

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

June 21, 2023 – 9:00 a.m.

In Person: [Burlington City Council Chambers](#), 833 South Spruce Street, Burlington, WA 98233

Remote: [GoToMeeting](#)

Dial In: 1 (877) 309-2073

Access Code: 549-102-197

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Grant Johnson*
3. Consent Agenda
 - a. Approval of [May 17, 2023 Transportation Policy Board Meeting Minutes](#)
4. Action Items
 - a. [June Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. [Public Comment Period on Technical Advisory Committee Project Selection Recommendation](#) – *Mark Hamilton*
 - c. [Safe Streets and Roads for All Grant Authorization](#) – *Grant Johnson*
5. Discussion Items
 - a. [City of Burlington Comprehensive Plan Transportation Element Certification](#) – *Grant Johnson*
6. Chair’s Report
7. Executive Director’s Report
8. Roundtable and Open Topic Discussion
9. Next Meeting: July 19, 2023, 9:00 a.m., *Burlington City Council Chambers and GoToMeeting*
10. Adjourned

Information Items:

[June 1, 2023 Technical Advisory Committee Meeting Minutes](#)

[Public Participation Plan Annual Review](#)

[2023 Obligation Authority Plan](#)

[Monthly Financial Update](#)

[Meeting Packet](#)

TRANSPORTATION POLICY BOARD OFFICERS

Chairman Tom Wooten..... Chair

Commissioner Ron Wesen 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.

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

Aviso resumido del Título VI al público: El Consejo de gobiernos de Skagit cumple plenamente con el Título VI de la Ley federal de derechos civiles de 1964 y los estatutos relacionados, y no discrimina por motivos de raza, color u origen nacional. Para mayor información, o para obtener un Formulario de queja del Título VI, visite el sitio web del SCOG en <http://scog.net/about/nondiscrimination/>.

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SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

May 17, 2023

Burlington City Council Chambers and GoToMeeting

MEMBERS PRESENT

Chairman Tom Wooten, Samish Indian Nation, Chair; Chris Damitio, Washington State Department of Transportation (WSDOT); Representative Carolyn Eslick, 39th Legislative District; Assessor Danny Hagen, Skagit County; Mayor Ramon Hayes, Town of La Conner; Commissioner Lisa Janicki, Skagit County; Mayor Julia Johnson, City of Sedro-Woolley; Commissioner Joe Lindquist, Skagit PUD; Mayor Matt Miller, City of Anacortes; Auditor Sandy Perkins, Skagit County; Chris Phillips, City of Mount Vernon; and Mayor Steve Sexton, City of Burlington.

STAFF PRESENT

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

OTHERS PRESENT

Todd Carlson and Shane Spahr, WSDOT .

AGENDA

1. Call to Order: Commissioner Wooten called the meeting to order at 9:00 a.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 May 10–16, and that no comments were received during that timeframe.
3. Consent Agenda
 - a. Approval of April 19, 2023 Transportation Policy Board Meeting Minutes: Mayor Hayes moved to approve the April 19, 2023 Transportation Policy Board Meeting Minutes, and Mayor Johnson seconded the motion. The motion carried unanimously.
4. Action Items
 - a. May Regional Transportation Improvement Program Amendment: Mr. Hamilton provided the staff presentation for this agenda item. He said that SCOG staff and Technical Advisory Committee recommend approving the amendment to add the Guemes Island Ferry Operating Costs project to the 2023–2028 Regional Transportation Program Amendment. Mr. Hamilton noted that the public comment period for the amendment was held from April 27–May 5, and no comments were received.

Mayor Sexton moved to approve the May Regional Transportation Improvement Program Amendment as presented, and Commissioner Janicki seconded the motion. The motion carried unanimously.

- b. Resolution 2023-03 to Approve Unified Planning Work Program for State Fiscal Year 2024: Mr. Hamilton provided the staff presentation on this agenda item. He said that the Unified Planning Work Program (UPWP) is prepared every year and aligns with the state fiscal year, which begins July 1 each year and goes through June 30 of the next year. The state fiscal year 2024 UPWP begins July 1, 2023 and ends June 30, 2024. SCOG staff met with representatives from the Federal Highway Administration, Federal Transportation Administration and WSDOT on April 13 to discuss the UPWP. On May 4, the Technical Advisory Committee recommended approval of the state fiscal year 2024 UPWP and SCOG staff concurs with this recommendation. Mr. Hamilton concluded his presentation by highlighting revisions that were made to the UPWP following the April 19 meeting of the Transportation Policy Board.

Mayor Johnson moved to approve Resolution 2023-03 to Approve Unified Planning Work Program for State Fiscal Year 2024 as presented, and Mayor Miller seconded the motion. The motion carried unanimously.

- c. 2023–2026 Title VI Plan: Mr. Johnson provided the staff presentation for this agenda item. He stated that the Title VI Plan is the main component of SCOG’s non-discrimination program, applies to the entire transportation program and must be updated no less than every three years to comply with federal requirements. He said that the updated Title VI Plan was released for a two-week public comment period from April 21 to May 5, following Transportation Policy Board authorization to release the plan at the April 19 meeting. Public notice was published in the Skagit Valley Herald and posted on SCOG’s website during the public comment period, and no comments were received. Key updates to the 2023–2026 Title VI Plan include: updates to the Title VI Complaint Procedure and Title VI Complaint Form to match WSDOT complaint records-retention policy; revisions to the Board and Committee Meetings section to reflect hybrid meetings and to clarify where most in-person meetings are held; clarification that the Skagit Demographic Profile and Environmental Justice & Title VI Assessment of SCOG project selection for federal funds in Skagit County are updated every three years, and added both documents as plan appendices; definition of the term “Vital Documents” and examples of these documents; reporting on the last three years of community outreach related to SCOG’s transportation program; reporting on self-identified race and ethnicity information for the ad hoc transit-related committee that SCOG created in 2022; updates to hyperlinks throughout the document, including to the plans adopted by SCOG over the past three years; updates to SCOG’s Language Access Plan with explanatory language and a new four-factor analysis based on recent data; and inclusion of an appendix of public involvement conducted during the Title VI Plan update.

Mayor Hayes moved to approve the 2023–2026 Title VI Plan. Commissioner Janicki seconded the motion and it carried unanimously.

- d. Resolution 2023-04 to Set Regional Performance Targets for Pavement, Bridges, Travel Time and Freight Reliability: Mr. Johnson provided the staff presentation for this agenda item. Regional performance targets for pavement, bridges, travel time and freight reliability contribute toward accomplishing Washington statewide Transportation Performance Management targets for the National Highway System. The webmap posted on the homepage of SCOG’s website shows the known current conditions of pavement and bridges in Skagit County on

the National Highway System – rated at good, fair or poor condition. SCOG staff recommends not setting quantifiable targets and instead agreeing to plan and program projects in the Skagit region that contribute towards the accomplishment of WSDOT’s statewide performance targets, which mirrors the action taken by the Transportation Policy Board on these performance targets in 2018. WSDOT’s four-year performance targets for pavement and bridge condition, travel time and freight reliability were finalized on December 16, 2022. Regional performance targets for pavement, bridges, travel time, and freight reliability need to be adopted by June 14, 2023, at the latest, which is 180 days after the adoption of statewide targets by WSDOT.

Mayor Johnson moved to approve Resolution 2023-04 to Set Regional Performance Targets for Pavement, Bridges, Travel Time and Freight Reliability. Mayor Hayes seconded the motion and it passed unanimously.

5. Discussion Items

- a. WSDOT 2023–2024 Construction Season Projects: Mr. Damitio introduced Mr. Spahr, who provided the presentation for this discussion item. Mr. Spahr highlighted four WSDOT fish-passage projects for the 2023–2024 construction season that would remove barriers to fish passage in Skagit County, all along state routes. He then presented a concrete rehabilitation project on Interstate 5 between Burlington and Bellingham.

Transportation Policy Board members and WSDOT staff discussed impacts to bicycling due to the SR 20 Unnamed Tributary to Red Creek – Fish Passage project east of Sedro-Woolley. Mr. Damitio mentioned that bicyclists would be rerouted from State Route 20 to Minkler Road during project construction.

6. Chair’s Report: Chairman Wooten thanked Commissioner Wesen for chairing last month at the Transportation Policy Board meeting. Additionally, Chairman Wooten stated that a striping project on State Route 20 near Lake Campbell should be completed by the end of June.
7. Executive Director’s Report: Mr. Murphy stated that he is in the process of coordinating a countywide Growth Management Act workshop relating to the 2022 and 2023 state legislative sessions, and planning changes made to state law over these years.
8. Roundtable and Open Topic Discussion: Representative Eslick stated that she no longer serves on the House Transportation Committee, but Representative Low serves on the committee and also represents the 39th legislative district. She thanked WSDOT staff for all their hard work and is hopeful that increasing cameras on the highways will improve safety for all on the roads. Representative Eslick said she was thrilled to share that a new drug possession law passed the House on May 16, 2023.
9. Next Meeting: The next meeting is June 21, 2023, at 9:00 a.m., in the Burlington City Council Chambers and GoToMeeting.
10. Adjourned: Commissioner Wooten adjourned the meeting at 9:49 a.m.

Information Items: The Transportation Policy Board was provided the May 4, 2023 Technical Advisory Committee Meeting Minutes; 2023 Obligation Authority Plan; and Monthly Financial Update.



Approved,

Kevin Murphy, Executive Director
Skagit Council of Governments

Date: _____

Chairman Tom Wooten, Samish Indian Nation
Transportation Policy Board Chair
Skagit Council of Governments

Date: _____

DRAFT

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

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	06/01/2023	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	06/21/2023	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

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

- Skagit County
 - Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications: this amendment revises a project already programmed in the RTIP. Components of the Guemes Ferry Electric Shore-side Facilities and Guemes Island Ferry Terminal Modifications projects are incorporated into this project via the amendment. Project name, project description, total estimated cost of project and other project features have been revised to reflect incorporation of three projects into one.
 - Guemes Ferry Electric Shore-side Facilities: this amendment removes this project from the RTIP. Components of this project have been added to the Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications project.
 - Guemes Island Ferry Terminal Modifications: this amendment removes this project from the RTIP. Components of this project have been added to the Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications project.

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on May 25 and ended on June 2. No comments were received.

Agency Skagit Co.

Project Title Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications

Description Guemes Island Electric Ferry – Replace the diesel-powered Guemes Island Ferry with a new electric-powered ferry. Funded with state funds from Move Ahead Washington and the County Road Administration Board (CRAB).

Electric Shore-Side Facilities – Construction of electric shore-side facilities including: a charging station; battery storage facility; charging hookup from charging station to Ferry; upland utility reconfiguration; and other miscellaneous components required to complete the shore-side facilities. Funded with state funds from an Electrification of Transportation Systems Grant, the 2019 and 2021 state capital budgets, and CRAB.

Terminal Modifications – Reconfigure/modify the Anacortes Ferry Terminal to accommodate the new electric ferry and shore-side facilities including, but not limited to: apron modifications; and dolphin upgrades. Funded with federal funds from 2022 FTA Transit Infrastructure Grant-Community Project Funding Congressional Direct Spending Earmark.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Ferry Boats

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$30,327,760

Phase Obligation Schedule

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

STIP ID WA-01265

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 4/25/2023

Adoption Date 4/25/2023

Resolution Number R20230072

REVISED

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2023		\$0	CRAB	\$1,441,070	\$364,088	\$1,805,158	6/21/2023
CN	2023		\$0	Other	\$1,974,000	\$0	\$1,974,000	6/21/2023
CN	2023		\$0	Other	\$989,521	\$989,521	\$1,979,042	6/21/2023
CN	2023		\$0	CRAB	\$4,893,000	\$0	\$4,893,000	6/21/2023
CN	2023		\$0	MAW	\$14,000,000	\$0	\$14,000,000	6/21/2023
CN	2023	FTA Discretionary	\$2,500,000		\$0	\$0	\$2,500,000	6/21/2023
Total			\$2,500,000		\$23,297,591	\$1,353,609	\$27,151,200	

REVISED

Agency Skagit Co.

Project Title Guemes Ferry Electric Shore-side Facilities

Description Construction of Electric Shore-Side Facilities that include a charging station, battery storage facility, charging hookup from shore-side charging station to the Ferry, and other miscellaneous components required to complete the Shore-Side Facilities.

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Ferry Boats

Functional Class No Functional Classification

Environmental Type Environmental Assessment

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$6,444,550



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

STIP ID WA-12549

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 9/6/2022

Adoption Date 9/19/2022

Resolution Number R20220180

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2023		\$0	Other	\$1,974,000	\$0	\$1,974,000	10/19/2022
CN	2023		\$0	Other	\$989,521	\$989,521	\$1,979,042	10/19/2022
CN	2024		\$0	CRAB	\$1,441,070	\$364,088	\$1,805,158	10/19/2022
Total			\$0		\$4,404,591	\$1,353,609	\$5,758,200	

REMOVED

Agency Skagit Co.

Project Title Guemes Island Ferry Terminal Modifications

Description Reconfigure / Modify the Anacortes Ferry Terminal to accommodate the larger New Electric Ferry. This includes but not limited to apron modifications and dolphin upgrades.

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Ferry Boats

Functional Class No Functional Classification

Environmental Type Environmental Assessment

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$2,500,000



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

STIP ID WA-14789

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 9/6/2022

Adoption Date 9/19/2022

Resolution Number R20220180

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2023	FTA Discretionary	\$61,000		\$0	\$0	\$61,000	10/19/2022
CN	2023	FTA Discretionary	\$2,439,000		\$0	\$0	\$2,439,000	10/19/2022
Total			\$2,500,000		\$0	\$0	\$2,500,000	

REMOVED

Financial Feasibility Table

Funding Program	Carryover	2023			2024			2025			2026			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			
Regionally Managed Federal Funds	\$1,403	\$1,979	\$3,382	\$2,870	\$1,979	\$2,492	\$1,453	\$1,979	\$3,018	\$2,044	\$1,979	\$2,954	\$2,085	\$9,320	\$8,451	\$869
STBG	\$1,358	\$1,741	\$3,099	\$2,709	\$1,741	\$2,131	\$1,412	\$1,741	\$2,461	\$1,822	\$1,741	\$2,380	\$2,085	\$8,323	\$8,028	\$295
TA	\$44	\$238	\$283	\$161	\$238	\$360	\$41	\$238	\$557	\$222	\$238	\$573	\$0	\$997	\$424	\$573
Other Federal Funds & State Funds	\$0	\$133,587	\$133,587	\$133,587	\$50,999	\$50,999	\$50,999	\$59,713	\$59,713	\$59,713	\$29,087	\$29,087	\$29,087	\$273,386	\$273,386	\$0
5307	\$0	\$5,494	\$5,494	\$5,494	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$15,994	\$15,994	\$0
5339	\$0	\$113	\$113	\$113	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$113	\$113	\$0
BR	\$0	\$5,677	\$5,677	\$5,677	\$1,490	\$1,490	\$1,490	\$14,874	\$14,874	\$14,874	\$4,612	\$4,612	\$4,612	\$26,654	\$26,654	\$0
DEMO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740	\$1,740	\$1,740	\$1,740	\$1,740	\$0
FBP	\$0	\$351	\$351	\$351	\$638	\$638	\$638	\$0	\$0	\$0	\$0	\$0	\$0	\$988	\$988	\$0
FTA Discretionary	\$0	\$2,500	\$2,500	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$0
HSIP	\$0	\$1,550	\$1,550	\$1,550	\$8,775	\$8,775	\$8,775	\$0	\$0	\$0	\$0	\$0	\$0	\$10,325	\$10,325	\$0
NHFP	\$0	\$2,415	\$2,415	\$2,415	\$1,754	\$1,754	\$1,754	\$389	\$389	\$389	\$4,506	\$4,506	\$4,506	\$9,064	\$9,064	\$0
NHPP	\$0	\$239	\$239	\$239	\$12,158	\$12,158	\$12,158	\$5,064	\$5,064	\$5,064	\$8,112	\$8,112	\$8,112	\$25,572	\$25,572	\$0
PROTECT	\$0	\$5,449	\$5,449	\$5,449	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,449	\$5,449	\$0
STBG(S)	\$0	\$2,005	\$2,005	\$2,005	\$6,412	\$6,412	\$6,412	\$18,240	\$18,240	\$18,240	\$108	\$108	\$108	\$26,764	\$26,764	\$0
TTP	\$0	\$49	\$49	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155	\$1,155	\$1,155	\$1,204	\$1,204	\$0
CRAB	\$0	\$7,173	\$7,173	\$7,173	\$1,487	\$1,487	\$1,487	\$0	\$0	\$0	\$0	\$0	\$0	\$8,660	\$8,660	\$0
CSRF	\$0	\$78,708	\$78,708	\$78,708	\$12,724	\$12,724	\$12,724	\$16,809	\$16,809	\$16,809	\$4,667	\$4,667	\$4,667	\$112,908	\$112,908	\$0
CWA	\$0	\$201	\$201	\$201	\$121	\$121	\$121	\$160	\$160	\$160	\$50	\$50	\$50	\$531	\$531	\$0
MAW	\$0	\$14,000	\$14,000	\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$14,000	\$0
MVA	\$0	\$4,580	\$4,580	\$4,580	\$1,941	\$1,941	\$1,941	\$678	\$678	\$678	\$242	\$242	\$242	\$7,440	\$7,440	\$0
Other	\$0	\$3,085	\$3,085	\$3,085	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,085	\$3,085	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395	\$395	\$395	\$395	\$395	\$0
Matching Funds	\$0	\$19,560	\$19,560	\$19,560	\$4,918	\$4,918	\$4,918	\$4,277	\$4,277	\$4,277	\$4,964	\$4,964	\$4,964	\$33,719	\$33,719	\$0
Local	\$0	\$19,560	\$19,560	\$19,560	\$4,918	\$4,918	\$4,918	\$4,277	\$4,277	\$4,277	\$4,964	\$4,964	\$4,964	\$33,719	\$33,719	\$0
Total	\$1,403	\$155,126	\$156,529	\$156,017	\$57,897	\$58,409	\$57,370	\$65,969	\$67,008	\$66,034	\$36,030	\$37,005	\$36,136	\$316,425	\$315,556	\$869

ACTION ITEM 4.B. – PUBLIC COMMENT PERIOD ON TECHNICAL ADVISORY COMMITTEE PROJECT SELECTION RECOMMENDATION

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	12/01/2022	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	01/18/2023	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	03/02/2023	Review and Recommendation (Evaluation Process)	Mark Hamilton	(360) 416-7876
Transportation Policy Board	03/15/2023	Release for Public Comment (Evaluation Process)	Mark Hamilton	(360) 416-7876
Transportation Policy Board	04/19/2023	Approve Evaluation Process	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	06/01/2023	Review and Recommendation (Project Selection)	Mark Hamilton	(360) 416-7876
Transportation Policy Board	06/21/2023	Release for Public Comment (Project Selection)	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends that the Transportation Policy Board release the Technical Advisory Committee (TAC) [proposed regional project selection](#) and [prioritized contingency list](#) for public review and comment.

DISCUSSION

One of the tasks in SCOG’s unified planning work program for this state fiscal year is to conduct a regional selection of projects to receive federal Surface Transportation Block Grant Program (STBG), Transportation Alternatives Set-Aside (TA) and Carbon Reduction Program (CR) funds. A selection of projects to receive funding under these programs is a decision made by the Transportation Policy Board, and is expected in July 2023.

SCOG staff estimates that **\$8.41 million** is available through this call for projects, which includes a combination of STBG, TA and CR allocations out to 2029. The Federal Highway Administration has fact sheets on their website which provide overviews of these federal funding programs:

- [Surface Transportation Block Grant Program Fact Sheet;](#)
- [Transportation Alternatives Set-Aside Fact Sheet;](#)
- [Carbon Reduction Program Fact Sheet.](#)

After transportation projects are selected by the Transportation Policy Board, they will be ready for programming in the 2024–2029 Regional Transportation Improvement Program – anticipated for adoption in October 2023 by the Transportation Policy Board. All actions made relating to project evaluation, project selection and programming of projects are made by the Transportation Policy Board. After the selection decision, there may be an opportunity to program some projects prior to October 2023,

and programming decisions depend in part on maintaining fiscal constraint by year for each of the three federal funding programs: STBG, TA and CR.

STBG, TA and CR funds are available for award to projects in the following categories:

- “Urban Medium Area” funding for areas with greater than 50,000 population – Burlington, Mount Vernon, Sedro-Woolley and some surrounding unincorporated areas;
- “Urban Small Area” funding for areas with between 5,000–49,999 population – Anacortes and some surrounding unincorporated areas;
- “Rural Area” funding for areas with fewer than 5,000 population – the four towns and most unincorporated areas; and
- “Any Area” funding that can be used anywhere – Urban Medium Area, Urban Small Area or Rural Area.

Prior to issuing a regional call for projects, SCOG developed and approved a [regional project evaluation process](#). The evaluation process was prepared with advice from the Technical Advisory Committee and was approved by the Transportation Policy Board on April 19, 2023.

Project selection is a work activity included on Page 16–17 of SCOG’s current [Unified Planning Work Program](#). This work activity is also included on SCOG’s next Unified Planning Work Program, which has been approved by the Transportation Policy Board and will begin July 1, 2023.

PROJECT APPLICATIONS RECEIVED AND SCORED

Applications received through the call for projects were scored based on approved criteria and weights. The Technical Advisory Committee prioritized applications for the Technical Advisory Committee Priority criterion, and also prioritized contingency list applications received by SCOG.

Projects received through the call for projects, ranking, scores and other application information are included in the following table. Projects with more than one phase appear in multiple rows.

Rank ¹	Score	Applicant	Project Name	Phase	Class.	Urban/Rural	STBG/TA/CR	WTN Score ²	Funding Request
1	64	Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	PE	Roadway	Rural	STBG		\$352,957
1	64	Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	CN	Roadway	Rural	STBG		\$2,538,298
2	56	Sedro-Woolley	John Liner Road Arterial Improvements	PE	Roadway	Urban Medium	STBG		\$226,111
2	56	Sedro-Woolley	John Liner Road Arterial Improvements	RW	Roadway	Urban Medium	STBG		\$210,089
2	56	Sedro-Woolley	John Liner Road Arterial Improvements	CN	Roadway	Urban Medium	STBG		\$617,956
3	51	Skagit County	Peterson Road (Urban)	PE	Roadway	Urban Medium	STBG		\$618,903
3	51	Skagit County	Peterson Road (Urban)	RW	Roadway	Urban Medium	STBG		\$129,750
3	51	Skagit County	Peterson Road (Urban)	CN	Roadway	Urban Medium	STBG		\$5,459,646
3	51	Skagit Transit	Bus Stop Amenities	PL/Other	Non-Roadway	Urban Medium	STBG/TA/CR	N/A	\$157,560
5	47	Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	PE	Non-Roadway	Urban Medium	STBG/TA/CR	61	\$32,000
5	47	Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	CN	Non-Roadway	Urban Medium	STBG/TA/CR	61	\$275,000
5	47	Sedro-Woolley	Jones/John Liner RR Undercrossing & Roadway Extension	PE	Roadway	Urban Medium	STBG		\$558,785
7	45	Mount Vernon	EV Bicycle Charging Facility - MVLC	CN	Non-Roadway	Urban Medium	STBG/TA/CR	52	\$144,500
7	45	Skagit Transit	Construction of Ancillary Maintenance Buildings	CN	Non-Roadway	Urban Medium	STBG		\$275,000
9	42	Skagit Transit	Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase	CN	Non-Roadway	Urban Medium	STBG/CR		\$275,000
10	41	Mount Vernon	EV Vehicle Charging Facility - MVLC	CN	Non-Roadway	Urban Medium	STBG/CR		\$2,342,000
11	36	Anacortes	Q Avenue Pedestrian Crossings	PE	Non-Roadway	Urban Small	STBG/TA/CR	38	\$46,000
11	36	Anacortes	Q Avenue Pedestrian Crossings	CN	Non-Roadway	Urban Small	STBG/TA/CR	38	\$396,000
12	31	Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	PE	Non-Roadway	Urban Medium	STBG/TA/CR	35	\$104,665
12	31	Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	RW	Non-Roadway	Urban Medium	STBG/TA/CR	35	\$16,868
12	31	Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	CN	Non-Roadway	Urban Medium	STBG/TA/CR	35	\$224,468

Total \$15,001,556

¹ Projects with more than one phase received the same ranking. Two projects are ranked #3, #5 and #7 due to equal scores received for these projects.

² Washington Tracking Network Score only applies to projects eligible for TA funding. Bus Stop Amenities project could not be scored using WTN tool.



Contingency list project applications with Technical Advisory Committee ranking, request and other project information are included in the following table.

Rank	Applicant	Project	Phase	Funding Request
1	Skagit Council of Governments	Skagit 2050 Regional Transportation Plan	PL	\$346,000
2	Sedro-Woolley	Jones/John Liner RR Undercrossing & Roadway Extension	PE	\$558,785
3	Sedro-Woolley	Cook Road/South Trail Road Intersection Improvements	PE	\$311,189
4	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ³	PE	\$18,000
4	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ³	CN	\$159,000
5	Anacortes	12th Street and K Avenue Intersection Improvements ⁴	PE	\$224,000
5	Anacortes	17th Street and Q Avenue Intersection Improvements ⁴	PE	\$224,000
7	Mount Vernon	30th Street Improvements	RW	\$129,750
8	Mount Vernon	Riverside Drive Improvements - 1	RW	\$562,000
9	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4 ³	PE	\$32,000
9	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4 ³	CN	\$275,000
10	Mount Vernon	Riverside Drive Improvements - 2	RW	\$173,000
11	Skagit Council of Governments	Intelligent Transportation Systems Architecture	PL	\$77,850
12	Sedro-Woolley	North Reed Street Overlay Project 1 SR 20 to John Liner Road	CN	\$324,375
13	Skagit Transit	Replacement Paratransit Coaches - Battery Electric	ALL	\$2,002,584
14	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Replacement	CN	\$3,000,000
15	Skagit Transit	Bus Stop Amenities	ALL	\$157,560

Total \$8,575,093

TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Technical Advisory Committee reviewed project scoring and made a project selection recommendation to the Transportation Policy Board at their meeting on June 1, 2023. There are two parts to the recommendation:

1. A recommendation on which projects to select for STBG, TA and CR funding; and
2. A recommendation on which projects to include in a prioritized contingency list.

³ Project with multiple phases.

⁴ Project average ranking tied.



Part one of the Technical Advisory Committee recommendation is the proposed project selection for STBG, TA and CR funding displayed in the following table.

Applicant	Project	Phase	Funding Type	Selection Amount
Skagit County	Cook Road/ I-5 Interchange Vicinity Improvements	PE	STBG	\$352,957
Skagit County	Cook Road/ I-5 Interchange Vicinity Improvements	CN	STBG	\$2,538,298
Sedro-Woolley	John Liner Road Arterial Improvements	PE	STBG	\$226,111
Sedro-Woolley	John Liner Road Arterial Improvements	RW	STBG	\$210,089
Sedro-Woolley	John Liner Road Arterial Improvements	CN	STBG	\$617,956
Skagit County	Peterson Road (Urban)	PE	STBG	\$618,903
Skagit County	Peterson Road (Urban)	RW	STBG	\$129,750
Skagit Transit	Bus Stop Amenities	PL/Other	TA	\$157,560
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	PE	TA	\$32,000
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	CN	TA	\$275,000
Sedro-Woolley	Jones/John Liner RR Undercrossing & Roadway Extension	PE	STBG	\$558,785
Mount Vernon	EV Bicycle Charging Facility - MVLC	CN	TA	\$144,500
Skagit Transit	Construction of Ancillary Maintenance Buildings	CN	STBG	\$275,000
Skagit Transit	Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase	CN	CR	\$275,000
Mount Vernon	EV Vehicle Charging Facility - MVLC ⁵	CN	CR	\$285,000
Anacortes	Q Avenue Pedestrian Crossings	PE	CR	\$46,000
Anacortes	Q Avenue Pedestrian Crossings	CN	TA CR	\$62,000 \$334,000
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	PE	TA	\$104,665
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	RW	TA	\$16,868
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	CN	TA	\$224,468
			STBG Subtotal	\$5,527,849
			TA Subtotal	\$1,017,061
			CR Subtotal	\$940,000
			Grand Total	\$7,484,910

⁵ Construction request is for \$2,342,000. Selection recommendation is for partial funding of this phase.



Part two of the Technical Advisory Committee recommendation is a proposed prioritized contingency list, included in priority order and displayed in the following table.

Rank	Applicant	Project	Phase	Funding Request
1	Skagit Council of Governments	Skagit 2050 Regional Transportation Plan	PL	\$346,000
2	Sedro-Woolley	Cook Road/South Trail Road Intersection Improvements	PE	\$311,189
3	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ⁶	PE	\$18,000
3	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ⁶	CN	\$159,000
4	Anacortes	12th Street and K Avenue Intersection Improvements ⁷	PE	\$224,000
4	Anacortes	17th Street and Q Avenue Intersection Improvements ⁷	PE	\$224,000
6	Mount Vernon	30th Street Improvements	RW	\$129,750
7	Mount Vernon	Riverside Drive Improvements - 1	RW	\$562,000
8	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4 ⁶	PE	\$32,000
8	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4 ⁶	CN	\$275,000
9	Mount Vernon	Riverside Drive Improvements - 2	RW	\$173,000
10	Skagit Council of Governments	Intelligent Transportation Systems Architecture	PL	\$77,850
11	Sedro-Woolley	North Reed Street Overlay Project 1 SR 20 to John Liner Road	CN	\$324,375
12	Skagit Transit	Replacement Paratransit Coaches - Battery Electric	ALL	\$2,002,584
13	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Replacement	CN	\$3,000,000
Total				\$7,858,748

PUBLIC PARTICIPATION

There must be a minimum of two public comment periods prior to project selection as described on Page 19 of SCOG’s [Public Participation Plan](#): (1) on the proposed regional project evaluation process; and (2) on the proposed project selection. In addition, projects go through separate local and tribal processes with the regional public participation process supplementing outreach completed and input received at these other levels.

The Transportation Policy Board released the proposed evaluation process for public review and comment at the March 15 meeting. A public comment period was held from March 17–29, with a notice of public comment period published in the Skagit Valley Herald on March 21 and 28, and on the SCOG website for the entirety of the comment period. No comments were received.

⁶ Project with multiple phases.

⁷ Project average ranking tied.



If released by the Transportation Policy Board for public review and comment, a public comment period on the proposed regional project selection will occur prior to the July 19, 2023 meeting. Any comments received will be presented to the Board, along with staff responses and proposed revisions, if any.



TECHNICAL ADVISORY COMMITTEE PROPOSED REGIONAL PROJECT SELECTION

June 1, 2023

Applicant	Project	Phase ¹	Funding Type ²	Selection Amount
Skagit County	Cook Road/ I-5 Interchange Vicinity Improvements	PE	STBG	\$352,957
Skagit County	Cook Road/ I-5 Interchange Vicinity Improvements	CN	STBG	\$2,538,298
Sedro-Woolley	John Liner Road Arterial Improvements	PE	STBG	\$226,111
Sedro-Woolley	John Liner Road Arterial Improvements	RW	STBG	\$210,089
Sedro-Woolley	John Liner Road Arterial Improvements	CN	STBG	\$617,956
Skagit County	Peterson Road (Urban)	PE	STBG	\$618,903
Skagit County	Peterson Road (Urban)	RW	STBG	\$129,750
Skagit Transit	Bus Stop Amenities	PL/Other	TA	\$157,560
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	PE	TA	\$32,000
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	CN	TA	\$275,000
Sedro-Woolley	Jones/John Liner RR Undercrossing & Roadway Extension	PE	STBG	\$558,785
Mount Vernon	EV Bicycle Charging Facility - MVLC	CN	TA	\$144,500
Skagit Transit	Construction of Ancillary Maintenance Buildings ³	CN	STBG	\$275,000
Skagit Transit	Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase	CN	CR	\$275,000
Mount Vernon	EV Vehicle Charging Facility - MVLC ⁴	CN	CR	\$285,000
Anacortes	Q Avenue Pedestrian Crossings	PE	CR	\$46,000
Anacortes	Q Avenue Pedestrian Crossings	CN	TA CR	\$62,000 \$334,000
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	PE	TA	\$104,665
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	RW	TA	\$16,868
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	CN	TA	\$224,468

STBG Subtotal	\$5,527,849
TA Subtotal	\$1,017,061
CR Subtotal	\$940,000
Grand Total	\$7,484,910

¹ "PL" is planning, "PE" is preliminary engineering and "CN" is construction.

² "STBG" is federal Surface Transportation Block Grant Program, "TA" is federal Transportation Alternatives Set-Aside and "CR" is federal Carbon Reduction Program.

³ Project recommended to receive \$275,000 non-roadway funding set-aside from STBG.

⁴ Construction request is for \$2,342,000. Selection recommendation is for partial funding of this phase.



TECHNICAL ADVISORY COMMITTEE PROPOSED PRIORITIZED CONTINGENCY LIST

June 1, 2023

Rank	Applicant	Project	Phase ¹	Funding Request
1	Skagit Council of Governments	Skagit 2050 Regional Transportation Plan	PL	\$346,000
2	Sedro-Woolley	Cook Road/South Trail Road Intersection Improvements	PE	\$311,189
3	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ²	PE	\$18,000
3	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ²	CN	\$159,000
4	Anacortes	12th Street and K Avenue Intersection Improvements ³	PE	\$224,000
4	Anacortes	17th Street and Q Avenue Intersection Improvements ³	PE	\$224,000
6	Mount Vernon	30th Street Improvements	RW	\$129,750
7	Mount Vernon	Riverside Drive Improvements - 1	RW	\$562,000
8	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4 ²	PE	\$32,000
8	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4 ²	CN	\$275,000
9	Mount Vernon	Riverside Drive Improvements - 2	RW	\$173,000
10	Skagit Council of Governments	Intelligent Transportation Systems Architecture	PL	\$77,850
11	Sedro-Woolley	North Reed Street Overlay Project 1 SR 20 to John Liner Road	CN	\$324,375
12	Skagit Transit	Replacement Paratransit Coaches - Battery Electric	ALL	\$2,002,584
13	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Replacement	CN	\$3,000,000

Total \$7,858,748

¹ "PL" is planning, "PE" is preliminary engineering and "CN" is construction.

² Project with multiple phases.

³ Project average ranking tied.

ACTION ITEM 4.C. – SAFE STREETS AND ROADS FOR ALL GRANT AUTHORIZATION

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	06/01/2023	Discussion	Grant Johnson	(360) 416-6678
Transportation Policy Board	06/21/2023	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommend authorizing SCOG staff to apply for a [Safe Streets and Roads for All \(SS4A\)](#) Planning and Demonstration Grant in order to develop a regional comprehensive safety action plan (Action Plan).

DISCUSSION

On April 12, 2023 the US Department of Transportation (USDOT) published a [notice of funding opportunity \(NOFO\)](#) to solicit applications for SS4A grants. Funds for the fiscal year (FY) 2023 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users, including pedestrians; bicyclists; public transportation, personal conveyance, and micromobility users; motorists; and commercial vehicle operators.

The SS4A program provides funding for two main types of grants: Planning and Demonstration Grants for Action Plans, and Implementation Grants. An Action Plan is the foundation for the SS4A program and is a prerequisite for receiving Implementation Grant funds in the future. The goal of an Action Plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries within a region.

SCOG staff were approached by Public Works staff from the City of Anacortes with regards to their intent to apply for a Planning and Demonstration Grant in order to develop an Action Plan and suggested potential coordination of efforts if there were plans to apply for funding to develop a regional Action Plan. USDOT generally considers requests to fund multiple planning activities in the same area as duplicative. For example, municipalities applying to develop an Action Plan in an area where a higher-level jurisdiction (e.g., an MPO or county would be a higher-level jurisdiction for a city or town) has an existing plan in place or is in the process of completing an Action Plan, could be considered duplicative. USDOT reserves the right to request that duplicative applicants consolidate efforts, or to reject duplicative applications. At the June 1, 2023 Technical Advisory Committee (TAC) meeting SCOG staff discussed the SS4A grant program and rules on duplicative applications with TAC members. The TAC did not make a formal recommendation to the Transportation Policy Board (TPB) but were supportive of SCOG staff requesting that the TPB authorize SCOG staff to apply for a SS4A Planning and Demonstration Grant in order to develop a regional Action Plan.

The deadline for applications to the SS4A grant program for FY 2023 is July 10, 2023, with award announcements expected to be made in late 2023. Staff anticipate using any resulting award to SCOG of Planning and Demonstration Grant funds to hire a consultant to develop a regional Action Plan. In general, an MPO, county, or other regional entity applying for a Planning and Demonstration Grant will

be assumed to be developing the plan for the entire area unless the application notes otherwise. USDOT expects that regionally focused Action Plans developed through SS4A grants will include sufficient detail and analysis to allow individual entities within that regional plan to apply for Implementation Grants in later funding rounds as standalone applicants.

FISCAL IMPACT

The minimum Planning and Demonstration Grant award through the SS4A program is \$100,000. As of the June 21, 2023 Transportation Policy Board meeting, SCOG staff have not yet developed a full project scope and budget estimate, but the amount requested is anticipated to be between \$100,000 and \$320,000, which is consistent with SS4A Planning and Demonstration Grant awards to other Metropolitan Planning Organizations and Regional Transportation Planning Organizations in Washington state, and with current planning projects of a similar scale. The Federal share of a SS4A grant may not exceed 80% of total eligible activity costs, so recipients are required to contribute a local matching share of no less than 20% of eligible activity costs. Total project cost estimate range for the funds requested range would be between \$125,000 and \$400,000, which includes the required local funds match range of \$25,000 to \$80,000.

DISCUSSION ITEM 5.A. – CITY OF BURLINGTON COMPREHENSIVE PLAN TRANSPORTATION ELEMENT CERTIFICATION

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	06/01/2023	Discussion	Grant Johnson	(360) 416-6678
Transportation Policy Board	06/21/2023	Discussion	Grant Johnson	(360) 416-6678

DISCUSSION

As a regional transportation planning organization, the Skagit Council of Governments (SCOG) is responsible for certifying the regional consistency and compliance with the Growth Management Act of the comprehensive plan transportation elements for Skagit County jurisdictions under [RCW 47.80.023\(3\)](#).

On May 11, 2023 the Burlington City Council approved an update to the City of Burlington Comprehensive Plan Transportation Element. During the element’s development, SCOG staff worked closely with City of Burlington staff to ensure all of the necessary requirements of the transportation element were met. After reviewing the approved version of the transportation element, SCOG staff has found it to be consistent with the Skagit 2045 Regional Transportation Plan (Skagit 2045) and compliant with the Growth Management Act. An excerpt from the Comprehensive Plan Transportation Element Consistency Review Checklist is included at the end of this memo. Staff recommends that the Transportation Policy Board certify the City of Burlington’s transportation element.

Below is a brief summary of some of the major topics included in Burlington’s update to the transportation element.

LAND USE ASSUMPTIONS

The analysis done for the transportation element used regionally consistent population and employment allocations recommended by the Growth Management Act Steering Committee and adopted by the Board of Skagit County Commissioners. These adopted allocations are included in Countywide Planning Policy 1 – Appendix A. These allocations were used to develop future traffic forecasts based on the regional travel demand model. The adopted population and employment allocations are included in Table 1 below.

Year	Population	Employment
2015	10,464	9,896
2036	14,272	13,412
Total Change	3,808	3,516

TABLE 1: CITY OF BURLINGTON POPULATION AND EMPLOYMENT ALLOCATIONS

EXPECTED DEFICIENCIES

Based on the population and employment allocations displayed above, the City of Burlington performed a transportation analysis of its roadway network to determine where existing and future level of service deficiencies are, or will be located. Under the Growth Management Act, any transportation deficiency that is a result of the forecasted growth must be addressed through the identification of projects or programs to correct the deficiencies.

Burlington has adopted Level of Service (LOS) D for all arterials within the city limits. Three arterial intersections are forecast to fall below LOS D by 2036. Arterial intersections are shown in Table 2 below.

Location	2036 Level of Service	Status Without Changes
George Hopper Road & Bouslog Road	D	Pass
Spruce Street & Rio Vista Avenue	D	Pass
Anacortes Street & Rio Vista Avenue	D	Pass
Whitmarsh Road & Pease Road	D	Pass
Skagit Street & Fairhaven Avenue	D	Pass
Burlington Boulevard & George Hopper Road	E	Fail
Burlington Boulevard & Pease Road	E	Fail
Spruce Street & Greenleaf Avenue	F	Fail

TABLE 2: CITY OF BURLINGTON LOCAL ARTERIAL INTERSECTION CONDITIONS IN 2036

By 2036 all of WSDOT’s intersections within the city of Burlington are projected to fall below LOS D. WSDOT intersections are shown in Table 3 below.

Location	2036 Level of Service	Status Without Changes
SR-20 & Spruce Street	E	Fail
SR-20 & Avon Avenue	F	Fail
SR-20 & Skagit Street	F	Fail
SR-20 & Section Street	F	Fail
SR-20 & Cherry Street	F	Fail
SR-20 & Regent Street	E	Fail

TABLE 3: WSDOT INTERSECTION CONDITIONS IN 2036

NOTABLE PROJECTS

All of the LOS deficiencies listed above will be addressed through projects identified in the Burlington comprehensive plan transportation element. Planned improvements to arterial intersections that are projected to fall below LOS are shown in Table 4 below.

Location of Deficiency	2036 LOS Without Changes	Proposed Changes	2036 LOS with Changes
Burlington Boulevard & George Hopper Road	E	<ul style="list-style-type: none"> Interchange Improvements Signal Timing Improvements 	D
Burlington Boulevard & Pease Road	E	<ul style="list-style-type: none"> Gilkey Railroad Overpass McCorquedale Road Extension to Costco Drive Signal Timing Improvements 	C

Spruce Street & Greenleaf Avenue	F	• Install Signal or Roundabout	A
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TABLE 4: PLANNED LOCAL ARTERIAL INTERSECTION IMPROVEMENTS

WSDOT intersections were not included in the above list of planned improvements because they are controlled by the state, but a list of planned improvements to WSDOT intersections is shown in Table 5 below.

Project & Description	Category	Location	Cost/Impact Fee Eligible
Construct Controlled Intersection and Pedestrian Crossing	Capacity	SR-20 and Section Street	\$1,750,000 Yes
Construct Controlled Intersection and Pedestrian Crossing	Capacity	SR-20 and North Skagit Street	1,750,000 Yes
Construct Controlled Intersection and Pedestrian Crossing	Capacity	SR-20 and Anacortes Street/Cascade Highway	\$1,750,000 Yes
Reconstruct SR-20 to Urban Standards with Complete Streets Improvements	Capacity	SR-20 – Burlington Boulevard to City Limits	\$6,930,000 Yes
Extend Multiuse Path	Supports Plan	SR-20 – Skagit Street to Burlington Boulevard	\$2,250,000 Yes
Reconfigure Interchange	Community Improvement	George Hopper and I-5	\$5,000,000 No

TABLE 5: PLANNED IMPROVEMENTS – CITY AND WSDOT PARTNERSHIP

Burlington has also identified projects in their comprehensive plan that add capacity, address maintenance and preservation, improve safety, and address non-motorized transportation needs. Planned Improvements are shown in Table 6 below.

Project & Description	Category	Location	Cost/Impact Fee Eligible
Widen East George Hopper – Add Sidewalks	Capacity	East of I-5 Overpass	\$2,000,000 Yes
Signal Timing Improvements	Capacity	Intersection of George Hopper and Costco Drive	\$669,000 Yes
Signal Timing Improvements	Capacity	Burlington Boulevard and Pease Road	\$250,000 Yes
Construct Controlled Intersection	Capacity	South Spruce Street and Greenleaf	\$1,750,000 Yes
Extend East McCorquedale Road	Supports Plan	Between Burlington Boulevard and Walnut Street	\$3,200,000 Yes
Construct New Frontage Road	Supports Plan	Along I-5 Between George Hopper and Cascade Mall Drive	\$4,500,000 Yes
New Multiuse Path	Supports Plan	Burlington Boulevard – Pease Road to Tammi Wilson Trail	\$324,000 Yes
Reconstruct Pease Road to Urban Standards and Construct Multiuse Path	Supports Plan	Burlington Boulevard to Anacortes Street	\$1,500,000 Yes
Construct Grade Separated Rail Crossing and Street Extension	Supports Plan	Spruce Street to Anacortes Street	\$15,000,000 Yes
Street Construction – North-South Connector	Supports Plan	Spruce Street to Pease Road	\$15,000,000 Yes
New Multiuse Path –Rotary Park Connector	Supports Plan	Skagit to Section Street	\$578,000

			Yes
New Multiuse Path - Whitmarsh Road	Supports Plan	Whitmarsh Road - Skagit River to Pease Road	\$538,000 Yes
Extend Multiuse Path - Tammi Wilson Trail	Supports Plan	Stevens Road - Goldenrod Road to City Limits	\$585,000 Yes
Extend Multiuse Path - Dike Trail	Supports Plan	Skagit River Dike - I-5 to Skagit River Park	\$483,150 Yes
Extend Multiuse Path - Burlington High School Trail	Supports Plan	Chuckanut Transit Center to BESD Trail	\$87,150 Yes
Bike Lane Network Buildout	Supports Plan	Citywide - Striping and Signage	\$500,000 Yes
Local Street Improvements and Traffic Calming	Supports Plan	Citywide - Sidewalks and Intersection Improvements	\$24,053,040 Yes
Intersection Improvement and Gateway	Community Improvement	Burlington Boulevard and Fairhaven Avenue	\$3,000,000 No
Reconstruct Gardner Road	Community Improvement	Rio Vista to SR-20	\$1,800,000 No
Reconstruct Whitmarsh Road	Community Improvement	Burlington Boulevard to Pease Road	\$2,000,000 No
		Total	\$77,817,364

TABLE 6: PLANNED IMPROVEMENTS - CITY PROJECTS

Several of the planned improvements in the comprehensive plan may meet the criteria for regionally significant projects. SCOG staff anticipate amending Skagit 2045 in the near future to reflect the current list of projects contained within Burlington’s comprehensive plan transportation element.

FINANCIAL FORECAST

The City of Burlington has prepared a reasonable and regionally consistent financial forecast that identifies funding for all of the planned transportation projects in the comprehensive plan transportation element. It is estimated that through 2036, Burlington will have over \$69 million available to fund transportation improvements. The total cost for all transportation projects identified in the plan is estimated at over \$97 million, which leaves a funding gap of over \$28 million. Over \$19 million of these costs are associated with the SR-20 corridor. If WSDOT assumes responsibility for those costs, the total gap between expenditures and revenues narrows to approximately \$8.7 million. Burlington refers to several funding options within the plan that could cover the projected gap in funding, such as revising the City’s impact fees schedule and creating a Transportation Benefits District (TBD).

TRANSPORTATION ELEMENT CONSISTENCY REVIEW CHECKLIST

This checklist is used to evaluate local plans' transportation elements for conformity with state law. It is based primarily on requirements of the GMA as delineated in RCW 36.70A.070. Additional appropriate factors have been drawn from the Washington State Department of Transportation checklist, and the WAC Procedural Criteria.

For each element, check **YES** if the element is **consistent** with the statement to the right. Check **NO** for each element that is **not consistent** with the statement to the right.

1. Yes No Were land use assumptions used in estimating travel?

If yes, page number(s) where criteria can be found: [Page 109](#)

Comments: [Land use assumptions consistent with the Skagit 2045 Regional Transportation Plan.](#)

2. Yes No Does the inventory of transportation facilities and services include all transportation modes?

If yes, page number(s) where criteria can be found: [Pages 101-108](#)

Comments: [All applicable modes are included in inventory.](#)

3. Yes No Have LOS standards been established for all arterials (including the state highways and transit routes?)

- Yes No Are LOS standards regionally coordinated and consistent with adjacent jurisdictions?

If yes, page number(s) where criteria can be found: [Pages 109-110](#)

Comments: [Level of service standards established for arterials consistent with Skagit County and WSDOT standards.](#)

4. Yes No Is a deficiency analysis and an action strategy to address the identified deficiencies included in the plan?

If yes, page number(s) where criteria can be found: [Pages 111-119](#)

Comments: [Deficiencies are identified in section 8.5 and corrective actions are identified in section 8.6.](#)

5. Yes No Does the plan contain a multi-year financial plan, based on the needs identified which will serve as the basis of the six year street, road or transit plan?

Yes No If yes, are the financial plans interjurisdictionally consistent?

If yes, page number(s) where criteria can be found: [Pages 114-119](#)

Comments: [Plan identifies projects that will prevent level of service from dropping below adopted standards.](#)

6. Yes No Does the plan contain goal statements to ensure mitigation of development impacts so affected facilities meet concurrency requirements?

If yes, page number(s) where criteria can be found: [Page 120](#)

Comments: [Plan establishes that future development should be fully connected to the street network and identifies development patterns to be avoided.](#)

7. Yes No Is the 10-year traffic forecast consistent with the adopted land use plan?

If yes, page number(s) where criteria can be found: [Pages 111-113](#)

Comments: [Traffic forecast is consistent with projected population and employment growth adopted in land use element.](#)

8. Yes No Are goal statements incorporated into the plan to accommodate the impacts related to development?

If yes, page number(s) where criteria can be found: [Pages 120-125](#)

Comments: [Policies 8.7.1\(2\) and 8.7.3\(1\) are examples of policies implementing Goals 8.7.1 and 8.7.3, respectively.](#)

9. Yes No Does the plan address coordination with adjacent jurisdictions to determine land uses within the adjacent jurisdictions that would affect local traffic patterns?

If yes, page number(s) where criteria can be found: [Page 122](#)

Comments: [Policy 8.7.2\(3\) addresses the need to be consistent with other comprehensive plans adopted within Skagit County.](#)

10. Yes No Does the plan address current and future coordination with state, regional, and local interests as part of the planning efforts?

If yes, page number(s) where criteria can be found: [Page 122](#)

Comments: [Policy 8.7.2\(2\) states that the City's Comprehensive Plan, CIP, TIP and Skagit Regional Transportation Plan must be consistent with one another.](#)

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

June 1, 2023

Skagit Council of Governments Conference Room

315 South Third Street, Suite 100

Mount Vernon, WA 98273

AGENCIES REPRESENTED

- City of Anacortes..... Tim Hohmann
- City of Burlington Brian Dempsey
- City of Mount Vernon Bill Bullock
- City of Sedro-Woolley Mark Freiberger
- Skagit County Forrest Jones, Tom Weller
- Skagit PUD..... Mark Semrau
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

No one else attended the meeting.

AGENDA

1. Call to Order: 1:38 p.m.

Roll Call: Roll was taken with a quorum present.

2. May 4, 2023 Technical Advisory Committee Meeting Minutes: Mr. Bullock moved to approve the May 4, 2023 Technical Advisory Committee meeting minutes, and Mr. Windler seconded the motion. The motion carried unanimously.
3. June Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that there are three proposed 2023–2028 Regional Transportation Improvement Program (RTIP) amendments submitted for June, which are all from Skagit County. He stated that these amendments are all related to electrification of the Guemes Island Ferry – including a new vessel, shore-side improvements and terminal modifications – with the intent to combine three projects currently programmed in the Statewide Transportation Improvement Program (STIP) into one, and delete the other two projects from the STIP. Combining the three

projects in this way is due to a Federal Transit Administration requirement related to their partial funding available to the project.

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

4. Project Selection Recommendation: Mr. Hamilton presented this agenda item. He gave an overview of the 2022 Project Selection process and timeline and stated that as part of the process Technical Advisory Committee (TAC) members have the ability to make a project-selection recommendation to the Transportation Policy Board (TPB). He explained that there are two parts to the recommendation: (1) which projects to select for funding and proposed level of funding; and (2) a prioritized contingency list of projects. He stated that there are three federal sources of funding for this project selection: the Surface Transportation Block Grant Program (STBG), with a 5% minimum set-aside of STBG funds for non-roadway projects; Transportation Alternatives Set-Aside (TA); and Carbon Reduction Program (CR). He also reminded TAC members that geographies and urban area classifications had changed since the most recent SCOG project selection in 2021.

Mr. Hamilton gave an overview of the different scoring criteria and weighting for the project selection process. He stated that the City of Mount Vernon was eligible for five bonus points due helping the region meet its obligation authority target (OA) via gap strategy procedures in the RTIP, and reminded TAC members that the TPB had made changes to the weighting of criteria TAC recommendation by moving 5 points from Economic Vitality (down to 10 points from 15) to Project Funding & Readiness (up to 15 points from 10). Mr. Hamilton also said that TA eligible projects were also graded based on seven socioeconomic factors from the Washington Tracking Network website, consistent with new federal requirements for TA and statewide guidance from the WSDOT Local Programs Division.

Mr. Hamilton then described the amount of funding available and went over the projects that had applied. He stated that for projects only eligible for STBG funds, that approximately \$5.5 million was available and just under \$11 million had been requested. For projects eligible for multiple funding sources, approximately \$8.4 million was available – which is the total estimated available for STBG, TA and CR – and just under \$4 million had been requested. For non-roadway projects, approximately \$4.2 million had been requested and a minimum of \$275,000 is available from STBG funds for project selection (5% of \$5.5 million). He then went over the projects which had applied for the contingency list and stated that \$8.5 million had been requested.

Mr. Hamilton explained that one project application – Swinomish Village Sidewalk Gaps – had been withdrawn by the applicant, the Swinomish Indian Tribal Community.

Mr. Hamilton then presented the results of the project ranking and scoring, including a comparison of rankings to the TAC priority rank. He stated that most projects scored and ranked similarly but that there were several outliers. He then described which projects were eligible for specific funding sources, and TAC members discussed the projects, funding sources available and eligibility of projects for different funding sources.

A couple errors were pointed out by TAC members in materials presented by Mr. Hamilton: (1) one project had an incorrect phase identified, right of way when it should have been construction; and

(2) another project had a phase omitted from the scoring sheet, only showing one phase when two phases were submitted for consideration with the project application. Corrections were made by Mr. Hamilton prior to the TAC recommendation being developed.

Mr. Freiberger moved to recommend the Transportation Policy Board select the list of projects in the following table for STBG, TA and CR funding, with Mr. Shambaugh seconding the motion. The motion carried unanimously.

Applicant	Project	Phase	Funding Type	Selection Amount
Skagit County	Cook Road/ I-5 Interchange Vicinity Improvements	PE	STBG	\$352,957
Skagit County	Cook Road/ I-5 Interchange Vicinity Improvements	CN	STBG	\$2,538,298
Sedro-Woolley	John Liner Road Arterial Improvements	PE	STBG	\$226,111
Sedro-Woolley	John Liner Road Arterial Improvements	RW	STBG	\$210,089
Sedro-Woolley	John Liner Road Arterial Improvements	CN	STBG	\$617,956
Skagit County	Peterson Road (Urban)	PE	STBG	\$618,903
Skagit County	Peterson Road (Urban)	RW	STBG	\$129,750
Skagit Transit	Bus Stop Amenities	PL/Other	TA	\$157,560
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	PE	TA	\$32,000
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	CN	TA	\$275,000
Sedro-Woolley	Jones/John Liner RR Undercrossing & Roadway Extension	PE	STBG	\$558,785
Mount Vernon	EV Bicycle Charging Facility - MVLC	CN	TA	\$144,500
Skagit Transit	Construction of Ancillary Maintenance Buildings	CN	STBG	\$275,000
Skagit Transit	Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase	CN	CR	\$275,000
Mount Vernon	EV Vehicle Charging Facility - MVLC*	CN	CR	\$285,000
Anacortes	Q Avenue Pedestrian Crossings	PE	CR	\$46,000
Anacortes	Q Avenue Pedestrian Crossings	CN	TA CR	\$62,000 \$334,000
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	PE	TA	\$104,665
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	RW	TA	\$16,868
Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	CN	TA	\$224,468

*TAC recommendation to partially fund project

STBG Subtotal	\$5,527,849
TA Subtotal	\$1,017,061
CR Subtotal	\$940,000
Grand Total	\$7,484,910

Mr. Hohmann moved to recommend the Transportation Policy Board approve the prioritized contingency list included in the following table, and Mr. Bullock seconded the motion. The motion carried unanimously.

Rank	Applicant	Project	Phase	Funding Request
1	Skagit Council of Governments	Skagit 2050 Regional Transportation Plan	PL	\$346,000
2	Sedro-Woolley	Cook Road/South Trail Road Intersection Improvements	PE	\$311,189
3	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2**	PE	\$18,000
3	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2**	CN	\$159,000
4	Anacortes	12th Street and K Avenue Intersection Improvements*	PE	\$224,000
4	Anacortes	17th Street and Q Avenue Intersection Improvements*	PE	\$224,000
6	Mount Vernon	30th Street Improvements	RW	\$129,750
7	Mount Vernon	Riverside Drive Improvements - 1	RW	\$562,000
8	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4**	PE	\$32,000
8	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4**	CN	\$275,000
9	Mount Vernon	Riverside Drive Improvements - 2	RW	\$173,000
10	Skagit Council of Governments	Intelligent Transportation Systems Architecture	PL	\$77,850
11	Sedro-Woolley	North Reed Street Overlay Project 1 SR 20 to John Liner Road	CN	\$324,375
12	Skagit Transit	Replacement Paratransit Coaches - Battery Electric	ALL	\$2,002,584
13	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Replacement	CN	\$3,000,000
Total				\$7,858,748

* Project average ranking tied
 ** Project with multiple phases

- City of Burlington Comprehensive Plan Transportation Element Certification: Mr. Johnson presented this agenda item. He explained that one of SCOG’s duties as a regional transportation planning organization is to certify the regional consistency and compliance with the Growth Management Act (GMA) of the comprehensive plan transportation elements for Skagit County jurisdictions. He stated that the Burlington City Council had approved an update to the City of Burlington Comprehensive Plan Transportation Element at their May 11, 2023 meeting, and that SCOG staff was now initiating the transportation element certification process. He gave a background of the comprehensive plan certification process and stated that a first draft of the transportation element had been submitted to SCOG for review in 2021, and that this final version incorporated the previous SCOG staff review recommendations. Mr. Johnson stated that after reviewing the approved version of the transportation element, SCOG staff has found it to be consistent with the Skagit 2045 Regional Transportation Plan and compliant with the GMA. Mr. Johnson then gave a summary of major topics included in Burlington’s update to the transportation element, including land use assumptions, expected

deficiencies, notable projects and the financial forecast. He explained that this is a discussion item for this meeting, and that next month it would be coming back to the TAC for a recommendation to the TPB.

Mr. Shambaugh asked if there had been any coordination with Washington State Department of Transportation staff on this project. Mr. Johnson stated that he recently discussed the Burlington transportation element certification with David Strich.

- 6. Non-Motorized Advisory Committee Progress Report: Mr. Johnson presented this agenda item. He explained that the Non-Motorized Advisory Committee (NMAC) bylaws and 2023 work program both require that the NMAC present an update to the TAC on a biannual basis, and that he is giving the update because no NMAC members were able to attend this meeting. He then gave an overview of NMAC activities through the calendar year, including the number of meetings, major work items and membership changes.
- 7. 2023 Obligation Authority Plan: This agenda item was presented by Mr. Hamilton. He stated that this item has been updated to reflect the latest available information, and then went over the 2023 Obligation Authority Plan. Mr. Hamilton asked that agencies keep him apprised of obligation status as their projects move through the statewide obligation process.

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

- 8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.

Mr. Johnson stated that City of Anacortes staff reached out to SCOG staff to let them know that the city intends to submit a grant application for the federal Safe Streets and Roads for All (SS4A) program, and to ask if SCOG intended to apply. He explained that there is a non-duplicative application provision in the grant program, so if a member jurisdiction receives funding for a planning grant, SCOG would be ineligible to receive funding for a regional plan. TAC members discussed the SS4A program and supported SCOG preparing a regional plan grant application.

- 9. Next Meeting: July 6, 2023, 1:30 p.m.
- 10. Adjourned: 3:46 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

INFORMATION ITEM – ANNUAL REVIEW OF PUBLIC PARTICIPATION PLAN

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	06/21/2023	Information	Grant Johnson	(360) 416-6678

DISCUSSION

The Skagit Council of Governments (SCOG) uses the Public Participation Plan (Plan) to guide SCOG’s public outreach activities and techniques. In August 2017, the Transportation Policy Board adopted an updated version of the Plan after a minor update process. The minor update reflects changes at SCOG and federal law, but does not change the Plan’s public participation processes, tools, or techniques. Since its adoption and update, SCOG continues to implement the Public Participation Plan. The annual review included in this memo is one public participation procedure outlined in the Plan.

EVALUATION METRICS

The Plan lists several evaluation metrics to track public participation at SCOG and assess various public participation activities. Metrics tracked by staff include the following six categories:

- Governing bodies and committee meetings;
- Public notification;
- Interaction with community organizations and stakeholder groups;
- Special public meetings and events;
- Surveys; and
- Website.

For each of these categories, data has been collected for the May 1, 2022 – April 30, 2023 timeframe and is presented below.

Governing Bodies and Committee Meetings

Figure 1 displays the number of comments given and public attendance at Transportation Policy Board meetings during the reporting timeframe. No public comments were made at Transportation Policy Board meetings during the reporting timeframe, however, the public attended meetings throughout the year. On average, one to two members of the public attended a meeting each month. Attendance at these meetings was highest in December 2022. Transportation Policy Board meetings were held hybrid in person and online via GoToMeeting during the reporting period.

FIGURE 1: PUBLIC INVOLVEMENT AT TRANSPORTATION POLICY BOARD MEETINGS

Public Attended Transportation Policy Board Meetings Throughout the Year

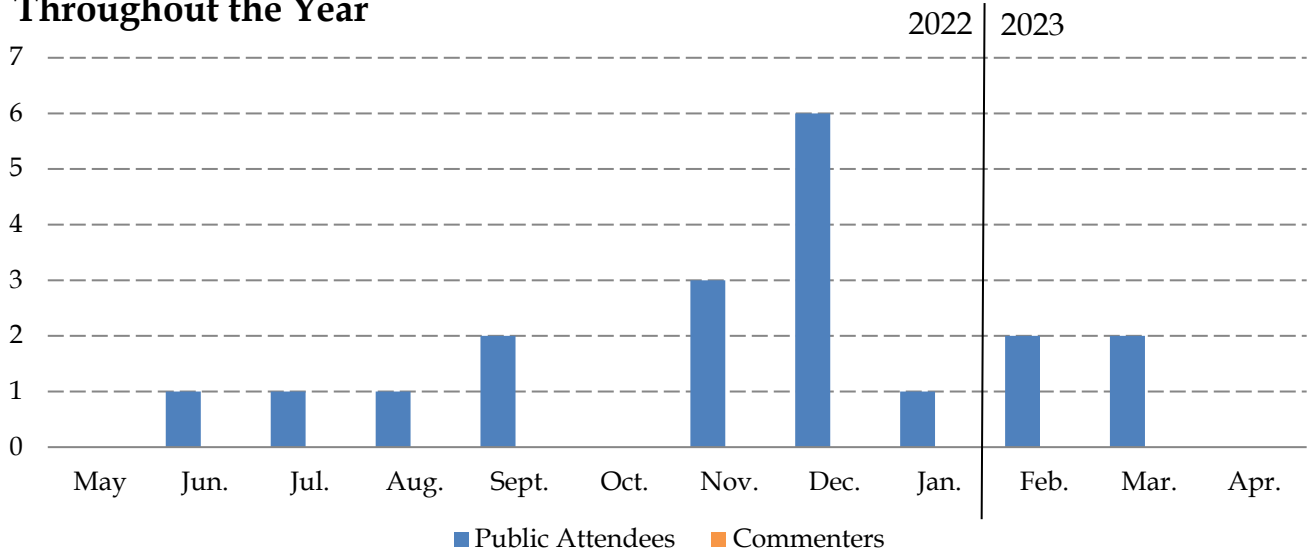
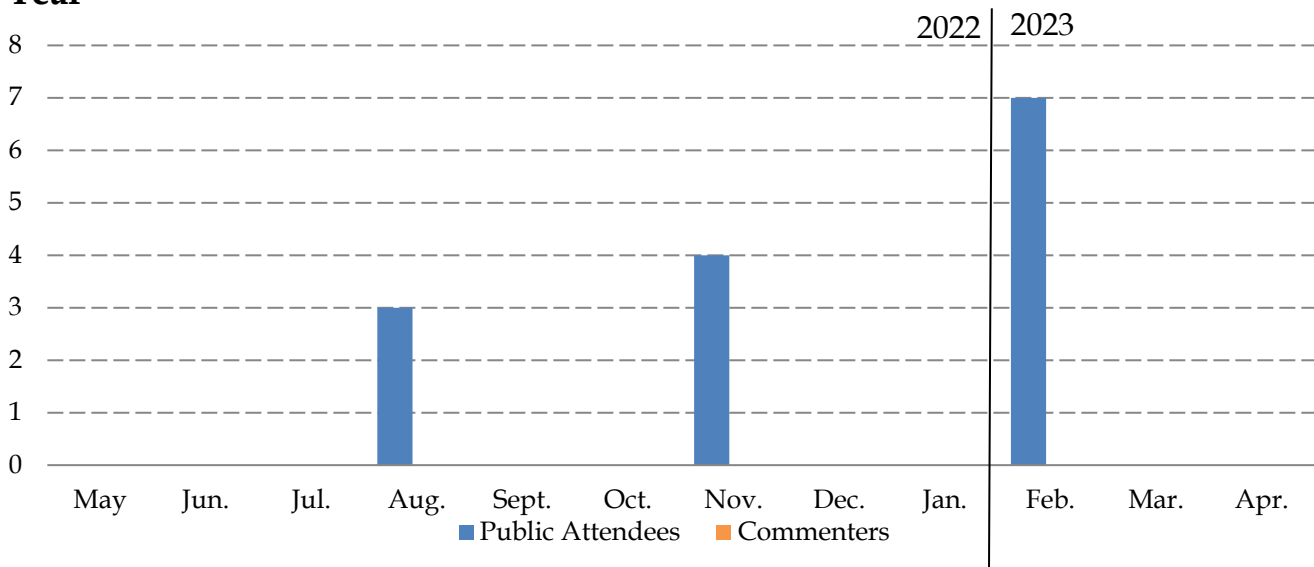


Figure 2 displays the number of comments given and public attendance at the three Board of Directors meetings held during the reporting timeframe. Board of Directors meetings featured higher attendance than Transportation Policy Board meetings, with an average of between four to five members of the public attending each meeting. No public comments were made during the reporting timeframe at Board of Directors meetings.

FIGURE 2: PUBLIC INVOLVEMENT AT BOARD OF DIRECTORS MEETINGS

Public Attended Board of Directors Meetings Throughout the Year



Public Notification

Most months, SCOG has a public comment period for the 2023/2028 Regional Transportation Improvement Program amendments. SCOG staff did not receive comments on these monthly amendments during the reporting timeframe. Five other public comment periods were held; Human Services Transportation Project Prioritization, ADA Self Evaluation and Program Access Plan, Coordinated Public Transit-Human Services Transportation Plan, 2023 Regional Project Selection Evaluation Process, and the 2023/2026 Title VI Plan. No comments were received during these public comment periods.

Special Public Meetings and Events

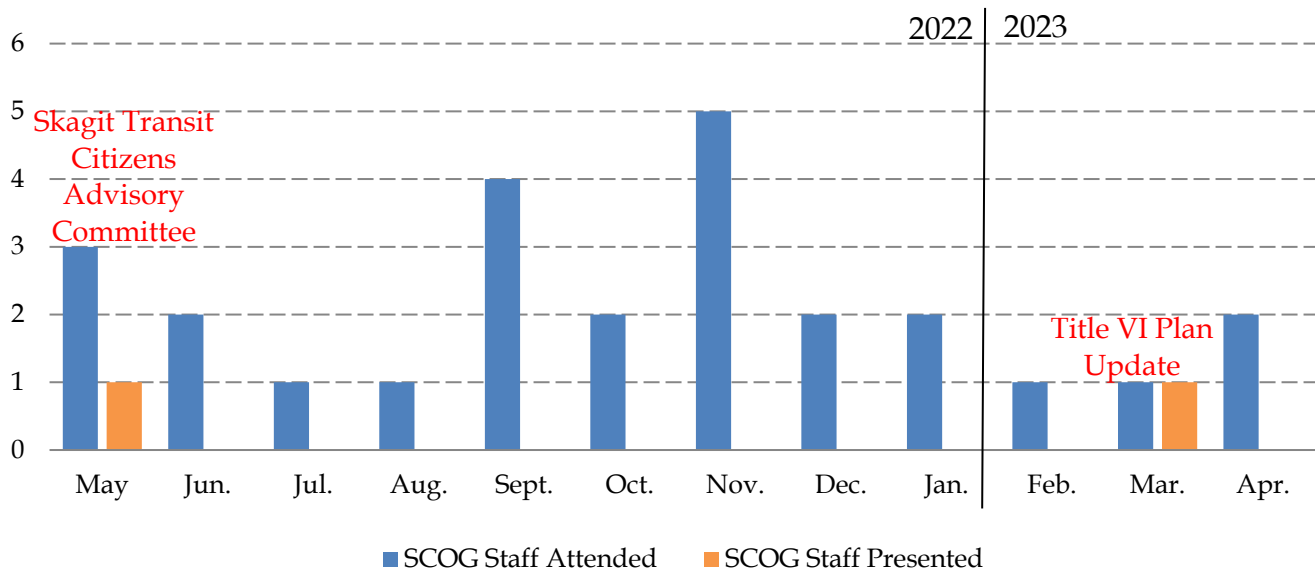
SCOG held a special public event during the 2022–2023 reporting period. A Title VI Plan community stakeholder focus group was held on March 30, 2023. Stakeholders involved included Skagit Transit, Samish Indian Nation, Community Action of Skagit County, and Skagit County Health Department. Responses from community stakeholders focused on two main categories, transportation needs and inclusion and engagement, with 49 overall suggestions.

Interaction with Community Organizations and Stakeholder Groups

SCOG staff regularly attend and present at meetings around Skagit County. These vary from presentations at conferences on regional transportation planning to participation in regional stakeholder groups and forums on public health issues. Routine meetings and trainings that SCOG staff coordinates, and attends, are not included in this measure. *Figure 3* displays staff attendance and presentations at community organizations and stakeholder meetings throughout the reporting period.

FIGURE 3: SCOG STAFF COMMUNITY ORGANIZATIONS AND STAKEHOLDER MEETINGS AND PRESENTATIONS

SCOG Staff Attended Meetings Throughout Most of the Year



Surveys

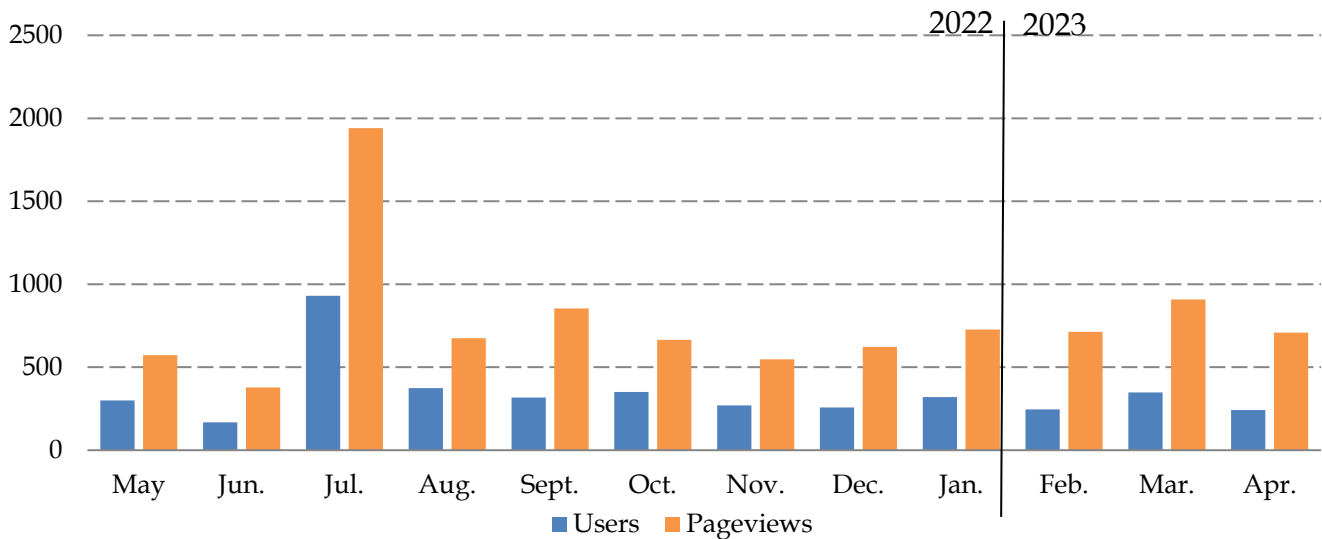
SCOG did not conduct any surveys during the 2022–2023 reporting timeframe.

Website

Website traffic varied during the reporting timeframe, with an average of 344 users on the website each month, and an average of 776 page views per month. *Figure 4* displays data on website users and page views by month. A review of website analytics software indicates the cities with the most users include Ashburn, Mount Vernon, and Seattle. Ashburn is in Loudoun County, Virginia, a suburb of Washington DC. 63% of users viewed the SCOG website using an English language browser.

FIGURE 4: SCOG WEBSITE USERS AND PAGEVIEWS

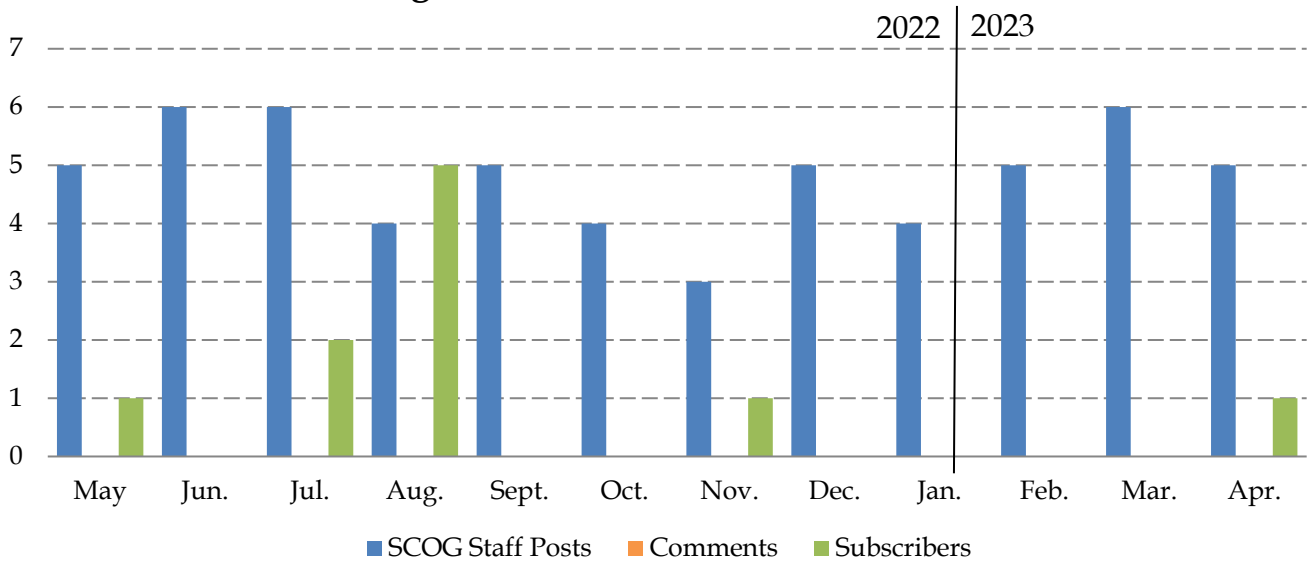
Website Tracking Data Shows Variation throughout the Year



SCOG received no public comments on the website during the reporting period. The website’s subscriber list gained 10 new subscribers during the reporting period, and currently there are 39 people on the subscriber list. Subscribers receive email notifications on self-selected SCOG topics when new information becomes available. *Figure 5* displays data on SCOG staff posts, comments, and subscribers during the reporting period.

FIGURE 5: SCOG WEBSITE DATA FOR POSTS, COMMENTS, AND SUBSCRIBERS

New Subscribers Throughout the Year



NEXT STEPS

SCOG will continue to implement the Public Participation Plan and track evaluation measures over time. Future updates to the Public Participation Plan may influence the metrics tracked. In response to the COVID-19 pandemic, an update to the Public Participation Plan could include sections related to remote meetings and virtual public engagement strategies.

PUBLIC PARTICIPATION EVALUATION METRICS SUMMARY DATA

	2022								2023				Totals
	May	Jun.	Jul.	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	Apr.	
Transportation Policy Board Meetings (Weekday Mornings-Afternoons)													
Public Attendees	0	1	1	1	2	0	3	6	1	2	2	0	19
Commenters	0	0	0	0	0	0	0	0	0	0	0	0	0
Board of Directors Meetings (Weekday Mornings-Afternoons)													
Public Attendees	0			3			4			7			14
Commenters	0			0			0			0			0
Public Comment Periods*													
Comment Periods	0	1	0	1	1	2	0	0	1	0	1	1	8
Commenters	0	0	0	0	0	0	0	0	0	0	0	0	0
Comments	0	0	0	0	0	0	0	0	0	0	0	0	0
Staff Responses	0	0	0	0	0	0	0	0	0	0	0	0	0
Revisions Based on Comments	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Government, Community Organization & Stakeholder Meetings (Weekday Mornings-Afternoons-Evenings)													
SCOG Staff Attended	3	2	1	1	4	2	5	2	2	1	1	2	26
SCOG Staff Presented	1	0	0	0	0	0	0	0	0	0	1	0	2
Surveys													
Administered													0
Respondents													0
SCOG.net Website													
SCOG Staff Posts	5	6	6	4	5	4	3	5	4	5	6	5	58
Users	300	168	930	374	317	351	270	257	320	246	348	242	4123
Page views	573	378	1941	675	854	665	548	623	727	713	908	709	9314
Comments	0	0	0	0	0	0	0	0	0	0	0	0	0
Subscribers	1	0	2	5	0	0	1	0	0	0	0	1	10

* Note: month public comment period ends

2023 OBLIGATION AUTHORITY PLAN

The following projects¹ had to obligate federal funding before **March 1, 2023**. If the projects did not obligate by March 1, 2023, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

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

The following project must obligate federal funding before **August 1, 2023**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
SCOG	SCOG Admin 2022-2025 ²	SCOG 22-25	PL	(Not Yet)	\$261,176

The following projects must obligate federal funding by **September 30, 2023**, or contingent funding will be withdrawn for the projects on **October 1, 2023**. Project sponsors are encouraged to obligate federal funding before **July 1, 2023**.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Anacortes	R Avenue Long Term Improvements	T-1301	PE	(Not Yet)	\$176,460
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	PE	(Not Yet)	\$21,631
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	CN	(Not Yet)	\$368,019
City of Burlington	SR 20/Skagit Street Signalization Project	WA-03951	PE	✓	\$173,000
City of Mount Vernon	Riverside Drive Improvements – 2	WA-13533	PE	(Not Yet)	\$259,500
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	PE	✓	\$53,856
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	CN	✓	\$71,421
City of Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgins	SW42	RW	✓	\$51,900
City of Sedro-Woolley	John Liner Road – Reed to Township Bicycle/Pedestrian Improvements	SW08A	PE	✓	\$102,913
Skagit County	Francis Road – Section 3	WA-01192	PE	(Not Yet)	\$300,000

TOTAL EXPECTED STBG-TA OBLIGATIONS³: \$475,116
OBLIGATION AUTHORITY TARGET: \$1,678,048

¹ The John Liner Road, Reed to Township Bicycle/Pedestrian Improvements project’s construction phase is removed from the 2023 Obligation Authority Plan. A lower-than-expected STBG allocation to SCOG for federal fiscal year 2023, which was received on February 6, 2023, put the RTIP out of fiscal constraint by year, and Sedro-Woolley staff agreed to move the project phase out of the 2023–2026 STIP, so the \$442,015 is not included in the 2023–2026 STBG programming. It is anticipated the project phase will be reprogrammed to 2024 with the 2024–2029 RTIP.

² A lower-than-expected STBG allocation for federal fiscal year 2023 reduced funding for this project phase from \$319,595 to \$261,176, which is 15% of the regional STBG allocation. Adjusting funding for this project is consistent with RTIP Policy 13 SCOG Administration Funding.

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

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2023**. These projects will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

To be granted an extension, any extension request must have been received by SCOG no later than **February 22, 2023**. A project phase may only be granted one extension request.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
Skagit County	Francis Road Section 3	WA-01192	RW	(Not Yet)	\$75,075
Samish Indian Nation	Tommy Thompson Trail Trestle and Causeway Replacement	WA-13974	PL	(Not Yet)	\$160,650
Anacortes	R Avenue Long Term Improvements	T-1301	CN	(Not Yet)	\$859,087

TOTAL STBG-TA EXTENSIONS: \$1,094,812

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2023–2028 RTIP. The following project phase must obligate federal funding by **December 31, 2023**. This project will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

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

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Burlington	SR 20/Skagit Street Signalization Project	WA-03951	CN	(Not Yet)	\$1,513,750

TOTAL STBG-TA APPEALS: \$1,513,750

Dates		Total Funding Available	FHWA (13.5%)	STBG (13.5%)	FTA (13.5%)	FTA 5310 HSTP	RTPO	STP HHTS (13.5%)	Resilience Improvement Project (13.5%)
06/30/2022 Carryforward		\$ 336,465	\$ 168,214	\$ -	\$ 56,313	\$ 33,100	\$ 60,039	\$ 18,800	\$ -
STBG	Jul 1, 2022 to Jun 30, 2023	320,327	-	190,577	-	-	-	-	129,750
FHWA	Oct 1, 2022 to Dec 16, 2022	55,186	55,186	-	-	-	-	-	-
FHWA	Dec 17, 2022 to Sep 30, 2023	206,410	206,410	-	-	-	-	-	-
		-	-	-	-	-	-	-	-
Authorized		\$ 918,388	\$ 429,810	\$ 190,577	\$ 56,313	\$ 33,100	\$ 60,039	\$ 18,800	\$ 129,750
Expenditures									
July 2022		\$ 69,528	\$ 17,702	\$ 12,859	\$ 15,492	\$ 12,237	\$ 6,190	\$ 5,048	\$ -
August		40,829	9,682	12,896	9,052	6,941	2,258	-	-
September		55,264	15,242	14,809	11,497	8,820	4,898	-	-
October		52,334	13,819	20,938	11,382	-	5,778	-	416
November		47,651	19,498	18,669	4,440	-	4,780	-	264
December		48,382	11,684	23,667	4,122	5,003	3,906	-	-
January 2023		47,245	11,560	25,449	58	-	9,767	-	411
February		42,706	10,159	22,431	261	-	9,855	-	-
March		48,158	16,535	22,151	-	-	9,472	-	-
April		49,050	29,017	16,707	-	-	3,135	-	191
May		-	-	-	-	-	-	-	-
June		-	-	-	-	-	-	-	-
Expenditures to Date		\$ 501,148	\$ 154,898	\$ 190,577	\$ 56,305	\$ 33,001	\$ 60,039	\$ 5,048	\$ 1,282
Balances									
		\$ 417,240	\$ 274,912	\$ -	\$ 9	\$ 99	\$ -	\$ 13,752	\$ 128,468