

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

March 16, 2022 – 1:30 p.m.

[GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 670-230-757

AGENDA

1. **Call to Order and Roll Call**
2. **Written Public Comments** – *Mark Hamilton*
3. **Consent Agenda**
 - a. Approval of [February 16, 2022 Transportation Policy Board Meeting Minutes](#)
4. **Action Items**
 - a. [March Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. [National Highway Freight Program Regional List of Projects](#) – *Mark Hamilton*
 - c. [Coordinated Public Transit-Human Services Transportation Plan Consultant Agreement](#) – *Grant Johnson*
5. **Discussion Items**
 - a. Statewide Bridge Preservation Program – *Tim Rydholm, WSDOT*
 - b. [Ad Hoc Special Needs Transportation Committee](#) – *Grant Johnson*
 - c. [Transportation Policy Board Meeting Start Time](#) – *Mark Hamilton*
6. **Chair’s Report**
7. **Executive Director’s Report**
8. **Roundtable and Open Topic Discussion**
9. **Next Meeting:** April 20, 2022, Time to Be Determined, [GoToMeeting](#)
10. **Adjourned**

Information:

[March 3, 2022 Technical Advisory Committee Meeting Minutes](#)
[Monthly Financial Update](#)
[Building A Better America](#)

[Meeting Packet](#)

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TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Peter Browning Chair

Chairman Tom Wooten 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

February 16, 2022

GoToMeeting Remote Meeting

MEMBERS PRESENT

Commissioner Peter Browning, Skagit County, Chair (arrived 1:51 p.m.); Chairman Tom Wooten, Samish Indian Nation, Vice-Chair; Mayor Julia Johnson, City of Sedro-Woolley; Mayor Jill Boudreau, City of Mount Vernon; Todd Carlson and Chris Damitio, Washington State Department of Transportation; Commissioner Lisa Janicki, Skagit County; Mayor Jason Miller, Town of Concrete; Mayor Matt Miller, City of Anacortes; Commissioner Jon Ronngren, Port of Anacortes; Mayor Steve Sexton, City of Burlington; Assessor Dave Thomas, Skagit County; and Commissioner Germaine Kornegay, Skagit PUD.

STAFF PRESENT

Kevin Murphy, Executive Director; Deborah Carter, Executive Assistant and Clerk of the Board; Mark Hamilton, Senior Transportation Planner; and Grant Johnson, Associate Planner.

OTHERS PRESENT

Two members of the public attended the meeting.

MINUTES

1. Call to Order: Vice-Chair Tom Wooten called the meeting to order at 1:35 p.m.

Roll Call: Roll was taken with a quorum present.

2. Written Public Comments: Mr. Hamilton stated that a public comment period for the meeting was held from February 9-15, and that no comments were received during that timeframe.

3. Consent Agenda

- a. Approval of January 19, 2022 Transportation Policy Board Meeting Minutes

Mayor Johnson moved to approve the January 19, 2022 meeting minutes as presented, and Mayor Matt Miller seconded the motion. The motion carried unanimously.

4. Action Items

- a. February Regional Transportation Improvement Program Amendments: Mr. Hamilton presented the February Regional Transportation Improvement Program Amendments. He explained that there were two amendments proposed and that both were from Skagit County. The proposed amendments are for Barrier Protection and Lane Departure Reduction, Intersection Awareness, Signage & Delineation Improvements. He stated that federal funds will

be provided by the Highway Safety Improvement Program and that no local match is required as long as the project phases meet certain obligation milestones.

Mr. Hamilton stated that both the Technical Advisory Committee and SCOG staff recommend approval of the February Regional Transportation Improvement Program Amendments.

Mayor Sexton motion to approve the February Regional Transportation Improvement Program Amendments as presented. Commissioner Janicki seconded the motion and the motion carried unanimously.

- b. Appeals to Reprogram Project Phases in Regional Transportation Improvement Program: Mr. Hamilton presented Appeals to Reprogram Project Phases in Regional Transportation Improvement Program. He stated that representatives from the Town of Concrete and City of Sedro-Woolley would be presenting their respective appeals. Mr. Hamilton stated that there have never been appeals of this nature before and then explained the appeals process. He then gave a fiscal constraint analysis for each project. Mr. Hamilton then gave each project sponsor the floor to present their appeal.

Mayor Jason Miller presented the Town of Concrete appeal. He explained that the obligation process for the School Secondary Access project's right-of-way phase had started but it was discovered that additional documentation was needed, causing the project to fail to obligate funding by the deadline. He stated that Concrete had been working towards acquiring funding for the project for a decade and that the appeal was needed to reprogram the phase. Mayor Jason Miller then inquired about how long the project phase has to obligate funding if the appeal is granted. Mr. Hamilton stated that the project would have until the end of the calendar year to obligate funding.

Mr. Freiberger presented City of Sedro-Woolley appeals. He stated that the SR20/Cascade Trail West Extension Phase 2 project's right-of-way phase had been in progress, but was not able to obligate by the end of 2021. He stated that Sedro-Woolley is within a month of being able to submit the right-of-way plan to WSDOT for approval and obligate this phase. He stated that he has also been working on the Jones/John Liner Road project for several years, but has been waiting on funding decisions for another project in the vicinity that will connect with this project before beginning design on both projects. Reprogramming the preliminary engineering phase is necessary so design can now begin on both projects.

After Chair Browning arrived at the meeting, Vice-Chair Wooten turned leadership of the meeting over to him at 2:00 p.m.

Mr. Hamilton stated that there should be an opportunity for questions on all the appeals before a vote is held.

Commissioner Janicki asked Mayor Jason Miller to describe the School Secondary Access project in greater detail to familiarize Board members with the project. Mayor Jason Miller briefed the Board on the project details and stated that the project is needed for improved access to high ground in Concrete, in case of a natural disaster.

Mayor Sexton motioned to approve all three Appeals to Reprogram Project Phases in Regional Transportation Improvement Program as presented. Vice-Chair Wooten seconded the motion and it carried unanimously.

Mr. Hamilton reminded the Board that now that the appeals have been approved, the projects will have to go through the Regional Transportation Improvement Program amendment process before the project phases go back onto the Statewide Transportation Improvement Program.

- c. Resolution 2022-03 to Set 2022 Regional Highway Safety Performance Targets: Mr. Hamilton presented Resolution 2022-03 to Set 2022 Regional Highway Safety Performance Targets. He explained that the safety targets go in front of the Board every year and that every year the Board has chosen to plan and program projects to help with the achievement of statewide targets. He stated that the RTIP Amendments voted on earlier are a good example of programming safety projects to support statewide goals – actions the Board has direct authority over that improve safety on public roadways. He stated that the Technical Advisory Committee and SCOG staff recommend approval of Resolution 2022-03 to Set Regional Highway Safety Performance Targets.

Commissioner Janicki moved to approve Resolution 2022-03 to Set 2022 Regional Highway Safety Performance Targets as presented, with Vice-Chair Wooten seconding the motion. The motion carried unanimously.

- d. Title VI Plan Update: Mr. Hamilton presented the Title VI Plan Update. He stated that this was brought to the Board as a discussion item in January and there was a public comment period from January 21 to February 7, with no comments received during that timeframe. He explained that this is a minor update to ensure uniformity with Washington state guidelines, and that the Technical Advisory Committee and SCOG staff recommend approval of the Title VI Plan update.

Commissioner Janicki moved to approve the Title VI Plan update as presented, with Vice-Chair Wooten seconding the motion. The motion carried unanimously.

- e. National Highway Freight Program Regional Call for Projects: Mr. Hamilton presented the National Highway Freight Program Regional Call for Projects. This is a new program that SCOG staff was informed of in January by Washington State Department of Transportation (WSDOT) staff. There is a statewide selection process and SCOG has been asked to assist the WSDOT by screening and compiling projects from our planning area. Through the program, there is \$50 million statewide distributed over the course of several years and projects are due from SCOG to WSDOT by March 16. Mr. Hamilton concluded his presentation by mentioning that the Technical Advisory Committee and SCOG staff recommend approval of the National Highway Freight Program Regional Call for Projects.

Mayor Jason Miller moved to approve the National Highway Freight Program Regional Call for Projects as presented, and Mayor Johnson seconded the motion. The motion carried unanimously.

5. Chair's Report: Chair Browning stated that he did not have a report.
6. Executive Director's Report: Mr. Murphy provided a summary of the new "Move Ahead Washington" transportation package bill in the Washington state legislature. He stated that it is an almost \$17 billion proposal over 16 years and includes four new ferries. He explained that the 2022 Board Calendar was included in the meeting packet as an information item outlining key items that will go in front of the Board over the next year. Mr. Murphy reported that SCOG received over \$1 million in

additional funding for transportation projects due to meeting obligation targets in 2021.

7. Roundtable and Open Topic Discussion: Board members discussed the “Move Ahead Washington” bill and priorities for funding before the Washington state legislature.
8. Next Meeting: The next meeting is March 16, 2022 at 1:30 p.m., via the GoToMeeting remote meeting platform.
9. Adjourned: Commissioner Browning adjourned the meeting at 2:17 p.m.

Information Items: The Board was provided with the February 3, 2022, Technical Advisory Committee Meeting Minutes; WSDOT Summary of FFY 2021 Federal Local Obligation Authority Delivery; Summary of Washington State Transportation Package “Move Ahead Washington”; 2022 Obligation Authority Plan; 2022 Board Calendar; and a monthly financial update.

Approved,

Kevin Murphy, Executive Director
Skagit Council of Governments

Date: _____

Commissioner Peter Browning, Skagit County
Transportation Policy Board Chair
Skagit Council of Governments

Date: _____

ACTION ITEM 4.A. – MARCH REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	03/03/2022	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	03/16/2022	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the following 2022–2027 Regional Transportation Improvement Program amendments:

- Concrete
 - School Secondary Access: this amendment adds the right-of-way phase of this project back to the Regional Transportation Improvement Program (RTIP). Concrete appealed to the Transportation Policy Board at the February 16, 2022 meeting to reprogram this project phase, including the \$400,000 federal Surface Transportation Block Grant program funding. The Transportation Policy Board approved the appeal and now the project phase needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated.

- Skagit County
 - Active Warning Signs (Install Active Warning Signs): this amendment adds this project back to the RTIP. Funding for the construction phase was not obligated in 2021, as had been expected, so the project needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated. Funding comes through the federal Highway Safety Improvement Program with local matching funds.
 - Illuminate Channelized Intersections: this amendment adds this project back to the Regional Transportation Improvement Program. Funding for the construction phase was not obligated in 2021, as had been expected, so the project needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated. Funding comes through the federal Highway Safety Improvement Program with local matching funds.
 - Prairie Road Guidance Improvements: this amendment adds this project back to the Regional Transportation Improvement Program. Funding for the construction phase was not obligated in 2021, as had been expected, so the project needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated. Funding comes through the federal Highway Safety Improvement Program with local matching funds.

FISCAL CONSTRAINT

Including these amendments, the Regional Transportation Improvement Program remains fiscally constrained in the 2022–2025 program years.



PUBLIC PARTICIPATION

A public comment period began on February 24 and ended on March 4. No comments were received.

Agency Concrete

Project Title School Secondary Access

Description Construction of a second access road to school and airport to include traffic lanes, shoulder, traffic curb and gutter, planter strip, and bicycle/pedestrian path as well as possible storm drainage, sewer and water facilities and fire hydrant improvements. PE done under C293(001).

Road Name

Begin Termini SR 20

End Termini Airport Way

Total Project Length 0.47

Improvement Type New Construction Roadway

Functional Class Major Collector

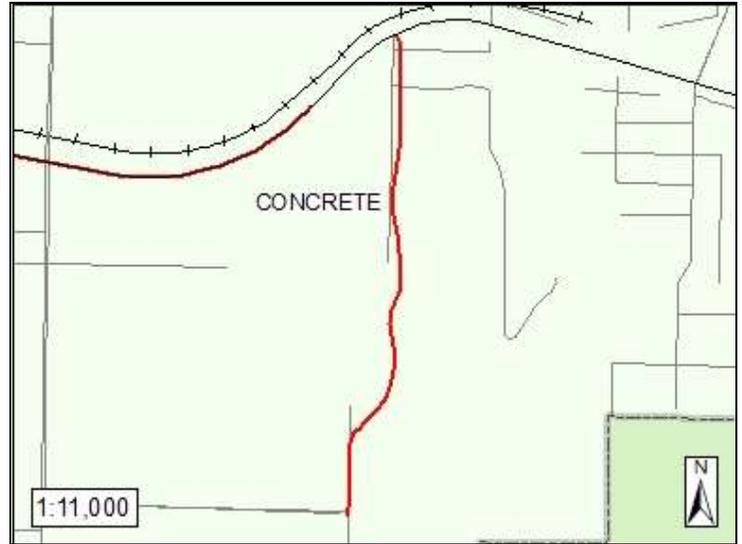
Environmental Type Categorical Exclusion

Priority Number 8

Amendment Number

Amendment Date

Total Project Cost \$3,163,661



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

STIP ID WA-03707

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 6/14/2021

Adoption Date 6/14/2021

Resolution Number 2021-06

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
RW	2022	STP(R)	\$400,000		\$0	\$65,000	\$465,000	3/16/2022
CN	2025		\$0		\$0	\$400,000	\$400,000	10/20/2021
CN	2025	STP(R)	\$1,063,022		\$0	\$166,978	\$1,230,000	10/20/2021
Total			\$1,463,022		\$0	\$631,978	\$2,095,000	

Agency Skagit Co.

Project Title Active Warning Signs (Install Active Warning Signs)

Description Project would install Active Warning Signs for Icy Road Conditions on Alger Cain Lake Road and South Skagit Highway.

Road Name Alger Cain Lake Road & South Skagit Hig

Begin Termini Varies

End Termini Varies

Total Project Length 0.10

Improvement Type Safety

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$122,047



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

STIP ID WA-10727

WSDOT PIN

Federal Aid Number 000S(515)

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
CN	2022	HSIP	\$90,000		\$0	\$14,047	\$104,047	3/16/2022
Total			\$90,000		\$0	\$14,047	\$104,047	

Agency Skagit Co.

Project Title Illuminate Channelized Intersections

Description Install Illumination at three channelized intersections:
 - Havekost Road at Marine Drive
 - Best Road at Chilberg Road
 - S. Skagit Hwy at Concrete Sauk Valley Road

Road Name

Begin Termini Varies

End Termini Varies

Total Project Length 0.00

Improvement Type Safety

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$82,145



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

STIP ID WA-12500

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 2/8/2022

Adoption Date 2/8/2022

Resolution Number R20220025

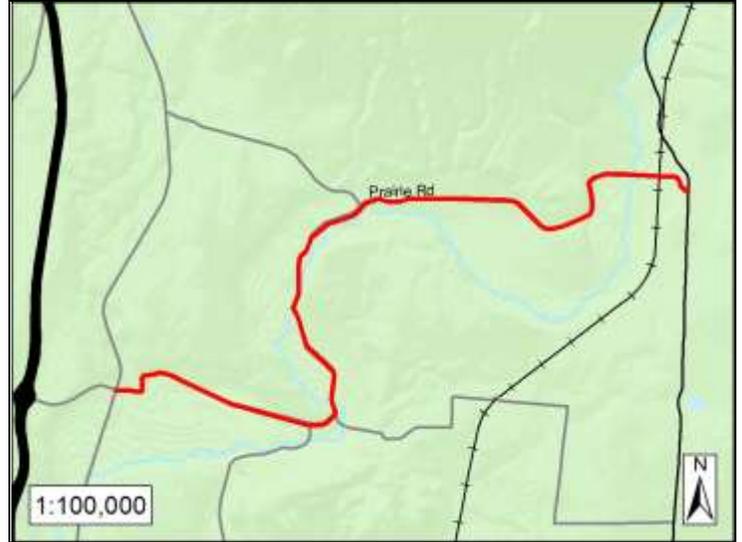
Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2022	HSIP	\$65,000		\$0	\$10,145	\$75,145	3/16/2022
Total			\$65,000		\$0	\$10,145	\$75,145	

Agency Skagit Co.

Project Title Prairie Road Guidance Improvements

Description Install Signing and Roadway Guidance Improvements



Road Name Prairie Road

Begin Termini 0.00

End Termini 7.79

Total Project Length 7.79

Improvement Type Safety

Functional Class Rural Minor Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$78,896

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

STIP ID WA-12501

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 2/8/2022

Adoption Date 2/8/2022

Resolution Number R20220025

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2022	HSIP	\$57,000		\$0	\$8,896	\$65,896	3/16/2022
Total			\$57,000		\$0	\$8,896	\$65,896	

Funding Program	Carryover	2022			2023			2024			2025			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed			
SCOG-Awarded Funds	-\$446	\$2,301	\$1,855	\$1,559	\$2,301	\$2,597	\$1,669	\$2,301	\$3,229	\$1,790	\$2,301	\$3,740	\$2,515	\$8,758	\$7,533	\$1,225
STP	-\$525	\$2,131	\$1,606	\$1,404	\$2,131	\$2,333	\$1,465	\$2,131	\$2,999	\$1,749	\$2,131	\$3,380	\$2,404	\$7,998	\$7,021	\$977
TAP	\$79	\$170	\$250	\$156	\$170	\$264	\$204	\$170	\$230	\$41	\$170	\$360	\$111	\$761	\$512	\$249
State & Other Federal Funds	\$0	\$17,976	\$17,976	\$17,976	\$24,048	\$24,048	\$24,048	\$10,756	\$10,756	\$10,756	\$2,552	\$2,552	\$2,552	\$55,333	\$55,333	\$0
5307	\$0	\$320	\$320	\$320	\$2,300	\$2,300	\$2,300	\$2,200	\$2,200	\$2,200	\$2,300	\$2,300	\$2,300	\$7,120	\$7,120	\$0
5339	\$0	\$112	\$112	\$112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112	\$112	\$0
HSIP	\$0	\$1,695	\$1,695	\$1,695	\$5,248	\$5,248	\$5,248	\$750	\$750	\$750	\$0	\$0	\$0	\$7,693	\$7,693	\$0
NHPP	\$0	\$5,192	\$5,192	\$5,192	\$611	\$611	\$611	\$6,319	\$6,319	\$6,319	\$0	\$0	\$0	\$12,123	\$12,123	\$0
STP(BR)	\$0	\$2,623	\$2,623	\$2,623	\$433	\$433	\$433	\$0	\$0	\$0	\$0	\$0	\$0	\$3,055	\$3,055	\$0
STP(S)	\$0	\$2,790	\$2,790	\$2,790	\$0	\$0	\$0	\$0	\$0	\$0	\$252	\$252	\$252	\$3,042	\$3,042	\$0
CRAB	\$0	\$2,280	\$2,280	\$2,280	\$0	\$0	\$0	\$1,487	\$1,487	\$1,487	\$0	\$0	\$0	\$3,767	\$3,767	\$0
CWA	\$0	\$0	\$0	\$0	\$15,457	\$15,457	\$15,457	\$0	\$0	\$0	\$0	\$0	\$0	\$15,457	\$15,457	\$0
Other	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$0
Locally-Managed Funds	\$0	\$14,608	\$14,608	\$14,608	\$8,669	\$8,669	\$8,669	\$3,528	\$3,528	\$3,528	\$3,375	\$3,375	\$3,375	\$30,180	\$30,180	\$0
Local	\$0	\$14,608	\$14,608	\$14,608	\$8,669	\$8,669	\$8,669	\$3,528	\$3,528	\$3,528	\$3,375	\$3,375	\$3,375	\$30,180	\$30,180	\$0
Total	-\$446	\$34,885	\$34,439	\$34,143	\$35,018	\$35,314	\$34,386	\$16,586	\$17,514	\$16,075	\$8,228	\$9,667	\$8,442	\$94,271	\$93,046	\$1,225

ACTION ITEM 4.B. – NATIONAL HIGHWAY FREIGHT PROGRAM REGIONAL LIST OF PROJECTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	02/03/2022	Review and Recommendation on Call for Projects	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/16/2022	Action on Call for Projects	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	03/03/2022	Review and Recommendation on List of Projects	Mark Hamilton	(360) 416-7876
Transportation Policy Board	03/16/2022	Action on List of Projects	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving the proposed [National Highway Freight Program Regional List of Projects](#).

DISCUSSION

On January 6, 2022, the Washington State Department of Transportation (WSDOT) requested that SCOG, along with other metropolitan planning organizations and regional transportation planning organizations in Washington state, coordinate a regional process and submit eligible National Highway Freight Program project applications to WSDOT by March 16, 2022.

SCOG will not be selecting projects for funding, nor prioritizing projects through this process. Instead, SCOG has compiled projects from the region and will submit a list of projects, along with application materials, to WSDOT. WSDOT will then select projects for funding with the aid of a statewide project selection committee.

NEXT STEPS

Following approval of a regional list of projects, SCOG staff will submit projects to WSDOT for inclusion in the statewide selection process.

PROPOSED NATIONAL HIGHWAY FREIGHT PROGRAM REGIONAL LIST OF PROJECTS

March 16, 2022

Applicant	Project	Phase ¹	Funding Request
Skagit County	Cook Road / I-5 Vicinity Improvements	PE, RW, CN	\$5,892,000
Anacortes	R Avenue Long-Term Improvements Project ²	CN	\$3,484,000
		Total	\$9,376,000

¹ "PE" is preliminary engineering, "RW" is right of way and "CN" is construction.

² Project application submitted after application deadline.

ACTION ITEM 4.c. – COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN CONSULTANT AGREEMENT

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	03/16/2022	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends authorizing the Executive Director, Kevin Murphy, to enter into a professional services agreement for planning services. A SCOG staff recommendation for a consultant will be provided at the March 16, 2022 Transportation Policy Board meeting.

DISCUSSION

On January 18, SCOG issued a [request for proposals](#) (RFP) for professional services to assist with the preparation of a coordinated public transit-human services transportation plan with a submittal deadline of February 15. Two proposals were received.

Proposals received were from:

- David Evans & Associates, Inc. partnered with SMD Solutions; and
- Transpo Group.

A selection committee composed of Skagit Transit, Washington State Department of Transportation and SCOG staff reviewed the proposals and interviewed the consultants. Interviews were conducted on March 2 and March 3, 2022. The selection committee met on March 4, 2022 prior to making a recommendation to SCOG’s Executive Director.

DISCUSSION ITEM 5.B. – AD HOC SPECIAL NEEDS TRANSPORTATION COMMITTEE

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	03/16/2022	Discussion	Grant Johnson	(360) 416-6678

DISCUSSION

The Skagit Council of Governments (SCOG) will be updating the coordinated public transit-human services transportation plan (Plan) this year and preparing a regional list of prioritized human services and transportation projects. The Plan “identifies the transportation needs of individuals with disabilities, seniors, and people with low incomes; provides strategies for meeting those local needs; and prioritizes transportation services and projects for funding and implementation” (FTA Circular 9070.1G: Page V-1). In the Skagit region, the plan is updated at least every four years and the list of projects every two years.

The updated Plan will supersede the [Skagit Coordinated Public Transit - Human Services Transportation Plan](#), which was adopted by SCOG in 2018. The four-year update to the Plan for the Skagit region is a duty of SCOG under Washington state law ([RCW 47.80.023\(10\)](#)).

Projects must be on the regional list to be eligible for funding through the WSDOT Consolidated Grant Program. SCOG’s role in this statewide process is to evaluate projects in our region and assign regional letter grades – A, B, C or D. Projects are then entered into a statewide selection process. Regional letter grades are an input into this broader statewide process. Project funding decisions are not made by SCOG, but by WSDOT’s Public Transportation Division after the Washington state transportation budget is set for the 2023–2025 biennium. The regional prioritization of human services and transportation projects is also a duty of SCOG under Washington state law ([RCW 47.80.023\(10\)](#)).

The application due date for the WSDOT Consolidated Grant Program is October 27, 2022. This statewide deadline is in addition to regional deadlines associated with the regional prioritization process that have not yet been determined. More information on the WSDOT Consolidated Grant Program is available on [WSDOT’s website](#).

AD HOC ADVISORY COMMITTEE

An ad hoc advisory committee was formed in 2014 & 2018 to assist with Plan development and project prioritization, and in 2016 & 2020 to develop new prioritized lists of projects. SCOG staff recommends that such a committee be formed again in 2022, and that the committee dissolve following completion of their advisory role on the project list. SCOG staff is also working on completing a Section 504/ Americans with Disabilities Act (ADA) Self-Evaluation and Access Plan which requires input from the disabled and special needs communities and recommends that the ad hoc committee assist with that process.

The ad hoc advisory committee is anticipated to have three primary duties:

- 1. Coordinate the Development of the Plan**

The committee would support the work of a consultant throughout the planning process including needs assessment and public outreach. The consultant is anticipated to be hired by

SCOG through a professional services contract this spring following Transportation Policy Board (TPB) approval. The final product of this duty would be a recommendation of the Plan to the TPB.

2. Prioritize Regional Human Services and Transportation Projects in the Skagit Region

The committee would assist with prioritization of human services and transportation projects in the Skagit region that will be submitted to WSDOT for consideration of grant funding in the 2023–2025 biennium. The project evaluation process will be developed this year with the assistance of the committee who would later recommend a regional prioritized list of human services and transportation projects to the Board.

3. Assist with the SCOG Section 504/Americans with Disabilities Act (ADA) Self-Evaluation and Access Plan Development

The committee would assist with reviewing the SCOG Section 504/ADA Self-Evaluation and Access Plan. It is anticipated that a portion of several committee meetings in late spring will be dedicated to reviewing the Self-Evaluation and Access Plan and providing input and recommendations to both SCOG staff and the TPB.

The Plan and a final list of prioritized projects must be approved by the Board and submitted to WSDOT by the end of 2022. A final decision on the Plan and project prioritization will be before the Board, most likely at the December meeting.

SCOG staff recommends that a 2022 ad hoc advisory committee be composed of organizations included in the following table.

Organization
Boys & Girls Clubs of Skagit County
Center for Independence: North Sound
Community Action of Skagit County
Northwest Educational Service District #189
Northwest Regional Council
Samish Indian Nation
Sauk-Suiattle Indian Tribe
Skagit Transit
Swinomish Indian Tribal Community
Town of Concrete
Volunteers of America, Northsound 211
Washington State Department of Transportation
Washington Vocational Services

Staff will reach out to these organizations prior to the next Transportation Policy Board meeting to see if there is any interest in again serving on an ad hoc committee that would assist with evaluating regional human services and transportation projects. Please let staff know if there are other organizations that may be interested in serving and should be contacted as well.

KEY CHANGES

GoToMeeting will be utilized throughout the process. Due to uncertainties surrounding the COVID-19 situation, the geographic dispersal of stakeholders and the likelihood of consultants using virtual engagement strategies it is anticipated that all ad hoc committee meetings will be held virtually.

The Plan and a final list of prioritized projects must be approved by the TPB by the end of 2022 and submitted to WSDOT. For both of the above duties, final decisions are made by the TPB, which would likely happen at the November/December meeting.

DISCUSSION ITEM 5.C. – TRANSPORTATION POLICY BOARD MEETING START TIME

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	03/16/2022	Action	Mark Hamilton	(360) 416-7876

DISCUSSION

As of March, Skagit Transit Board of Directors monthly meetings now start at 11:00 a.m. on the third Wednesday of each month, a change from the standard 1:00 p.m. start time for that meeting. Transportation Policy Board meetings have a start time of 1:30 p.m. on the third Wednesday of each month, and have directly followed Skagit Transit Board of Directors meetings for many years.

Due to the change of meeting start time for Skagit Transit Board of Directors from 1:00 p.m. to 11:00 a.m., Skagit Council of Governments staff have discussed the possibility of beginning Transportation Policy Board meetings at 1:00 p.m.

The idea of moving Transportation Policy Board meetings to begin at 1:00 p.m., or another time instead of 1:30 p.m., is brought to the Board for discussion.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

March 3, 2022

GoToMeeting Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Tim Hohmann, Steve Lange
- City of Burlington Brian Dempsey
- City of Mount Vernon Bill Bullock
- City of Sedro-Woolley Mark Freiberger
- Samish Indian Nation.....David Strich
- Skagit CountyForrest Jones, Paul Randall-Grutter
- Skagit PUD..... Chris Shaff
- Skagit Transit.....Brad Windler
- Swinomish Indian Tribal Community Keri Cleary
- Town of Concrete..... Cody Hart
- Washington State Department of Transportation Mehrdad Moini, John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

No one else was present at the meeting.

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

Roll Call: Roll was taken with a quorum present.

2. February 3, 2022 Technical Advisory Committee (TAC) Meeting Minutes: Mr. Windler moved approval of the February 3, 2022 Technical Advisory Committee meeting minutes as presented, and Mr. Bullock seconded the motion. The motion carried unanimously.
3. March Regional Transportation Improvement Program Amendments: Mr. Hamilton presented the proposed March amendments to the 2022–2027 Regional Transportation Improvement Program (RTIP). One of the proposed amendments is from the Town of Concrete and three are from Skagit County. The Town of Concrete amendment is for an appeal that was approved by the Transportation Policy Board (TPB) the previous month, and the Skagit County projects were unable to obligate their construction phases last year and need to be reprogrammed before they can receive federal authorization.

Mr. Hohmann motioned to recommend approval of the March RTIP amendments to the Transportation Policy Board as presented, and Mr. Dempsey seconded the motion. The motion carried unanimously.

4. National Highway Freight Program Project List Recommendation: Mr. Hamilton presented the National Highway Freight Program Project List Recommendation. SCOG issued a call for projects last month and the process has moved on a very short timeline. The Transportation Policy Board will consider a list of projects for approval, followed by submission to the Washington Department of Transportation (WSDOT), with WSDOT ultimately determining which projects receive funding. One project sponsored by Skagit County had been received by the deadline, and another project sponsored by the City of Anacortes had been submitted a day after the deadline. Following the staff presentation, project sponsors presented their projects and answered questions from the TAC.

Mr. Jones gave a summary of the proposed I-5/Cook Road Interchange project. He explained that Skagit County worked with WSDOT to prepare the application. Mr. Hamilton stated that the total federal funds requested for the project is \$5,892,000.

Mr. Hamilton explained that the City of Anacortes R Avenue project was submitted after the call for projects deadline closed. Mr. Hohmann stated that there was a miscommunication with the grant writers that caused them to believe that the application was due on a later date. He asked that the TAC consider recommending the City of Anacortes project even though the application was submitted after the deadline, and then briefed the TAC on the project specifics. He stated that the total federal funds requested for the project is \$3,484,000.

Mr. Bullock stated that he was in favor of letting the City of Anacortes application move forward and that he had no objection to either project.

Mr. Windler motioned to recommend approval of the Cook Road / I-5 Vicinity Improvements and R Avenue Long-Term Improvements projects to the Transportation Policy Board. Mr. Bullock seconded the motion. The motion carried unanimously.

5. 2022 Obligation Authority Plan and Obligation Authority Process: Mr. Hamilton presented the 2022 Obligation Authority Plan and Obligation Authority Process. The Obligation Authority Plan is updated throughout the year and because the City of Burlington received an extension on the SR20 / Skagit Street Signalization Project, a gap of approximately \$1.3 million exists that will need to be filled. He then explained the Obligation Authority Process and the different gap strategies available that will be utilized at the April TAC meeting.

Mr. Hart asked if there had been any feedback on statewide obligation authority concerns. Mr. Murphy responded that statewide obligations are below where they typically are this time of year. Mr. Windler asked when the next regional call for projects would be held. Mr. Hamilton stated that the next call for projects would likely be in 2023, as they occur every two years and last occurred in 2021. He stated that the federal Infrastructure Investment and Jobs Act may create an additional project selection process for SCOG for the newly established Carbon Reduction Program.

6. Roundtable and Open Topic Discussion: Mr. Hamilton stated that SCOG staff would be reaching out with an online survey asking about in-person vs. virtual meeting preferences for future TAC meetings. Technical Advisory Committee members provided project updates for their jurisdictions.
7. Next Meeting: April 7, 2022, 1:30 p.m.
8. Adjourned: 2:32 p.m.



Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

Dates	Total Funding Available	FHWA (13.5%)	STBG (13.5%)	FTA (13.5%)	FTA 5310 HSTP	RTPO	STP (13.5%)
06/30/2021 Carryforward	\$ 320,091	\$ 105,098	\$ -	\$ 109,243	\$ -	\$ -	\$ 105,750
RTPO July 1, 2021 to June 30, 2023	379,010	235,724	-	-	-	143,286	-
STBG July 1, 2021 to June 30, 2023	167,541	-	167,541	-	-	-	-
HSTP July 1, 2021 to June 30, 2025	40,000	-	-	-	40,000	-	-
Authorized	\$ 906,642	\$ 340,822	\$ 167,541	\$ 109,243	\$ 40,000	\$ 143,286	\$ 105,750
Expendures							
July 2021	\$ 32,508	\$ 13,845	\$ 3,010	\$ 4,722	\$ -	\$ 10,930	\$ -
August	40,279	12,424	19,554	3,039	-	5,263	-
September	48,430	11,387	10,697	4,692	-	6,652	15,003
October	37,055	11,394	10,507	6,399	-	8,754	-
November	51,700	9,836	27,359	6,482	-	6,139	1,884
December	78,011	10,232	9,353	7,515	-	5,260	45,650
January 2022	43,087	16,671	13,173	5,711	-	7,532	-
February	-	-	-	-	-	-	-
March	-	-	-	-	-	-	-
April	-	-	-	-	-	-	-
May	-	-	-	-	-	-	-
June	-	-	-	-	-	-	-
Expenditures to Date	\$ 331,070	\$ 85,789	\$ 93,653	\$ 38,561	\$ -	\$ 50,529	\$ 62,537
Balances	\$ 575,573	\$ 255,033	\$ 73,888	\$ 70,682	\$ 40,000	\$ 92,757	\$ 43,213

PRESIDENT JOE BIDEN

BUILDING A BETTER AMERICA

BUILD.GOV

FACT SHEET:

Competitive Infrastructure Funding Opportunities for Local Governments

The Bipartisan Infrastructure Law includes billions of dollars in competitive funding available to cities, towns, and municipalities across dozens of new and existing programs. As local governments begin to rebuild and reinvest in their communities, the Biden-Harris Administration stands ready to support local leaders as they combine funding streams, organize around their priorities, and build local support for long overdue infrastructure projects.

At the U.S. Conference of Mayors Winter Meeting, White House Infrastructure Implementation Coordinator and former New Orleans Mayor Mitch Landrieu will highlight 25 already available or soon-to-be-available sources of funding that local governments – particularly cities – can compete or apply for directly. Listed below is the latest available information on these key programs, including links to agency websites, application timing, and descriptions. Highlighted programs were selected based on their size and cross-cutting objectives. Using these available sources of funds, cities can begin to plan to build in-line with President Biden’s economic, equity, climate and resilience, Made in America, and labor goals. The White House will also be releasing a comprehensive guidebook of all available funding from the Bipartisan Infrastructure Law in the coming weeks.

The federal government cannot build a better America alone – it needs state and local leadership to act as coordinators and help prepare communities to benefit from transformative infrastructure funding. Outlined below is a short overview of how cities and towns can begin to prepare, as well as contact information for relevant federal agencies. The support of mayors is essential to fulfilling the Biden-Harris Administration’s goal of equitably rebuilding America on time, on task, and on budget. Building back better is going to be a multi-year effort, and we need the help of all local leaders to start building the foundation for years to come.

25 Competitive Infrastructure Funding Opportunities for Local Governments¹

Transportation

1. **[Rebuilding American Infrastructure Sustainably and Equitably \(RAISE\) Grants](#)**– This existing competitive grant program at the Department of Transportation provides \$7.5 billion with an additional \$7.5 billion subject to Congressional approval in funding for road, rail, transit, and other surface transportation of local and/or regional significance. Selection criteria safety, sustainability, equity, economic competitiveness, mobility, and community connectivity. **Applications will open in the first quarter of 2022.**
2. **[Port Infrastructure Development Program Grants](#)** – This existing \$2 billion Department of Transportation program funds investment in the modernization and expansion of U.S. ports to remove supply chain bottlenecks, ensure long-term competitiveness, resilience, and sustainability while reducing impacts to the environment and neighboring communities. The infrastructure law expanded the program’s eligibilities to include projects that improve goods movement, as well as port electrification projects, idling reduction solutions, equipment charging infrastructure and related worker training initiatives. **The Department of Transportation expects to open applications in February 2022.**
3. **[Bus & Bus Facilities Competitive Grants](#)** – This existing \$2 billion program at the Department of Transportation provides capital funding to replace, rehabilitate, purchase, or lease buses and bus related equipment and to rehabilitate, purchase, construct, or lease bus-related facilities – as well as capital funding for low or no emissions bus projects. Fiscal Year 2021 grant selections will be announced soon. **Applications are expected to open for the Fiscal Year 2022 grant program in the first quarter of 2022.**
4. **National Infrastructure Project Assistance (also known as “Megaprojects” or MEGA)**– This \$5 billion competitive grant program supports multi-modal, multi-jurisdictional projects of regional or national significance. Communities are eligible to apply for funding to complete critical large projects that would otherwise be unachievable without assistance. **Selection criteria for the program will be posted on the [Department of Transportation](#) website in February 2022.**
5. **[Infrastructure for Rebuilding America \(INFRA\) Grants](#)** – This Department of Transportation program supports highway and rail projects of regional and economic significance. **Applications will open in the first quarter of 2022. Learn more about how to apply [here](#).**

¹ Funding amounts includes programs’ contract authority, advanced appropriations and mandatory appropriations. Funding subject to appropriations not included.

6. **Safe Streets and Roads for All** – This new \$5 billion competitive grant program at the Department of Transportation will provide funding directly to and exclusively for local governments to support their efforts to advance “vision zero” plans and other complete street improvements to reduce crashes and fatalities, especially for cyclists and pedestrians. **Applications are expected to open in May 2022.**
7. **Charging and Fueling Infrastructure Grants** – In addition to the \$5 billion formula program distributed to states, this \$2.5 billion discretionary grant program at the Department of Transportation will fund the strategic deployment of publicly accessible electric vehicle charging infrastructure, as well as hydrogen, propane, and natural gas fueling infrastructure, along designated alternative fuel corridors and in communities. **The Department is seeking comments on program design by January 28th [here](#), and after January 28th [here](#).**
8. **Clean School Bus Program** – This new \$5 billion competitive grant program at the Environmental Protection Agency (EPA) will provide funding to replace existing school buses with low- or zero-emission school buses. **Applications for funding will be made available [here later this spring](#).**
9. **Reconnecting Communities** – The Bipartisan Infrastructure Law creates a first-ever \$1 billion program at the Department of Transportation to reconnect communities divided by transportation infrastructure – particularly historically disadvantaged communities too often nearly destroyed or cut in half by a highway. This new competitive program will provide dedicated funding to state, local, metropolitan planning organizations, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure to address these legacy impacts. **Applications will open in the second quarter of 2022.**
10. **Rural Surface Transportation Grant** - This new \$2 billion competitive grant program at the Department of Transportation will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth. This amount includes specific set asides for small projects (\$200 million), rural roadway lane departure improvements (\$300 million), and the Appalachian Development Highway System (\$500 million). **Applications will open in the first quarter of 2022.**

Climate, Energy & Environment

1. **[Building Resilient Infrastructure and Communities Program](#)** – This existing Federal Emergency Management Agency (FEMA) program will distribute \$1 billion to support communities undertaking hazard mitigation projects to reduce the risks they face from disasters and other natural hazards. FY21 applications are open until January 28th, 2022 and hundreds of millions of dollars in funding remains available. Communities will apply as sub-applicants

under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**

2. **[Flood Mitigation Assistance](#)** – \$3.5 billion from this existing FEMA program can be used for projects that reduce or eliminate the risk of repetitive flood damage to buildings insured by the [National Flood Insurance Program](#). FY21 applications are open until January 28th, 2022. Communities will apply as sub-applicants under their states. **Applications for FY22 are expected to open no later than September 30th, 2022.**
3. **[Brownfields Remediation Program](#)** – This existing EPA program will provide \$1.2 billion in grants and technical assistants to communities to assess and safely clean-up contaminated properties and offer job training programs. Communities are currently able to request funding for Targeted Brownfields Assessments through their regional EPA office. **Additional competitive funding opportunities will be announced this spring.**
4. **[Energy Efficiency and Conservation Block Grants](#)** – This Department of Energy block grant program will provide \$550 million to states, local governments, and tribes for projects that reduce energy use, increase energy efficiency, and cut pollution. **The first funding opportunity is expected for release in the Fall of 2022.**
5. **Grants for Energy Efficiency and Renewable Energy Improvements in Schools** – This new Department of Energy Program will provide \$500 million for local government education agencies and nonprofit partners to make energy efficiency, renewable energy, and clean vehicle upgrades and improvements at public schools. **The opportunity to apply for funding is expected to be open in the Fall of 2022.**
6. **Energy Improvement in Rural or Remote Areas** – This new Department of Energy program will provide \$1 billion to entities in rural or remote areas (defined as cities, towns, or unincorporated areas with fewer than 10,000 inhabitants) to increase environmental protection from the impacts of energy use and improve resilience, reliability, safety, and availability of energy. **Applications for funding are expected to be open in the Fall of 2022.**
7. **Grants for Energy Efficiency and Resilience Code Adoption** – This Department of Energy program will provide \$225 million to state energy agencies, in partnership with local building code agencies, codes and standards developers, utilities, and other entities, to enable sustained, cost-effective implementation of updated building energy codes to save customers money on their energy bills. **Applications for funding are expected to be open by the end of 2022.**

8. **Regional Clean Hydrogen Hubs** – This new Department of Energy program will provide \$8 billion to support the development of at least four regional clean hydrogen hubs to improve clean hydrogen production, processing, delivery, storage, and end use. **Applications for funding will open in the Summer of 2022.**
9. **Community Wildfire Defense Grant Program** – This new \$1 billion program at the Department of Agriculture will provide grants to communities at risk from wildfire to develop or revise their community wildfire protection plans and carry out projects described within those plans. It will include a mix of formula and competitive funds. **Applications are expected to open early in 2023.**

Broadband, Cyber, and Other Programs

1. **ReConnect Program** – This existing Department of Agriculture program will provide almost \$2 billion in loans and grants for projects that provide broadband in rural areas. **Applications will likely open in the 3rd quarter of 2022 (and towns in rural areas can apply to the current \$1.15B in loans and grant funding, application deadline: February 22, 2022).**
2. **Middle Mile Grants Program** – This new \$1 billion program at the Department of Commerce provides grants for the construction, improvement or acquisition of middle mile broadband infrastructure. **Applications will likely open during the second quarter of 2022.**
3. **State and Local Cybersecurity Grant Program** – This new \$1 billion program at the Department of Homeland Security makes available federal funds to state, local, and tribal governments to address cybersecurity risks and cybersecurity threats to information systems that they own or operate. **Applications will likely open during the third quarter of 2022.**
4. **Smart Grid Investment Grant Program and Energy Sector Operational Support For Cyber Resilience Program** – These two Department of Energy programs will provide \$3 billion and \$50 million, respectively, for electric utilities, including municipal and co-operative utilities, to modernize the electricity grid and increase resilience to cybersecurity threats. **Applications for the Smart Grid program are expected to be open by the end of 2022, and applications for the Cyber Resilience program are expected to be open in the Summer of 2022.**
5. **Water & Groundwater Storage and Conveyance** – This existing \$1 billion program at the Department of Interior provides funding for water storage projects with capacity between 2,000 and 30,000 acre-feet – as well as projects

convey water to or from surface water or groundwater storage. **The Department will hold its final stakeholder sessions this month and open applications later this spring.**

6. **[Emergency Watershed Protection Program](#)** – This existing Department of Agriculture program will provide \$300 million in technical and financial assistance to project sponsors for the design and construction of measures to help repair damages from a recent disaster. **Applications open in February.**

Other Opportunities

The law further significantly increased the amount of non-competitive formula funding that will flow first to states and then on to cities and local governments. Examples include funding available through Surface Transportation Block Grant sub-allocations for local governments, which now include significantly expanded the flexibilities for cities to determine how these funds can be used, as well as increases for states' [Clean Water](#) and [Drinking Water](#) State Revolving Funds. We encourage cities to reach out to the state or regional offices for various federal agencies, as well as state governments' infrastructure coordinators, to better understand forthcoming increases in formula funding.

Getting Ready to Apply for and Receive Federal Infrastructure Funds

Building a better America is a shared endeavor no one can do alone, and investing federal infrastructure dollars will require significant coordination between cities, states, Tribal governments, community stakeholders, and other key partners.

Earlier this month, the White House Infrastructure Implementation Coordinator [sent a letter to Governors](#) recommending a series of preparatory actions, including appointing infrastructure coordinators to manage the flow of funds to their states. Cities can also begin to coordinate across their departments and with metropolitan planning organizations (MPO) to:

1. Prioritize your community's capital needs and develop a project pipeline – taking time to think about the projects previously considered impossible due to lack of funding or regional coordination. This is a once-in-a-generation funding opportunity that will require bold, inclusive thinking.
2. Use the forthcoming Bipartisan Infrastructure Law Guidebook to identify federal funding streams to target.
3. Ensure all transit, railway, road, highway, and bridge projects are a part of your MPO's Transportation Improvement Plan.
4. Begin mapping sites for electric vehicle and alternative fuel charging stations.
5. Inventory and map the lead pipes in your city. Read through the Biden-Harris Lead Pipe and Paint Action Plan [here](#) for additional federal resources for this effort.
6. Work with your state's broadband agency to ensure your city or region's needs are appropriately mapped and inventoried.

7. Establish relationships with the regional offices for key federal agencies, who can help direct you to resources and provide technical assistance.

The American Rescue Plan also provided over \$350 billion in critical resources to every state, county, city, and unit of local government to support their response to the COVID-19 public health emergency, including in making the investments needed to ensure a durable and equitable economic recovery. Cities should look to leverage those resources to help prepare for the transformative investments included in the Bipartisan Infrastructure Law including training the workers needed to build high quality infrastructure; hiring back the public sector workers needed to help manage potential federal investments; and getting a jump start on water, sewer, and broadband projects that could complement investments from the infrastructure law.

We recognize local capacity may be strained due to the pandemic, historic underinvestment, or just the challenges of day-to-day governance. A city's lack of capacity to apply for federal funds can create significant inequities – and for many communities, this will be their first time applying for funds from a suite of federal agencies. While many funding streams in the Bipartisan Infrastructure Law specifically set aside funds for disadvantaged communities, the White House Infrastructure Implementation Team will be engaging states, Tribal governments, territories, federal agencies, philanthropies, and others to leverage all available resources to quickly deliver the necessary technical assistance and capacity to underserved communities.

Agency Contact Information

Environmental Protection Agency: State&Local@epa.gov

Department of Transportation: intergov@dot.gov

Department of Interior: OIEA@ios.doi.gov

Department of Commerce: CommerceIGA@doc.gov

Department of Energy: DL-RegionalSpecialists@hq.doe.gov

Department of Agriculture: EIA@usda.gov

Department of Homeland Security: dhs.iga@hq.dhs.gov

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