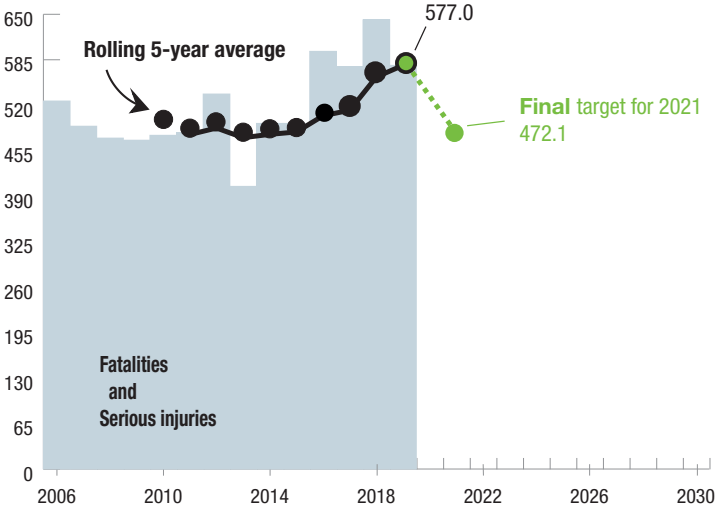
2006 through 2030



Data sources: Washington State Department of Transportation - Crash Database, Highway Performance Monitoring System.

Measure No. 5 - Non-motorist fatalities and serious injuries

2006 through 2030



Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System;
Washington State Department of Transportation - Crash Database, Highway Performance Monitoring System.

Penalties

As described in U.S. Code 23 Section 148(i), for the Final Safety Performance Rule (Rule #1), if the U.S. Department of Transportation (U.S. DOT) Secretary will determine if a state has not met or made significant progress toward achieving its safety performance targets by the date that is two years after the establishment of its targets, the State DOT would:

- Dedicate its obligation authority equal to the apportionment for HSIP to the state for the prior year to highway safety improvement projects until the U.S. DOT Secretary determines that the state has made significant progress or met the targets; and
- Annually submit to U.S. DOT a safety implementation plan until the U.S. DOT Secretary determines that the state has made significant progress or met the targets.

See WSDOT's MAP-21 Funding and Performance Penalties folio for full details, including special rule penalties.

Data used for target setting

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public roads[1]
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads[1]
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads[2]
- Fatality and serious injury data for drivers and pedestrians age 65 and older[3]
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)[1 3]

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. **1** The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. **2** This data is required as part of the Fiscal Year 2015 Omnibus Appropriations Bill. **3** This data satisfies a MAP-21 special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

What is the current distribution of HSIP funds?

Safety: Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes. For the 2019-2021 reporting period, it is anticipated that the State of Washington will receive approximately $40 million each fiscal year for the HSIP program. Of this, approximately $12 million will be allocated to state roadways and $28 million to local roadways. WSDOT prioritizes the improvements on state and local facilities based on crash data and benefit-cost analysis. The HSIP is one component of WSDOT's total annual expenditure on safety projects.

Data collection

- MAP-21 requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- MAP-21 requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

For more information

MAP-21 safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or MiltonJ@wsdot.wa.gov.

Traffic crash fatal and serious injury data: Mike Bernard at (360) 570-2454, BernarM@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.
Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non- discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

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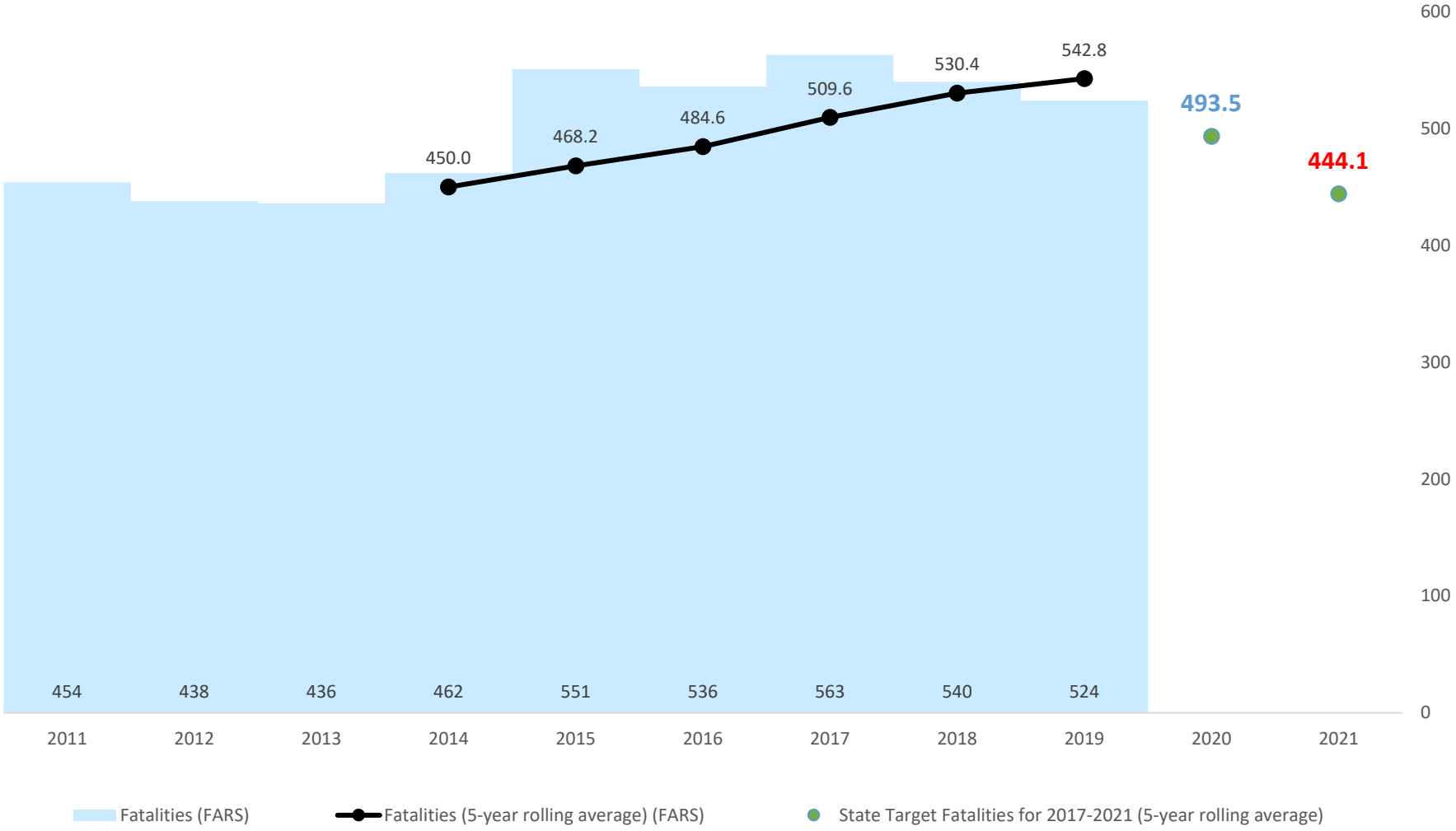
Measure No. 1 - Fatalities

Statewide

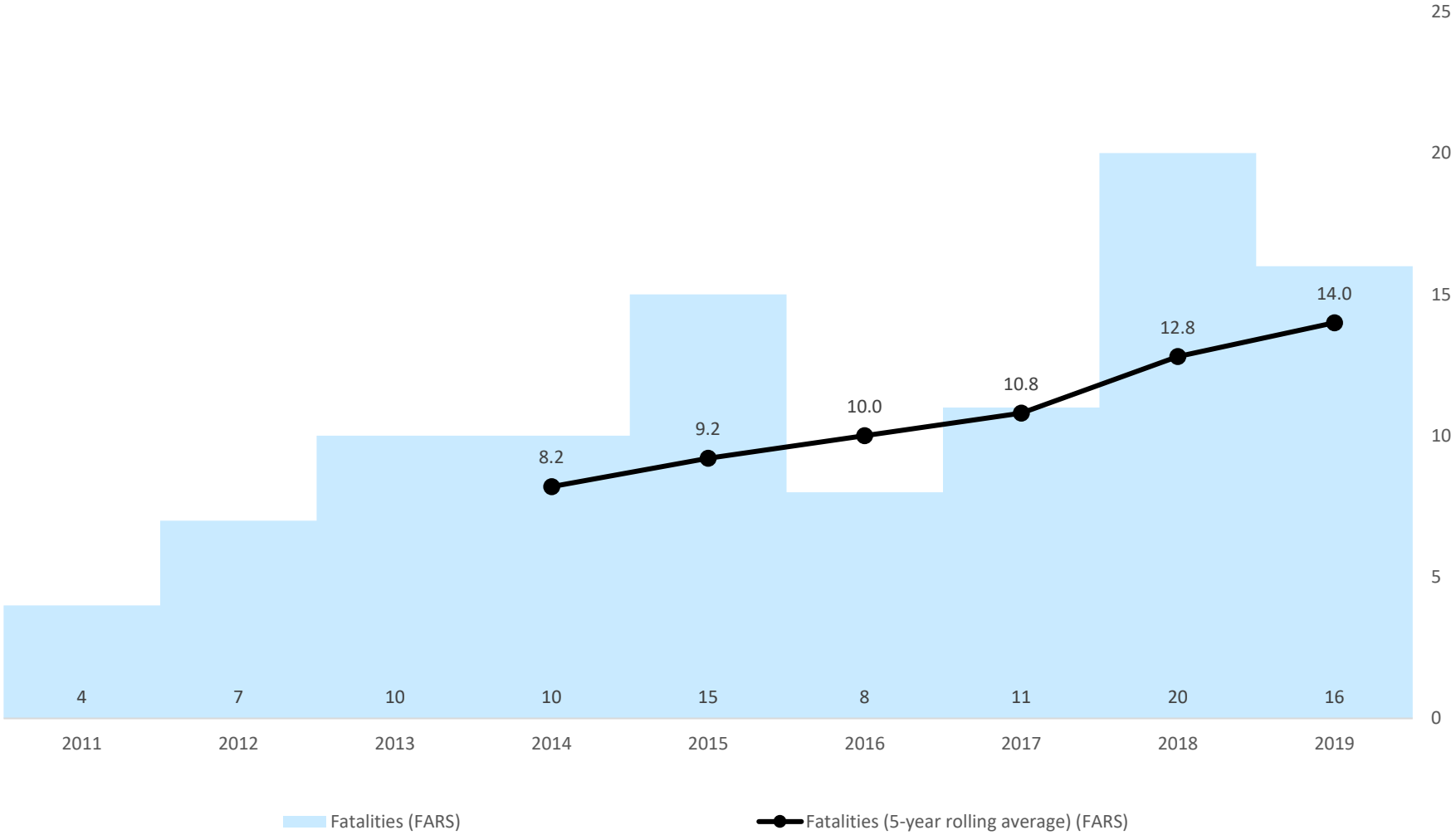


Data Source: Fatality Analysis Reporting System, Preliminary 2019 Q4 release (ARF) (May 2020), Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 1 - Fatalities

Skagit Council of Governments MPA



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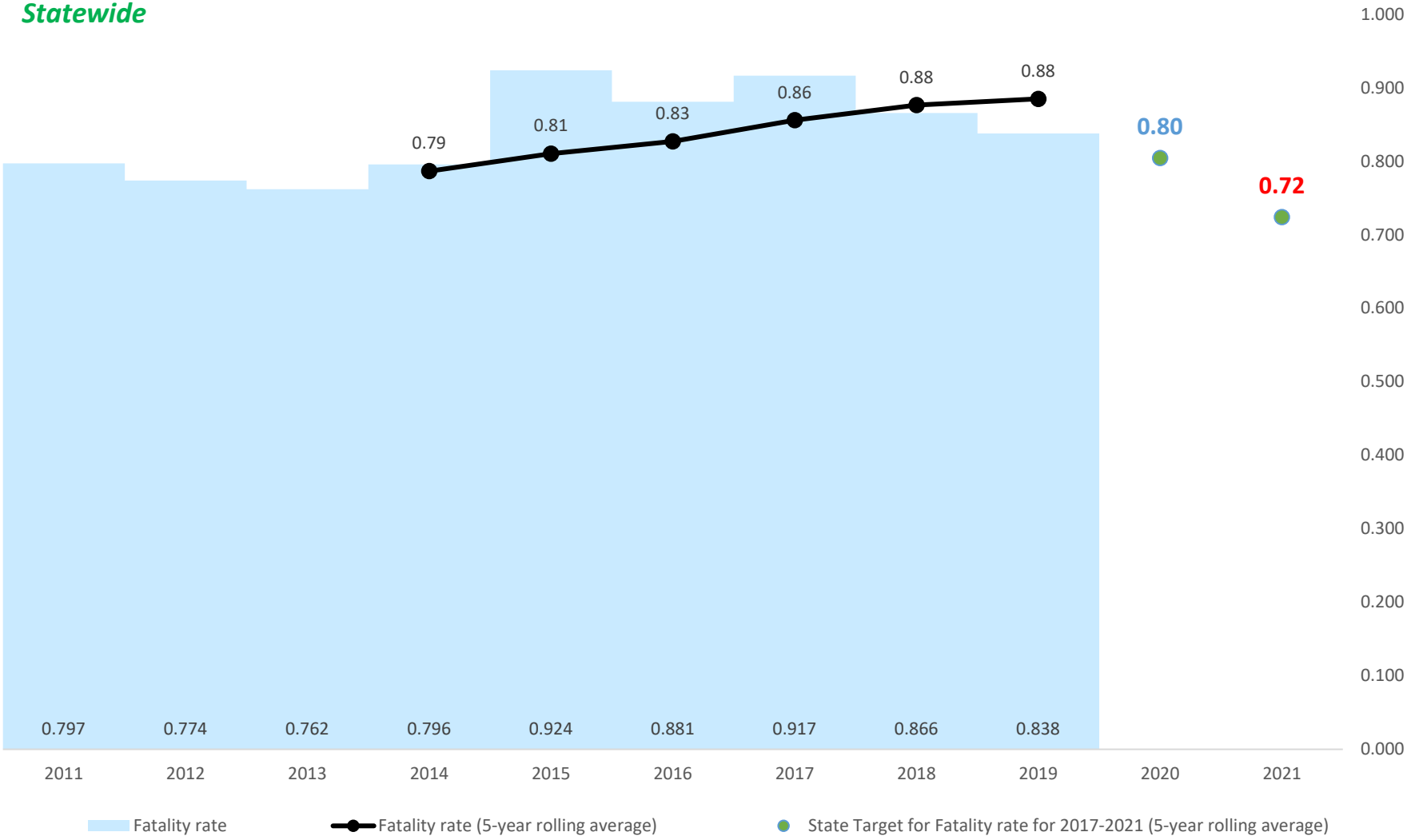
Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

Statewide



Data Source: Fatality Analysis Reporting System, Preliminary 2019 Q4 release (ARF) (May 2020), Washington Traffic Safety Commission; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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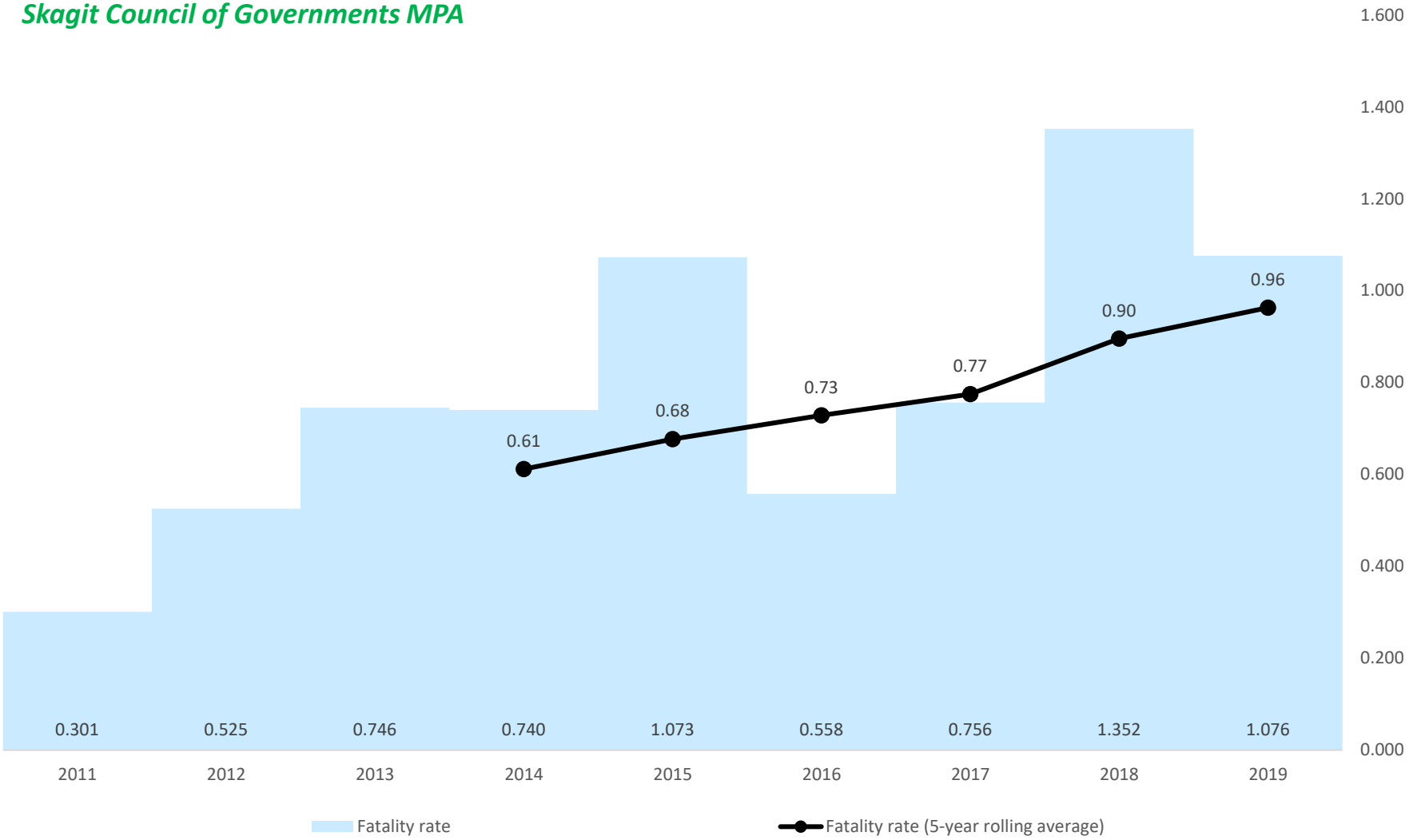
Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

Skagit Council of Governments MPA



Data Source: Fatality Analysis Reporting System, Preliminary 2019 Q4 release (ARF) (May 2020), Washington Traffic Safety Commission; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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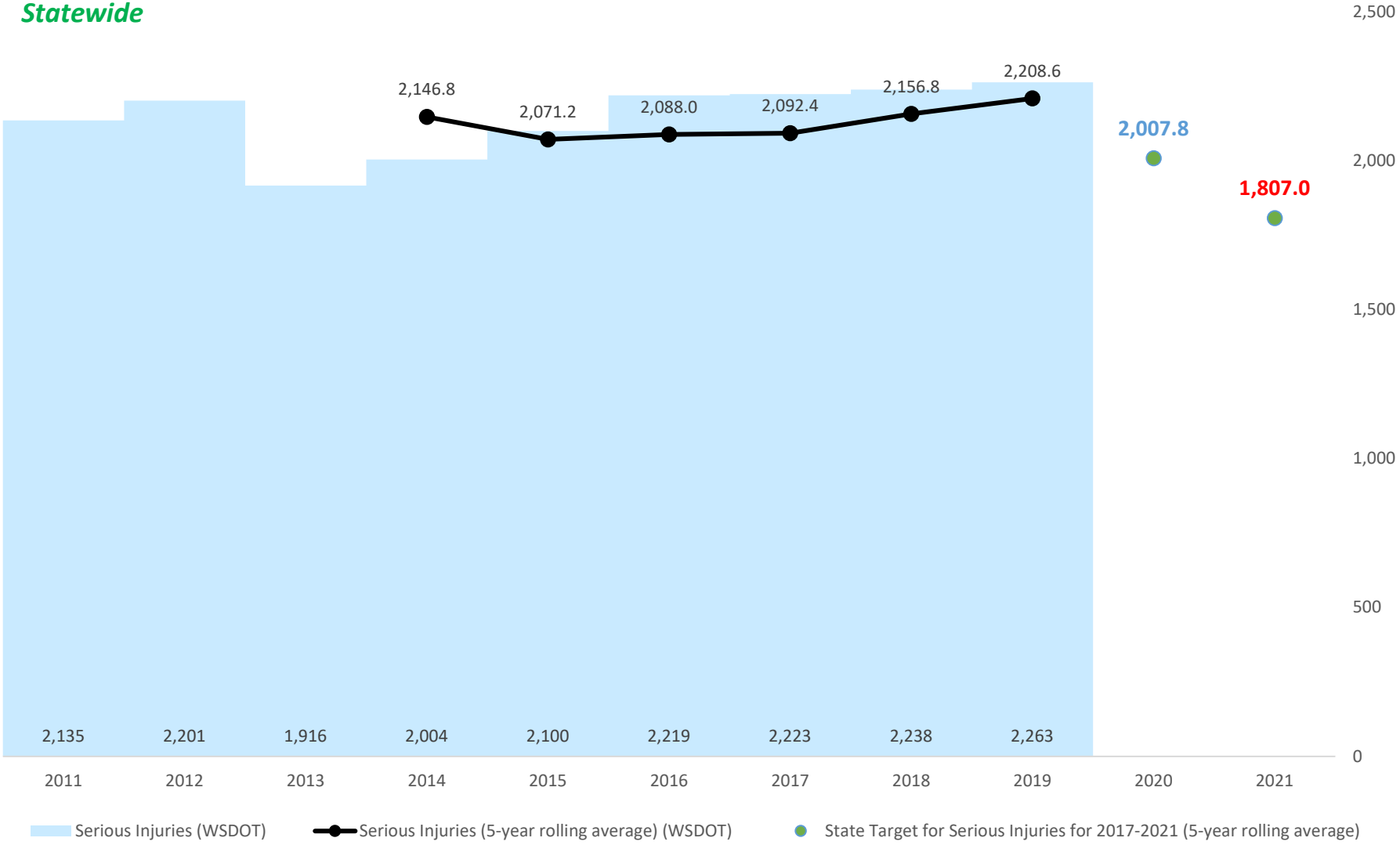
Measure No. 3 - Serious injuries

Statewide



Data Source: WSDOT Engineering Crash Data (May 2020), Washington State Department of Transportation

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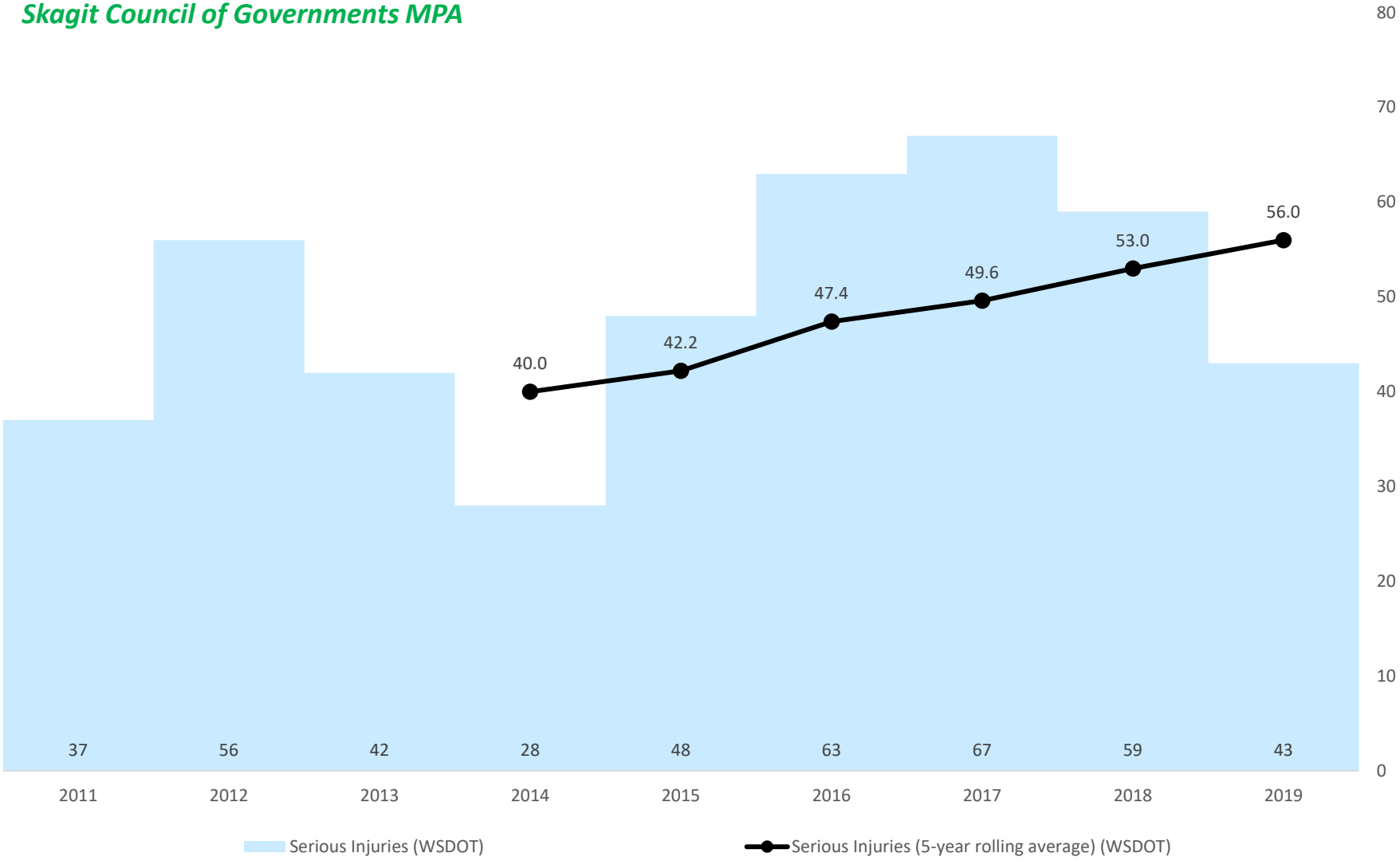
Measure No. 3 - Serious injuries

Skagit Council of Governments MPA



Data Source: WSDOT Engineering Crash Data (May 2020), Washington State Department of Transportation

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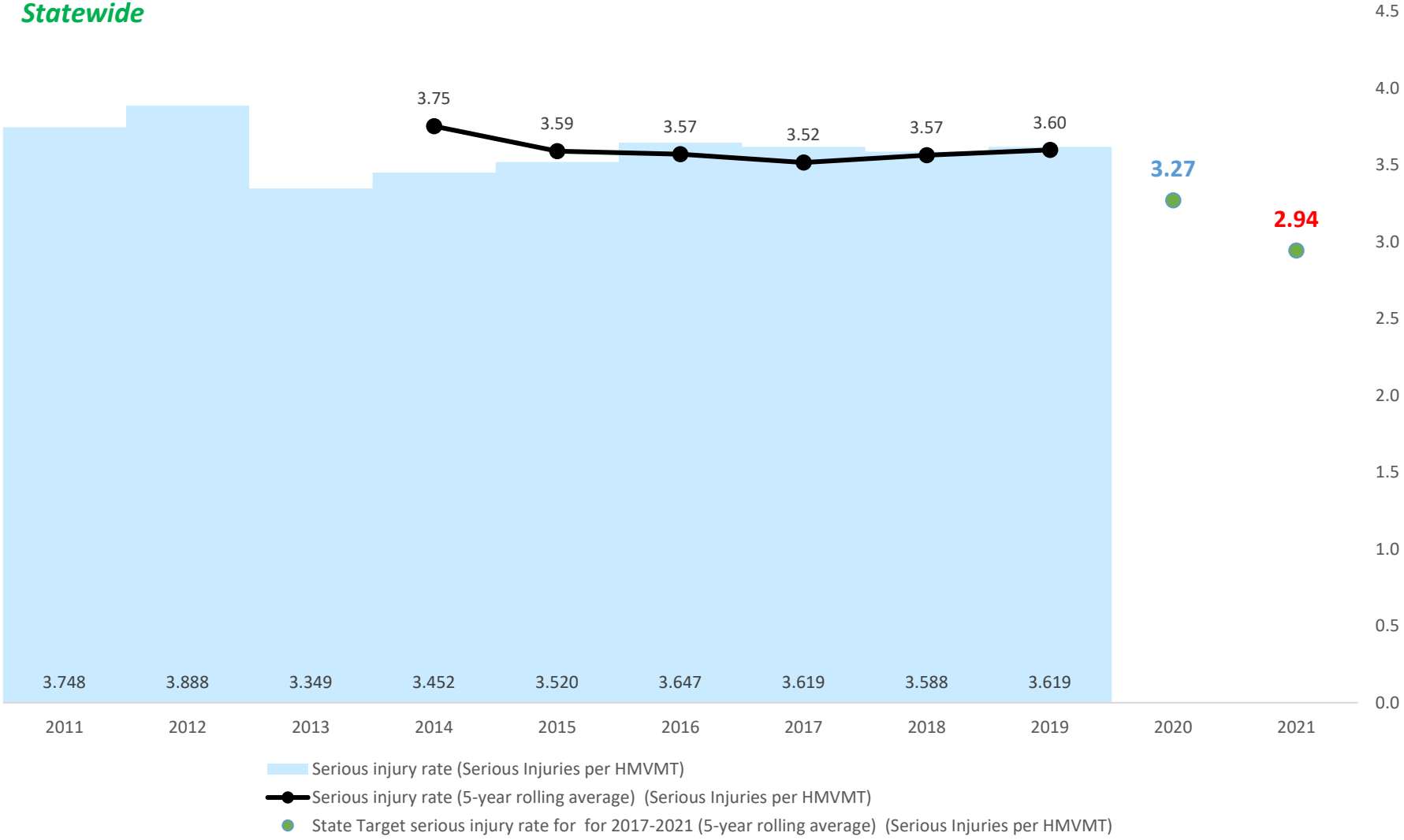
Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

Statewide



Data Sources: WSDOT Engineering Crash Data (May 2020), Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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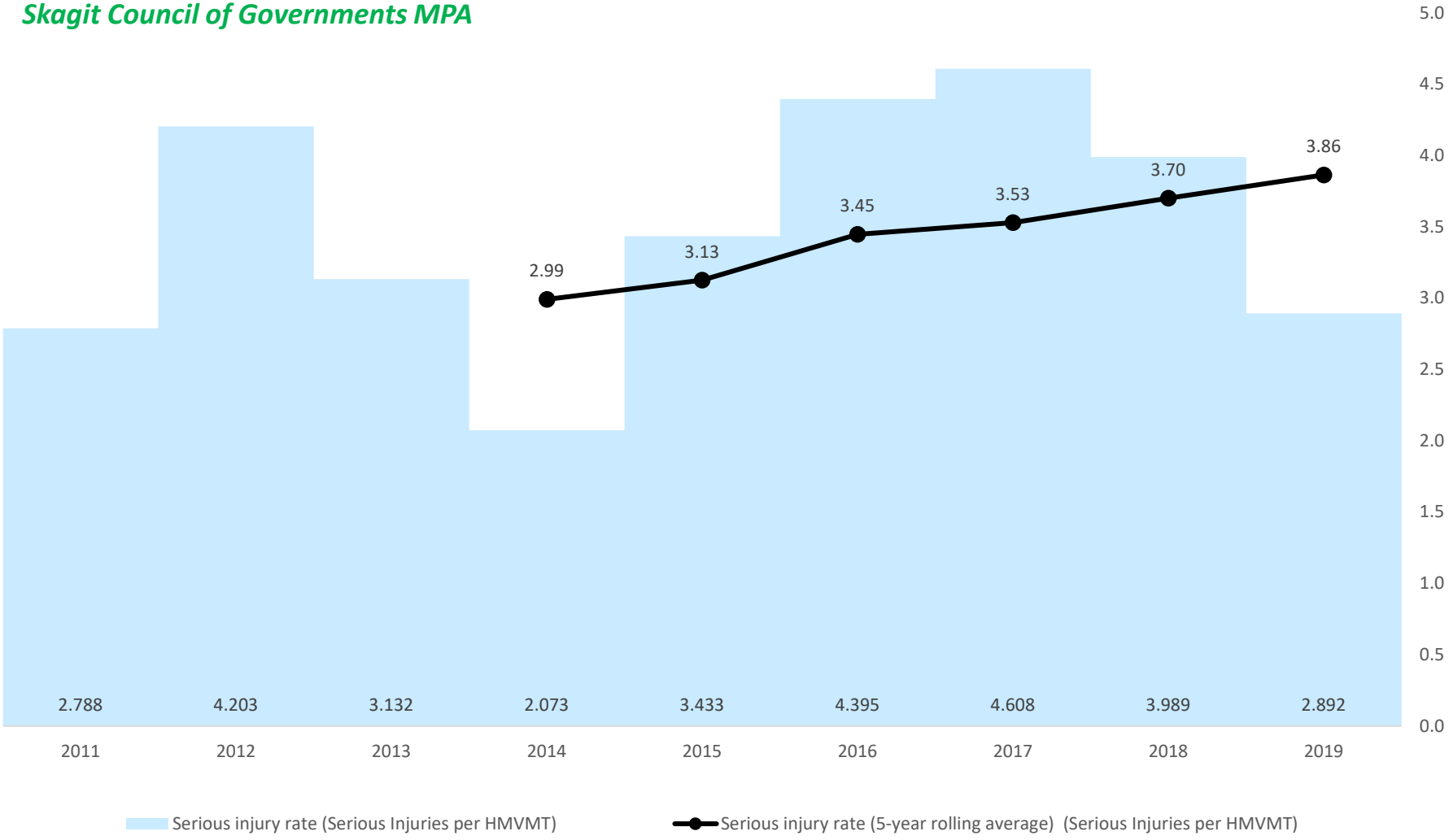
Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

Skagit Council of Governments MPA



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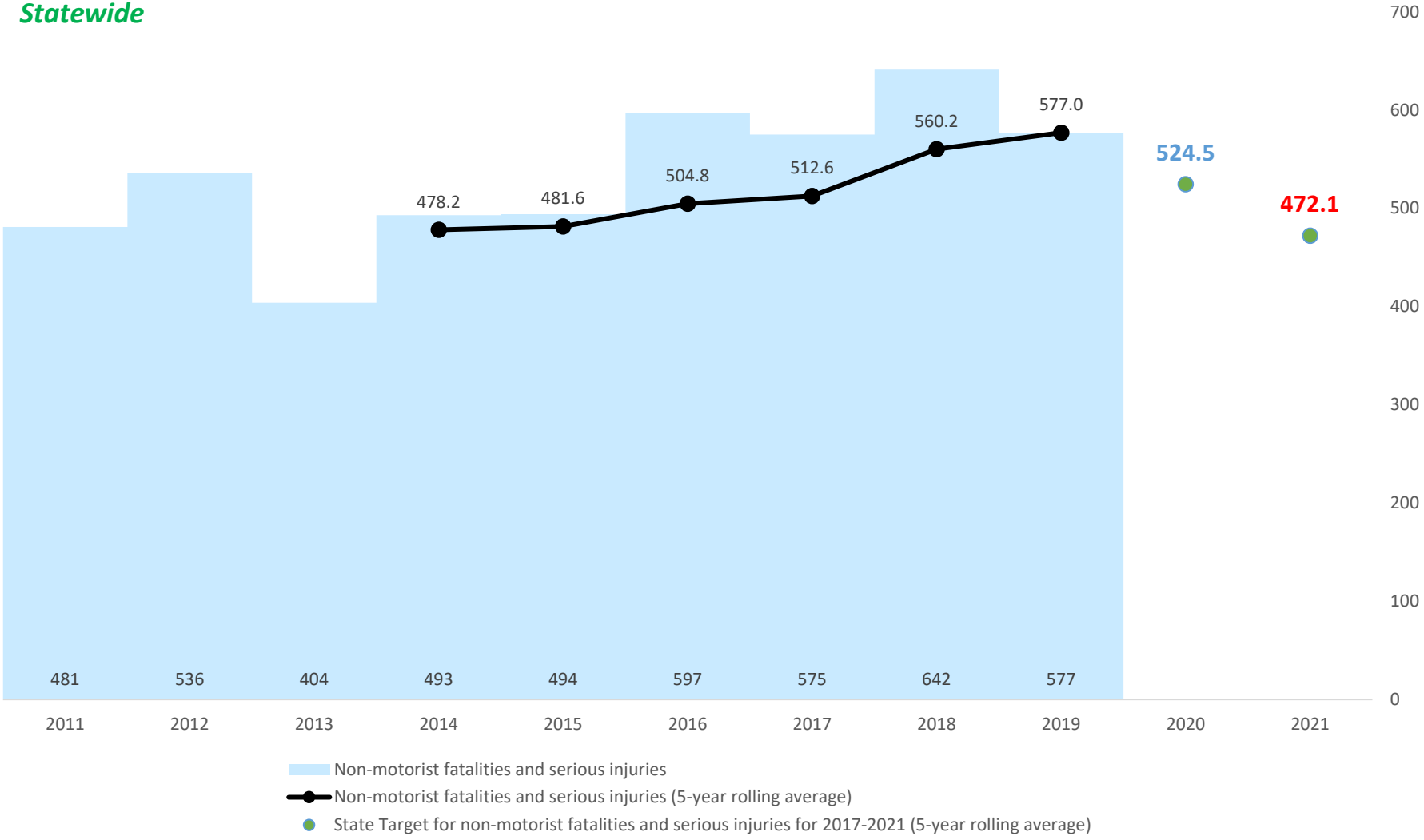
Measure No. 5 - Non-motorist fatalities and serious injuries

Statewide



Data Sources: WSDOT Engineering Crash Data (May 2020), Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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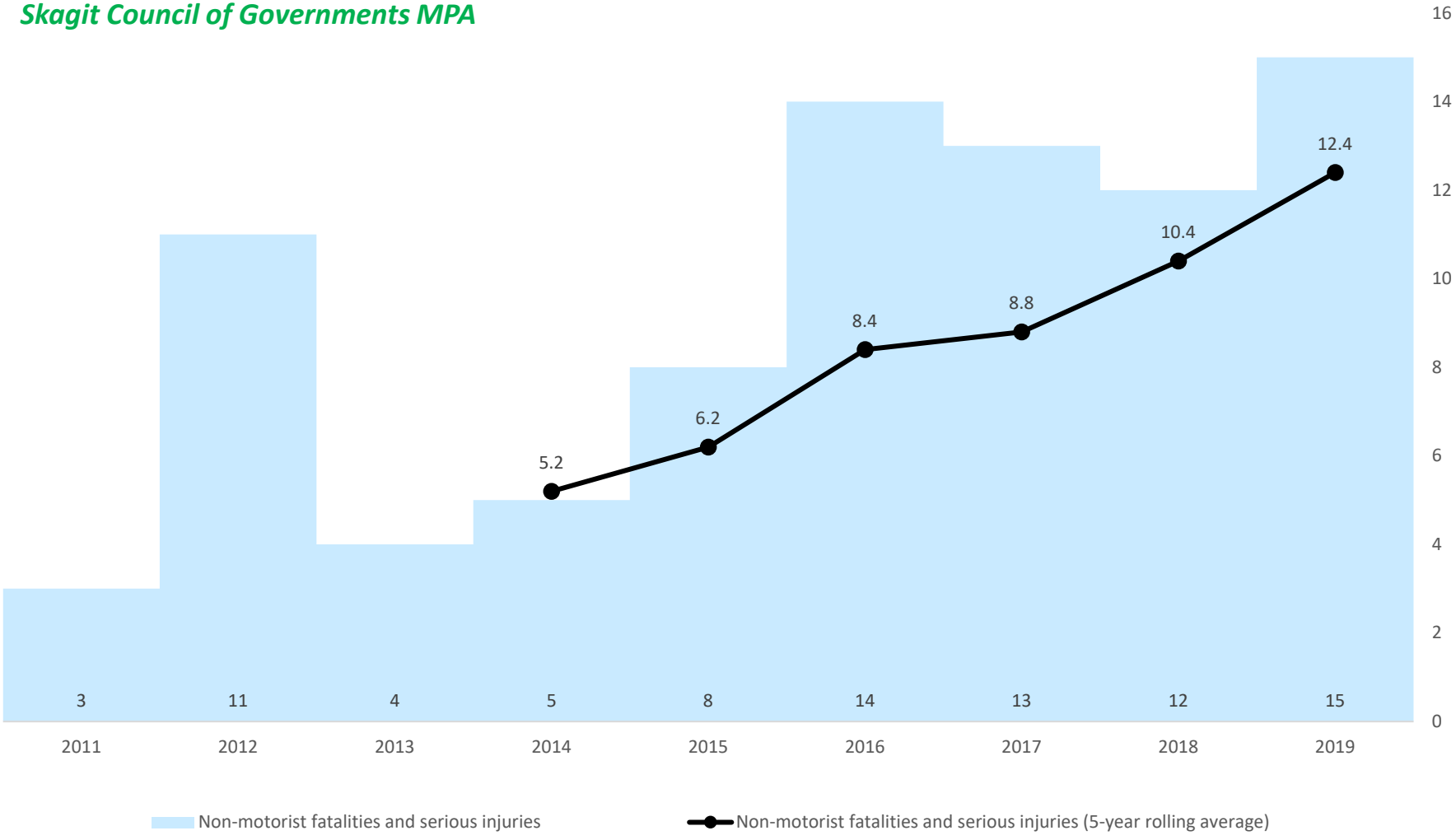
Measure No. 5 - Non-motorist fatalities and serious injuries

Skagit Council of Governments MPA



Data Sources: WSDOT Engineering Crash Data (May 2020), Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

ACTION ITEM 6.C. – UNIFIED PLANNING WORK PROGRAM AMENDMENT

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	02/04/2021	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/17/2021	Action	Mark Hamilton	(360) 416-7876

ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of an amendment to the Unified Planning Work Program for State Fiscal Year 2021.

DISCUSSION

SCOG is responsible for preparing a unified planning work program (UPWP) that documents the transportation planning work activities and related tasks to be accomplished during state fiscal year 2021 (July 1, 2020 through June 30, 2021). The UPWP identifies planning tasks, their associated costs and applicable funding sources.

The Transportation Policy Board approved the UPWP at the May 20, 2020 meeting.

AMENDMENT

The amendment to the UPWP includes potential funding for a Skagit Walking Trail Guide update through the Washington State Department of Transportation. As documented in the amendment, additional funding for the guide update is up to $7,500 and would come through Washington state regional transportation planning organization (RTPO) funds. For the current state biennium, funds are reallocated when there is remaining state RTPO funds that are not utilized. These funds do not require a match and are made available to SCOG, and other RTPOs, as they become available.

The $7,500 in additional funding has been requested by SCOG, but it is not yet known if any additional RTPO funding will be available to SCOG. If additional funding becomes available, it would need to be expended by the end of the state fiscal year on June 30, 2021.

State Fiscal Year

2021

July 1, 2020 – June 30, 2021

UNIFIED PLANNING WORK PROGRAM

Preparation of this document was funded by grants from the Washington State Department of Transportation, Federal Highway Administration, Federal Transit Administration and with funds contributed by SCOG member jurisdictions

Adopted by the SCOG Transportation Policy Board on May 20, 2020

Amended February 17, 2021

SCOG
Skagit Council of Governments

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SCOG ensures full compliance with Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990 by prohibiting discrimination against any person on the basis of race, color, national origin, sex or disabilities in the provision of benefits and services resulting from its federally assisted programs and activities.

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Cover photograph courtesy of Andy Porter Photography.

INTRODUCTION

PLANNING ORGANIZATION OVERVIEW

Authorized by federal law, metropolitan planning organizations (MPOs) exist throughout the United States in all urbanized areas with populations greater than 50,000 people. MPOs help prioritize, plan, and program the federal funding used on transportation projects in metropolitan areas.

The Skagit Council of Governments (SCOG) is the federally designated MPO in Skagit County, Washington, as enabled by federal law 23 U.S.C. 134 and 49 U.S.C. 5303. In coordination with the United States Department of Transportation (USDOT), the Washington State Department of Transportation (WSDOT) and stakeholders in the planning area – SCOG leads the development of the region's long-range regional transportation plan and short-range regional transportation improvement program.

Washington state's Growth Management Act of 1990 authorized the creation of regional transportation planning organizations (RTPOs). Through its governance agreement, SCOG is designated as the RTPO for Skagit County. Through the RTPO, SCOG convenes cities, towns, counties, transit agencies, tribes, ports, private employers and WSDOT to plan for the region. Examples of RTPO duties include: preparing a regional transportation plan; certifying that countywide planning policies and local transportation elements are consistent with the regional transportation plan; and maintaining a six-year regional transportation improvement program.

For a listing of Transportation Policy Board membership, refer to Appendix A: Board Membership. For a graphical representation of the board and advisory committee structure, refer to Appendix B: SCOG Organizational Structure. For a map of the MPO and RTPO planning area, see Appendix C: MPO & RTPO Planning Area.

UNIFIED PLANNING WORK PROGRAM OVERVIEW

The unified planning work program (UPWP) documents the transportation planning work activities and related tasks to be accomplished during state fiscal year (SFY) 2021 – July 1, 2020 through June 30, 2021. Work activities included in the UPWP comply with regional policies, goals and objectives. SCOG's Transportation Policy Board reviews and approves the UPWP. Final approval is then issued by the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and WSDOT.

This document outlines federal and state planning requirements, then presents a work program of planning activities for SFY 2021 that address the requirements. The work activities in the UPWP are organized into four program elements:

- Element 1: Administration;
- Element 2: Multimodal Planning;
- Element 3: Programming & Project Selection; and
- Element 4: Data Collection & Analysis.

MPO and RTPO planning activities are funded by grants from USDOT, WSDOT and dues from local governments. The UPWP is adopted annually and serves as a budget and work program for SCOG's transportation function.

For a graphical representation of the core work activities identified in the UPWP, refer to Appendix D: Core Programs and Functions.

Appendix E: Planning Projects by Other Agencies, includes planning related projects conducted by other agencies during the timeframe of the UPWP.

Appendix F: Long-term Work Schedule includes long-term work tasks that either begin in this UPWP and continue past the UPWP, or are anticipated for future UPWPs and have not yet begun.

AMENDING THE UPWP

As staff availability fluctuates and regional priorities change, it may become necessary to amend the UPWP. If it is determined, through discussions with the SCOG Transportation Policy Board, that an amendment is necessary, staff will prepare an updated UPWP. A draft will then be made available to the public, Technical Advisory Committee (TAC), Transportation Policy Board, WSDOT, FHWA and FTA. The Transportation Policy Board will then take action on the amended UPWP. If the amendment is approved, it will then be submitted to WSDOT, FHWA and FTA for final approval.

FEDERAL AND STATE REQUIREMENTS

FEDERAL PLANNING FACTORS

The Fixing America's Surface Transportation (FAST) Act includes federal planning factors that emphasize priorities for transportation planning from a national perspective. The ten factors are as follows:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Each of the federal planning factors is addressed through various work activities selected for SFY 2021, as shown below:

UPWP Work Task	Economic Vitality	System Safety	System Security	Accessibility and Mobility	Protect Environment	Integration of System	Efficiency	System Preservation	System Resiliency	Enhance Tourism
1.1 – MPO & RTPO Administration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.2 – UPWP Annual Development and Reporting	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.3 – Legislator Contact										
1.4 – Title VI Annual Report				✓	✓					
1.5 – Public Participation Plan Annual Report	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.1 – Regional Transportation Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.2 – Statewide Planning Initiatives	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.3 – Local Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.4 – North Sound Transportation Alliance				✓	✓	✓				✓
2.5 – Transportation Element Consistency	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

UPWP Work Task	Economic Vitality	System Safety	System Security	Accessibility and Mobility	Protect Environment	Integration of System	Efficiency	System Preservation	System Resiliency	Enhance Tourism
2.6 – Nondiscrimination Planning				✓	✓					
2.7 – Non-Motorized Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.8 – Regional Level of Service Review	✓	✓	✓	✓		✓	✓			
2.9 – Road Map to Washington's Future	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.1 – Regional Transportation Improvement Program	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.2 – Annual Listing of Obligations	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.3 – Project Selection & Prioritization	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.4 – List of Regional High Priority Projects	✓	✓	✓	✓	✓	✓				
4.1 – Regional Performance Targets	✓	✓	✓	✓	✓	✓	✓	✓		
4.2 – Travel Demand Model	✓			✓			✓			✓
4.3 – Traffic Counts	✓			✓			✓	✓		
4.4 – Geographic Information Systems	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.5 – Highway Functional Classification	✓	✓	✓	✓				✓		
4.6 – Household Travel Survey	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.7 – 2020 Decennial Census	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Federal Emphasis Areas

The Federal Highway Administration and the Federal Transit Administration have encouraged all metropolitan planning organizations to give priority to transportation performance management. This federal emphasis area is described below.

Transportation Performance Management

The Federal Highway Administration and Federal Transit Administration would like MPOs to place an emphasis on the performance-based planning requirements, including developing data and targets, as well as reflecting Performance-Based Planning and Programming and Transportation Performance Management in the Transportation Improvement Program, Metropolitan Transportation Plan, and overall transportation planning process.

State Policy Goals

The State of Washington has established policy goals for the planning, operation, performance of and investment in the state's transportation system (RCW 47.04.280). Public investments in transportation should support achievement of these policy goals:

1. *Economic Vitality* – To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy;
2. *Preservation* – To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
3. *Safety* – To provide for and improve the safety and security of transportation customers and the transportation system;
4. *Mobility* – To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;

5. *Environment* – To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
6. *Stewardship* – To continuously improve the quality, effectiveness, and efficiency of the transportation system.

Washington state transportation system policy goals are addressed through various work activities selected for SFY 2021, as shown below:

UPWP Work Task	Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
1.1 – MPO & RTPO Administration	✓	✓	✓	✓	✓	✓
1.2 - UPWP Annual Development and Reporting	✓	✓	✓	✓	✓	✓
1.3 – Legislator Contact						
1.4 – Title VI Annual Report				✓	✓	✓
1.5 – Public Participation Plan Annual Report	✓	✓	✓	✓	✓	✓
2.1 – Regional Transportation Plan	✓	✓	✓	✓	✓	✓
2.2 – Statewide Planning Initiatives	✓	✓	✓	✓	✓	✓
2.3 – Local Transportation Planning	✓	✓	✓	✓	✓	✓
2.4 – North Sound Transportation Alliance		✓		✓	✓	✓
2.5 – Transportation Element Consistency	✓	✓	✓	✓	✓	✓
2.6 – Nondiscrimination Planning				✓	✓	✓
2.7 – Non-Motorized Transportation Planning	✓	✓	✓	✓	✓	✓
2.8 – Regional Level of Service Review	✓	✓	✓	✓		✓
2.9 – Road Map to Washington's Future	✓	✓	✓	✓	✓	✓
3.1 – Regional Transportation Improvement Program	✓	✓	✓	✓	✓	✓
3.2 – Annual Listing of Obligations	✓	✓	✓	✓	✓	✓
3.3 – Project Selection & Prioritization	✓	✓	✓	✓	✓	✓
3.4 – List of Regional High Priority Projects	✓	✓	✓	✓	✓	✓
4.1 – Regional Performance Targets	✓	✓	✓	✓	✓	✓
4.2 – Travel Demand Model	✓	✓		✓		✓
4.3 – Traffic Counts	✓	✓	✓	✓	✓	✓
4.4 – Geographic Information Systems	✓	✓	✓	✓	✓	✓
4.5 – Highway Functional Classification	✓	✓	✓	✓		✓
4.6 – Household Travel Survey	✓	✓	✓	✓	✓	✓
4.7 – 2020 Decennial Census	✓	✓	✓	✓	✓	✓

Among the primary RTPO duties (RCW 47.80.023) is preparing a regional transportation plan that is consistent with countywide planning policies and county, city and town comprehensive plans. Other tasks include: preparing a regional transportation improvement program (RTIP); developing a coordinated public transit-human services transportation plan; and reviewing local level of service standards. All of these duties are addressed in work activities listed in the UPWP. For a graphical representation of some of the work activities identified in the UPWP, refer to Appendix D: Core Programs and Functions.

STATE EMPHASIS AREAS

The following emphasis areas have been identified by WSDOT as areas SCOG is requested to set aside resources to collaboratively develop and/or review the plans. Plans and efforts expected to be developed during SFY 2021 include:

- Highway System Plan: MPOs and RTPOs are encouraged to participate in the Highway System Plan steering committee and engage with WSDOT during the development of the plan;
- Multimodal Investment Strategy: MPOs and RTPOs are invited to engage with WSDOT to explore ways to improve the state's system for making transportation investment decisions and to participate with WSDOT in a process to develop a shared problem statement, establish a vision, and identify principles for collaboration;
- Statewide Human Services Transportation Plan: The Public Transportation Division anticipates wrapping up the update to the Statewide Human Services Transportation plan in SFY 2021. RTPOs are encouraged to engage with Public Transportation Division staff as the plan is developed;
- Statewide Public Transportation Plan: The Public Transportation Division plans to undertake a minor update to the Statewide Public Transportation Plan in SFY 2021. MPOs and RTPOs are encouraged to engage in the plan's development, particularly in the identification of near-term actions to implement the plan; and
- Statewide Cooperative Automated Transportation (CAT) Policy Framework: In coordination with the Washington State Transportation Commission, Legislature, and the Governor's Office, WSDOT is assisting in the development a CAT policy framework with strategies and actions that should be considered in the local, regional and statewide planning process. Additionally, MPO and RTPO partners are encouraged to participate in the continued development of the CAT policy framework through participation in the Washington State Autonomous Vehicle Work Group.

WSDOT regions will also be developing planning studies on state-system issues within various MPO/RTPO boundaries. The WSDOT Region Planning Manager will coordinate with SCOG regarding any studies that are within applicable planning area boundaries. SCOG may be asked to serve as a Multimodal, Multidisciplinary, Multiagency (M3) Team Member for any relevant planning study to provide a local perspective on transportation issues. Duties may include attending meetings, providing input at key milestones, ensuring the planning study recommendations are consistent with the metropolitan-regional transportation plan, and working to incorporate/implement appropriate recommendations.

Time and resources for enhanced collaboration with WSDOT regional staff should be budgeted if SCOG is updating its long-range transportation plan in SFY 2021. WSDOT is committed to embracing Secretary Millar's declaration that "Your plan is our plan." WSDOT Region and HQ staff will collaborate with SCOG staff to ensure WSDOT priorities are reflected in the plans and that WSDOT fully supports the regional planning process.

FINANCIAL ACCOUNTING

SCOG is encouraged to be as complete and transparent as possible in the UPWP budget. The UPWP should clearly identify all fund sources expected to be utilized in the delivery of the work program. In addition to expected expenditures, fund sources (revenues) should be identified, including any available rollover from the previous year, and account for any applicable matching funds.

If consultants will be used to implement portions of the UPWP, SCOG should clearly identify which tasks will be supported by consultants. The funds expected to be used for consultant contracts should also be identified. WSDOT requests that a table of all expected consultant contracts also be included in the UPWP.

The Annual Performance and Expenditure Report should clearly identify funds expended (by source and task) compared to the budgeted amount. Significant differences should be accompanied with an explanation for the difference.

Tribal Participation

On April 24, 2019 Governor Jay Inslee signed Engrossed House Bill 1584 into law, which requires RTPOs to provide an opportunity for tribes with reservation or trust lands within its planning area boundaries to participate as voting members. SCOG is encouraged to facilitate tribal participation in the regional planning process.

Public Involvement

Federal and state laws require MPOs and RTPOs to include provisions in the planning process to ensure the involvement of the public in the preparation of regional plans and programs. The SCOG Public Participation Plan requires that plans and documents are made available to the public online and at the SCOG office.

Funding Sources for Planning Activities

All work, including staff time and consultant activities, listed in the unified planning work program are funded by one or more of the following funding sources.

Federal Highway Administration Section 134 Grant Funds ("PL" or Metropolitan Planning Funds)

Federal planning funds allocated to MPOs by WSDOT for carrying out the metropolitan transportation planning process. These federal funds can be used for up to 86.5% of a project, with a required 13.5% match typically provided by local government dues.

Federal Highway Administration Section 133 Surface Transportation Block Grant Program Funds

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by states and localities for projects to preserve and improve the transportation system consistent with regional priorities. STBGP funds are allocated to SCOG through the regional project selection process to support the continuous, cooperative, and comprehensive transportation planning process. STBGP funds can be used for up to 86.5% of a project with a required match of 13.5%.

Refer to Surface Transportation Block Grant Program Funding Breakdown table for estimated STBGP funding for SFY 2021 by project.

Federal Transit Administration Section 5303 Grant Funds

Section 5303 funds are federal funds allocated to MPOs by WSDOT for multimodal transportation planning in metropolitan areas. SCOG uses a local match of 13.5% based on an agreement with WSDOT.

Federal Transit Administration Section 5310 Grant Funds

WSDOT allocates Section 5310 federal funds to RTPOs to aid development of local coordinated public transit-human services transportation plans. These funds do not have a local match requirement.

Regional Transportation Planning Organization Grant Funds

Washington state allocates funds to all regional transportation planning organizations in the state in order to perform the required state planning activities. These funds do not have a local match requirement.

ACCOMPLISHMENTS FROM 2020 UPWP

SCOG fulfilled the majority of tasks in the 2020 UPWP with the support of local, state and federal partners. Accomplishments of note follow.

ACCOMPLISHMENTS

- 2019 UPWP Performance and Expenditure Report
- 2020 UPWP Development
- Adopted the 2020–2025 Regional Transportation Improvement Program
- Conducted Environmental Justice assessment of 2020–2025 RTIP
- Managed regional transportation improvement program amendments and administrative modifications
- Published Annual Listing of Federal Obligations for calendar year 2019
- Adopted 2020 SCOG Operating Budget
- Updated Title VI Plan
- Updated Skagit County Demographic Profile
- Evaluated SCOG project selection decisions over past three years to ensure continued nondiscriminatory practices
- Conducted Section 504 and Americans with Disabilities Act assessment of SCOG to ensure continued compliance with nondiscrimination statutes
- Completed Title VI Update and Accomplishment Report
- Completed MPO self-certification process
- Conducted over 400 traffic counts
- Incorporated Skagit County Bike Map into GPS enabled format
- Set regional performance targets for safety – agreeing to plan and program projects to assist with meeting WSDOT statewide targets
- Created online countywide traffic count data portal
- Selected projects to receive nearly $6 million in federal Surface Transportation Block Grant Program and Highway Infrastructure Programs funds.
- Continued participation on the North Sound Transportation Alliance steering committee
- Participated in numerous statewide planning initiatives
- Conducted transportation element consistency reviews for local comprehensive plans
- Assisted with Skagit County preparations for the 2020 Decennial Census

ELEMENT 1: ADMINISTRATION

The Administration work program element focuses on all aspects of agency and personnel management, Transportation Policy Board support, meeting coordination, budgeting, transportation and land use policy development and review, and annual work program reporting and development.

For a cost estimate by work task, refer to the Expenditures by Task table near the end of this document. For a summary of expenditures and revenue by fund type, refer to the Expenditure & Revenue by Fund Type table, which is also near the end of this document.

WORK ACTIVITIES

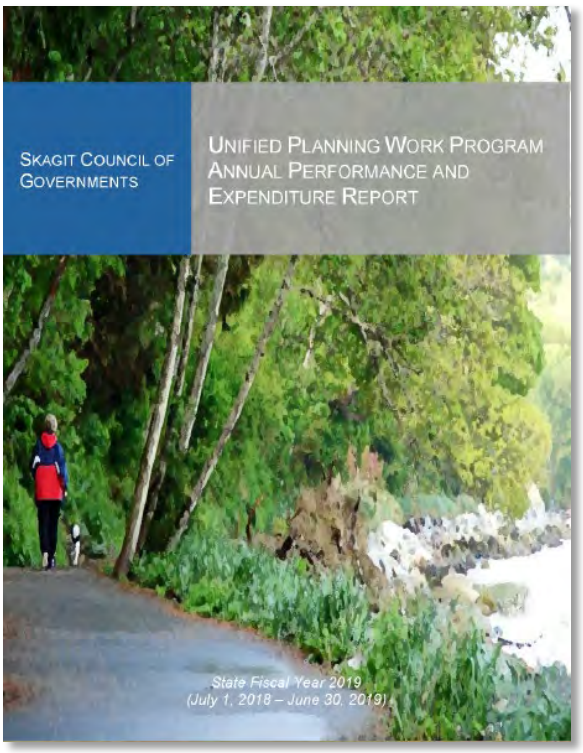
1.1 MPO & RTPO Administration

Description: Manage and administer the unified planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Administration will also include assuring compliance with rules and regulations of funding agencies. Supervise staff and personnel activities, procure office supplies and furniture, etc. Review and update contracts and agreements. Provide clerical support for general administration and other work program elements. Procure software and hardware, and other technologies and devices as needed. Maintain SCOG website. Participate at monthly meetings of Transportation Policy Board, Technical Advisory Committee, and other committees as needed. Coordinate and consult with other MPOs and RTPOs on federal, state and regional transportation issues. Prepare 2021 operating budget. Provide continuing education and training opportunities through webinars, conferences and seminars as appropriate. Prepare the annual self-certification that specifies that MPO functions are being performed in accordance with all applicable requirements. Facilitate public involvement and outreach efforts in accordance with the Title VI Plan and Public Participation Plan. Consult with tribal governments on transportation planning and programming efforts. Engage applicable federally recognized tribal governments in regional governance of SCOG, consistent with RCW 47.80.050(2).

Responsibilities: SCOG

Product: In October, staff will prepare 2021 SCOG operating budget. The budget will be adopted prior to calendar year 2021. In October/November, SCOG will submit its self-certification documentation. By the second quarter of calendar year 2021, SCOG will provide a reasonable opportunity for voting membership to all federally recognized tribes that hold reservation or trust lands within the planning area.

Direct Cost: Technology-related (hardware, software, etc.) direct costs are expected to total up to $10,000. Training costs are expected to total up to $10,000.



1.2 UPWP Annual Preparation and Reporting

Description: Creation of the SFY 2020 UPWP Performance and Expenditure Report per 23 CFR 420.117. SCOG will develop the SFY 2022 UPWP in cooperation with WSDOT, Skagit Transit, Federal Highway Administration and Federal Transit Administration.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: SCOG will prepare the SFY 2020 UPWP Performance and Expenditure Report in July/August 2020 and the SFY 2022 UPWP in the spring of 2021.

1.3 Legislator Contact

Description: Develop and submit Public Disclosure Commission Reports as required. The reports identify all contact with Washington state legislators. All expenses in meeting with federal and state elected and administration officials are paid using local funds. SCOG occasionally visits state legislators in the first or second month of the Washington state legislature's regular session. Other contact may occur but it is unknown when this will happen during the UPWP timeframe.

Responsibilities: SCOG

Product: Quarterly Public Disclosure Commission Reports as necessary.

1.4 Title VI Annual Report

Description: Report on Title VI Plan implementation activities through the annual Title VI Update and Accomplishment Report.

Responsibilities: SCOG

Product: The Title VI Annual Report will be submitted in August 2020.

1.5 Public Participation Plan Annual Report

Description: Report on Public Participation Plan implementation activities through an annual assessment of public participation at SCOG.

Responsibilities: SCOG

Product: The Public Participation Plan Annual Report will be completed in June 2021.

ELEMENT 2: MULTIMODAL PLANNING

The Multimodal Planning work program element focuses on the development, ongoing maintenance and update of the *Skagit 2040 Regional Transportation Plan*—which was adopted in 2016 and amended in 2017. Additional planning projects that are anticipated are detailed in this section.

For a cost estimate by work task, refer to the Expenditures by Task table, near the end of this document. For a summary of expenditures and revenue by fund type, refer to the Expenditure & Revenue by Fund Type table—also near the end of this document.

WORK ACTIVITIES

2.1 Regional Transportation Plan

Description: The *Skagit 2040 Regional Transportation Plan* (*Skagit 2040*)—the federal-compliant metropolitan transportation plan and state-compliant regional transportation plan—was adopted in 2016 and amended in 2017. The next scheduled update must occur no later than March 2021. To prepare for the 2021 plan update, SCOG began scoping needs and timelines related directly and indirectly with plan development in SFY 2020 including: (1) relationship with local comprehensive plan update schedules; (2) data needs for the plan and inputs to the travel demand model; (3) population and employment forecasts to 2045/2050, as well as the relationship between Office of Financial Management timeline for population growth forecasts and milestones for the plan update; (4) a review of state policy revisions; (5) local priorities and policy direction; (6) incorporation of Environmental Justice into the planning process; and (7) inclusion of the new federal, state and regional performance management framework. SCOG also began coordina-

tion in the first half of SFY 2020 with WSDOT Northwest Region and Multimodal Planning Division on identifying what will be necessary for the plan update regarding the state highway and ferry systems in the Skagit region.

Responsibilities: SCOG (lead), WSDOT

Product: *Skagit 2040* will be updated by March 2021.

2.2 Statewide Planning Initiatives

Description: Participate in the development and implementation of statewide transportation planning efforts led by WSDOT and the Washington State Transportation Commission, where appropriate. Statewide planning initiatives that SCOG may be involved with are included in the State Emphasis Areas section of the UPWP. SCOG budgets staff time and other resources every year in the UPWP to participate in these statewide efforts.

Responsibilities: WSDOT (lead), SCOG

Product: Participation in statewide planning initiatives as needs arise and staffing permits.

2.3 Local Transportation Planning

Description: Assist local agencies with transportation planning efforts. Refer to Appendix E: Planning Projects by Other Agencies for a description of major planning projects to be conducted by Skagit Transit and WSDOT.

Responsibilities: SCOG

Product: SCOG will assist with local planning efforts as needed. This is an ongoing work task.

2.4 North Sound Transportation Alliance

Description: The *North Sound Transportation Alliance* (NSTA, formerly the Farmhouse Gang) is a macro-regional group that focuses on mobility and multimodal issues with stakeholders in Island, San Juan, Snohomish, Skagit and Whatcom counties. The Whatcom Council of Governments provides administration for NSTA, with assistance from SCOG.

Responsibilities: Whatcom Council of Governments (lead), SCOG

Product: NSTA meeting administration and attendance. Staff support for additional multimodal planning activities that NSTA performs.

2.5 Transportation Element Consistency

Description: Certify that the transportation element of city/county comprehensive plans and countywide planning policies meet the following requirements:

a. Reflect the transportation guidelines and principles established in the adopted regional transportation plan and be consistent with other adopted plans;

b. Conform to the requirements of RCW 36.70A.070; and

c. Reflect consistency to the countywide planning policies adopted under RCW 36.70A.210.

Responsibilities: SCOG

Product: Certification of local transportation elements as necessary.

2.6 Nondiscrimination Planning

Description: SCOG will review planning, programming and project selections to ensure that SCOG decisions do not have a disproportionate adverse impact on protected populations. SCOG will maintain a Title

VI complaint log and implement the adopted *Title VI Plan* to ensure nondiscrimination in SCOG's transportation program. In SFY 2021, SCOG will implement actions from a SFY 2020 SCOG assessment of the Americans with Disabilities Act and Section 504 of the Rehabilitation Act of 1973, to ensure SCOG's continued compliance with these nondiscrimination statutes.

Responsibilities: SCOG

Product: Implement actions in SFY 2021 from SFY 2020 assessment of SCOG activities to ensure continued compliance with nondiscrimination statutes.

2.7 Non-Motorized Transportation Planning

Description: The Non-Motorized Advisory Committee (NMAC) is an advisory committee to the Technical Advisory Committee on non-motorized issues. During SFY 2021, the NMAC will review transportation projects as requested by SCOG or member agencies, advise on a project selection process and complete the update to the Skagit County Walking Trail Guide. In the summer of 2021, the Non-Motorized Advisory Committee will organize the annual bicycle and pedestrian count as well as analyze and disseminate the results. It is uncertain if the annual bicycle and pedestrian counts will occur, as it did not occur in calendar year 2019.

Responsibilities: SCOG

Product: Conduct regional bicycle and pedestrian counts in September 2020, if statewide count occurs. Complete Skagit County Walking Trail Guide in June 2021 with estimated cost of $7,500.

2.8 Regional Level of Service Review

Description: Washington state law requires SCOG to "review level of services methodologies used by cities and counties planning under the Growth Management Act to promote a consistent regional evaluation of transportation facilities and corridors" (RCW 47.80.023). SCOG will document level of service methodologies used by cities and counties in the region and provide recommendations on how to make them more consistent. SCOG will conduct this review after all local comprehensive plan updates are complete.

Responsibilities: SCOG

Product: SCOG will produce a report detailing the region's various level of service methodologies in the fourth quarter of calendar year 2020. Product may be delayed if local comprehensive plans are not completed in the expected timeframe.

2.9 Road Map to Washington's Future

Description: The *Ruckelshaus Center* hosted two Skagit region workshops in spring 2018, with assistance from SCOG, to gather input on a desired future for Washington state and state planning laws. A final report was presented by the Ruckelshaus Center to the Washington state legislature by June 30, 2019.

Responsibilities: Ruckelshaus Center (lead), SCOG

Product: Any additional work product is unknown at this time, but may result during SFY 2021.

ELEMENT 3: PROGRAMMING & PROJECT SELECTION

The Programming & Project Selection work program element guides how federally funded and regionally significant transportation projects are awarded, prioritized and programmed. The six-year Regional Transportation Improvement Program is updated annually and amended as needed throughout the year. The RTIP is an ongoing process, where funding is programmed to meet regional planning goals as well as federal and state planning emphases. Project selection and prioritization processes typically occur every year.

For a cost estimate by work task, refer to the Expenditures by Task table, near the end of this document. For a summary of expenditures and revenue by fund type, refer to the Expenditure & Revenue by Fund Type table that is also near the end of this document.

WORK ACTIVITIES

3.1 Regional Transportation Improvement Program

Description: Maintain a fiscally constrained four-year transportation improvement program—including an additional two-year list of illustrative projects—for regionally significant and federally funded transportation projects.

a. Prepare the RTIP and transmit applicable projects to WSDOT for inclusion in the Statewide Transportation Improvement Program;
b. As projects change in funding status or description, prepare amendments to the RTIP in order to program federal funds that become secured or prioritized throughout the year;
c. Develop RTIP policies and procedures with the goal of programming projects using regionally managed funds (Surface Transportation Program Block Grant and Surface Transportation Program Block Grant Set-Aside) for all six program years and encouraging timely obligation of federal funds; and
d. Monitor federal obligations monthly and work with partners to encourage meeting regional obligation authority target.

Responsibilities: SCOG

Product: The 2020 – 2025 Regional Transportation Improvement Program will be adopted by SCOG Transportation Policy Board in the fourth quarter of calendar year 2020. SCOG will process Regional Transportation Improvement Program amendments as needed.

3.2 Annual Listing of Obligations

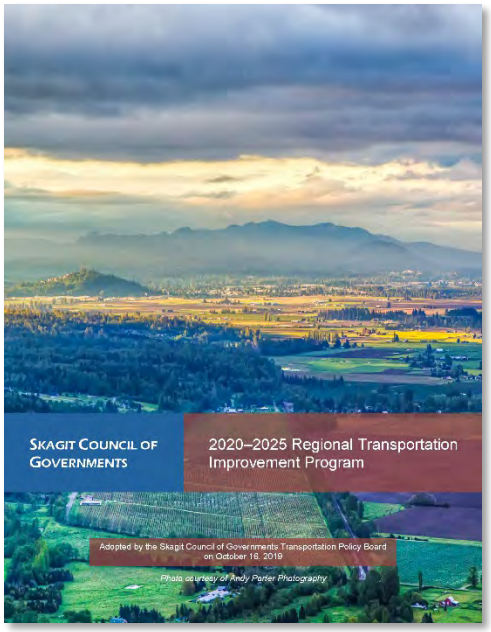
Description: Prepare an annual listing of obligated projects, showing Federal Highway Administration and Federal Transit Administration funds obligated in calendar year 2020 for the Skagit region.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: Prepare an annual listing of obligated projects by March 2021 and submit to WSDOT.

3.3 Project Selection & Prioritization

Description: SCOG will have one project prioritization process and one project selection process occurring in SFY 2021. The project prioritization process will assign regional priority to projects that will compete in the statewide WSDOT Consolidated Grant Program. Regional priorities will be considered in a statewide evaluation of projects. The project selection process will be for the Surface Transportation Block Grant Program, including the Set-aside (also known as Transportation Alternatives). Through this process, SCOG will select projects for regional funding and program them in the RTIP.



Responsibilities: SCOG

Product: Select projects for regional Surface Transportation Program Block Grant Program funds by the second quarter of SFY 2021. Adopt a regional list of prioritized human services transportation projects by the end of calendar year 2020. All project selection and prioritization actions will be taken by SCOG's Transportation Policy Board.

3.4 List of Regional High Priority Projects

Description: SCOG will prepare a list of projects that are regional priorities prior to the 2021 Washington state legislative

session. Projects on the list will represent the highest regional priority for state transportation funding.

Responsibilities: SCOG

Product: Prepare a list of regional high priority projects by December 2020.

ELEMENT 4: DATA COLLECTION & ANALYSIS

The Data Collection & Analysis work program element focuses on the data SCOG needs for regional transportation planning, programming, project selection and prioritization processes. SCOG maintains databases of regional transportation, employment and housing data. These primarily serve as inputs to the regional travel demand model, but also as a valuable information resource in tracking the performance of the regional transportation system.

SCOG's regional travel demand model can be used to inform transportation policy decisions. Various funding and project build scenarios can be run in the model to establish a reasonable estimate of what the regional transportation needs will be in the future. The regional transportation plan is based in part on the development of the regional travel demand model. Similarly, member agencies of SCOG utilize the regional model in the development of the transportation elements of their comprehensive plans. In addition to travel demand modeling software, SCOG also utilizes geographic information systems software for cartography and geographic analysis of regional data.

For a cost estimate by work task, refer to the Expenditures by Task table, near the end of this document. For a summary of expenditures and revenue by fund type, refer to the Expenditure & Revenue by Fund Type table, also near the end of this document.

WORK ACTIVITIES

4.1 Regional Performance Targets

Description: In cooperation with Skagit Transit and WSDOT – and with guidance from USDOT in response to Section 134 of U.S.C. 23 – SCOG will continue to develop regional performance targets. SCOG began coordination with Skagit Transit on the new FTA regional transit safety performance targets in SFY 2020.

Responsibilities: SCOG (lead), WSDOT, Skagit Transit

Product: Adopt regional performance targets in SFY 2021. SCOG anticipates adoption of FTA regional transit safety performance targets by the end of calendar year 2020, following action by Skagit Transit adopting their transit safety targets by July 2020. FHWA regional highway safety performance targets are revisited every year by SCOG, and will be adopted by February 2021.

4.2 Travel Demand Model

Description: SCOG will complete the update to the regional travel demand model in SFY 2021 to inform the next update to the Skagit 2040 Regional Transportation Plan and other transportation planning efforts. The process to update the regional travel demand model began in SFY 2020 with the assistance of a consultant.

Responsibilities: SCOG, consultant

Product: SCOG will develop an update to the regional travel demand model as necessary. The model will be updated prior to the next major update of the regional transportation plan, expected by March 2021.

Direct Cost: Up to $40,000 will be used for consultant services in SFY 2021 to update the regional travel demand model.

4.3 Traffic Counts

Description: This task includes a continuation of SCOG's agreement with Skagit County to perform traffic counting services for jurisdictions within Skagit County. Continue to maintain inventory of traffic and vehicle

classification counts and travel time studies from all available sources; store data and make available in electronic format. Count bicycle traffic at permanent count locations in Anacortes and Sedro-Woolley.

Responsibilities: SCOG, consultant

Product: Maintain a library of current traffic counts for Skagit County. Counts will be done throughout the year on both a scheduled and as-needed basis. All counts and other available transportation data will be made available and maintained in an electronic library.

Direct Cost: The anticipated cost will be $32,000 for traffic counts, including a pass-through of $30,000 for traffic counts and $2,000 for maintenance of permanent bicycle counters.

4.4 Geographic Information Systems

Description: Maintain current demographic, roadway infrastructure and other spatial data for mapping and GIS applications. Produce maps and conduct geospatial analysis as necessary to support the work program.

Responsibilities: SCOG

Product: Provide GIS data and maps as necessary. Continue to increase access to SCOG data through ArcGIS Online and story maps. This is an ongoing work task.

4.5 Highway Functional Classification

Description: Update, review and process requests for modifications of the federal highway functional classification system within the region, as necessary. Work with WSDOT to expand federal highway freight designations.

Responsibilities: SCOG

Product: Collaboration with WSDOT on roadway classification issues. This work will be done on an as-needed basis.

4.6 Household Travel Survey

Description: The household travel survey studies regional travel behavior and public sentiment for what transportation investments should be made. The project informs the update to the regional travel demand model and provides statistically valid representation of public preference on regional travel issues. Much of this project had been planned for completion in SFY 2020, but has been postponed into SFY 2021 and potentially into SFY 2022 due to the COVID-19 pandemic and suppression of travel.

Responsibilities: SCOG, consultant

Product: Completed household travel survey by December 2021.

Direct Cost: An estimated $164,700 in Surface Transportation Block Grant Program funds will be used for consultant services in SFY 2021. The consultant began work in SFY 2020 on this project, with a contract cost of up to nearly $220,000. A contingency budget of up to $34,600 in STBGP funds may be added to this contract to address the project postponement. This $34,600 is included in the $164,700 STBGP estimate.

4.7 2020 Decennial Census

Description: The 2020 Decennial Census, conducted by the U.S. Census Bureau, began in spring 2020. Data from the decennial census will be used for many transportation related tasks at SCOG, including the next major update to the regional travel

demand model. The Opportunity Council is leading this effort in Skagit, Whatcom, Island and San Juan counties.

Responsibilities: Opportunity Council (lead), U.S. Census Bureau, SCOG

Product: Completed Decennial Census count in calendar year 2020, with most work concluding in SFY 2020.

EXPENDITURES BY TASK

SFY 2021 Unified Planning Work Program Proposed Budget			FHWA - PL			FTA - 5303			FTA - 5310	FHWA - STBGP			RTPO (State)	Summary			Total
Element	Num-ber	Description	Total	FHWA (Federal)	Match (Local)	Total	FTA (Federal)	Match (Local)	Total	Total	STBGP (Federal)	Match (Local)		Federal	State	Local	
			100.0%	86.5%	13.5%	100.0%	86.5%	13.5%	100%	100.0%	86.5%	13.5%					
Administration	1.1	MPO & RTPO Administration	$60,200	$52,100	$8,100	$21,400	$18,500	$2,900	$0	$0	$0	$0	$31,600	$70,600	$31,600	$11,000	$113,200
	1.2	UPWP Annual Development and Reporting	$10,300	$8,900	$1,400	$4,200	$3,600	$600	$0	$0	$0	$0	$4,600	$12,500	$4,600	$2,000	$19,100
	1.3	Legislator Contact	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
	1.4	Title VI Annual Report	$3,700	$3,200	$500	$1,600	$1,400	$200	$0	$0	$0	$0	$0	$4,600	$0	$700	$5,300
	1.5	Public Participation Plan Annual Report	$2,200	$1,900	$300	$2,200	$1,900	$300	$0	$0	$0	$0	$0	$3,800	$0	$600	$4,400
		Administration Subtotal	**$76,400**	**$66,100**	**$10,300**	**$29,400**	**$25,400**	**$4,000**	**$0**	**$0**	**$0**	**$0**	**$36,200**	**$91,500**	**$36,200**	**$14,300**	**$142,000**
Multimodal Planning	2.1	Regional Transportation Plan	$37,300	$32,300	$5,000	$14,700	$12,700	$2,000	$0	$14,800	$12,800	$2,000	$9,300	$57,800	$9,300	$9,000	$76,100
	2.2	Statewide Planning Initiatives	$27,500	$23,800	$3,700	$900	$800	$100	$0	$0	$0	$0	$4,500	$24,600	$4,500	$3,800	$32,900
	2.3	Local Transportation Planning	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,100	$0	$3,100	$0	$3,100
	2.4	North Sound Transportation Alliance	$9,100	$7,900	$1,200	$0	$0	$0	$0	$0	$0	$0	$2,900	$7,900	$2,900	$1,200	$12,000
	2.5	Transportation Element Consistency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,400	$0	$5,400	$0	$5,400
	2.6	Nondiscrimination Planning	$15,100	$13,100	$2,000	$9,000	$7,800	$1,200	$0	$0	$0	$0	$0	$20,900	$0	$3,200	$24,100
	2.7	Non-Motorized Transportation Planning	$11,600	$10,000	$1,600	$3,400	$2,900	$500	$0	$0	$0	$0	$~~19~~,~~500~~000	$12,900	$~~19~~,~~500~~000	$2,100	$~~1624~~,~~500~~000
	2.8	Regional Level of Service Review	$5,000	$4,300	$700	$0	$0	$0	$0	$0	$0	$0	$4,400	$4,300	$4,400	$700	$9,400
	2.9	Road Map to Washington's Future	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,400	$0	$4,400	$0	$4,400
		Multimodal Planning Subtotal	**$105,600**	**$91,400**	**$14,200**	**$28,000**	**$24,200**	**$3,800**	**$0**	**$14,800**	**$12,800**	**$2,000**	**$~~25~~43,~~500~~000**	**$128,400**	**$~~25~~43,~~500~~000**	**$20,000**	**$~~183~~191,~~000~~400**
Programming & Project Selection	3.1	Regional Transportation Improvement Pro-gram	$13,600	$11,800	$1,800	$5,400	$4,700	$700	$0	$12,400	$10,700	$1,700	$3,900	$27,200	$3,900	$4,200	$35,300
	3.2	Annual Listing of Obligations	$4,500	$3,900	$600	$2,300	$2,000	$300	$0	$4,700	$4,100	$600	$0	$10,000	$0	$1,500	$11,500
	3.3	Project Selection & Prioritization	$13,000	$11,200	$1,800	$14,700	$12,700	$2,000	$0	$17,000	$14,700	$2,300	$0	$38,600	$0	$6,100	$44,700
	3.4	List of Regional High Priority Projects	$500	$400	$100	$0	$0	$0	$0	$3,200	$2,800	$400	$0	$3,200	$0	$500	$3,700
		Programming & Project Selection Subtotal	**$31,600**	**$27,300**	**$4,300**	**$22,400**	**$19,400**	**$3,000**	**$0**	**$37,300**	**$32,300**	**$5,000**	**$3,900**	**$79,000**	**$3,900**	**$12,300**	**$95,200**
Data Collection & Analysis	4.1	Regional Performance Targets	$16,500	$14,300	$2,200	$8,800	$7,600	$1,200	$0	$5,900	$5,100	$800	$0	$27,000	$0	$4,200	$31,200
	4.2	Travel Demand Model	$61,200	$52,900	$8,300	$0	$0	$0	$0	$18,500	$16,000	$2,500	$0	$68,900	$0	$10,800	$79,700
	4.3	Traffic Counts	$0	$0	$0	$0	$0	$0	$0	$37,800	$32,700	$5,100	$0	$32,700	$0	$5,100	$37,800
	4.4	Geographic Information Systems	$0	$0	$0	$0	$0	$0	$0	$8,200	$7,100	$1,100	$0	$7,100	$0	$1,100	$8,200
	4.5	Highway Functional Classification	$3,100	$2,700	$400	$0	$0	$0	$0	$3,100	$2,700	$400	$0	$5,400	$0	$800	$6,200
	4.6	Household Travel Survey	$0	$0	$0	$0	$0	$0	$0	$215,000	$186,000	$29,000	$0	$186,000	$0	$29,000	$215,000
	4.7	2020 Decennial Census	$1,400	$1,200	$200	$0	$0	$0	$0	$3,500	$3,000	$500	$0	$4,200	$0	$700	$4,900
		Data Collection & Analysis Subtotal	**$82,200**	**$71,100**	**$11,100**	**$8,800**	**$7,600**	**$1,200**	**$0**	**$292,000**	**$252,600**	**$39,400**	**$0**	**$331,300**	**$0**	**$51,700**	**$383,000**
		UPWP Total	**$295,800**	**$255,900**	**$39,900**	**$88,600**	**$76,600**	**$12,000**	**$0**	**$344,100**	**$297,700**	**$46,400**	**$~~75~~83,~~600~~100**	**$630,200**	**$~~75~~83,~~600~~100**	**$98,300**	**$~~804~~811,~~100~~600**

Note: Figures are rounded

EXPENDITURES & REVENUE BY FUND TYPE

Federal Funds

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2020	Est. Carry Forward to 2022
SCOG	FHWA PL Federal Funds	$66,000	$91,400	$27,300	$71,200	$255,900	$215,400	$83,500	$43,000
	Local Match = 13.5%	$10,300	$14,300	$4,300	$11,100	$40,000	$40,000	N/A	
	FTA 5303 Federal Funds	$25,400	$24,200	$19,400	$7,600	$76,600	$50,800	$53,700	$27,900
	Local Match = 13.5%	$4,000	$3,800	$3,000	$1,200	$12,000	$12,000	N/A	
	FTA 5310 Federal Funds	$0	$0	$0	$0	$0	$0	$0	$0
	FHWA STBGP Federal Funds	$0	$12,800	$32,200	$252,600	$297,600	$167,500	$130,100	$0
	Local Match = 13.5%	$0	$2,000	$5,000	$39,400	$46,400	$46,400	N/A	
	Total	**$105,700**	**$148,500**	**$91,200**	**$383,100**	**$728,500**	**$532,100**	**$267,300**	**$70,900**

Note: Figures are rounded

State Funds

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2020	Est. Carry Forward to 2022
SCOG	RTPO	$36,200	~~$35,500~~43,000	$3,900	$0	~~$75,600~~83,100	~~$75,600~~83,100	$0	N/A
	Total	**$36,200**	**~~$35,500~~43,000**	**$3,900**	**$0**	**~~$75,600~~83,100**	**~~$75,600~~83,100**	**N/A**	**N/A**

Note: Figures are rounded

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING BREAKDOWN

The following funding table is provided to show how FHWA Surface Transportation Block Grant Program funds with local match are estimated to be expended during SFY 2021. The consultant contract began in SFY 2020, continues into SFY 2021 and may be extended into SFY 2022. The SCOG Administration occurs every state fiscal year, with the next one beginning in SFY 2021. Federal funds for the consultant contract have already been obligated through federal authorization, and SCOG anticipates obligation of the SCOG Administration federal funding prior to start of SFY 2021.

	Program Fund Source	Consultant Contract: Household Travel Survey (SFY 2021 est.)	SCOG Administration (SFY 2021 est.)
SCOG	FHWA STBGP (US) Federal Funds	$164,700	$121,981
	Local Match = 13.5%	$25,705	$19,037
	FHWA STBGP (R) Federal Funds	$0	$45,560
	Local Match = 13.5%	$0	$7,111
	Total	**$190,405**	**$193,689**

Notes: “STBGP (US)” is federal Surface Transportation Block Grant Program – Urban Small funding; “STBGP (R)” is federal Surface Transportation Block Grant Program – Rural funding.

EXPECTED CONSULTANT & AGENCY CONTRACTS

Task	Title	Contract Type	Estimated Cost	Fund Type
4.2	Travel Demand Model	Professional Services	$40,000	FHWA - PL
4.3	Traffic Counts	Interlocal	$30,000	FHWA - STBGP
4.6	Household Travel Survey	Professional Services	$190,000	FHWA - STBGP
		Total	**$260,000**	

Note: Figures are rounded

CONTACT INFORMATION

For more information or to request a copy of this document, please contact:

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Assistant Planner
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Appendix A: Board Membership

Skagit Council of Governments Transportation Policy Board

The SCOG Transportation Policy Board makes regional transportation decisions for the MPO and RTPO. The responsibilities of the Transportation Policy Board include approval of planning documents and programs as well as establishing regional transportation planning policies.

SCOG Transportation Policy Board Member Jurisdictions:

City of Anacortes

City of Burlington

City of Mount Vernon

City of Sedro-Woolley

Skagit County

Port of Skagit County

Port of Anacortes

Samish Indian Nation

Swinomish Indian Tribal Community

Town of Concrete

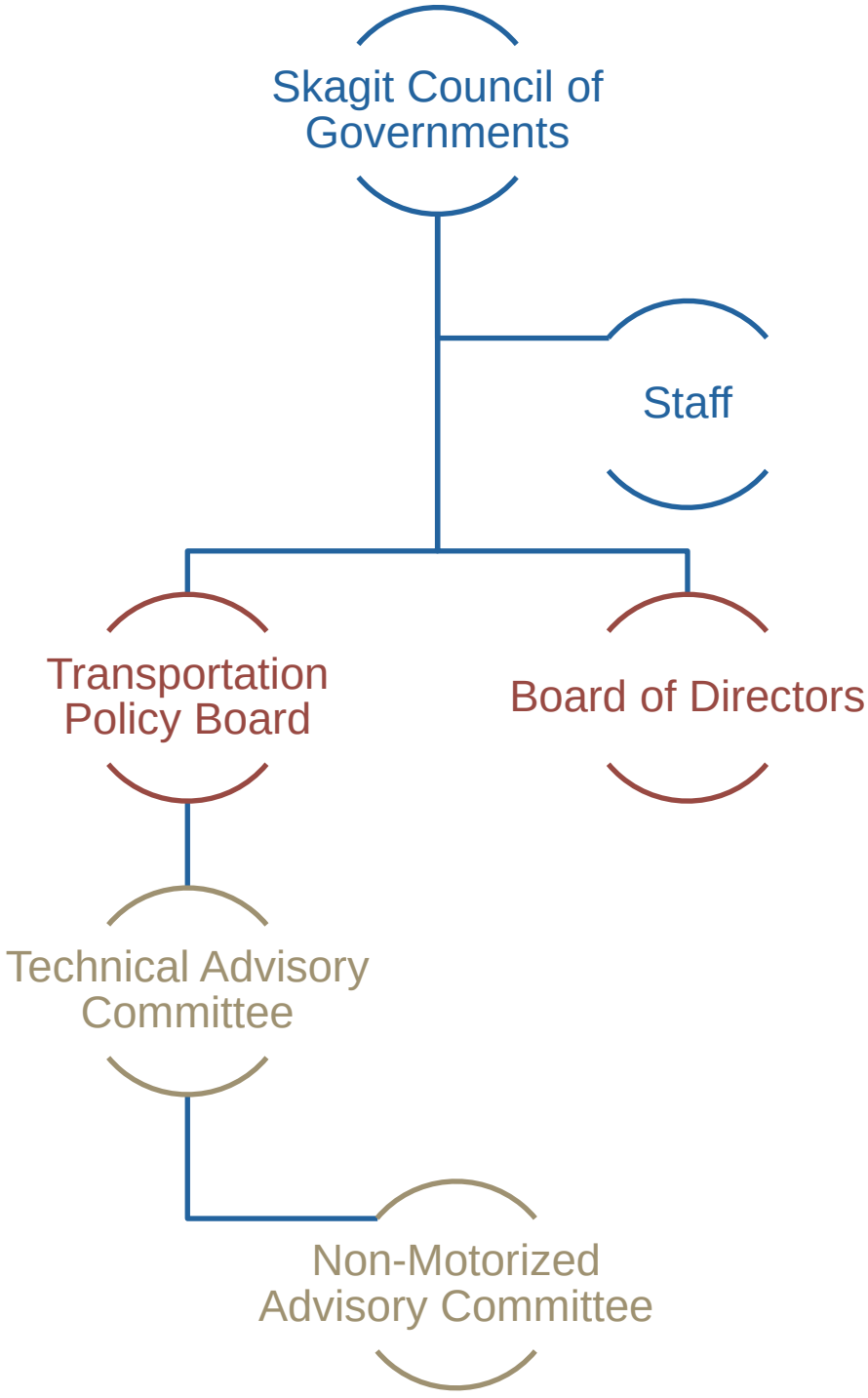
Town of Hamilton

Town of La Conner

Town of Lyman

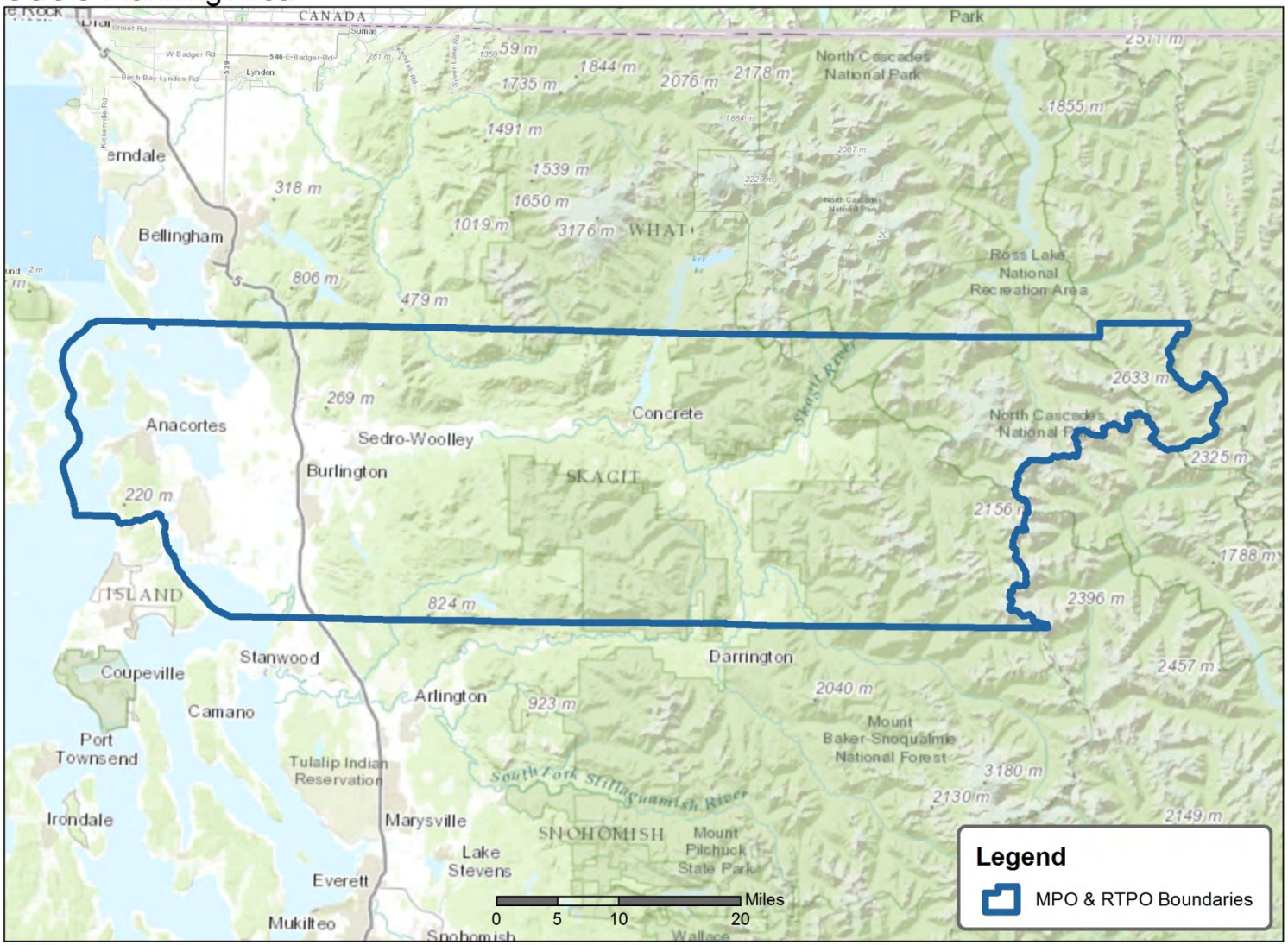
WSDOT

Appendix B: SCOG Organizational Structure



Appendix C: MPO & RTPO Planning Area

SCOG Planning Area



Appendix D: Core Programs and Functions

Administration	Multimodal Planning	Programming & Project Selection	Data Collection & Analysis
• MPO & RTPO Administration	• Regional Transportation Plan	• Regional Transportation Improvement Program	• Travel Demand Model
• Training	• Corridor Studies	• Surface Transportation Block Grant Program Set-aside Project Selection (Transportation Alternatives)	• Traffic Counts
• Annual Budget	• Statewide Planning Initiatives	• Human Services and Transportation Project Prioritization	• Geographic Information Systems
• Annual Reports	• Coordinated Public Transit-Human Services Transportation Plan	• Surface Transportation Block Grant Program Project Selection	• Highway Functional Classification
• Unified Planning Work Program	• Transportation Element Consistency	• Highway Infrastructure Program Project Selection	• Regional Performance Targets
• Governance	• Regional Level of Service	• Annual Listing of Obligations	
	• Nondiscrimination Planning		
	• Intelligent Transportation System Architecture		
	• Participation Plan		

MPO (Federal)

RTPO (State)

MPO & RTPO

Appendix E: Planning Projects by Other Agencies

Samish Indian Nation

Samish Transit Feasibility Study

The proposed project will complete a feasibility study for starting Samish Transit service that will connect Samish tribal facilities to existing transit routes in Skagit and Island counties. A contractor will be hired to review the Tribe's current assessment of existing services and community needs and provide technical assistance in identifying feasibility, opportunities and options for the development and operation of a Samish Transit service. The Samish Indian Nation's Planning Department will work with the contractor to develop service recommendations and operations plans to Samish Tribal Council for approval and implementation.

Schedule: State fiscal year 2020 – 2021

Funding: WSDOT Consolidated Grant Program funds

Skagit Transit

2020 Transit Development Plan

As per RCW 35.58.2795, Skagit Transit updates a six-year Transit Development Plan (TDP) every year for submittal to WSDOT by September 1st. The TDP identifies proposed service changes and capital projects over a six-year period and provides the public an opportunity to comment on these planned activities.

Schedule: May – August 2020

Funding: Local funds

Bus Stop Design Standards

Planning activity to evaluate current bus stop system and provide a planning document that will include design standards, ROW surveys and engineer drawings for upgrades to various sites.

Schedule: Calendar year 2020

Funding: STP funds flexed to Federal Transit Administration Section 5307 funds and local funds

I-5 County Connector Demand Management

The County Connector service that is currently provided in NW Washington will need to adapt to growth in the region. Skagit Transit, as part of the North Sound Transportation Alliance, which is a collective of public and private agencies serving the five counties of NW Washington, will conduct a consultant led study of intercountry travel on public transportation in our region. This study would look at expected growth in usage and make recommendations related to service levels and infrastructure necessary to meet the anticipated demand.

Schedule: Calendar year 2021 – 2022

Funding: WSDOT funds

STANWOOD COMMUNITY & SENIOR CENTER

NORTH SNOCO TRANSPORTATION COALITION

The North SnoCo Transportation Coalition project proposes assessment, planning, and coordination to deepen the coalition's understanding of local transportation and mobility challenges, and to develop realistic and achievable strategies to address community needs. The proposal crosses the regional boundaries of three regional transportation planning organizations, including the Skagit region, and focuses on closing gaps and removing barriers to transportation access for special needs populations.

Schedule: State fiscal year 2020 – 2021

Funding: WSDOT Consolidated Grant Program funds

WSDOT

I-5 OPERATIONS AND DEMAND MANAGEMENT STUDY

Washington's transportation system is evolving and growing; and to meet that need WSDOT will initiate a study assessment on Interstate 5 through Mount Vernon and the Burlington area to identify what is working well and what actions are needed to address the growing demands on the transportation system. Strategies and solutions will first consider measures that improve and enhance the operating capacity of the system through the deployment of intelligent transportation systems and demand management options to meet near and long-term needs.

Schedule: Calendar year 2020 – 2021

Funding: WSDOT funds

TRANSPORTATION NETWORK PRIORITY ALIGNMENT

Working with our partners, WSDOT will work towards identifying important network connection improvements to Washington state's highways in Skagit County. The proposed effort will evaluate the regional transportation network policies, comprehensive land use plans, and demographics to identify operational objectives and desired performance outcomes on key corridors in the county. The evaluation will consider growth policies, land use characteristics and travel patterns.

Schedule: Calendar year 2020 – 2021

Funding: WSDOT funds

Appendix F: Long-Term Work Schedule

State Fiscal Year 2022 – 2025 Work Schedule

Several work tasks are anticipated past the one-year timeframe of the UPWP. Work tasks that appear on every UPWP are excluded. Some of the work tasks begin in SFY 2021 and carryover into future work programs while others begin after SFY 2021. The long-term work schedule is not intended to be a comprehensive list of all future work tasks. Work tasks anticipated from SFY 2022–2025 are shown below:

Work Tasks	Description	State Fiscal Year			
		2022	2023	2024	2025
Regional Performance Targets	While this is an ongoing work task, the targets in SFY 2022 are set no less than every four years.	Pavement, Bridges, Travel Time Reliability, Freight Movement (revisit)			
Assessment of RTPO Certification Program	Some elements of the RTPO certification program are over 20 years old and were generated when the Skagit region was a sub-RTPO. This work task includes an in-depth review of the RTPO certification program that SCOG conducts. Potential changes in the Growth Management Act over the next couple years may impact this work task.	Complete			
Assessment of Regional Travel Demand Model (anticipated consultant contract)	This work task will be informed by the outcome of the Household Travel Survey. A thorough review of SCOG's existing regional travel demand model will be conducted. Recommendations may include changes to the model.	Begin	Complete		
Population & Employment Forecasts (anticipated consultant contract)	Forecasts will be generated following OFM forecast schedule and requirements for local comprehensive plans. Cities, towns and counties may utilize these forecasts in their comprehensive plan processes. Forecasts will also inform the next update to the metropolitan-regional transportation plan (Skagit 2040), and the next scheduled update in 2026.	Begin	Complete		
Intelligent Transportation Systems Architecture (anticipated consultant contract)	Federal regulations require that SCOG develop an intelligent transportation systems architecture to guide the development of intelligent transportation strategies and projects. SCOG adopted the *Skagit MPO Intelligent Transportation System Architecture* in December 2011. Since then, SCOG has updated its governance agreement and expanded its metropolitan planning area. As such, the intelligent transportation systems architecture should be updated to reflect the new alignment of SCOG's planning area and any existing or planned intelligent transportation systems for the Skagit region.		Begin	Complete	
Major Update to Skagit 2040 Regional Transportation Plan	An update to the metropolitan-regional plan is completed every five years. This is anticipated to be a major update to the plan. The tentative completion date is March 2026.			Begin	

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
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DISCUSSION ITEM 7.A. – SKAGIT 2045 REGIONAL TRANSPORTATION PLAN PUBLIC COMMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	01/20/2021	Release for Public Comment	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/17/2021	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

Following Transportation Policy Board release of the draft Skagit 2045 Regional Transportation Plan (Plan) for public review and comment on January 20, Skagit Council of Governments (SCOG) staff conducted a public comment period from January 22 – February 5. Notice of the public comment period and environmental review process was:

- Posted in the Skagit Valley Herald on January 22 and 29;
- Posted on the Skagit Council of Governments website on January 22;
- Posted on Skagit 2045 Regional Transportation Plan project website on January 22;
- Posted on the State Environmental Policy Act Register on January 22 (submitted January 20); and
- Emailed to federally recognized Indian tribes in Skagit County, federal and state government agencies, the regional clear air agency and all SCOG member jurisdictions on January 22.

SCOG has until March 2021 to adopt the Plan to remain in federal compliance. The last Plan update was in March 2016, and it needs to be updated no less than every five years.

PUBLIC PARTICIPATION

Comments received during the public comment period were as follows, in the order received:

- Brian Dempsey, City of Burlington[1];
- Forrest Jones, Skagit County;
- George Edmunson;
- Emmett Richards;
- Elizabeth Sjostrom, Washington State Department of Transportation;
- Terri Wilde;
- John Shambaugh, Washington State Department of Transportation;
- Cliff Hall, Washington State Department of Transportation; and
- Heather Rogerson, Port of Skagit.

SCOG staff is in the process of reviewing comments and will respond to each comment, along with any proposed revisions to the draft Plan based on public comments received.

[1] Comment received prior to comment period beginning. SCOG staff verified receipt during comment period.

From: Brian Dempsey
To: Mark Hamilton
Subject: FW: Draft Skagit 2045 Regional Transportation Plan
Date: Friday, January 15, 2021 9:02:03 AM

Hey Mark,

Could you bump up the cost for our bridge project to $20 million?

Thanks.

Brian Dempsey, P.E.
City of Burlington - Assistant Public Works Director/Engineer
833 South Spruce Street, Burlington, WA 98233
briand@burlingtonwa.gov
office: 360.755.9715 cell: 360.630.8267

They've got our bridge project in there, but only at $15 million rather than $20 million. I'm guessing we can comment of this?????

From: Mark Hamilton [mailto:markh@scog.net]
Sent: Thursday, January 14, 2021 6:54 AM
Subject: Draft Skagit 2045 Regional Transportation Plan

Yesterday, the draft Skagit 2045 Regional Transportation Plan was sent to SCOG's Transportation Policy Board with a staff recommendation to release it for public comment. The public comment period should begin in late January and end in early February, likely January 22–February 5.

Below are links to the plan and appendices. We are still completing maps for the plan and Appendix G, which will be ready by next week.

Skagit 2045 Regional Transportation Plan *(large file size)*

Appendix A: Regionally Significant Projects *(large file size)*
Appendix B: Public Involvement Plan
Appendix C: Public Engagement Strategies
Appendix D: Participation and Input Received
Appendix E: Public Comments Received and Comment Tracker *(reserved)*
Appendix F: Environmental Justice and Equity Analysis
Appendix G: Existing Transportation Facilities Maps *(reserved)*
Appendix H: Baseline System Performance Report
Appendix I: Fish Passages
Appendix J: Financial Assessment

Mark Hamilton, AICP

Senior Transportation Planner | Skagit Council of Governments
315 South Third Street, Suite #100 | Mount Vernon, WA 98273
(360) 416-7876 | markh@scog.net

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From:	Forrest Jones
To:	Mark Hamilton
Subject:	RE: Notice of Public Comment Period and Determination of Nonsignificance for Skagit 2045 Regional Transportation Plan
Date:	Monday, January 25, 2021 11:07:24 AM

Hi Mark,

I thought the Regional Transportation Plan looked good.

I did see you have the Guemes Ferry Terminal Modifications (Electric Ferry) but not the Guemes Ferry Electric Shore-Side Facilities project where we were recently awarded a ETS Grant for $989,521.24 that will require a 1 to 1 match.

Not sure it matters or not.

Forrest Jones
Skagit County Public Works

From: Mark Hamilton <markh@scog.net>
Sent: Friday, January 22, 2021 4:29 PM
Subject: Notice of Public Comment Period and Determination of Nonsignificance for Skagit 2045 Regional Transportation Plan

Notice is hereby given that on January 20, 2021 the Skagit Council of Governments (SCOG) released the Skagit 2045 Regional Transportation Plan (Plan) for public comment. SCOG, as the State Environmental Policy Act (SEPA) lead agency for this nonproject action, has determined it will not have a probable significant adverse impact on the environment and has therefore issued a Determination of Nonsignificance (DNS) for the Plan pursuant to Chapter 197-11 of the Washington Administrative Code. The DNS was made after a review of the SEPA Environmental Checklist for the Plan along with other information on file with SCOG.

Comments on the Plan or the DNS may be mailed to Skagit Council of Governments, c/o Mark Hamilton, 315 South Third Street, Suite 100, Mount Vernon, WA 98273 or emailed to markh@scog.net. Comments on the Plan or the DNS must be submitted in writing and received by SCOG no later than February 5, 2021. All timely comments on the Plan or the DNS will be considered.

Plan

Skagit 2045 Regional Transportation Plan

Appendices

Appendix A: Regionally Significant Projects

Appendix B: Public Involvement Plan

Appendix C: Public Engagement Activities

Appendix D: Participation and Input Received

Appendix E: Public Comments Received and Comment Tracker *(reserved)*

Appendix F: Environmental Justice and Equity Analysis

Appendix G: Existing Transportation Facilities Maps

Appendix H: Baseline System Performance Report

Appendix I: Fish Passages

Appendix J: Financial Assessment

Environmental Review Documents

Determination of Nonsignificance

Environmental Checklist

Best regards,
Mark Hamilton, AICP
Senior Transportation Planner | Skagit Council of Governments
315 South Third Street, Suite #100 | Mount Vernon, WA 98273
(360) 416-7876 | markh@scog.net

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Comments

All (4) | Mine (0) | **Pending** (1) | Approved (3) | Spam (168) | Trash (0)

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Bulk Actions | Apply | All comment types | Filter | Check for Spam

1 item

Author	Comment	In Response To	Submitted On
george edmundson 0 approved georgeedmundson@comcast.net 73.83.220.78	I agree with Gary Haglands comment this is a terrible plan, it purpose is to control free people	**Notice of Public Comment Period and Determination of Nonsignificance for Skagit 2045 Regional Transportation Plan** View Post 0 1	2021/01/27 at 6:42 am
Author	Comment	In Response To	Submitted On

Bulk Actions | Apply | Check for Spam

1 item

From: Emmett Richards
To: Mark Hamilton
Subject: Public Comments - Regional Transportation Plan
Date: Tuesday, February 2, 2021 11:06:00 AM

Good Morning Mr. Hamilton,

I saw in the Skagit Valley Herald that public comments for Skagit 2045 can be sent to your e-mail address. We moved to the La Conner area about 9 years ago from Kennewick Washington where we lived most of our adult lives. I'm impressed with the road networks in Skagit County and I continue to be pleasantly surprised how well, even some of the most remote roads, are maintained. Even more impressive is that the County seems to be able to do this without raising taxes as most of our other counties and the State does. We seem to combine a sane level of non-vehicle traffic (bikes and walkers in some cases) with that of vehicle transportation. We also have not bought into, at lease yet, use of rail for mass transit. Busses seem to be effectively used in our County and serve the needs of our citizens. So continuing with a solid and sound transportation network is something that I encourage. Especially with the expectation that driverless vehicles seem to be coming faster than I like, but in reality will make much of our transportation challenges much easier. More people will get rid of at least some of their vehicles; accidents and insurance costs will decline, the need for additional roads will decline, and the cost of maintenance will decline. Use of electric vehicles may present a challenge since we are cutting back on fossil fuel, not just vehicles but powerplants, so I'm not convinced we will have enough electricity, certainly cost effective electricity, to accommodate the projections for electric vehicles, but that is for someone else to figure out.

To end my e-mail, keep up the good work in maintaining County road networks, don't spend a lot of money on bike lanes or any on light rail systems, and try to cope with a growing regional populations.

Good luck and thank you for your time.

Emmett Richards
(509) 531-8774

From:	Sjostrom, Elizabeth
To:	Mark Hamilton
Subject:	SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County
Date:	Wednesday, January 27, 2021 3:18:49 PM
Attachments:	skagitfish.pdf

CAUTION: This email originated from an external email address. Do not click links or open attachments unless you recognize the sender, you are expecting this email and attachments, and you know the content is safe.

Mark, I am just passing along this quick comment. I hope it is helpful. Elizabeth

---

From: Damitio, Chris <DamitiC@wsdot.wa.gov>
Sent: Wednesday, January 27, 2021 3:16 PM
To: Sjostrom, Elizabeth <SjostrE@wsdot.wa.gov>
Cc: Carlson, Todd <CarlsoT@wsdot.wa.gov>
Subject: RE: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County

One suggestion attached.

From: Sjostrom, Elizabeth <SjostrE@wsdot.wa.gov>
Sent: Monday, January 25, 2021 10:31 AM
To: Damitio, Chris <DamitiC@wsdot.wa.gov>
Cc: Carlson, Todd <CarlsoT@wsdot.wa.gov>
Subject: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County

Chris, I just received a draft of this plan. Below is a link sharing the Fish Passage Barrier write up. I thought you might be interested. If you have any comments- they are very welcome. Elizabeth

AppendixI-FishPassages-Draft.pdf (scog.net)

Washington State Department of Transportation
Mt. Baker Area Planning Office
Elizabeth Sjostrom, Elizabeth.Sjostrom@wsdot.wa.gov
1019 Andis Road, Burlington, WA 98233
Phone 360.757.5984 / Fax 360.757.5850

Skagit 2045
Regional Transportation Plan
Plan Regional de Transporte

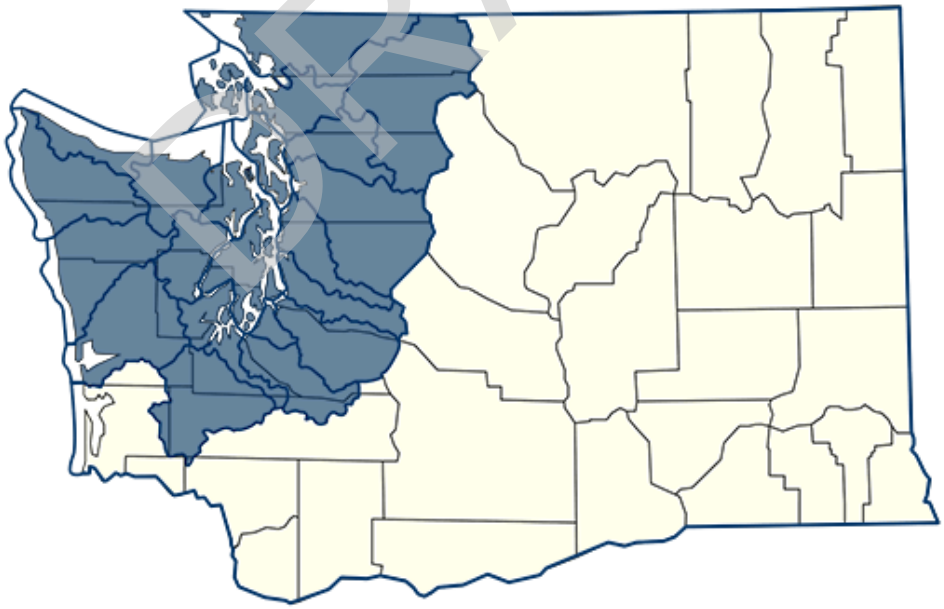
Fish Passages

Barriers to fish passage are numerous in the Skagit region and are being corrected in accord with a federal injunction applying to much of western Washington state. The federal injunction requires that the Washington State Department of Transportation correct barriers to fish passage in the Skagit region, along Interstate 5 and state routes that provide the backbone of the regional transportation system. The correction of fish passages is an area of emphasis in the Skagit 2045 Regional Transportation Plan

The federal court injunction, issued in March 2013, requires WSDOT to correct fish-passage barriers that block habitat to salmon and steelhead by 2030. In addition to WSDOT, the injunction affects the departments of natural resources, fish and wildlife, and the parks and recreation commission.

Based on the latest available information from WSDOT, as of January 2021, there are 1,012 culverts this injunction applies to across the injunction area and 826 of these have the highest potential for significant habitat gain.

The affected geographic area for the federal fish passage injunction is shaded on the following map. The map also displays political boundaries for Washington's 39 counties, and Water Resource Inventory Areas for the state.



Source: Washington State Department of Transportation

DRAFT

Examples of Fish Passage Barrier Correction

Following are before-and-after pictures from recent fish barrier corrections in the Skagit region. One is from Interstate 5 near the south Skagit County border (Fisher Creek), and the other is east of Mount Vernon, along State Route 9 (Gribble Creek).

Fisher Creek

Before

After

Gribble Creek

Before

After

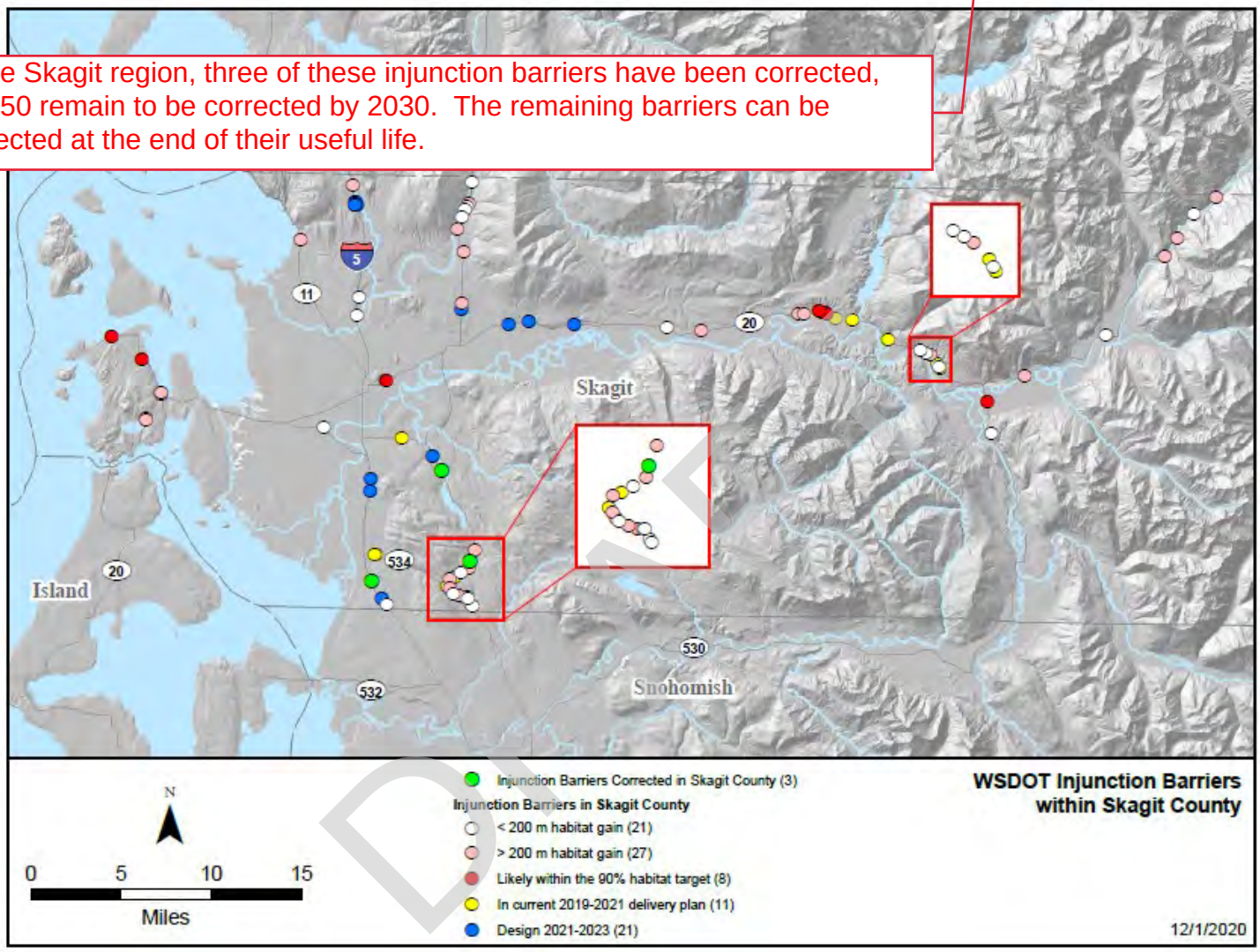
DRAFT

Source: Washington State Department of Transportation

Fish Passages in the Skagit Region

Fish-passage barriers subject to the federal injunction are included on the following map. In the Skagit region, three of these injunction barriers have been corrected, and 88 remain to be corrected by 2030. The map displays expected habitat gain for some barriers, and also indicated which barriers are in the planning or design phases as of December 2020. Prioritization of these barriers may change between 2021 and 2030 ,as WSDOT continues to correct these barriers to passage of salmon and steelhead in the Skagit region.

In the Skagit region, three of these injunction barriers have been corrected, and 50 remain to be corrected by 2030. The remaining barriers can be corrected at the end of their useful life.



Programmatic Estimates of Expenditures

As of December 2020, estimated expenditures to correct federal-injunction fish barriers in the Skagit region are approximately **$400 million**. These are planning-level estimates, and actual costs of correcting fish passages are determined as projects are engineered on a case-by-base basis.

Funding determinations for WSDOT fish passages are not made by the Skagit region. However, the Skagit Council of Governments does program projects in the Regional Transportation Improvement Program, when applicable federal expenditures are programmed to correct fish passages.

From: Sjostrom, Elizabeth
To: Mark Hamilton
Subject: FW: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County
Date: Wednesday, February 3, 2021 10:02:23 AM

Does this help?

From: Damitio, Chris <DamitiC@wsdot.wa.gov>
Sent: Wednesday, February 3, 2021 9:58 AM
To: Sjostrom, Elizabeth <SjostrE@wsdot.wa.gov>
Cc: Carlson, Todd <CarlsoT@wsdot.wa.gov>
Subject: RE: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County

There are indeed 88 injunction sites in Skagit County. The injunction though doesn't note we need to fix "xx" number of culverts by 2030 but says we need to open 90% of the habitat by 2030. Habitat is measured in the number of meters we can create access too. Statewide we have determined that if we address all culverts that open up at least 900m of habitat then that will allow us to attain the 90% goal.

So while there are 88 sites in Skagit County, only about 50 open +900m of habitat and thus need to be addressed by 2030. The remaining ~40 can be addressed at the end of their useful life.

Make sense? If not let me know.

Chris

From: Sjostrom, Elizabeth <SjostrE@wsdot.wa.gov>
Sent: Wednesday, February 3, 2021 9:50 AM
To: Damitio, Chris <DamitiC@wsdot.wa.gov>
Cc: Carlson, Todd <CarlsoT@wsdot.wa.gov>
Subject: FW: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County

Chris, SCOG is confused by this comment. They got their information from HQ- and they want to know which counts are right. They went to our Fish Barrier online site and that source shows 88 barriers.
I do not know how to best address this? Do you have any input that might help? I sort of thought this was simple- and appreciated the clarification, not sure I want to debate HQ on these numbers.
Elizabeth

From: Sjostrom, Elizabeth
Sent: Wednesday, January 27, 2021 3:19 PM
To: Mark Hamilton <MarkH@scog.net>
Subject: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County

Mark, I am just passing along this quick comment. I hope it is helpful. Elizabeth

From: Damitio, Chris <DamitiC@wsdot.wa.gov>
Sent: Wednesday, January 27, 2021 3:16 PM
To: Sjostrom, Elizabeth <SjostrE@wsdot.wa.gov>
Cc: Carlson, Todd <CarlsoT@wsdot.wa.gov>
Subject: RE: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County

One suggestion attached.

From: Sjostrom, Elizabeth <SjostrE@wsdot.wa.gov>
Sent: Monday, January 25, 2021 10:31 AM
To: Damitio, Chris <DamitiC@wsdot.wa.gov>
Cc: Carlson, Todd <CarlsoT@wsdot.wa.gov>
Subject: SCOG Draft Regional Plan- Appendix on Fish Passage Barriers in Skagit County

Chris, I just received a draft of this plan. Below is a link sharing the Fish Passage Barrier write up. I thought you might be interested. If you have any comments- they are very welcome. Elizabeth

AppendixI-FishPassages-Draft.pdf (scog.net)

Washington State Department of Transportation
Mt. Baker Area Planning Office
Elizabeth Sjostrom, Elizabeth.Sjostrom@wsdot.wa.gov
1019 Andis Road, Burlington, WA 98233
Phone 360.757.5984 / Fax 360.757.5850

From:	Terri Wilde
To:	Mark Hamilton
Subject:	a comment on the bike routes..
Date:	Tuesday, February 2, 2021 2:06:26 AM

A bike route up Highway 9 would be awesome!!

I like the bike trail up 20 too!

I live with a person who would commute weekly from Concrete to Bellingham by bike if there was a way to do so safely.

Enhanced bus service upvalley is appreciated too.

Terri

From:	Shambaugh, John E.
To:	Mark Hamilton
Cc:	Carlson, Todd; Sjostrom, Elizabeth; Hall, Cliff
Subject:	FW: [EXTERNAL] Draft Skagit 2045 Regional Transportation Plan
Date:	Thursday, February 4, 2021 5:10:11 PM
Attachments:	2021-02-05_RegionTransportationPlan_Draft_WSDOT-Comments.xlsx 2021-02-05_Skagit2045RTP-Draft_WSDOT-Comments included.pdf

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Hi Mark,
Great job on the Skagit 2045 Regional Transportation Plan. The information on the transportation system characteristics and demographics for the County are very interesting. I am including my comments in a excel spreadsheet but you may have to look at the marked up copy of the PDF document to better understand some of the issues. Some of the issues are simple fixes, while others may have to wait for the next plan update.

Please let me know if you have questions or need additional clarification on my comments.

John Shambaugh
Planning Manager
WSDOT NW Region Mount Baker Area

From: Mark Hamilton <markh@scog.net>
Sent: Thursday, January 14, 2021 6:54 AM
Subject: [EXTERNAL] Draft Skagit 2045 Regional Transportation Plan

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Yesterday, the draft Skagit 2045 Regional Transportation Plan was sent to SCOG's Transportation Policy Board with a staff recommendation to release it for public comment. The public comment period should begin in late January and end in early February, likely January 22–February 5.

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Mark Hamilton, AICP
Senior Transportation Planner | Skagit Council of Governments
315 South Third Street, Suite #100 | Mount Vernon, WA 98273
(360) 416-7876 | markh@scog.net

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Skagit Regional Transportation Plan Update - Comments
WSDOT - John Shambaugh

No	Page	Issue	Comments
		Word spacing	There are many locations throughout the document where word spacing is non existent making it difficult to read. This is problematci for visualy impaired or other handicapped people. Exampples as follows:
	10		actionsrelatingtolanduseandthetransportationsystemaffecteachother. Thesafetyandsecurityofallindividualswhousetheregionaltransportation actionsrelatingtolanduseandthetransportationsystemaffecteachother.
	25, 26	Exhibit 3-4 , 3-5, 3-6	The font for the graphics is to small, especially in Exhibit 3-6
	29	Text and table are inconsistent	The written text and table numbers are different. These are small numbers and rounding up can skew the results. Better to use the same number as represented in the table or remove one or ther other.
	31	Transportation Concurrency Requirements	The concurrency section is confusing. The first and second paragraph say almost the same thing making it hard to follow and confusing. Consider combining the paragraphs. In addition, it is my understanding that while WSDOT sets LOS for HSS and ferry this process is completed in consultation with the MPO. I believe this is important to note in the plan because the alignment/partnership between agencies can provide a more effective outcome.
	38	Regional Policies	This section describes the Regional Policies and setsforth goals and strategies under each policy, however there is no distingtion between what the goal is versus the strategy. Consider removing the reference to "goal". Goals generally set forth the desired outcome where as a strategy or strategies are generally the path taken to implment goal or policy.
	41	Strategy format for Policy 6	Of all the six policies identified, Policy 6 strategies use "shall" to reference an action. Generally policy plan use words like encourage, ensure, consider etc…. To identify an action. "Shall" is generally used to frame-up a regulatory action.
	44	Section 5 Transportation Improvements & Programs	This section describe transportaton facilities for a variety of modes. Recommend putting in a call-out box or something similar that indicates that the transportation facility maps are located in Appendix G. Better yet insert the maps into Section 5. As I was reading the text I found myself wanting to jump to a map so I could better orient myself to the story.
	44	Section 5 Transportation Improvements & Programs	This chapter would benefit from some tables and graphics to depict the transportation network, i.e. traffic volumes, LOS, freight, growth rate, passenger load. Placement of tables and graphic could also benefit the reader by having less to read. Maps, Tables and Graphics can work towards summing up the transportation network in Region much better than text alone.
	46	Strategy identified 1st paragraph, last sentence	This strategy should be expanded to include making more with what we have. While we anticipate that ITS operatinal improvements will be deployed on the interstate, operational improvements would not be limited to I-5 along. Improvement could occur anywhere on the regional transplantation network as well as local streets and roads. which includes improving the operations of the local network as well as capitalizing on other modes of transportation i.e. transit.
	46	Other Modes	I-5 is a barrier to all transportation modes. Generally the interchanges and some of the arterial streets and roads were constructed in the 50's and were not designed to pass all of todays traffic needs (freight, transit and non-motorized) in an efficient manner.
	46	Level of Service	Show existing and forecasted LOS and or traffic volumes in a table for all regional transportation facilities in County
	69	ID 53 Cook Road	Amend project description as follows: *"This project will add intersection control to the ramps at the Interstate 5/Cook Road interchange and some limited road widening. A variety of Automated Traffic Management systems will be installed to prevent queuing traffic from spilling back onto the Interstate 5 mainline. This project will go through a practical solutions process with Skagit County."*
		Appendix A ID 53 Cook Road	Amend project descriptionin Appendix A for Cook Road project.
	71	ID 67 project	Amend the Project #67 description to include “This project requires the coordinated development of Practical Solutions with WSDOT.”
	71	ID 59	Amend ID 59 by adding "Mount Vernon" to the last sentance
	72	Six priority results	Are the six priorities a reference to the Policy's on page 38, or to the State of transportation Polciy Goals i.e. economic vitality, stewardship, safety, environment, etc.... A reference is needed in order to know what the purpose is here.
	72	LOS peak period	At some point SCOG should consider a policy discussion on capacity and a reasonable LOS threshold to use. Does the model allow calucualtin on a 2 or 3-hour peak period. A one hour peak is not a reasonable if the goal is to get the most out of the current regional transportation network.
	72	The plan uses references to streets, roads, highways indescriminatley	Consider using transportation network rather than streets. Cities generally refer to streets where as counties refer to roads and the state system is referenced as highway.
	73	2045 Illustrative Scenario	it would have been interesting to include assumptions about mode shift as well as antonymous vehicles. I suspect two opposing outcomes by 2045. non the less an expanded bridge may not be needed given the technology direction. With the four lane bridge concept was the addition of other bridges across the river considered.
	73	SR 536 Bridge	was the proposed new bridge for SR 536 considered in this scenario? Does the model reroute traffic when LOS E or F are reached? it does not seem reasonable the local network would remain unchallenged with LOS E or F especially if it last over one hour. Does the model predict how long the peak period would be?
	80	Skagit 2045 Framework	Was TDM used in modeling the scenarios?
	86	Envirnnmental contrain map	colors on the map and legend are confusing with background colors, i.e. green....

From:	Hall, Cliff
To:	Mark Hamilton
Cc:	Shambaugh, John E.; Carlson, Todd; Sjostrom, Elizabeth; Philips, Gabriel
Subject:	SCOG MTP Comments - Cliff Hall
Date:	Friday, February 5, 2021 7:26:53 AM
Importance:	High

Hi Mark,
I reviewed your draft MTP update and find that it meets the regulatory requirements and is well written.
I have a few general suggestions and are intended as just that, suggestions. No show stoppers here.

- The Section 3 title, "Relationship to Other Plans", is confusing because It begins on page 22 talking about land use, population growth, employment, travel modes etc., and it isn't until pages 30-34 that it discusses "other plans".
    - I suggest creating another Section with a title something like, "Land Use and Demographics".
- The maps are sometimes confusing. For instance Exhibit 3-3 I can't find in the text. It seems to appear out of nowhere. I know it is about showing the GMAs and SCOG MPA, but others won't know that. Additionally the Section 3 title, Relationship to Other Plans, right above it and the map title, Exhibit 3-3 Urban Growth and Land Use Analysis adds to the confusion.
    - I suggest clarifying why the map is there, either in the text or title. I prefer titles. Then if you are scrolling you can see why the map is there and dig deeper if want more information.
- My comment on Section 5 is similar to Section 3 above. The title to Section 5 is "Transportation Improvements and Programs" but pages 44 through page 59 describe the current state of the system and the Improvements don't start until pages 59-80.
    - Maybe it could be split into two sections, the first could be titled something like, "Existing Transportation Facilities and Demand"?
- What about including a conclusion or recommendations section? It is very difficult to determine what the plan recommends to achieve your stated goals in the long term.
- There are grammatical and formatting issues throughout. They are fairly minor and I am not including them individually because this is a draft and I'm sure you are working on this already.
- Thanks for including the System Performance Report.

Please let me know if you have any questions.

Thank you,
Cliff

Clifford L. Hall

Senior Transportation Planner
WSDOT Tribal and Regional Planning Office
310 Maple Park Avenue S.E.
PO Box 47370
Olympia, WA 98504-7370
Work: 360-705-7993
Cell: 360-870-6491

From:	Heather Rogerson
To:	Mark Hamilton
Cc:	Patsy Martin; dberentson@co.skagit.wa; Paul A. Randall-Grutter; Katie Bunge
Subject:	Port of Skagit Comments on Skagit 2045 Regional Transportation Plan
Date:	Friday, February 5, 2021 4:00:56 PM
Attachments:	image001.png

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Good Afternoon, Mark:

Below please find a link to the Port of Skagit's comments on the Skagit 2045 Regional Transportation Plan.

https://portofskagits-my.sharepoint.com/:f:/g/personal/heatherr_portofskagit_com/EjJ0mp46ABBKo_MDhveNs3cBvFbAj0bQdptclZw6c63QQQ?e=jAzhZg

Please don't hesitate to contact me if you have any trouble accessing the document or if you have any questions regarding the comments.

Best Regards,

Heather A. Rogerson
Planning and Environmental Manager
Port of Skagit
Port of Skagit
Inspiring Success `Delivering Excellence
Direct (360) 757-9828
Office (360) 757-0011
Mobile (360) 399-0759

Port of Skagit

February 5, 2021

Skagit Council of Governments
c/o Mark Hamilton
315 South 3rd St. Suite #100
Mount Vernon, WA 98273

Sent Via Email: markh@scog.net

RE: Skagit Council of Governments - Skagit 2045 Regional Transportation Plan Comments

Dear Mr. Hamilton,

Thank you for the opportunity to comment on the Skagit 2045 Regional Transportation Plan (the Plan) prepared by the Skagit Council of Governments (SCOG). The Port of Skagit (the Port) recognizes the work that has gone into development of the Plan and appreciate the Plan's acknowledgement of the vital role of local airports, including Skagit Regional Airport, in the region's transportation system and economy.

Please find the Port's comments on the 2045 Regional Transportation Plan below.

Comment 1:
The facility information for Skagit Regional Airport provided on page 59 should be updated as follows:

- The number of takeoffs and landings at Skagit Regional should be stated as: "It is estimated that Skagit Regional Airport experienced 33,500 takeoffs and landings in 2019."

  By way of explanation, the above 33,500 operations estimate for 2019 is from the Forecast Chapter of the Skagit Regional Airport Master Plan update, approved by the FAA. The FAA Model for Operations at Non-Towered Airports was used to generate the operations estimate, which is consistent with results of an aircraft operations study conducted by the Port in 2013-2016.

  Currently, the draft Plan states, "The latest available data, from 2016, indicates that Skagit Regional experienced 61,900 takeoffs and landings." This estimate appears to be from the FAA Terminal Aircraft Forecast (TAF). The FAA does not do a detailed

forecast for most general aviation airports and will frequently include a placeholder for operations. As a result, the TAF has shown 61,900 annual operations for Skagit Regional since at least 2016 through 2020.

- San Juan Airlines should be added to the list of businesses providing cargo service to the Airport.

- In the text of the report and on the aerial photograph of the Airport, references to Runway 10-28 should be changed to Runway 11-29, respectively.

- Runway 11 and Runway 29 are served by Precision Approach Path Indicators (PAPIs) not Visual Approach Slope Indicators (VASI).

- Runway 04-22 is also served by Precision Approach Path Indicators (PAPIs).

Comment 2:
The Port will provide high-resolution photograph options for the photo box on Page 29 of the Plan that capture the diversity of aircraft operating at Skagit Regional Airport.

Comment 3:
For future updates of the Plan, the Port recommends SCOG identify and consider updated data related to the number of vehicle trips for Skagit County residents commuting outside the county for work. On Page 29 the Plan states, "the vast majority of workers do not cross county lines to get to their places of work," citing the 2008 NuStats study which reported 83.9 % of Skagit County residents work within Skagit County. Compared with other sources, this number may be high.

The 2018 Skagit County Economic Profile prepared by the WWU Center for Economic Business Research evaluated two different data sources from 2015 and 2019 which estimated that anywhere between 51% to 80% of Skagit County residents work in Skagit County. The Skagit County Economic Profile report can be found at the WWU website: (https://cbe.wwu.edu/cebr/topics-and-reports). The Skagit County Economic Profile acknowledges that, "finding accurate and reliable data on commuting patterns is incredibly difficult." While challenging, identifying current and reliable information related to out-commuting would inform future transportation planning and assist in understanding the economics of Skagit County.

Comment 4:
The Port will coordinate with Skagit County to provide input on the proposed Peterson Road improvement projects identified as project numbers 46 and 47. Construction of a new separate shared use path along Peterson Road from the Bayview Ridge residential

development to the Port's existing trail system would be a great benefit to the public and a welcome addition. The Port is supportive of a project to improve Peterson Road from the Bayview Ridge residential development west to Higgins Airport Way. Improvements are needed especially considering the projected 70% employment growth on Bayview Ridge over the planning horizon for Skagit 2045. However, the Port would like to provide input on the design standards for improvements and recommends a traffic calming element be included in the project to deter / prevent heavy truck traffic from utilizing Peterson Road through the residential development.

Comment 5:
Airport users have voiced concern regarding the lengthy backups and wait times that occur during peak travel times at the Hwy 20 / Higgins Airport Way intersection and the Garrett Road / Hwy 20 intersection heading south towards the I-5 ramp. Evaluation of these issues is recommended.

Your consideration of these comments is appreciated. If you have any questions, please do not hesitate to contact me at heather@portofskagit.com or (360)399-0759.

Sincerely,

Heather A. Rogerson
Planning and Environmental Manager

CC: Dan Berentson, Skagit County
Paul A. Randall-Grutter P.E, Skagit County
Patricia H. Botsford-Martin, Port of Skagit

N94916
N1578C

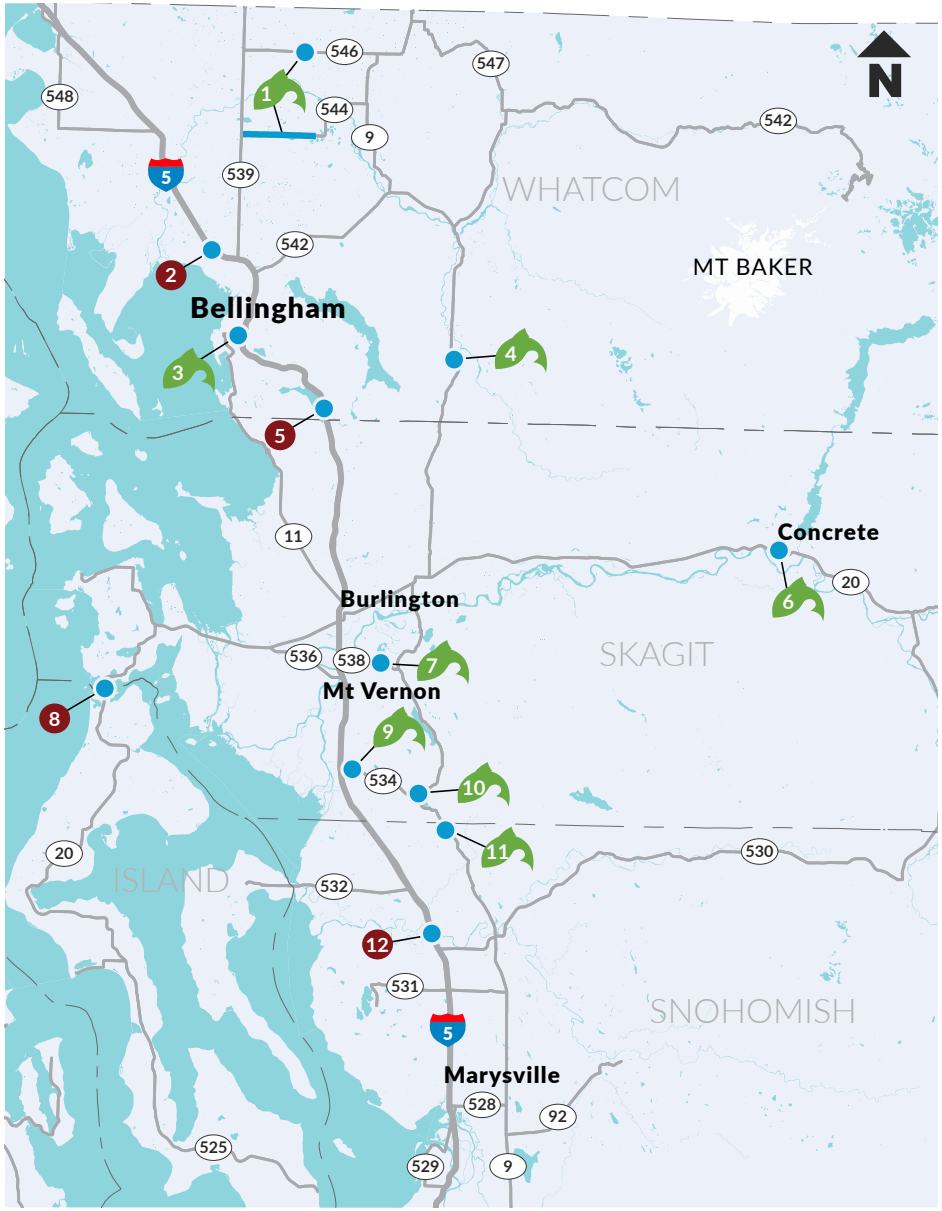
N29JW
N2533W
N587DG
SR22

N48X

WSDOT

JANUARY 2021

2021 Mount Baker Area Construction



1. **SR 544 & SR 546 Tributaries to Fourmile Creek and other creeks** - Fish Passage
2. **I-5 NB On-ramp at Bakerview** - Improvements
3. **I-5 & SR 11 / Padden Creek – Fish passage**
4. **SR 9/Unnamed Tibutary to Landingstrip Creek** - Fish Passage
5. **I-5 Lake Samish Vicinity** - Stormwater retrofit
6. **SR 20/Fish Creek & Lorenzan Creek** - Fish Passage
7. **SR 538/Logan Creek**
8. **SR 20 / Canoe & Deception Pass Bridges** – Painting
9. **SR 534/Unnamed Tributary to Carpenter Creek** - Fish Passage
10. **SR 9/Lake Creek & Norway Creek** - Fish Passage
11. **SR 9/Unnamed Tributary to Pilchuck Creek** - Fish Passage
12. **I-5/SB S illaguamish Bridge** - Painting

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SKAGIT COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

Thursday, February 4, 2021
GoToMeeting Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Tim Hohmann (1:45 p.m.)
- City of Mount Vernon ..... Bill Bullock
- Samish Indian Nation.....David Strich
- Skagit County .....Torey Nelson
- Skagit PUD..... Chris Shaff
- Skagit Transit ..... Brad Windler (1:42 p.m.)
- Town of La Conner .....Scott Thomas
- Washington State Department of Transportation (WSDOT)..... John Shambaugh

STAFF PRESENT

- Kevin Murphy .....Executive Director
- Mark Hamilton..... Senior Transportation Planner
- Katie Bunge..... Associate Planner

1. Call to Order: 1:34 p.m.

   Roll Call: Roll was taken with a quorum present.

2. Approval of January 7, 2021 Technical Advisory Committee (Committee) Meeting Minutes:

   Mr. Bullock moved approval of the January 7, 2021 Technical Advisory Committee Meeting Minutes as presented, and Mr. Shambaugh seconded the motion. The motion carried unanimously.

3. February Regional Transportation Improvement Program Amendment: Mr. Hamilton presented one proposed amendment submitted during the February 2021 amendment cycle for the Regional Transportation Improvement Program (RTIP):

   - Skagit County
     - Guemes Ferry Terminal (Girder Replacement)

   Mr. Hamilton explained that the RTIP amendment would add the project back to the RTIP. The project was previously programmed in the 2020 RTIP and was expected to obligate construction funds at that time; obligation did not occur as expected before the end of the calendar year, and the project must be reprogrammed in this year's RTIP in order to obligate remaining federal funds for the project.

   An additional administrative modification was also submitted during this month's amendment cycle. The Francis Road Section 3 project modification would revise the project termini and total project

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length. This administrative modification does not require action by the Committee nor the Transportation Policy Board (TPB) and is provided for informational purposes.

Mr. Shambaugh moved to recommend the February Regional Transportation Improvement Program amendment as presented, and Mr. Strich seconded the motion. The motion carried unanimously.

4. 2021 Highway Safety Targets: Mr. Hamilton said that it is SCOG's responsibility as a metropolitan planning organization to set highway safety targets corresponding to federal performance measures each year. Each year, SCOG has the choice of either agreeing to plan and program projects in our region to help meet statewide targets, or to set quantifiable targets for our region.

   State and regional safety data related to the performance measures is now available for the most recent five-year rolling average, 2015–2019. In general, all performance measures are trending in the wrong direction both statewide and regionally. Fatalities and fatality rates, serious injuries and serious injury rates, and non-motorized fatalities and serious injuries are all increasing both statewide and regionally.

   Mr. Shambaugh asked if SCOG is aware of the cause of crashes, and whether they could be attributed to behavioral factors or characteristics of the roadways. Mr. Nelson noted that municipalities were given more specific crash data and could conduct this kind of analysis. Mr. Bullock mentioned that for those who develop local road safety plans, local crash data is available, but it still takes a judgement call for staff to determine the cause of a crash and whether or not there is a correctable action around a specific crash location. Mr. Hamilton said that SCOG is provided statewide and regional data each year on fatalities and serious injuries by WSDOT, and the cause of crashes in not provided.

   Mr. Strich moved to recommend the option to plan and program projects to help Washington state meet its statewide targets for the performance measures to the TPB, and Mr. Hohmann seconded the motion. The motion carried unanimously.

5. Unified Planning Work Program Amendment: Mr. Hamilton presented an amendment to the unified planning work program (UPWP) and reminded the Committee that the work program guides SCOG transportation activities for the state fiscal year. Staff was made aware there could be additional regional transportation planning organization (RTPO) funding available to SCOG this year. The staff recommendation is to amend the UPWP to better position SCOG to utilize additional funding if it is available to complete the Skagit Walking Trail Guide. The update to this work product had been postponed due to the funding climate around the COVID-19 pandemic; the map is typically funded through solicitations to non-profit groups and private donors. The UPWP amendment would update funding tables to reflect an additional $7,500 in potentially available RTPO funds, and add the product of the walking trail guide for completion by June 2021. The TPB makes the decision whether or not to amend the UPWP.

   Mr. Windler moved to recommend approval of the Unified Planning Work Program Amendment as presented to the TPB, and Mr. Bullock seconded the motion. The motion carried unanimously.

6. 2021 Obligation Authority Plan: Mr. Hamilton presented the 2021 Obligation Authority (OA) Plan, which was approved by the TPB at their October 2020 meeting and is revised as necessary. Mr. Hamilton noted that since October, Skagit County had obligated funding for their Josh Wilson Phase 1 project, and that obligation will impact estimates. The estimated OA target is around $1.88 million,

and SCOG has already delivered $1.06 million this year. SCOG will need to obligate approximately $800,000 more by the end of the federal fiscal year.

Project sponsors with projects in the 2021 OA plan gave updates on their projects. Mr. Nelson noted that it will be difficult for Skagit County to obligate their project by April 1, and they may request an extension. Mr. Strich shared that the SR 20/Campbell Lake Road - Intersection Improvement project is on track to obligate funding, and engineers are working on wrapping up preliminary engineering by the end of the month. Mr. Hamilton confirmed that SCOG will obligate funding for the SCOG Admin project by the August 1 deadline for the project.

7. Skagit 2045 Regional Transportation Plan: Mr. Hamilton informed the Committee that the public comment period for the draft Skagit 2045 Regional Transportation Plan (Skagit 2045 or Plan) is underway, and ends on February 5. Timely comments received will be presented to the TPB at their February meeting.

   Mr. Hamilton reviewed the draft Plan with the Committee, including a list of projects in Section 5 of the Plan along with minor revisions to the regional transportation system. The Plan also includes baseline and forecast scenarios from the regional travel demand model, and a financial element forecasting available revenues and expected expenditures between now and 2045. Fish passage barrier removal, maintenance and preservation, and ferry projects are major fiscal needs for the Skagit region included in the Plan.

   TAC members noted needed revisions to the project list in Section 5 of the draft Plan. Mr. Strich noted that he appreciated the Environmental Justice and Equity Analysis included in Skagit 2045.

8. 2021 Project Selection: Mr. Hamilton told the Committee that a project selection is included the UPWP for completion this year. SCOG staff recommends combining funding from the Surface Transportation Block Grant (STBG) program and Transportation Alternatives into one project selection, along with Highway Infrastructure Program (HIP) funds, if there is an allocation available to SCOG this year for project selection. There are no estimated funding amounts for any of the funding sources yet, as SCOG staff has been waiting on final 2020 calendar year obligation information and HIP funding information from WSDOT.

   Mr. Hamilton noted that historically, the TPB has chosen to set aside 10% of available STBG funds for non-roadway projects. This may or may not continue, and is at the discretion of the TPB. There is no federal nor state requirement to set aside funding in this way – it is a regional decision. The SCOG staff recommendation for the project selection criteria is to increase relative weights for safety and maintenance and preservation. Bonus points are also included for those project sponsors who delivered projects early under the RTIP procedures gap strategies 1 or 2. Projects will again be selected for a contingency list during this project selection.

   Mr. Hamilton said that at the March meeting, the Committee may make a recommendation to the TPB on the project evaluation process. The Non-Motorized Advisory Committee has an advisory role on the project selection as well.

   Mr. Hamilton noted that some of the information on the project application forms included in the meeting materials had been updated, and he would send around the most recent version following the meeting. He asked Committee members to reach out to him with any feedback on draft project selection materials prior to the March meeting.

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9. Roundtable and Open Topic Discussion: Technical Advisory Committee members gave updates on their current projects. Mr. Murphy noted that the Washington state House and Senate have both put out transportation packages, and that more information will be coming throughout the state legislative session.

10. Next Meeting: March 4, 2021

11. Adjourned: 2:55 p.m.

Attest:

_____ Date_____

Kevin Murphy
Skagit Council of Governments

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INFORMATION ITEM – 2021 REGIONAL PROJECT SELECTION

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	02/17/2021	Information	Mark Hamilton	(360) 416-7876

One of the tasks in the Skagit Council of Governments (SCOG) unified planning work program for this state fiscal year is to conduct a regional selection of projects to receive federal Surface Transportation Block Grant (STBG) program and Transportation Alternatives (TA) funds. SCOG staff, Technical Advisory Committee and Non-Motorized Advisory Committee have discussed this task over the past several months as the process is being developed to select projects for funding. A selection of projects to receive funding under these programs is a decision made by the Transportation Policy Board, and is expected later this year.

Following are some considerations that have been discussed so far by SCOG staff and advisory committees:

- **Funding Estimates**
  Funding estimates are still being developed by SCOG staff. Recent obligations, deobligations and allocations will be factored into expected available funds through the call for projects. In addition to STBG and TA funds, there may be federal Highway Infrastructure Program (HIP) funds available for this project selection as well, as there was with the previous project selection in 2019. SCOG staff expects to hear more from Washington State Department of Transportation (WSDOT) staff soon on whether or not these HIP funds will be available for this regional project selection. HIP funds are available to Washington state as an annual allocation and as part of the Coronavirus Response and Relief Supplemental Appropriations Act of 2021.

- **Combined Selection Process**
  Consistent with the unified planning work program, SCOG staff is recommending that project selection be combined, instead of separate selection processes for STBG and TA. The reason for combining these is administrative efficiency: undertaking one project selection for all funds SCOG has regional authority over instead of separate project selections based on funding type. If selection processes were not combined, TA would most likely be the only funding program projects would be selected for, as programming of TA projects is significantly under-programmed in the Regional Transportation Improvement Program compared with STBG projects. The 2019 selection was for STBG projects, with HIP funds added to the project selection when they were made available by WSDOT through a regional allocation to SCOG. The last selection of TA projects by SCOG occurred in 2015.

- **Non-Roadway Funding Set-aside**
  The Transportation Policy Board has historically set aside 10% of STBG funding for non-roadway projects. It is expected by SCOG staff that this practice will be revisited this year, with the Board determining whether or not to continue this practice. This 10% is not a federal nor state requirements, but has been a regional decision in past project selections using STBG funds. Examples of eligible non-roadway projects in the 2019 selection included: transit capital projects; recreational trails; ferry boats and terminals; and safe routes to school programs.

- **Criteria and Weights**
  There are seven categories of criteria with weights from the 2019 project selection. SCOG staff and advisory committees have been discussing the seven categories and potentially recommending revising the weights, based primarily on the regional emphasis on safety, maintenance and preservation. There are also bonus points available under Regional Transportation Improvement Program obligation authority procedures, with some jurisdictions eligible for additional project selection points based on 2020 project delivery – assisting SCOG meet our regional obligation authority target last year by volunteering to move projects forward early, and delivering by obligating federal funding.

- **Contingency List**
  There remain projects on the contingency list from the last project selection in 2019. SCOG staff expects there will likely be a contingency list application process this year as part of the project selection, as has been the practice in years past. With projects remaining on the current contingency list, there could be a decision by the Transportation Policy Board on what to do with these projects already on the contingency list. Examples may include preparing a new contingency list that replaces the current list, adding to the existing list or reprioritizing projects on the list. Several projects moved forward from the 2019 contingency list, yet many projects remain on the list.

SCOG staff will bring forward any recommendations from the Technical Advisory Committee to the Transportation Policy Board at future meetings of the Board regarding this project selection process.