



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

August 16, 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: 996-409-685

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. Consent Agenda
 - a. Approval of [July 19, 2023 Transportation Policy Board Meeting Minutes](#)
4. Action Items
 - a. [August Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. [Resolution 2023-05 to Certify City of Burlington Comprehensive Plan Transportation Element](#) – *Grant Johnson*
5. Discussion Items
 - a. Washington State Road Usage Charge – *Reema Griffith, Washington State Transportation Commission*
6. Chair’s Report
7. Executive Director’s Report
8. Roundtable and Open Topic Discussion
9. Next Meeting: September 20, 2023, 9:00 a.m., *Burlington City Council Chambers and Remote*
10. Adjourned

Information Items:

[August 3, 2023 Technical Advisory Committee Meeting Minutes](#)
[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.

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SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

July 19, 2023

Burlington City Council Chambers and GoToMeeting

MEMBERS PRESENT

Chairman Tom Wooten, Samish Indian Nation, Chair; Commissioner Ron Wesen, Skagit County, Vice-Chair; Commissioner Peter Browning, Skagit County (arrived 9:11 a.m.); Chris Damitio and Justin Resnick, Washington State Department of Transportation; Peter Donovan, City of Mount Vernon; Commissioner Lisa Janicki, Skagit County; Mayor Julia Johnson, City of Sedro-Woolley; Mayor Matt Miller, City of Anacortes; Mayor Marla Reed, Town of Concrete (arrived 9:09 a.m.); 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; and Grant Johnson, Associate Planner.

OTHERS PRESENT

No one else attended the meeting.

AGENDA

1. Call to Order: Commissioner Wesen called the meeting to order at 9:04 a.m. and chaired the entire meeting due to GoToMeeting technical difficulties experienced by Chairman Wooten.

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 July 12-18. During that timeframe, public comment was received from Crystle Stidham. Mr. Hamilton read the public comment into the record.

3. Consent Agenda

- a. Approval of June 21, 2023 Transportation Policy Board Meeting Minutes: Mayor Sexton moved to approve the June 21, 2023 Transportation Policy Board Meeting Minutes, and Commissioner Janicki seconded the motion. The motion carried unanimously.

4. Action Items

- a. July Regional Transportation Improvement Program Amendment: Mr. Hamilton provided the staff presentation for this agenda item. He stated that one amendment request was received for the Regional Transportation Improvement Program (RTIP) in August. The amendment request is for WSDOT's I-5/Tributaries to Friday, Lake & Chuckanut Creeks - Fish Pas-

sage project. This amendment revises a project already programmed in the RTIP. Total estimated project cost is reduced from \$72,409,688 to \$61,039,781, termini and total project length are revised, and state funding sources and amounts are adjusted for project phases.

Commissioner Wesen asked about the reason for the reduction in total estimated project cost. Mr. Damitio responded that WSDOT had received favorable bids from contractors that came in under expectations for the project.

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

- b. Regional Project Selection and Prioritized Contingency List: Mr. Hamilton provided the staff presentation for this agenda item. He provided a summary of the process going back to December 2022 and reminded the Transportation Policy Board that federal funding is available for project selection through the Surface Transportation Block Grant Program (STBG), Transportation Alternatives Set-Aside (TA) and Carbon Reduction Program (CR). Mr. Hamilton noted that Skagit Transit withdrew two of their applications from consideration following the June 21 meeting and provided several options that the Transportation Policy Board could consider, including whether or not to place these two projects on the prioritized contingency list. Mr. Hamilton also provided options for funding the Skagit 2050 Regional Transportation Plan through the project-selection process, in response from feedback received from the Transportation Policy Board at the June 21 meeting.

A motion was made by Mayor Johnson to approve the regional project selection recommended by the Technical Advisory Committee, minus the two withdrawn Skagit Transit projects, with Mount Vernon's EV Vehicle Charging Facility – MVLC project selected to receive an additional \$275,000 STBG and \$275,000 CR funds from what was recommended by the Technical Advisory Committee, totaling \$275,000 in STBG funds and \$560,000 in CR funds for the project. Mayor Sexton seconded the motion and it carried unanimously.

A motion was made by Commissioner Browning to move the Skagit 2050 Regional Transportation Plan project from the prioritized contingency list and select it for funding with the regional project selection, using \$346,000 in STBG funds. Mayor Sexton seconded the motion and it carried unanimously.

A motion was made by Commissioner Janicki to place the two projects withdrawn by Skagit Transit as the highest-ranking projects on the prioritized contingency list, using the scores received via project selection to rank them #1 and #2, and to approve the prioritized contingency list. Mayor Sexton seconded the motion and it carried unanimously.

The regional project selection is in the following table.

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
Mount Vernon	EV Vehicle Charging Facility - MVLC	CN	CR STBG	\$560,000 \$275,000
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
Skagit Council of Governments	Skagit 2050 Regional Transportation Plan	PL	STBG	\$346,000
			STBG Subtotal	\$5,873,849
			TA Subtotal	\$1,017,061
			CR Subtotal	\$940,000
			Grand Total	\$7,830,910

¹ "PL" is planning, "PE" is preliminary engineering, "RW" is right of way 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.

The prioritized contingency list is in the following table.

Rank	Applicant	Project	Phase ³	Funding Request
1	Skagit Transit	Construction of Ancillary Maintenance Buildings	CN	\$275,000
2	Skagit Transit	Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase	CN	\$275,000
3	Sedro-Woolley	Cook Road/South Trail Road Intersection Improvements	PE	\$311,189
4	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ⁴	PE	\$18,000
4	Mount Vernon	Kulshan Trail Safety Lighting - Phase 2 ⁴	CN	\$159,000
5	Anacortes	12th Street and K Avenue Intersection Improvements ⁵	PE	\$224,000
5	Anacortes	17th Street and Q Avenue Intersection Improvements ⁵	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 ⁴	PE	\$32,000
9	Mount Vernon	Kulshan Trail Safety Lighting - Phase 4 ⁴	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
			Total	\$8,062,748

- c. Grant Application Authorization for Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation Program: Mr. Hamilton provided the staff presentation on this agenda item. On April 21, 2023 the U.S. Department of Transportation published a notice of funding opportunity to solicit applications for Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation Program (PROTECT) grants. PROTECT funds for federal fiscal year 2022 and 2023 will be awarded on a competitive basis through this grant opportunity, with an estimated \$45 million available for Planning Grants and \$803 million available to other types of grants. Metropolitan planning organizations, such as SCOG, are eligible to receive PROTECT grants for preparing a Resilience Improvement Plan. Mr. Hamilton concluded his presentation by stating that SCOG staff recommends the Transportation Policy Board authorize staff to apply for a PROTECT Planning Grant in order to develop a Resilience Improvement Plan.

³ "PL" is planning, "PE" is preliminary engineering, "RW" is right of way and "CN" is construction.

⁴ Project with multiple phases.

⁵ Project average ranking tied.

Mayor Sexton asked if a Resilience Improvement Plan funded by PROTECT funds would duplicate the hazard mitigation plans adopted by jurisdictions in Skagit County. Mr. Hamilton responded that a Resilience Improvement Plan funded under PROTECT needs to be consistent with these hazard mitigation plans, but would not duplicate these other planning efforts.

Mayor Sexton moved to authorize SCOG staff to apply for a PROTECT Planning Grant in order to develop a Resilience Improvement Plan. Mayor Johnson seconded the motion and the motion carried unanimously.

5. Chair's Report: there were no items for the Chair's Report.
6. Executive Director's Report: Mr. Murphy mentioned the WSDOT Consolidated Grant Program 2023–2025 Awards provided as an Information Item for the meeting. Skagit region applicants were awarded over \$5.4 million during this award cycle. He pointed out how this is a good example of how regional planning informs the selection of projects in the Skagit region for funding.

Commissioner Janicki asked how the information on the \$5.4 million grant funding is shared with the community. Mr. Murphy said he is unsure how WSDOT disseminates information on these grant awards, and committed that SCOG staff will reach out to Skagit Valley Herald staff so they are aware this funding is coming to the Skagit region. Commissioner Wesen said it is important to celebrate success and let the community know how their tax dollars are being spent.

7. Roundtable and Open Topic Discussion: Commissioner Wesen asked about traffic delays on Interstate 5 southbound in north Skagit County. Mr. Damitio mentioned there was some extensive pavement repair on Interstate 5 and the majority of repairs have been completed.

Mr. Damitio introduced Mr. Resnick as the new Planning & Engineering Services Manager in the WSDOT Northwest Region Mount Baker Area office.

Commissioner Wesen asked about WSDOT culvert replacements. Mr. Damitio said WSDOT is on track to meet the 2030 federal deadline for removing fish passage barriers.

8. Next Meeting: The next meeting is August 16, 2023 at 9:00 a.m., in the Burlington City Council Chambers and GoToMeeting.
9. Adjourned: Commissioner Wesen adjourned the meeting at 9:48 a.m.

Information Items: the Transportation Policy Board was provided the July 6, 2023 Technical Advisory Committee Meeting Minutes; WSDOT Consolidated Grant Program 2023–2025 Awards; 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. – AUGUST REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	08/03/2023	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	08/16/2023	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:

- Mount Vernon
 - EV Bicycle Charging Facility - MVLC: this amendment adds this project to the RTIP. The \$144,500 in federal funding is through the Transportation Alternatives Set-Aside with a \$22,550 local match. Total estimated project cost is \$167,050. This project was selected for funding by the Transportation Policy Board at the July 19, 2023 meeting.
 - EV Vehicle Charging Facility – MVLC: this amendment adds this project to the RTIP. Federal funding for the project is provided through two sources: \$275,000 in Surface Transportation Block Grant Program funds; and \$560,000 in Carbon Reduction Program funds. A local match of \$1,873,000 is provided to fully fund the project. This project was selected for funding by the Transportation Policy Board at the July 19, 2023 meeting.
- Skagit Transit
 - Micro Transit Study: this amendment adds this project to the RTIP. The \$80,000 in federal funding is through the Areas of Persistent Poverty Program with a \$20,000 local match. Total estimated project cost is \$100,000. This project was selected for funding by the Federal Transit Administration on July 20, 2023.

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on July 27 and ended on August 4. No comments were received.

Agency Mount Vernon

Project Title EV Bicycle Charging Facility - MVLC

Description Installation of EV bicycle charging stations within the parking structure of the Mount Vernon Library Commons project.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Other

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 7

Amendment Number

Amendment Date 4/26/2023

Total Project Cost \$167,050

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

STIP ID WA-15135

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID T-23-02

Hearing Date 8/24/2022

Adoption Date 8/24/2022

Resolution Number 1034

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2023	TA(UM)	\$144,500		\$0	\$22,550	\$167,050	8/16/2023
Total			\$144,500		\$0	\$22,550	\$167,050	

Agency Mount Vernon

Project Title EV Vehicle Charging Facility - MVLC

Description Installation of Electric Vehicle charging stations within the parking structure of the Mount Vernon Library Commons project.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Other

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 10

Amendment Number

Amendment Date 4/26/2023

Total Project Cost \$2,708,000

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

STIP ID WA-15136

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID T-23-01

Hearing Date 8/24/2022

Adoption Date 8/24/2022

Resolution Number 1034

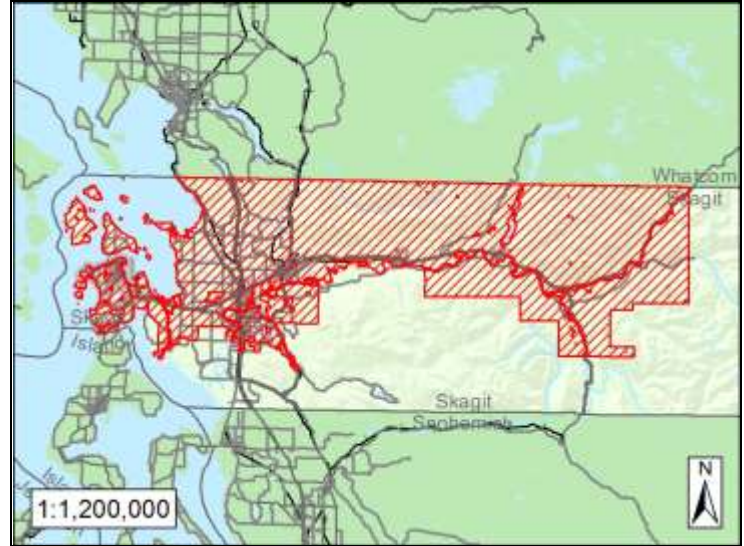
Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2023	CRP(UM)	\$560,000		\$0	\$936,500	\$1,496,500	8/16/2023
CN	2023	STBG(UM)	\$275,000		\$0	\$936,500	\$1,211,500	8/16/2023
Total			\$835,000		\$0	\$1,873,000	\$2,708,000	

Agency Skagit Transit

Project Title Micro Transit Study

Description Acquire consultant services to develop an operational plan for deploying "microtransit" service within specific areas of the Skagit PTBA.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$100,000

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

STIP ID WA-15425

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/17/2022

Adoption Date 8/17/2022

Resolution Number 2022-11

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PL	2024	FTA Discretionary	\$80,000		\$0	\$20,000	\$100,000	8/16/2023
Total			\$80,000		\$0	\$20,000	\$100,000	

Financial Feasibility Table

Funding Program	Carryover	2023			2024			2025			2026			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed			
Regionally Managed Federal Funds	\$1,403	\$2,539	\$3,942	\$3,849	\$1,979	\$2,072	\$1,453	\$1,979	\$2,599	\$2,044	\$1,979	\$2,534	\$2,085	\$9,880	\$9,431	\$449
CRP(UM)	\$0	\$560	\$560	\$560	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$560	\$560	\$0
STBG	\$1,358	\$1,741	\$3,099	\$2,984	\$1,741	\$1,856	\$1,412	\$1,741	\$2,186	\$1,822	\$1,741	\$2,105	\$2,085	\$8,323	\$8,303	\$20
TA	\$44	\$238	\$283	\$305	\$238	\$216	\$41	\$238	\$413	\$222	\$238	\$429	\$0	\$997	\$568	\$429
Other Federal Funds & State Funds	\$0	\$130,519	\$130,519	\$130,519	\$50,555	\$50,555	\$50,555	\$59,713	\$59,713	\$59,713	\$29,087	\$29,087	\$29,087	\$269,874	\$269,874	\$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	\$80	\$80	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$2,580	\$2,580	\$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	\$75,628	\$75,628	\$75,628	\$12,724	\$12,724	\$12,724	\$16,809	\$16,809	\$16,809	\$4,667	\$4,667	\$4,667	\$109,827	\$109,827	\$0
CWA	\$0	\$1,480	\$1,480	\$1,480	\$469	\$469	\$469	\$160	\$160	\$160	\$50	\$50	\$50	\$2,159	\$2,159	\$0
MAW	\$0	\$14,000	\$14,000	\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000	\$14,000	\$0
MVA	\$0	\$3,312	\$3,312	\$3,312	\$1,068	\$1,068	\$1,068	\$678	\$678	\$678	\$242	\$242	\$242	\$5,301	\$5,301	\$0
Other	\$0	\$3,085	\$3,085	\$3,085	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,085	\$3,085	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$395	\$395	\$395	\$395	\$395	\$0
Matching Funds	\$0	\$21,456	\$21,456	\$21,456	\$4,938	\$4,938	\$4,938	\$4,277	\$4,277	\$4,277	\$4,964	\$4,964	\$4,964	\$35,635	\$35,635	\$0
Local	\$0	\$21,456	\$21,456	\$21,456	\$4,938	\$4,938	\$4,938	\$4,277	\$4,277	\$4,277	\$4,964	\$4,964	\$4,964	\$35,635	\$35,635	\$0
Total	\$1,403	\$154,513	\$155,916	\$155,823	\$57,473	\$57,566	\$56,946	\$65,969	\$66,589	\$66,034	\$36,030	\$36,585	\$36,136	\$315,388	\$314,939	\$449

Note: Regionally Managed Federal Funds are in the process of being updated by SCOG. CRP carryover, estimated allocations and available funding will be revised.

ACTION ITEM 4.B. – RESOLUTION 2023-05 TO CERTIFY CITY OF BURLINGTON COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

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
Technical Advisory Committee	08/03/2023	Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	08/16/2023	Action	Grant Johnson	(360) 416-6678

ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend that the Transportation Policy Board adopt [Resolution 2023-05](#) certifying the [City of Burlington Comprehensive Plan Transportation Element](#).

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	<ul style="list-style-type: none"> • Install Signal or Roundabout 	A

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

August 3, 2023

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Steve Lange, Tim Hohmann
- City of Mount Vernon Bill Bullock
- City of Sedro-Woolley Mark Freiberger
- Port of Skagit Laura Schumacher
- Samish Indian Nation..... Nick Dorr
- Skagit County Forrest Jones
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation David Strich

STAFF PRESENT

- Skagit Council of Governments Mark Hamilton, Grant Johnson

OTHERS PRESENT

No one else attended the meeting.

AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. July 6, 2023 Technical Advisory Committee Meeting Minutes: Mr. Hohmann moved to approve the July 6, 2023 Technical Advisory Committee (TAC) meeting minutes, and Mr. Windler seconded the motion. The motion carried unanimously.
3. August Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He stated that there were three proposed amendments for the month of August: two from Mount Vernon, the Library Commons EV Bicycle Charging Facility and the Library Commons EV Vehicle Charging Facility and one from Skagit Transit, the Micro Transit Study. Both of the Mount Vernon projects were recently selected for funding through the project selection process that was recently completed, and Mount Vernon has chosen to program them this year. Because of this, the local match for these projects is much higher than normal in order to fully fund the projects and obligate by end of the year. The Skagit Transit project is federally funded through the Areas of Persistent Poverty Program. He explained that the RTIP is fiscally constrained with the three proposed amendments.

Mr. Hohmann asked what areas the Micro Transit Study will cover. Mr. Windler responded that Area 1 is on Fidalgo Island, and that Area 2 is the NW section of the county.

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

4. 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 of Skagit County jurisdictions. He stated that Burlington had approved an update to their comprehensive plan transportation element on May 11, 2023, and that SCOG had begun the certification process at that time. He then gave an overview of the Burlington comprehensive plan transportation element and key findings of the certification process, including land use assumptions, expected deficiencies, notable projects and the financial forecast. Mr. Johnson stated that after certification, staff would be looking over the list of projects to determine if any are regionally significant and would be amending the Skagit 2045 to reflect any necessary changes.

Mr. Freiberger motioned to recommend that the Transportation Policy Board certify the City of Burlington Comprehensive Plan Transportation as presented. Mr. Jones seconded the motion and it carried unanimously.

5. Non-Motorized Advisory Committee Bylaws Update: Mr. Johnson presented this agenda item. He stated this item came before the TAC last month as a discussion item and gave an overview of the Non-Motorized Advisory Committee (NMAC) and its relationship to the TAC. He explained that updating the bylaws was a work program item for the NMAC this year due to several changes since their initial adoption in 2016, and at their June meeting they recommended bylaws revisions to the TAC. He then gave an overview of recommended changes, including meeting times and locations; membership changes; bicycle and pedestrian counts; and removal of redundant language directing the NMAC to assist member organizations.

Mr. Freiberger motioned to approve the updated Non-Motorized Advisory Committee Bylaws as presented. Mr. Windler seconded the motion and it carried unanimously.

6. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He explained that this report is a snapshot of obligation authority in the region at the end of June. He stated that deobligations had set the region back for the year and that it is likely that the region will miss its obligation target for the year, but that the region will be in a good position to meet next year's target.
7. 2023 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that this item has been updated to reflect the latest available information, and then went over the 2023 Obligation Authority Plan. He stated that the only change since the previous month was that the SCOG Admin 2022-2025 project had obligated. 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. Project Selection Debriefing: Mr. Hamilton presented this agenda item. He stated that the project selection process had just concluded and that award letters had been sent out to applicants. He explained that prior to conclusion of the process, Skagit Transit had withdrawn its two applications, and that the Transportation Policy Board (TPB) had awarded those additional funds to the Mount Vernon EV charging station project. The TPB had also chosen to remove SCOG's Skagit 2050 Regional Transportation Plan project from the contingency list and award it funds. Staff is currently in the process of determining fiscal constraints, which is requiring many projects to be programmed in years five and six. Mr. Hamilton stated that there are several aspects of the selection process that staff would like TAC input on. In two years, staff will be looking at today's TAC input to make sure that recommended changes are incorporated into the next selection process.

Mr. Hamilton explained that the application form was modified from the last selection process to change "engineers estimate" to "cost estimate". No concerns had been brought up this year during the selection process, and staff would like to ask TAC members if they have any feedback. Mr. Bullock replied that as long as the cost estimate is detailed and not just a lump sum guess, he sees no issues with a cost estimate vs engineer's estimate, and that applicants need to be submitting only estimates that they are confident in. TAC members did not recommend any changes.

Mr. Hamilton stated that the application form has a section where project sponsors check the source of funds that they are requesting, and he asked if TAC members found that useful. Mr. Bullock stated that ultimately SCOG staff made the decision as to which sources of funding should be recommended for each project, so what source was checked on the form didn't matter in the end. He stated that the funding boxes should be removed. Mr. Hohmann said that he checked all the boxes for his applications. TAC members recommended removing the check boxes for requested funding sources.

Mr. Hamilton stated that this year there was new guidance to use the Washington Tracking Network (WTN) to score projects eligible for Transportation Alternatives funding. The WTN scores were to the side of regular project selection scores and did not make a difference in the overall project rankings. TAC members did not recommend any changes.

Mr. Hohmann stated that the cost summary section was non-intuitive for projects with multiple phases, in that there are check boxes for different phases. He felt like he was trying to tell the project story via check boxes, when in reality the cost summary notes section should be where that is discussed. Mr. Bullock stated that there should be language requiring a summary by phase, year and cost. Mr. Hamilton stated that staff had to reach out to applicants to request a breakdown by phase. TAC members recommended changing the form to have a cost breakdown by phase instead of the current check boxes and cost summary section.

Mr. Bullock stated that it would be helpful to have a list of project types that are eligible for Carbon Reduction (CR) funding. Mr. Hamilton stated that staff could consider creating a bulleted list of project types eligible for each funding source. Mr. Hohmann stated that because it is a new program, it seems like the CR program is not yet completely defined. TAC members recommended creating a bulleted list of eligible projects for each funding source.

Mr. Hohmann asked for an update on the contingency list. Mr. Hamilton stated that SCOG's Skagit 2050 RTP project had been removed from the first spot due to being selected for funding, and the two withdrawn Skagit Transit projects had been placed on the contingency list at #1 and #2, so the order of other projects on the contingency list had not been changed.

9. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
10. Next Meeting: September 7, 2023, 1:30 p.m.
11. Adjourned: 3:01 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

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	✓	\$261,176

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

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Anacortes	R Avenue Long Term Improvements	T-1301	PE	(Not Yet)	\$176,460
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	PE	✗	\$21,631
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	CN	(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	✗	\$300,000

TOTAL EXPECTED STBG-TA OBLIGATIONS³: \$1,012,572
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. Includes any Extensions that have obligated funding.

Extensions

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

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

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

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

Appeals

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

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

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

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

Dates		Total Funding Available	FHWA (13.5%)	STBG (13.5%)	FTA (13.5%)	RTPO	Resilience Improvement Project (13.5%)
06/30/2023 Carryforward		\$ 379,041	\$ 181,529	\$ -	\$ 69,286	\$ -	\$ 128,226
RTPO	07/01/2023 - 06/30/2023	143,286	-	-	-	143,286	-
Authorized		\$ 522,327	\$ 181,529	\$ -	\$ 69,286	\$ 143,286	\$ 128,226
Expenditures							
July 2023		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
August		-	-	-	-	-	-
September		-	-	-	-	-	-
October		-	-	-	-	-	-
November		-	-	-	-	-	-
December		-	-	-	-	-	-
January 2024		-	-	-	-	-	-
February		-	-	-	-	-	-
March		-	-	-	-	-	-
April		-	-	-	-	-	-
May		-	-	-	-	-	-
June		-	-	-	-	-	-
Expenditures to Date		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Balances							
		\$ 522,327	\$ 181,529	\$ -	\$ 69,286	\$ 143,286	\$ 128,226