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SKAGIT COUNCIL OF GOVERNMENTS
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SKAGIT COUNCIL OF GOVERNMENTS
TRANSPORTATION POLICY BOARD MEETING

January 21, 2026 – 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: 564-846-917

AGENDA

1. **Call to Order and Roll Call**
2. **Written Public Comments** – *Grant Johnson*
3. **Verbal Public Comments**
4. **Consent Agenda**
    a. Approval of December 17, 2025 Transportation Policy Board Meeting Minutes
5. **Action Items**
    a. Election of 2026 Vice Chair – *Commissioner Peter Browning, Transportation Policy Board Chair*
    b. Appeal to Reprogram Phases of Projects in Regional Transportation Improvement Program – *Mark Hamilton, Peter Lane, City of Sedro-Woolley*
    c. Release Regional Transportation Plan for Public Comment – *Mark Hamilton, Jeff Frkonja, RSG, Inc.*
    d. January Regional Transportation Improvement Program Amendments – *Mark Hamilton*
    e. Resolution 2026-01 to Certify 2025 Anacortes Comprehensive Plan Transportation Element – *Grant Johnson*
    f. National Highway Freight Program Call for Projects – *Grant Johnson*
6. **Discussion Items**
    a. 2026 Regional Highway Safety Performance Targets – *Grant Johnson*
7. **Chair's Report**
8. **Executive Director's Report**
9. **Roundtable and Open Topic Discussion**
10. **Next Meeting:** February 18, 2026, 9:00 a.m., ***Burlington City Council Chambers and Remote***
11. **Adjourned**

Information Items:

January 8, 2026 Technical Advisory Committee Meeting Minutes
FFY 2025 Federal Local Obligation Authority Delivery Summary
2026 Obligation Authority Plan
Monthly Financial Update
2026 Board Calendar

Meeting Packet

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TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Peter Browning ..... Chair
TBD ..... 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

December 17, 2025
Burlington City Council Chambers and Remote

MEMBERS PRESENT

Mayor Peter Donovan, City of Mount Vernon, Chair; Commissioner Peter Browning, Skagit County, Vice Chair; Chris Damitio, Washington State Department of Transportation; Commissioner Corrin Hamburg, Skagit PUD; Mayor Marna Hanneman, Town of La Conner; Commissioner Lisa Janicki, Skagit County; Mayor Julia Johnson, City of Sedro-Woolley; Mayor Matt Miller, City of Anacortes; Commissioner Ron Wesen, Skagit County; and Chairman Tom Wooten, Samish Indian Nation.

STAFF PRESENT

Jill Boudreau, Executive Director; Kevin Murphy; Debbie Carter, Executive Assistant and Clerk of the Board; Mark Hamilton, Senior Transportation Planner; Grant Johnson, Associate Planner; and Sarah Ruether, Associate Planner.

OTHERS PRESENT

Jeanne Acutanza; WSP USA, Inc. Five members of the public attended the meeting.

AGENDA

1. Call to Order: Mayor Donovan 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 was held prior to the meeting, from December 10–16, and no comments were received.

3. Verbal Public Comments: No verbal public comments were provided at the meeting.

4. Consent Agenda

   a. Approval of October 15, 2025 Transportation Policy Board Meeting Minutes: Commissioner Wesen moved to approve the October 15, 2025 Transportation Policy Board Meeting Minutes. Mayor Miller seconded the motion and it carried unanimously.

5. Action Items

   a. Release Skagit Regional Safety Action Plan for Public Comment: Mr. Johnson introduced this action item. He said that in July 2023, SCOG applied for a Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant to develop a regional safety action plan. In December 2023, SCOG was awarded federal funding to complete the Skagit Regional Safety Action Plan. SCOG hired WSP, USA Inc. in December 2024 to assist with preparation of the

Plan. Mr. Johnson then introduced Ms. Jeanne Acutanza of WSP,USA Inc. and she delivered a presentation on the Skagit Regional Safety Action Plan.

Transportation Policy Board members provided comments and asked questions of Ms. Acutanza during the presentation, and she answered those questions. Several impacts from recent flooding in Skagit County were discussed, with related impacts on safety, road closures and the importance of alternate routes.

After the consultant presentation ended, Mr. Johnson said that SCOG staff recommends release of the Skagit Regional Safety Action Plan for public comment.

Commissioner Janicki moved to release the Skagit Regional Safety Action Plan for public comment and Chairman Wooten seconded the motion. Mr. Damitio mentioned that three weeks may not be enough time for staff review during the holiday season and suggested an additional week. A friendly amendment to the motion was made by Commissioner Wesen and seconded by Mayor Miller to extend to a four-week public comment period. The amended motion carried unanimously.

b. 2026 Skagit Regional Transportation Priorities: Mr. Johnson presented this action item. He mentioned that SCOG staff has been working with member jurisdictions to update the Skagit Regional Transportation Priorities for next year. Project details are included in the meeting packet. Mr. Johnson concluded his presentation by stating that SCOG staff and Technical Advisory Committee recommend approval of the 2026 Skagit Regional Transportation Priorities.

   Mayor Miller provided the rationale for why Anacortes projects are revised from the 2025 priorities to 2026.

   Mayor Miller moved to approve the 2026 Skagit Regional Transportation Priorities as presented. Commissioner Janicki seconded the motion and it carried unanimously.

c. Ad Hoc Mobility Committee Formation: Ms. Ruether presented this action item. She mentioned that formation of a temporary committee is suggested to advise on the update of the Coordinated Public Transit-Human Services Transportation Plan, the regional administration of the Consolidated Grant Program, mobility management and ADA updates. The list of proposed organizations to be invited is included in the meeting packet.

   Commissioner Browning moved to form the Ad Hoc Mobility Committee. Commissioner Janicki seconded the motion and it carried unanimously.

d. Resolution 2025-11 to Amend Unified Planning Work Program: Mr. Hamilton presented this action item. He said SCOG is responsible for preparing a unified planning work program that documents the transportation planning work activities and related tasks to be accomplished during state fiscal year 2026 (July 1, 2025 through June 30, 2026). Mr. Hamilton then went through each proposed change to the work program and concluded his presentation by stating that SCOG staff and Technical Advisory Committee recommend approval of these revisions.

   Commissioner Browning moved to approve Resolution 2025-11 to Amend Unified Planning Work Program as presented. Commissioner Janicki seconded the motion and it carried unanimously.

6. Discussion Items

    a. Regional Transportation Plan Update: Mayor Donovan asked if this agenda item could be revisited next month. Mr. Hamilton responded that he expects the Regional Transportation Plan will be on the agenda for next month's Transportation Policy Board meeting and the discussion item can be skipped for December.

7. Chair's Report: Mayor Donovan welcomed SCOG's new Executive Director, Ms. Boudreau, to her new position.

8. Executive Director's Report: Ms. Boudreau mentioned that she is preparing for the upcoming Washington state legislative session to begin on January 12 and is scheduling time to meet with Transportation Policy Board members in January. She also shared that the region received an additional amount of nearly $800,000 in federal funding due to exceeding the regional obligation authority target in the federal fiscal year that ended in September, which is new money available to transportation projects. She concluded her report with a farewell and thank you to Mayor Miller, Commissioner Janicki, Mr. Damitio, Mayor Reed and Mr. Murphy.

9. Roundtable and Open Topic Discussion: Nothing was shared for this agenda item.

10. Next Meeting: The next meeting is scheduled for January 21, 2026, at 9:00 a.m., in the Burlington City Council Chambers and remote.

11. Adjourned: Mayor Donovan adjourned the meeting at 10:08 a.m.

Information Items: December 4, 2025 Technical Advisory Committee Meeting Minutes; Annual Title VI Accomplishments & Goals Report; 2025 Obligation Authority Plan; and Monthly Financial Update.

Approved,

_____ Date: _____

Jill Boudreau, Executive Director
Skagit Council of Governments

_____ Date: _____

Mayor Peter Donovan, Mount Vernon
Transportation Policy Board Chair
Skagit Council of Governments

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ACTION ITEM 5.B. – APPEAL TO REPROGRAM PHASES OF PROJECTS IN REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	01/21/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

There is no recommendation on this action. The Transportation Policy Board may choose to approve/deny appeal for the following projects:

- City of Sedro-Woolley
    - SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgin Street, Construction Phase; and
    - John Liner Road Arterial Improvements, Right-of-way Phase.

FISCAL IMPACT

Skagit Council of Governments (SCOG) staff conducted a fiscal-constraint analysis on the proposed reprogramming of the phases of Sedro-Woolley projects consistent with the Obligation Authority Procedures adopted by the Board. Results of the analysis are included in the following table.

Agency	Project	Phase	STIP ID	Federal Funding Source	Amount of Federal Reprogramming Request	Fiscal Constraint Maintained by Reprogramming
City of Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgin Street	CN	SW42	STBG-Urban Medium	$408,742	No
City of Sedro-Woolley	John Liner Road Arterial Improvements	RW	SW59	STBG-Urban Medium	$210,089	No
				Total	**$618,831**	**No**

SCOG may program up to a total of **$0** in federal Surface Transportation Block Grant (STBG) funding for 2026–2029 and remain fiscally constrained for each of the four years. Currently, SCOG has **$7,107,676** programmed for 2026–2029 in STBG project funding. No additional STBG funds may be programmed for 2026–2029, unless sufficient funding in project phases is moved out of the first four years of the 2026–

2031 Regional Transportation Improvement Program (RTIP) to years five and six (2030–2031), which do not need to be fiscally constrained by year.[1]

DISCUSSION

The RTIP includes an Obligation Authority Process adopted by the Transportation Policy Board. Included within the process is an opportunity to appeal project deprogramming, with appeals decided by the Board.

The *SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgin Street* construction phase was granted an extension by SCOG in 2025, following receipt of Sedro-Woolley's extension request, consistent with the Obligation Authority Process. Obligation of the phase did not occur by the end of calendar year 2025. Lack of obligation for this phase led to it being deprogrammed when last year's RTIP expired. Therefore, this phase is no longer programmed in the RTIP.

The *John Liner Road Arterial Improvements* right-of-way phase was moved forward from 2026 to 2025, with a commitment from Sedro-Woolley staff committing to moving the project phase forward, consistent with gap strategies in the Obligation Authority Process. Obligation of the phase did not occur by the end of September 2025 as was required. Lack of obligation for this phase led to it being deprogrammed from the RTIP. Therefore, this phase is no longer programmed in the RTIP.

ADDITIONAL OPTIONS

Additional options are presented below for Transportation Policy Board consideration.

SR20/CASCADE TRAIL WEST EXTENSION PHASE 2A, HOLTCAMP ROAD TO HODGIN STREET

This project was selected by the Transportation Policy Board to receive STBG funds. This project is also eligible for federal Transportation Alternatives Set-aside (TA) funding, another funding source available to SCOG to select projects for funding. The Board could decide to reprogram the project phase with TA funding instead of STBG funding. The project is already federalized and can utilize funding from different federal sources. A total of $973,136 of TA is programmed, and a total of $1,472,912 may be programmed using this federal source for 2026–2029 ($1,472,912 - $973,136 = $499,776 of TA available to program).

JOHN LINER ROAD ARTERIAL IMPROVEMENTS

This project was also selected by the Transportation Policy Board to receive STBG funds. Unfortunately, this project is ineligible for TA or federal Carbon Reduction Program funds, so switching the federal funding source to another available to SCOG and reprogramming is not an option. If the Board desires to reprogram the right-of-way phase of this project as Sedro-Woolley proposes, SCOG Administration funding could be moved to 2030–2031, except for funding expected to obligate this year, and projects programmed in 2026–2029 without complete funding to complete the phase that cannot obligate this year

[1] SCOG is awaiting final approval of the 2026–2029 Statewide Transportation Improvement Program by the Federal Highway Administration and Federal Transit Administration in January. After approval, initial determinations of fiscal constraint will be reevaluated by SCOG staff.

can be moved to 2030–2031. SCOG staff anticipates that moving STBG funding out of 2026–2029, and also moving funding between those years, will already be necessary in February to maintain fiscal constraint by year due to overdelivery of STBG funds last federal fiscal year. SCOG staff anticipates that further information on fiscal constraint will be available later in January after approval of the 2026–2029 Statewide Transportation Improvement Program by the Federal Highway Administration and Federal Transit Administration.

NEXT STEPS

If the Transportation Policy Board approves any appeal to reprogram projects in the 2026–2031 Regional Transportation Improvement Program, SCOG must follow the RTIP amendment process for each project phase. An agency representative must submit project phases to SCOG through the monthly RTIP amendment process, followed by a public comment period and Technical Advisory Committee recommendation, with any RTIP amendment considered by the Board, before submitting the project phases to the Statewide Transportation Improvement Program after approval.

CITY OF SEDRO-WOOLLEY
Sedro-Woolley Municipal Building
325 Metcalf Street
Sedro-Woolley, WA 98284
Phone (360) 855-0771
Fax (360) 855-0733

January 5, 2026

Mark Hamilton
Senior Transportation Planner
Skagit Council of Governments
315 S Third Street; Suite 100
Mount Vernon, WA 98273

RE: Request to Appeal and Reprogram Sedro-Woolley Project Phases

- **SR20/Cascade Trail Phase 2A Holtcamp to Hodgin – CN Phase**
- **John Liner Road Arterial Improvements – RW Phase**

Mark:

Sedro-Woolley formally requests restatement of the following project phases:

- SR20/Cascade Trail Phase 2A Holtcamp to Hodgin, STIP SW42 - Construction Phase $408,742. Request to reprogram to 2028.

The City originally began the design effort for this project with City Staff and support consultant expertise (such as surveying and geotechnical services). Design was significantly delayed due to complex health issues on staff and retirement of key staff members. Further delay happened in 2024/2025 when trying to complete design and navigating additional approvals Highway Local Programs required on consultant RFQ ads and sole source approvals. In 2025, the City made significant progress and the design is currently at 90% complete. Additionally, in 2025 the City applied and obtained a grant from the Transportation Improvement Board for $915,450 to finish PE and fund the majority of CN. The City's efforts will focus on right of way (significant effort) acquisition in 2026/2027 and finalize design to be bid ready for construction in 2028.

- John Liner Road Arterial Improvements, STIP SW59 – Right of Way Phase $210,089. Request to reprogram RW to 2027.

The City requested to bring this phase forward to 2025 with plan that the design and NEPA would have progressed further. The City was unable to meet the more aggressive schedule and was unable to obligate the RW funding in 2025. The City has progressed to 20% design and is

positioned to complete NEPA in 2027, necessary to obligate RW funding. The City would still construct in 2028 per the previous plan.

Sincerely,

William Bullock, PE, MPA
Public Works Director
City of Sedro-Woolley

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: OBLIGATION AUTHORITY PROCEDURES

Adopted by the Transportation Policy Board on October 15, 2025

Every year, SCOG prepares an obligation authority plan. The purpose of the plan is to provide project tracking information and communicate expected 2026 obligations and dates to partners, including implementing agencies and the Washington State Department of Transportation. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed Federal Highway Administration funds that are programmed in 2026.

GOALS

There are two goals of the obligation authority plan. These goals are as follows:

1. Agencies in the Skagit region deliver no less than the regional obligation authority target by the end of every federal fiscal year; and
2. The obligation authority target is met before July 1 every year, positioning the Skagit region for additional obligation authority, if the Washington State Department of Transportation determines that redistributed obligation authority can be utilized in Washington state that year.

EXTENSION REQUESTS

Projects programmed in 2026 must obligate federal funding before March 1, 2026[1]. If an agency is unable to obligate prior to March 1, an extension request must be received by SCOG staff by February 25, 2026. If no extension request is received for a project, and it does not obligate before March 1, 2026, it will be deprogrammed by deletion from the RTIP by SCOG staff. A project phase may only be granted one extension.

The SCOG Admin project must obligate federal funding before August 1, 2026. This project cannot obligate until May/June at the earliest each year due to federal and state requirements of Unified Planning Work Program adoption. SCOG Admin projects are ineligible for extension requests.

GAP STRATEGIES

In any given year, up to four gap strategies may be utilized to assist with meeting the SCOG regional obligation authority target. If the target will be met without need of the strategies, they will not be used that year.

If the regional obligation authority target will not be met by March 1, 2026 (excluding the SCOG Admin project), the following gap strategies will be undertaken in order:

STRATEGY #1: ADVANCING 2027–2029 FISCALLY CONSTRAINED PROJECTS

Agency representatives with projects programmed in years 2027–2029 will be asked if their agency is willing and able to advance their project at the March 5, 2026 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding before July 1, 2026. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2026.

[1] SCOG staff will coordinate with WSDOT Local Programs headquarters staff to make the determination of which projects have obligated federal funding before March 1. For this process, any project that has a “complete funding package” at Local Programs headquarters before March 1, as determined by Local Programs headquarters staff, will be considered obligated by SCOG, though the project may have not yet received formal authorization from FHWA before the March 1 deadline.

Agencies with projects in year 2027 will have first priority, year 2028 will have second priority and year 2029 will have third priority.

SCOG will provide a formal letter addressed to the responsible official by March 19, 2026 documenting the commitment to advance their project from 2027–2029 and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency's Transportation Policy Board member(s).

Any agency that commits to advancing a project using Strategy #1, and obligates funding for that project prior to July 1, will be eligible for bonus points in SCOG's next project selection process. Agencies that utilize Strategy #1, and obligate funding from July 1 through the end of the federal fiscal year for that project, are not eligible for these bonus points. The additional points will be determined by the Transportation Policy Board during the next project selection process.

If Strategy #1 does not close the obligation authority gap completely, Strategy #2 will be utilized.

STRATEGY #2: ADVANCING 2030–2031 ILLUSTRATIVE PROJECTS

Agency representatives with projects programmed in years 2030–2031 will be asked if their agency is willing and able to advance their project at the March 5, 2026 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding before July 1, 2026. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2026.

Agencies with projects in year 2030 will have first priority and year 2031 will have second priority.

SCOG will provide a formal letter addressed to the responsible official by March 19, 2026 documenting the commitment to advance their project from 2030–2031 and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency's Transportation Policy Board member(s).

This strategy also requires an RTIP amendment, following the RTIP amendment process to add a project to the fiscally constrained RTIP. The agency is responsible for submitting the project to SCOG through SecureAccess Washington for the April 2026 amendment cycle.

Any agency that commits to advancing a project using Strategy #2, and obligates funding for that project prior to July 1, will be eligible for bonus points in SCOG's next project selection process. Agencies that utilize Strategy #2, and obligate funding from July 1 through the end of the federal fiscal year for that project, are not eligible for these bonus points. The additional points will be determined by the Transportation Policy Board during the next project selection process.

If Strategy #2 does not close the obligation authority gap completely, Strategy #3 will be utilized.

STRATEGY #3: ADVANCING CONTINGENCY LIST PROJECTS

Agencies with projects on the June 18, 2025 prioritized contingency list will be asked if they are willing and able to advance their project at the March 5, 2026 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding before July 1, 2026. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2026. The project will not go back onto the prioritized contingency list after deletion from the RTIP, but can compete again for funding through a future SCOG project selection process.

SCOG will provide a formal letter addressed to the responsible official by March 19, 2026 documenting the commitment to advance the contingency list project and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency's Transportation Policy Board member(s).

This strategy also requires an RTIP amendment, following the RTIP amendment process to add a project to the fiscally constrained RTIP. The agency is responsible for submitting the project to SCOG through SecureAccess Washington for the April 2026 amendment cycle.

If Strategy #3 does not close the obligation authority gap completely, Strategy #4 will be utilized.

STRATEGY #4: ADDING TO PAST FEDERAL PROJECT AWARDS

This strategy will be utilized, if necessary, following the March 5, 2026 TAC meeting. First, SCOG staff will calculate the obligation authority gap remaining after Strategy #3 is utilized. Second, SCOG staff will identify active projects using the most recently available information from WSDOT Local Programs Division, and reach out to agency representatives with active projects that have obligated funds, for a phase awarded SCOG FHWA funds, to inquire if the project could reasonably utilize an increase in the existing federal award amount and obligate the additional award by the end of the federal fiscal year.

As part of this strategy, SCOG staff are guided by the following principles: (1) maintain Urban Medium, Urban Small, Rural split in funding; (2) start with SCOG's most recent Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives project selection (2025) to identify active projects that can fill the obligation authority gap; (3) work backward through past project selections if projects selected in 2025 cannot completely close the obligation authority gap (e.g. 2023, 2021, 2019); and (4) equitably increase federal awards by a formula that includes, at a minimum, the amount of the past SCOG award for the phase.

SCOG will provide a formal letter addressed to the responsible official by March 19, 2026 documenting the additional federal award with the stipulation that obligation of additional federal funding should occur prior to July 1, 2026. If the project phase has not obligated federal funding by the end of the federal fiscal year, the additional award will be withdrawn on October 1, 2026. The letter will also go to the agency's Transportation Policy Board member(s).

This strategy only applies to projects that have already been competitively selected by SCOG for federal award. No new projects, or phases of projects, will be considered for adding to past federal awards.

APPEALS

Any appeal of a project deprogramming decision must be appealed directly to the Transportation Policy Board. Appeals must be received by the first Tuesday of the month by SCOG staff, to include the appeal with the Transportation Policy Board packet that goes out on the second Wednesday of the month. Transportation Policy Board meetings occur on the third Wednesday of each month. Any appeal would be considered at this third Wednesday meeting.

Implementing agencies are required to present their appeal directly to the Transportation Policy Board. If the Transportation Policy Board decides to reprogram a project, it must follow the typical RTIP amendment process, which includes a public comment period, TAC review, TPB action, WSDOT action and final action by FHWA and FTA on STIP amendment approvals. The timeline from agency appeal submission to reprogramming in the STIP will typically take three months or more.

Along with the appeal presented by the implementing agency, SCOG staff will present a fiscal analysis of the reprogramming decision on the RTIP. The first four years of the RTIP must be fiscally constrained by year, under federal law.

A project phase may only be appealed once to the Transportation Policy Board. No future appeal will be considered for the project phase. The project phase can compete again for funding through a future SCOG project selection process.

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ACTION ITEM 5.C. – RELEASE REGIONAL TRANSPORTATION PLAN FOR PUBLIC COMMENT

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	01/21/2026	Release for Public Comment	Mark Hamilton	(360) 416-7876

ACTION

Skagit Council of Governments (SCOG) staff recommends releasing the draft Move Skagit 2050 Regional Transportation Plan for public review and comment.

DISCUSSION

Following Transportation Policy Board approval of the scope of work for the Plan update, SCOG staff has proceeded through the planning process on updating this federal- and state-compliant long-range transportation plan. Consultant support has been provided by RSG, Inc. and WSP USA, Inc.

SCOG has until March 2026 to adopt the Plan to remain in federal compliance. The last Plan update was in March 2021, and it needs to be updated every five years at minimum.

PUBLIC PARTICIPATION

Public participation has been ongoing throughout the planning process, utilizing many opportunities for virtual and in-person engagement during the planning process, and consulting with interested parties as the draft Plan has been prepared.

If the Plan is released for public comment, SCOG staff anticipates having a comment period prior to the next Transportation Policy Board meeting and presenting any comments received at the February meeting. Later, comments received will be responded to along with proposed revisions to the draft Plan based on those comments.

In addition to the public comment process, SCOG will also undertake an environmental review of the Plan under Washington state law. This is expected to begin later this month.

APPENDICES

Appendices included in the draft Plan are listed below.

Appendix A: Compliance Checklist
Appendix B: System Performance Report
Appendix C: Regionally Significant Projects
Appendix D: Fish Passages
Appendix E: Public Involvement Plan
Appendix F: Engagement and Collaboration Summary
Appendix G: Public Comment Tracker (reserved)

Appendix H: Regional Roadway Volumes and Level of Service
Appendix I: Existing Transportation Facilities
Appendix J: State Environmental Policy Act Checklist (reserved)
Appendix K: Financial Assessment

Move Skagit 2050

Regional Transportation Plan

MOVE SKAGIT
REGIONAL TRANSPORTATION PLAN

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Acronyms and Abbreviations

ADA	Americans with Disabilities Act
CAC	Community Advisory Committee
CFR	Code of Federal Regulations
County	Skagit County
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
GHG	Greenhouse Gas Emissions
GMA	Washington State Growth Management Act
LOS	Level-of-service
MMLOS	Multi-Modal Level-of-service
MPO	Metropolitan Planning Organization
MTP	Metropolitan Transportation Plan
NMAC	Non-Motorized Advisory Committee
OFM	Washington State Office of Financial Management
PAPI	Precision Approach Path Indicators
RCW	Revised Code of Washington
REET	Real Estate Excise Tax
REIL	Runway End Indicator Lights
RSAP	Regional Safety Action Plan
RTP	Move Skagit 2050 Regional Transportation Plan
RTPO	Regional Transportation Planning Organization
SCOG	Skagit Council of Governments
SEPA	Washington's State Environmental Protection Act
SHSP	Strategic Highway Safety Plan
SR	State Route
STIP	Statewide Transportation Improvement Program
TAM	Transit Asset Management
TBDs	Transportation Benefit Districts
TIP	Transportation Improvement Program
TPB	Transportation Policy Board
TRIP	Transportation Resiliency Improvement Plan
VMT	Vehicle Miles Traveled
VPD	Vehicles per Day
WSDOT	Washington State Department of Transportation
WTP	Washington Transportation Plan

1: Introduction

What is the RTP?

The Move Skagit 2050 Regional Transportation Plan (RTP) is a long-range transportation plan that establishes a framework for meeting the Skagit region's existing and future transportation needs. The Plan includes regional priorities and serves as a link between local government comprehensive plans, tribal transportation plans, Skagit Transit plans, and the Washington Transportation Plan (WTP). This plan is an update to Skagit 2045 and is intended to guide the region's transportation needs through 2050.

Federal law requires preparation of a metropolitan transportation plan (MTP) for the Skagit region, while the Washington state Growth Management Act (GMA) sets forth the requirements for the regional transportation plan (RTP). The RTP addresses both federal and Washington state transportation planning requirements.

The RTP builds on strategies identified by Washington state and local agencies to address short-, mid-, and long-term transportation needs for the Skagit region. The projects in the Plan are constrained by available funding and therefore, the RTP identifies the goals and policies for defining and prioritizing improvements. The Plan is multimodal, with individual projects and strategies serving multiple travel modes and meeting a range of regional priorities. Strategies for expanding funding for regional transportation needs are also identified.

Regional Transportation Planning

Skagit Council of Governments (SCOG) has a federal- and state-enabled role in transportation planning in the Skagit region. SCOG is the authorized metropolitan planning organization (MPO) in Skagit County. Established as the MPO in 2003, SCOG is responsible for continuous, cooperative, and comprehensive transportation planning in the metropolitan area. The metropolitan planning area for the MPO is Skagit County, which is also the federally designated metropolitan statistical area (see Figure 1). The MPO was established in Skagit County following the 2000 decennial census when the urbanized area surrounding Mount Vernon, Burlington, and Sedro-Woolley reached over 50,000 people, a requirement for the establishment of an MPO.

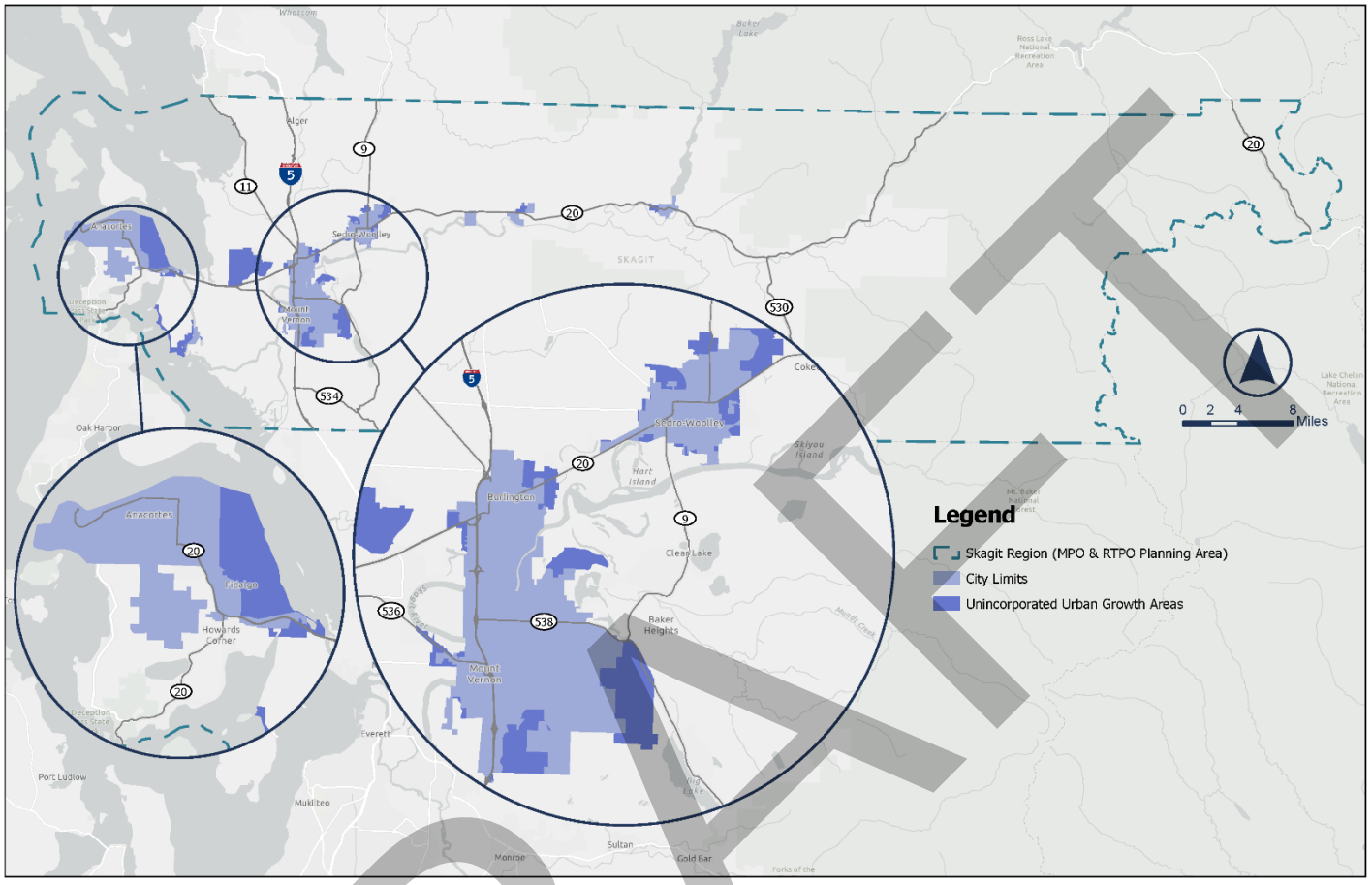


Figure 1. MPO and RTPO Planning Area

SCOG is also the authorized regional transportation planning organization (RTPO) in Skagit County. The authority for RTPOs was included in Washington state's GMA of 1990. Soon after, in 1991, Skagit County joined Island County to establish a two-county RTPO. RTPOs coordinate transportation planning at all jurisdiction levels, including the state, to ensure an interconnected regional transportation system. The RTPO statute indicates that in urbanized areas, the RTPO is to be the same as the MPO. SCOG became a single-county RTPO after the Skagit–Island Regional Transportation Planning Organization dissolved in 2015. The MPO and RTPO boundaries are now the same for SCOG.

For the RTP, the term "Skagit region" is used for SCOG's planning area, which is the same as the metropolitan planning area under federal law and planning area under Washington state law. The boundaries of Skagit County and the Skagit region are the same. "Skagit County" is not used in RTP to describe the planning area boundaries to avoid confusion with Skagit County government and its jurisdictional boundaries.

SCOG is governed by a Board of Directors and the Transportation Policy Board (TPB) comprised of elected officials representing 15 member jurisdictions (see Table 1).

Table 1. SCOG Member Jurisdictions

SCOG Member Jurisdictions	
City of Anacortes	Skagit County
City of Burlington	Skagit PUD #1
City of Mount Vernon	Skagit Transit
City of Sedro-Woolley	Town of Concrete
Port of Anacortes	Town of Hamilton
Port of Skagit	Town of La Conner
Swinomish Indian Tribal Community	Town of Lyman
Samish Indian Nation	

Washington state legislators from the 10th, 39th, and 40th legislative districts are ex-officio members of the Transportation Policy Board. Representatives from Washington State Department of Transportation (WSDOT) and a major employer representative also sit on the TPB.

In addition to the governing bodies, development of the RTP and regional transportation planning is supported by SCOG's Technical Advisory Committee (TAC) and SCOG's Non-Motorized Advisory Committee (NMAC). The TAC provides technical advice to the TPB and is comprised of staff from SCOG member jurisdictions, including: public works directors; transportation planners and engineers; and other staff. This committee provides input on plans, programs, projects, and priorities used to support the development of Move Skagit 2050. The NMAC is a committee of volunteers with interests in modes of non-motorized transportation that provides advice to the TAC.

Federal and State Transportation Planning Requirements

Federal law requires that MTPs be developed in coordination with statewide transportation planning and local land use planning. Under 23 Code of Federal Regulations (CFR) § 450, MTPs must: use a 20-year (or longer) horizon; consider all modes and major facilities; address capital, operations, and management strategies; and include a financial plan demonstrating fiscal constraint.

At the state level, coordination is guided by the GMA (Revised Code of Washington [RCW] 36.70A) and regional planning requirements in RCW 47.80.030. SCOG works closely with WSDOT to ensure consistency with the WTP 2040 and Beyond, as well as corridor and modal plans. Recent updates, including HB 1181 (2023), which added climate change and resiliency into the GMA, and the HEAL Act (RCW 70A.02), which requires evaluation of environmental health disparities, reinforce the need to address greenhouse gas emissions (GHGs), climate adaptation, and environmental justice within this Plan. The HEAL Act does not directly apply to SCOG and the RTP but is a consideration in regional transportation planning, as it applies to WSDOT.

Coordination also extends across county boundaries, recognizing strong commuting, freight, and tourism connections with neighboring Whatcom, Snohomish, and Island counties, and with the Puget Sound Regional Council. At the local level, the RTP incorporates land use assumptions from adopted comprehensive plans and population and employment projections prepared by the Washington State Office of Financial Management (OFM), aligning transportation strategies with growth patterns and concurrency requirements.

Federal and Washington state requirements for the RTP guide much of its content. Federal requirements apply to the RTP as a MTP and include:

- A 20-year planning horizon;
- Coverage of all major modes and facilities;
- Identification of capital projects and operations/management strategies that preserve and enhance system performance and safety; and
- A financial plan showing how improvements can be implemented with reasonably expected revenues.

At the state level, per RCW 47.80.030, the RTP must be prepared in cooperation with WSDOT, ports, transit operators, and local governments in the region. Skagit 2050 is required to:

- Be based on a least-cost planning methodology that provides the most cost-effective transportation facilities, services, and programs;
- Identify existing and planned transportation facilities and programs that should function as an integrated regional transportation system;
- Establish level-of-service standards for certain state highways and ferry routes, to be developed jointly with WSDOT;
- Include a financial plan showing how the regional transportation plan can be implemented;
- Assess regional development patterns, capital investment, and other measures; and
- Set forth a proposed regional approach to guide development of the integrated, multimodal regional transportation system.

WSDOT provides standards and guidelines to assist RTPOs with preparing the RTP, including data identification and use, project identification, financial evaluations, and coordination activities.

Plan Development Process

RTP is prepared on a five-year cycle to comply with federal requirements and to ensure that transportation priorities remain aligned with the region's needs. The planning process is continuous, involving data collection, forecasting, policy development, and public engagement.

For this update, SCOG followed a structured process that included:

- Review of existing conditions and trends. Staff compiled data on travel demand, freight movement, system performance, and demographic change. This work established a baseline for identifying future needs.
- Integration with related planning efforts. The RTP builds upon parallel initiatives such as the Regional Safety Action Plan (RSAP) and the Transportation Resiliency Improvement Plan (TRIP), ensuring that safety and climate adaptation are fully incorporated into the regional vision.
- Coordination with federal, state, and local partners. SCOG worked with WSDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), member jurisdictions, and neighboring regions to ensure that regional strategies support broader policy goals and maintain consistency with state and federal plans.
- Public and stakeholder engagement. Community input was gathered through public meetings, surveys, and consultation with advisory committees. This outreach shaped the plan's priorities and ensured that diverse perspectives were represented.
- Fiscal analysis. SCOG assessed available revenues and funding programs, including federal and state grants, to determine the level of investment that can reasonably be expected through 2050. This financial framework guided the identification of projects and strategies that are both needed and achievable.

Summary of Compliance Requirements

Federal:

- IIJA emphasis areas (resiliency, safety, system reliability, carbon reduction, emerging technology)
- Performance-based planning and programming
- Consideration of fiscal constraint
- 20-year horizon
- Consistency with statewide plans and targets

State:

- GMA integration (RCW 36.70A)
- RTPO requirements (RCW 47.80.030)
- HB 1181 (2023) climate/resiliency requirements
- WSDOT plan consistency
- OFM-based growth assumptions.
- State Environmental Policy Act compliance

A detailed federal/state compliance crosswalk is provided in Appendix A.

The planning process is iterative. Early findings on needs and priorities were refined through discussion with partners and stakeholders, leading to the final set of goals, policies, and projects included in the plan. This approach ensures that the RTP is both forward-looking and grounded in the realities of implementation.

2: Planning Context

Coordination with Other Planning Efforts

The RTP has been prepared alongside plans led by SCOG's members and partners so that assumptions, priorities, and timing are consistent across the region. Coordination uses the same baseline inputs throughout the planning cycle: population and employment forecasts from the OFM, adopted local comprehensive plans and transportation elements, and the most current system condition information maintained by member agencies and WSDOT. Technical review and interagency coordination occur through SCOG's established TAC and NMAC, so that data, modeling assumptions, project concepts, program needs, and fiscal assumptions align before they are advanced in this plan.

To connect the 2050 vision with near-term delivery, this plan identifies regionally significant capital projects and programmatic investments that have a reasonable path to funding in the first decade, states the lead agency for each, and explains the intended outcomes regarding safety, reliability, resiliency, and multimodal access (see Section 7 for the project and program list). The project and program list serves the implementation functions described in RCW 47.80.030, including least-cost planning, development of an integrated multimodal system, and an implementable financial plan prepared in cooperation with WSDOT, ports, transit operators, and local governments.

Travel and goods movement in the Skagit region are closely linked with Whatcom, Snohomish, and Island counties and with the central Puget Sound. SCOG coordinates with adjacent MPOs/RTPOs and regional partners where corridors cross jurisdictional boundaries, where transit services interface across jurisdictional boundaries, and in matters related to ferry access and freight routes affecting regional mobility. This collaboration also covers emergency detours and incident management and includes exchanging modeling assumptions, comparing performance measures, and coordinating project sequencing on shared facilities. The sections below describe partner agency and SCOG planning efforts that helped shape the RTP.

Washington Transportation Plan

In 2025, the State of Washington updated the Washington Transportation Plan. The WTP Vision 2050 is a 20-year vision and transportation policy plan for all of Washington State. It provides an overarching transportation policy framework along with strategies for use by state, regional, and

local jurisdictions and entities statewide. The RTP was developed in close collaboration with the WTP and incorporates regional priorities within WTP. Additionally, federally mandated performance measures are incorporated into the RTP policy framework and implementation strategies outlined in Section 4 and in Appendix B, System Performance Report.

Washington State Strategic Highway Safety Plan: Target Zero

In 2024, the State of Washington updated their Strategic Highway Safety Plan (SHSP) titled Target Zero. The plan outlines the state's goal of eliminating traffic-related deaths and serious injuries by 2030. Despite past successes in reducing fatalities through new laws and safety measures, recent years have seen a troubling rise in crashes, prompting a renewed commitment to the Target Zero goal. The plan commits to the Safe System Approach while modifying the approach slightly to integrate safer road users, speeds, roads, vehicles, post-crash care, and a new element, safer land use planning. In addition to the commitment to the Target Zero goal, the SHSP also reports on the five federally required safety performance measures documented in Section 4 and expanded upon in Appendix B.

Regional Safety Action Plan

The RSAP uses the USDOT Safe Systems Approach as the guiding framework to address roadway safety in the Skagit region. The RSAP evaluates crash trends and safety performance to understand locations and systemic factors associated with serious injuries and deaths and developed the High Injury Network (HIN) as a statistical method to determine the region's roadways that experience the most serious injuries and fatalities. The RSAP compiled a list of USDOT proven safety countermeasures for the consideration of SCOG's member jurisdictions and applied countermeasures to the top eight issues throughout the region. Additionally, the plan provided SCOG with additional criteria for determining regional significance for the RTP. The new criteria are listed in Section 6 and within the RSAP and included in Appendix C of this plan.

Transportation Resilience Improvement Plan

The TRIP evaluates vulnerabilities on the regional network, including flooding, seismic risk, landslide-prone slopes, and other disruptions that can sever access to critical facilities. Findings from the TRIP are reflected here through resilience-oriented design considerations for regionally significant projects, programmatic investments that reduce vulnerability on identified segments, coordination with emergency management and lifeline partners, and documentation of incident diversion routes where appropriate. Additionally, TRIP informed the RTP regionally significant criteria related to resilience and priority locations and recommended measures from the TRIP, as shown in Appendix C and located in the TRIP.

Related Planning Efforts

The RTP is coordinated with planning efforts that shape travel demand, access needs, and project timing. These include Skagit Transit's service and facilities planning; port planning by the Port of Anacortes and the Port of Skagit related to marine, industrial, and freight access; active

transportation planning by cities, towns, and the county for bikeway and walkway networks, regional trails, and access to schools; transportation systems management and operations work such as incident response, traveler information, and intelligent transportation systems; and aviation or ferry planning where it affects regional connectivity.

Concurrency with standards under the GMA framework are set and applied by local jurisdictions. This plan supports concurrency by coordinating OFM-based forecasts and adopted land use assumptions across jurisdictions, identifying regionally significant constraints and mitigation strategies, advancing multimodal investments that improve access to planned growth areas, and aligning the timing of regionally significant investments with local capital facilities plans.

Transportation strategies in this plan are linked with non-transportation planning that drives demand and access requirements. Housing elements in city, town, and county comprehensive plans inform where units and services will be located and what types of access will be needed into the future. Economic development strategies identify employment centers, industrial and commercial areas, and freight and tourism access needs that the transportation system must serve. Climate and hazard planning identifies greenhouse-gas reduction and adaptation strategies and maintains access to critical facilities. The RTP reflects these connections so that regional transportation investments support adopted growth and economic goals while maintaining a system that is reliable and safe.

SCOG convenes cities, towns, Skagit County, Skagit Transit, the ports, and tribal governments to identify shared priorities, align funding strategies, and coordinate delivery. WSDOT, FHWA, and FTA provide policy guidance and technical review. Through committee work and interagency consultation, concepts are vetted regionally, sequenced for delivery, and incorporated into the fiscally constrained program.

Additionally, the RTP supports regional planning efforts which intersect with transportation related issues, including recovery plans for Chinook and Steelhead. These plans guide recovery efforts in the Skagit River watershed and in Puget Sound and require roadway owners to account for a plan for future fish-passage structures that follow a set of performance measures related to fish passage and environmental upkeep. Additionally, Steelhead are listed as threatened under the

federal Endangered Species Act. As such, careful consideration is given to road improvements that could impact Steelhead population. See Appendix D for additional information related to fish passages corrections in the Skagit Region to improve fish passage along the state and regional highway system.

Projected Growth and Travel Demand

While the history of the Skagit region establishes the background for the Plan, forecast growth patterns also affect priorities, with forecast population and employment growth affecting transportation needs throughout the region and connections outside the region.

Local population dynamics are highly influenced by an area's employment climate. Generally, population growth is based primarily on immigration, driven by people moving into an area in search of, or taking, new jobs. In large part, population growth depends on how favorable an area's employment opportunities are in relation to other areas. Stated simply, people follow jobs and in turn create demand for local goods and services, such as housing. While natural increases and decreases in population growth have an effect, due to births and deaths, these trends tend to be steady influences on population dynamics, unlike the swings associated with people moving into and out of an area.

Historical Population Growth

Between 2010 and 2025, Skagit County has experienced steady and sustained population growth. The county added over 17,000 residents, representing a 15 percent increase over the period. This growth has been strongest in the region's urban centers, where Sedro-Woolley and Burlington saw the greatest percentage gains, followed by Anacortes and Mount Vernon. Mount Vernon added the most overall residents (4,307), reflecting its continuing role as the region's primary population and employment hub.

As stated above, most population growth between 2010 and 2025 has occurred within designated urban growth areas. Approximately 70 percent of new residents during that timeframe located in the County's incorporated areas, with the remaining growth occurring in rural or unincorporated places. The distribution of growth has varied across specific communities. Larger cities saw the greatest increases in both absolute and relative terms, while some smaller towns had fewer than 500 residents and Hamilton showed a slight decrease in population. Overall, the long-term trend shows continuing movement toward the region's urban centers, with growth patterns broadly aligned with local goals to direct most new development into incorporated areas and urban growth areas.

Regional Growth Projections

As in past decades, projected growth in the Skagit region is closely linked to economic opportunities – people tend to move where jobs are available. By 2050, the region is expected to experience substantial increases in population, housing, and employment:

- Population (2050): ~164,000 residents (a 27% increase from 128,635 in 2022);
- Housing Units (2050): ~65,000 units (a 31% increase from 49,919 in 2022, expanding the housing stock to accommodate growth); and
- Employment (2050): ~85,000 jobs (a 43% increase from 59,572 in 2022).

Local growth management policies direct the bulk of this growth into established urban centers. This focused growth pattern not only supports efficient land use but also makes it easier to serve new development with infrastructure and transit.

The expected increase in residents and jobs will have a direct impact on regional travel demand. More people and employment centered in and around communities such as Mount Vernon, Burlington, and Sedro-Woolley means more trips on the transportation network. Key regional arterials and state highways in these areas are forecast to see increased traffic volumes, which, without system improvements, could strain capacity and increase congestion.

To support the anticipated growth and preserve mobility, strategic transportation investments will be needed across all modes. Expanding capacity and upgrading key roadways (where necessary), or improving their efficiency through operational strategies, will help accommodate additional vehicular travel. Equally important is a robust multimodal approach, such as, enhancing public transit services, expanding bicycle and pedestrian networks, and other measures to reduce reliance on single-occupancy vehicles. By proactively investing in a balanced transportation system, the Skagit region can support its 2050 growth while preserving regional mobility and access for both residents and commerce through the plan horizon.

Regional Travel Patterns and Emerging Challenges

In 2021, SCOG surveyed Skagit County households to gather travel behavior data for regional transportation planning. Over 600 households and 1,300 residents participated in the "Skagit Travel Survey," using smartphones, computers, and a call center. The survey collected weekday travel diaries and demographic details. The following summary outlines key travel patterns and emerging challenges for the local transportation network.

Household Characteristics and Trip Rates

Skagit County households are generally small and automobile-oriented, with most households having access to one or more vehicles. Household composition plays a major role in shaping daily travel demand. Households with multiple workers and/or children generate significantly higher trip volumes than non-working or single-person households. These patterns indicate that

employment, school, and household-serving activities are the primary drivers of regional travel demand. The following section provides an overview of household characteristics and trip rates based on data collected from the survey:

- Most households consist of one or two people and have at least one vehicle available for use, with many having two or more cars.
- Households averaged roughly 1.3 workers per household and about 0.4 students (school-aged children) per household, indicating that a significant portion of homes include working adults and some have children in school.
- On average, Skagit area residents made about 3.8 trips per person per day. Adults ages 35–64 made the most trips (4.7 trips/day), while those under 18 made the fewest (2.1 trips/day).
- By mode, respondents made about 3.32 trips/day by car and 0.39 trips/day walking. All other modes were below 0.1 trips/day.
- Trip rates by income were broadly similar, with some lower and mid-income groups recording slightly higher trip rates than other income groups.

Trip Purpose and Distance

Most travel in the Skagit region involves short, routine local trips, mainly for shopping and errands. These rely on the area's street and arterial networks. Longer inter-city and inter-county trips are less frequent but place disproportionate demand on regional corridors like I-5 and key state routes. The following summarizes trip purpose and distance based on data collected from the survey:

- The most common trip purpose is returning home (about 1.08 trips per person per day), followed by shopping and errands (0.80 trips per person per day).
- Work trips account for a smaller share of travel (about 0.33 trips per person per day, or roughly 9 percent of all trips), highlighting the importance of non-work travel in shaping system demand.
- Other trip purposes, including school, social, recreational, and escort trips, each represent a modest share individually but collectively contribute substantially to daily travel activity.
- Most trips are short, with a median distance of approximately 2.8 miles, reinforcing the localized nature of travel.
- Median work trips are also relatively short (about 3.2 miles), while school-related trips are shorter still (approximately 1.5–1.6 miles).

Travel Mode

Travel in the Skagit region is dominated by private vehicles, and the survey indicates that transit use remains limited for most residents, even as some residents report that service improvements could increase usage. The following summarizes travel modes based on data collected from the survey:

- Automobiles dominate travel: about 87% of all weighted trips were made by car.
- Average vehicle occupancy is approximately 1.6 persons per vehicle trip, reflecting shared household travel, school trips, and some informal carpooling.
- Walking is the next most common mode (about 0.39 trips/day), while all other modes, including bicycling and transit, occur at much lower rates.
- For transit, most adult respondents reported never using transit, with a smaller share using transit less than monthly or monthly or more (patterns vary somewhat by income and age).
- Among respondents who indicated that changes could influence them to use fixed-route transit more often, the top factors were more frequent service, bus stops closer to home, and faster transit travel times.

Commute Patterns

Commute patterns show local connectivity remains essential, even as work habits shift. While mode choice stayed consistent, telework saw a marked rise in 2021, with many employees working from home several days a week. This increase may lessen or alter peak travel demand, though long-term effects are still unclear and likely differ by industry and employer. The following summarizes commute patterns based on data collected from the survey:

- Most employed residents live and work within Skagit County, resulting in generally short commute distances and strong reliance on local transportation facilities.
- Among those who travel to a workplace, the distribution of commute modes changed very little between pre-2020 and fall 2021.
- Inter-county commuting occurs primarily toward the Bellingham area, with more dispersed commute travel toward the broader Puget Sound region to the south.
- Telework increased substantially. The share of workers teleworking four or more days per week rose from 22 percent (pre-2020) to 37 percent (fall 2021), while those teleworking 1 day per week decreased from 16 percent to 5 percent.

The survey findings collectively indicate a range of challenges and opportunities for the regional transportation system. Ongoing dependence on automobiles continues to strain roadway

capacity, reliability, and maintenance requirements, especially along key arterials and regional corridors. The prevalence of short-distance trips highlights potential for increased walking, bicycling, and transit usage, provided that safe, connected, and convenient infrastructure is available. The rise in home deliveries emphasizes growth in last-mile freight activities on local streets, supplementing traditional freight transport on highways and arterials. Regional facilities, including I-5, state highways, ferry routes, and tourism corridors, are required to manage an array of functions, from local travel and inter-county commuting to freight movement and seasonal visitor flows. These overlapping demands emphasize the significance of a multimodal, resilient transportation network that optimizes roadway efficiency while expanding travel choices and implementing effective operational strategies.

3: Public Engagement and Collaboration

Engagement for the RTP was coordinated with other regional planning efforts, including the RSAP and the TRIP. The public engagement process was compliant with SCOG, federal and state guidance for engagement related to the RTP development, and followed SCOG's RTP Public Involvement Plan, which was prepared and implemented specifically for the RTP planning process. The Public Involvement Plan guided the identification of Interested Parties and outreach activities during the planning process and is included in Appendix E.

Interested Parties

Consistent with federal law 23 CFR § 450.316, an interested party is considered to be an individual or group potentially affected by Move Skagit, including those who may not be aware they are affected. For Move Skagit, interested parties were identified based on input from SCOG's Transportation Policy Board, advisory committees and past planning processes (see Table 2).

Table 2. Interested Parties

Interested Parties	
Individuals	Representatives of users of public transportation
Affected public agencies	Representatives of users of pedestrian walkways and bicycle transportation facilities
Representatives of public transportation employees	Representatives of persons with disabilities
Public ports	Providers of freight transportation services
Freight shippers	Other interested parties
Private providers of transportation (including intercity bus operators)	

Public Engagement and Regional Collaboration Strategies

This section outlines public engagement strategies and activities conducted throughout the Move Skagit 2050 planning process for the RTP. Community engagement plays a vital role in the development of a regional transportation plan by ensuring that the voices, concerns, and

perspectives of residents and interested parties are actively integrated into the planning process. Through a combination of public meetings, focus groups, online platforms, and direct outreach, engagement efforts gather diverse insights from those who use the transportation systems firsthand.

Outreach and Public Information Activities

Outreach for Move Skagit 2050 was conducted through virtual and in-person engagement activities. SCOG sought to provide equal access to outreach materials in Spanish for the RTP update, with many materials and, virtual public input tools provided in Spanish. Spanish interpretation services were available upon request. Key components of outreach established in the Public Involvement Plan for Move Skagit included:

- Three-plan process branding, Move Skagit and project-specific website;
- Remote and in-person consultation meetings;
- Remote notification strategies;
- Remote meetings of governing and advisory bodies;
- In-person tabling activities; and
- Public comment period on the draft plan.

Tabling Engagement Event, Mount Vernon Senior Day in the Park

Public Engagement Materials

A Move Skagit website was created to act as a virtual landing platform and "information booth" for the Plan. This website was made fully available in 16 languages, and included:

- Context for the RTP update;
- Project fact sheets (in English and Spanish);
- Links to other relevant documents;
- Project timeline;
- Contact information and comment opportunities;
- Virtual public engagement tools, including an interactive comment map; and
- Newsletter disseminating regular e-notifications.

Additionally, other supporting materials were developed to communicate elements of the Plan to the public. These included physical maps of the regional transportation system, physical project fact sheets in English and Spanish, and a physical prioritization activity table mat that allowed the public to rank transportation priorities for investment.

Public Engagement

Coordinating community engagement for Move Skagit — including feedback for the RTP, RSAP, and the TRIP was centered on the development of an online public website and augmented with focus groups and tabling at community fairs and festivals. For a full list of public engagement and regional coordination activities and outcomes, see Appendix F.

Tabling Engagement Event in Concrete

Online Public Website and Interactive Map

The online website was used to advertise the Move Skagit email mailing list for project updates, connect with SCOG planning staff, and provide comments on the Social Pinpoint interactive web map, which was published from June 5, 2025, to October 3, 2025. The web map received a total of 204 discrete comments. Of the comments, 122 comments related to potential improvements

for walking, biking and rolling, 10 comments related to traffic congestion, three comments related to accessibility, 65 comments related to safety concerns, and four comments related to natural hazards. Additionally, the website was used to gather feedback on the draft plan prior to final approval.

Community Tabling Events:

Fairs and festivals serve as established gatherings that bring people together in celebration, learning and exchange. These public community events are two-way information sharing opportunities for SCOG and can be catalysts for community engagement. Move Skagit, representing all three plans, was present at the following community events:

- Cascade Days, Concrete, August 15, 2025;
- Mount Vernon Block Party, Mount Vernon, August 16, 2025;
- Senior Day in the Park, Burlington, August 21, 2025;
- La Conner Swinomish Library, La Conner, August 28, 2025;
- Burlington Library, Burlington, September 9, 2025;
- Upper Skagit Library, Concrete, September 11, 2025;
- Anacortes Senior Activity Center, September 10, 2025;
- Anacortes Library, Anacortes, September 16, 2025; and
- Mount Vernon Senior Center, Mount Vernon, September 18, 2025.

Transportation Policy Board

The Transportation Policy Board is the governing body within SCOG that directs the transportation work program. The Transportation Policy Board approves the RTP, RSAP, and TRIP and will oversee updates and revisions in the future. The Transportation Policy Board voting members consist of appointed elected officials from member governments, as well as WSDOT. RTP elements were discussed with regional partners at regularly scheduled meetings as noted below:

- December 18, 2024 – Approval of Public Involvement Plan;
- May 21, 2025 – Review of Priorities, Policies, and Performance Measures; and
- January 21, 2026 –Draft Regional Transportation Plan Released for Public Comment.,

Technical Advisory Committee

SCOG also hosts a TAC consisting of engineers, planners and other representatives from SCOG member jurisdictions in Skagit County. These planners and engineers provide technical input to inform SCOG Transportation Policy Board decisions. Technical aspects of the Move Skagit Planning efforts were discussed at the following meeting:

- December 5, 2024 – Recommendation on Public Involvement Plan
- August 7, 2025 – Overview and updates of the RTP, RSAP, and TRIP planning efforts
- April 3, 2025 – MMLOS Discussion
- September 4, 2025 – RTP Update

Non-Motorized Advisory Committee

SCOG also facilitates a NMAC as a subcommittee to the TAC to support development of an integrated transportation system with a focus on non-motorized components within the Skagit region. NMAC was engaged by the project team and Move Skagit was discussed at the following meeting:

- August 26, 2025 – Overview, discussion, and feedback on the RTP, RSAP, and TRIP planning efforts.

Non-Profits and Private Service Providers

The Non-Profits and Private Service Provider discussion group consisted of public and private transportation providers to get feedback on the Move Skagit planning effort. The discussion group occurred on July 31, 2025.

WSDOT

SCOG has a recurring monthly meeting with WSDOT staff to discuss transportation collaboration. On August 6, 2025 the Move Skagit team visited the recurring meeting to discuss and collect feedback on the Move Skagit planning effort.

Law Enforcement and Emergency First Responders

The law enforcement and emergency response discussion group comprised of law enforcement officers and emergency first responders from jurisdictions located within Skagit County and Washington State Patrol. Move Skagit convened the law enforcement and emergency first responders to discuss plan elements on July 11, 2025.

Skagit Transit Community Advisory Committee

The Community Advisory Committee (CAC) at Skagit Transit serves as an essential volunteer advisory body to the Board of Directors and Administration, providing a rider-centric perspective on services, programs, and planning. Move Skagit visited the Skagit Transit CAC to discuss plan elements on September 9, 2025.

Summary of Public Comments

Section to be updated following public comment period.

The draft RTP was released for public comment on January 23, 2026. SCOG received XX comments from the community and partner agencies. A summary of all comments received is included in Appendix G.

4: Transportation Policy Framework

The RTP guides investments in the regional transportation system over the next 25 years. The Plan represents the efforts of governments serving the Skagit region to coordinate the planning of diverse transportation system elements to support the region's anticipated growth and meet regional priorities and goals. As noted in Section 3, the Plan was developed through a cooperative process that involved the public, WSDOT and other state agencies, federally recognized Indian tribal governments, Skagit County, cities and towns, ports, transit agencies, private non-profits and a variety of other interested parties.

A wide range of regional transportation projects and strategies are identified in the RTP. These projects and strategies create a comprehensive, integrated, multimodal transportation system to serve the region over the next 25 years. The total costs of these projects and strategies will outstrip the likely available future funding necessary to implement them. Therefore, SCOG has developed a framework to identify the core transportation needs which other regional improvements will tie into and help guide the preparation of the fiscally constrained Plan. See Section 8 for more information on fiscal constraints, including forecast revenues and expenditures during the timeframe of the RTP.

Aligning Regional Goals with Washington Transportation Plan

The planning process for the RTP included developing regional priorities and goals that focus on a regional approach to moving people, freight and goods. The priorities and goals were cross-referenced with input received through public engagement opportunities to ensure alignment with SCOG member agencies and community members. Appendix F includes a summary of public outreach and input received.

State law (RCW 47.04.280) establishes six transportation policy goals that guide long-range planning in Washington. WTP Vision 2050, the statewide transportation plan adopted by the Washington State Transportation Commission, organizes these policy goals into three priority areas: Maintain Critical Transportation Assets (Preservation and Stewardship), Develop Safe and Connected Communities (Safety and Mobility), and Establish Resilient and Reliable Systems (Economic Vitality and Environment). *Skagit 2050* adopts these six transportation policy goals as the foundation of the regional transportation planning framework and adds two regionally defined goals that reflect Skagit-specific priorities for community engagement and transportation system resilience. Table 3 summarizes how the *Skagit 2050* Regional Transportation Plan goals align with the state policy goals and WTP Vision 2050 priority areas.

Table 3. Aligning Regional Goals to Washington Transportation Plan

Regional Goal Alignment with the Washington Transportation Plan		
Washington Transportation Plan 2050 Goals	**Priorities**	**SCOG Regional Transportation Plan Goals**
To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system.	 **Preservation**	To maintain, preserve and extend the life and utility of prior investments in regional transportation systems and services.
To provide for and improve the safety and security of transportation customers and the transportation system.	 **Safety**	To provide for and improve the safety of those using the regional transportation system.
To continuously improve the quality, effectiveness, resilience, and efficiency of the transportation system.	 **Stewardship**	To continuously improve the quality, effectiveness and efficiency of the regional transportation system.
To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility.	 **Mobility**	To improve the predictable movement of goods and people throughout the Skagit region, including congestion relief and improved freight mobility.
To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.	 **Economic Vitality**	To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods, to ensure a prosperous regional economy.
To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.	 **Environment**	To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.
N/A	 **Community Engagement and Regional Coordination**	Foster inclusive community engagement and strengthen regional coordination to ensure transportation decisions reflect shared priorities, promote collaboration among jurisdictions, and build public trust through transparent and equitable processes.
N/A	 **Transportation Resilience**	Foster a reliable, and adaptable transportation system that maintains essential mobility and access during disruptions and supports long-term sustainability and recovery.

Skagit 2050 Regional Transportation Plan Goals and Policies

Goal 1. Preservation: To maintain, preserve and extend the life and utility of prior investments in regional transportation systems and services.

The Skagit region recognizes the critical importance of preserving existing infrastructure, including rail lines, bridges, pavements, transit facilities, ferries, and airports; as each represents a significant economic asset. However, revenues for maintenance are often inadequate, as governments at all levels face competing demands for limited funds. Consequently, asset managers must defer optimal maintenance activities (such as pavement management), leading to rising future costs and a declining quality of the transportation network over time.

Policies:

1.1. Protect the integrity of the investment in the regional transportation system by encouraging and prioritizing timely maintenance of the system.

1.2 Monitor the condition of transportation facilities by working with SCOG member jurisdictions to identify critical facilities, develop metrics, and establish a data collection program.

1.3 Encourage agencies to evaluate the timing of replacement and rehabilitation needs when proposing capacity improvement projects for the Regional Transportation Improvement Program.

1.4 Through goal-aligned project selection processes, promote the operation, appearance, and functionality of infrastructure that meets users' needs.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 1: Preservation.**

- Percent of Interstate pavements in Good condition.
- Percent of Interstate pavements in Poor condition.
- Percent of non-Interstate National Highway System (NHS) pavements in Good condition.
- Percent of non-Interstate NHS pavements in Poor condition.

Performance information is included in Appendix B.

Goal 2. Safety: To provide for and improve the safety of those using the regional transportation system.

The safety and security of all users of the regional system is of paramount importance in the planning, design, construction, and maintenance of facilities. Improvements aimed at reducing roadway fatalities and serious injuries can also help ease congestion. While safety efforts should span all modes, there is a greater emphasis on improving roadway safety for drivers, bicyclists, and pedestrians given the higher rates of severe injuries in these modes.

Policies:

2.1 Prioritize harm reduction projects and strategies to reduce the quantity of serious injuries and fatalities in Skagit County, particularly in places that experience a higher proportion of serious injuries and fatalities.

2.2 Prioritize funding for transportation investments that advance safety outcomes by promoting the incorporation of proven safety countermeasures and align with the state's Target Zero goal through a Safe System approach.

2.3 Provide for the safety and security of users on all modes by participating in Washington state and federal programs to increase safety and security, and place an emphasis on projects that incorporate safety and security.

2.4 Support the use of automated enforcement strategies by local agencies within Skagit County as a tool to enhance roadway safety and reduce traffic-related deaths and serious injuries.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 2: Safety**.

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-motorized Fatalities and Non-motorized Serious Injuries
- Transit
  - Fatalities and fatality rate
  - Injuries and injury rate
  - Safety event and rate

Performance information is included in Appendix B.

Goal 3. Stewardship: To continuously improve the quality, effectiveness and efficiency of the regional transportation system.

As a regional priority, Stewardship captures the need for wise management of transportation resources and infrastructure. One way to practice stewardship is to ensure that the benefits and burdens of transportation projects are equitably distributed and do not disproportionately affect minority or low-income populations. Likewise, seamlessly integrating land use and transportation policies helps advance stewardship by recognizing that decisions in one arena directly affect the other. Overall, this goal underscores the importance of getting the best value for public investments and coordinating actions across jurisdictions. This includes using shared data and performance measures to guide investments, strengthening cross-jurisdiction and public-private partnerships, and ensuring that transportation investments advance statewide goals for safety, preservation, equity, and resilience.

Policies:

3.1 Work with the public, federal government, state and local governments, tribal governments, private sector, and other interested parties to implement strategies and projects that will maximize the efficiency and effectiveness of the regional transportation system.

3.2 Prioritize the most efficient mix of modes and facilities based on the need to balance accessibility and demand.

3.3 Employ strategies that recognize the future densification of urban areas as they grow and mature, while transitioning and connecting seamlessly with rural areas.

3.4 Support Skagit Transit and other transit agencies serving the Skagit region in acquiring funding from outside sources to help implement strategies identified in the Plan.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 3: Stewardship.**

- Transit Asset Management (TAM) Equipment: Percentage of non-revenue vehicles met or exceeded Useful Life Benchmark
- TAM Rolling Stock: Percentage of revenue vehicles met or exceeded Useful Life Benchmark
- TAM Infrastructure: Percentage of track segments with performance restrictions
- TAM Facilities: Percentage of assets with condition rating below 3.0 on FTA TERM Scale

Performance information is included in Appendix B.

3.5 Develop multimodal level-of-service (MMLOS) standards across modes that meet the needs of the user while recognizing the uniqueness of each mode.

3.6 Conform to transportation concurrency requirements consistent with the Growth Management Act.

3.7 Provide accessibility to the transportation system through timely information by maintaining a regional Intelligent Transportation Systems architecture that includes travel information as a major component.

3.8 Provide access to the regional transportation system in a manner that balances user convenience with safety and preservation of capacity. This includes developing and implementing access management plans where access issues are, or are likely to become, impediments to the safe and efficient operation of roadways for all vehicles and non-motorized users, within the context of a growing region.

3.9 Coordinate road construction projects with Skagit Transit to ensure current and future public transportation infrastructure is considered in design and construction.

3.10 Cost effectiveness shall be a consideration in transportation expenditure decisions and balanced for both safety and service improvements.

3.11 Work with WSDOT and other partner agencies to develop and track performance measures that will enable future RTP updates to include new metrics that relate to the quality and effectiveness of the regional transportation system, such as:

- *Percent Non-Single Occupancy Vehicle (Non-Single-Occupancy Vehicle) Travel for Journey-to-Work trips;*
- *Population-weighted percent of jobs accessible within a 30-minute travel time;*
- *Change in median income in Skagit County;*
- *Electric vehicle adoption rate;*
- *Percentage of population within a ¼ mile of transit or bike facilities;*
- *VMT per capita; and*
- *Change in transit ridership for journey-to-work trips.*

Goal 4. Mobility: To improve the predictable movement of goods and people throughout the Skagit region, including congestion relief and improved freight mobility.

Enhancing regional connectivity for the movement of people and goods contributes to a strong economy and a high quality of life. Attaining greater mobility involves developing a balanced multimodal network that integrates all travel modes into an efficient system meeting varied transportation needs. This emphasis on mobility also includes maximizing the operational efficiency of existing transportation facilities (e.g., through traffic management and system optimization).

Policies:

4.1 Provide accessibility to the regional transportation system through user-friendly connections and by developing intermodal facilities that are designed and constructed to function altogether. In particular, ensure that urban areas have interconnected opportunities for safe and convenient non-motorized modes.

4.2 Consistent with Skagit County Countywide Planning Policies, encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

4.3 Promote seamless integration of all transportation modes by systematically identifying gaps and missing connections, and prioritizing projects that establish essential linkages to optimize user experience and accessibility.

4.4 Multimodal transportation routes and facilities shall be designed to accommodate present and future traffic volumes.

4.5 Primary arterial access points shall be designed to provide maximum safety while minimizing traffic flow disruptions.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 4: Mobility.**

- Percent of Person Miles of Travel on the Interstate System that is Reliable (Level of Travel Time Reliability).
- Percent of Person Miles of Travel on the Non-Interstate National Highway System (NHS) that is Reliable (Level of Travel Time Reliability).
- Change in Regional Roadways LOS.
- Transit System Reliability calculated as the mean distance between major mechanical failures.

Performance information is included in Appendix B.

4.6 Provisions in Comprehensive Plans for the location and improvement of existing and future transportation networks and public transportation shall be made in a manner consistent with the goals, policies and land use map of the locally adopted comprehensive plan.

4.7 The development of a recreational transportation network shall be encouraged and coordinated between state and local governments and private enterprises.

4.8 Transportation services for seniors and individuals with disabilities shall be provided by public transportation operators to accommodate those who, through age and/or disability, are unable to transport themselves.

4.9 MMLOS standards and safety standards shall be established that coordinate and link with the urban growth and urban areas to optimize land use and traffic compatibility over the long term. New development shall mitigate MMLOS deficiencies concurrently with the development and occupancy of the project. Acceptable mitigation may include active transportation facility improvements, increased or enhanced public transportation service, ride-sharing programs, demand management, or transportation systems management strategies funded by the development.

4.10 An all-weather arterial road system shall be coordinated with the needs of industrial and commercial areas.

4.11 Develop a regional network of active transportation facilities that connect major regional cities with a multi-use path system.

4.12 Work with regional partners to identify miles of multiuse paths and develop regional performance targets for miles of multiuse paths.

Goal 5. Economic Vitality: To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods, to ensure a prosperous regional economy.

The movement of freight and goods is vital to the economic sectors that rely on the transportation system and is a high priority for the Skagit region. Efficient freight movement via rail, air, truck and ship plays an essential role in the regional economy by transporting raw materials and finished products. Ensuring the efficient flow of freight provides access to businesses and well-paying jobs. Equally important is improving multimodal transportation networks to serve retail, services, and tourism across the region's diverse communities.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 5: Economic Vitality.**

- Truck Travel Time Reliability.

Performance information is included in Appendix B.

Policies:

5.1 The development of new transportation routes and improvements to existing routes shall minimize adverse social, economic and environmental impacts and costs.

5.2 Transportation elements of local Comprehensive Plans shall be designed to facilitate the flow of people, goods and services so as to strengthen the local and regional economy; conform with the Land Use Element; be based upon an inventory of the existing Skagit County transportation network and needs; and encourage the conservation of energy and reduction of VMT and GHG with the goal of meeting or exceeding Washington state targets.

5.3 Support WSDOT and other agencies in the advancement of projects that provide truck parking and address the regional truck parking need as identified in the WSDOT truck parking study.

Goal 6. Environment: To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment.

Improving environmental quality of our neighborhoods and communities will lead to a sustainable transportation system and economic vitality. This includes finding ways to reduce environmental impacts that could potentially result from a transportation project, as well as promoting environmentally efficient modes of transportation including transit, vanpooling, car-sharing, bicycling and walking. In addition to reducing impacts, restoring environmental health can also be achieved through transportation projects that correct deficiencies caused by past practices, such as removing barriers to fish passage under roadways.

Policies:

6.1 An integrated regional transportation system shall be designed to minimize air pollution, including a reduction of vehicle related greenhouse gas emissions and reduction of vehicle miles traveled by promoting the use of alternative transportation modes, reducing vehicular traffic, maintaining acceptable MMLOS, and siting of facilities.

6.2 All new and expanded transportation facilities shall be sited, constructed, and maintained to minimize noise levels and shall not have the effect of increasing per capita VMT or greenhouse gas emissions.

6.3 Support transportation projects and programs that reduce greenhouse gas emissions and vehicle miles traveled per capita, consistent with state greenhouse gas reduction and climate policy goals.

6.4 Encourage the use of green infrastructure and low-impact development practices in transportation projects to improve stormwater management, protect water quality, and support habitat connectivity, including improvements to fish passage.

6.5 Consistent with Skagit County Countywide Planning Policies, encourage an efficient multimodal transportation system that will reduce greenhouse gas emissions and per capita VMT.

6.6 The development of new transportation routes and improvements to existing routes shall be consistent with VMT and GHG reduction targets and shall minimize adverse social, economic and environmental impacts and costs, especially those impacts to vulnerable populations and overburdened communities.

6.7 VMT reduction targets will meet or exceed Washington state VMT reduction targets and be consistent with Washington state law.

6.8 GHG reduction targets will be consistent with Washington state reduction targets as part of the State adopted Transportation Carbon Reduction Strategy per RCW 70A2.45.020.

Goal 7. Community Engagement and Regional Coordination: Foster inclusive community engagement and strengthen regional coordination to ensure transportation decisions reflect shared priorities, promote collaboration among jurisdictions, and build public trust through transparent and equitable processes.

Community engagement and regional coordination is essential for creating a transportation system that reflects shared priorities and fosters trust. This involves actively involving residents, businesses, and stakeholders in decision-making processes through transparent and inclusive outreach. It also means strengthening collaboration among jurisdictions, agencies, and organizations to align investments and policies for maximum regional benefit. By ensuring that diverse voices are heard, transportation projects can better serve community needs, reduce conflicts, and create solutions that are broadly supported. Coordinated planning not only improves efficiency but also enhances the sense of ownership and accountability across the region.

Performance Measures

The following performance measures will be used to track performance toward achieving **Skagit 2050 RTP Goal 7: Community Engagement and Regional Coordination.**

- Change in number of participants including number of attendees at meetings, workshops, tabling events, or online sessions.

Performance information is included in Appendix B.

Policies:

7.1: Facilitate cooperation, coordination and information exchange among SCOG member jurisdictions.

7.2 Provide a regional forum for interested parties to discuss and coordinate their transportation projects, programs and plans with each other. Consider strategies that recognize the future densification of urban areas as they grow and mature.

7.3 Identify sources of funding for transportation planning, programs and projects that will implement the Plan, and assist in acquiring needed funds.

7.4 Maintain and implement a participation plan to engage early, meaningful, and continuous participation of the region's interested parties in the planning process.

7.5 Develop a public involvement plan prior to anticipated major Plan updates and implement it throughout the planning process to serve interested parties, and ensure there is opportunity for meaningful involvement.

7.6 Promote two-way communication processes in the Plan's public participation efforts by presenting information in a variety of media, while incorporating an appropriate number and variety of feedback methods.

7.7 Time public participation interfaces to provide input into decisions before they are made and provide decision-makers with an accurate assessment of public input.

Goal 8. Transportation Resilience: Foster a reliable and resilient transportation system that maintains essential mobility and access during disruptions and supports long-term sustainability and recovery.

The Skagit region recognizes the growing need to strengthen transportation resilience in the face of natural hazards and climate-related risks. Resilience planning ensures that essential routes remain operational during emergencies and that recovery efforts are efficient and equitable. Through the Transportation Resilience Improvement Plan (TRIP), SCOG and its member agencies are identifying and prioritizing projects that reduce damage from natural hazards, protect critical infrastructure, and enhance network reliability. Integrating TRIP recommendations into the RTP provides a framework for systematic risk reduction, coordinated action across jurisdictions, and continuous adaptation to emerging natural hazards. By advancing resilience strategies like resilient design standards, safeguarding evacuation routes, and improving connectivity for vulnerable communities, the region can minimize service disruptions, support emergency response, and maintain access for people and goods. These efforts help ensure that transportation investments promote safety, reliability, and sustainability over the long term

Policies:

8.1: Integration of Natural Hazard Data: Incorporate comprehensive natural hazard data (including flooding, landslides, seismic, liquefaction, severe storms, and levee breaches) into project prioritization and planning processes, to enable data-driven decision-making.

8.2: Resilient Design Standards: Provide member jurisdictions guidance to integrate resilience considerations into roadway and bridge design standards, capital planning, and maintenance programs, where feasible.

8.3: Project Development Support: Facilitate the inclusion of resilience elements in transportation projects, providing technical assistance and a framework for evaluating resilience benefits.

8.4: Cooperative Planning: Foster interagency collaboration to address network connectivity, shared hazard exposures, and operational interdependencies, ensuring that resilience strategies are coordinated and comprehensive.

8.5: Resilience Performance Measures: Develop and adopt resilience performance measures into the RTP, identifying the appropriate data resources needed for future reporting. Examples of resilience performance measures could include, but would not be limited to:

- *Monitor and report reductions in service disruptions attributable to climate-related hazards*
- *Track improvements in emergency response and evacuation times*
- *Document the completion and effectiveness of prioritized resilience projects*
- *Regularly update vulnerability assessments and hazard data to reflect new information*

5: Regional Transportation System

The regional transportation system consists of state highways and ferry services, county roads, city streets, non-motorized transportation facilities, transit facilities, airports, marine ports and railroads. This section of the RTP summarizes the existing regional transportation system. The proposed transportation improvements and regionally significant transportation projects and programs are included in Section 7. More information on the performance of the regional transportation system is located in Appendix B and Appendix H.

Highways

Washington state highways form the core of the regional transportation system and most city and county arterials provide some level of connection to the state highway system. State highways connect the region with other parts of Washington and facilitate travel between counties. Therefore, keeping these routes operating efficiently and safely is critical. WSDOT and local agencies have identified a wide range of improvements to these highways to address preservation, safety, congestion, operations and other transportation-system needs. The highway system in the Skagit region includes Interstate 5, the only interstate highway serving the region, and multiple state highways – State Route 20, State Route 9, State Route 530, State Route 534, State Route 536, State Route 538, State Route 11 (Chuckanut Drive). Additional descriptions of these highways and operational data are included in Appendix H.

Other Regional Roadways

In addition to Interstate 5 and state routes, there are many other roadways that serve regional transportation needs in the Skagit region. The needs of the individual roadway depends on the context and often vary substantially in rural and urban areas. For example, conflicts on rural roadways, where there are often higher vehicular speeds and sometimes bicyclists and farm equipment, are different than conflicts on urban roadways where speeds tend to be lower than rural areas, yet congestion higher with greater levels of pedestrian use. These regional roadways supplement the state and national roadway system, reduce the reliance on travel along Interstate 5 and state routes, and provide for an integrated regional roadway system for moving people and goods.

Ferry System

Ferries play a key role in the regional transportation system by connecting residents, workers, goods, and recreationists to various communities within the Skagit region and elsewhere in western Washington. Guemes Island has no bridge connection to the mainland; therefore residents rely on ferry service for transportation off the island. The state ferry system functions similar to a marine highway and high-capacity transit system, supporting the Skagit region's land use and transportation objectives by connecting to transit systems and reducing vehicle miles traveled on regional roadways. Washington State Ferries, a division of WSDOT, operates two routes within the Skagit region. These routes provide service to a mixture of automobiles and walk-on passengers. The Anacortes – San Juan Islands route provides service year-round from Anacortes to four of the San Juan Islands. The Anacortes – Sidney B.C. route provides seasonal service during the spring, summer and autumn, though this service has been suspended since 2020 due to a lack of available vessels.

The Washington State Ferries 2040 Long Range Plan, completed in 2019, indicates vehicle and passenger trips on the ferry routes are forecast to increase by approximately 37 percent by 2040. The RTP includes regionally significant ferry projects to address the forecasted increase and maintain and improve level of service. Projects are based on the most recent WSF progress report completed in 2023.

Skagit County operates one ferry route to Guemes Island. The M/V Guemes was built in 1979 and has a capacity of 21 vehicles and 99 passengers. The primary users of the ferry system are the permanent and part-time residents of Guemes Island who rely on the ferry as their link to the mainland. The vessel carried 124,544 vehicles and 332,562 passengers in 2025, down from 183,130 vehicles and 381,559 passengers in 2015. Vehicles and passengers are counted going to and coming from Guemes Island, so each ride on the ferry counts as one trip.

Transit System

Public transportation is a critical component to achieving the Skagit region's long-range growth management, economic, environmental and transportation goals. The RTP promotes strategies for expanding transit to meet future travel demands throughout the Skagit region and provide transportation options to reach destinations within and outside the region. Skagit Transit operates 19 fixed routes in the Skagit region including local routes and intercounty commuter routes to Whatcom and Snohomish counties. Vanpools and paratransit services are also offered by Skagit Transit. The success of the public transportation system is dependent on integrating key elements that comprise the Plan. Integration of the transit system with the ferry system, intercity rail and bus services, street improvements, bicycle facilities and pedestrian facilities is critical to an effective multimodal transportation system. Transit ridership fell sharply in 2020 due to the COVID-19 pandemic. While it remains significantly under pre-pandemic levels, ridership did increase between 2021 and 2024 (last year available).

Figure 2. Skagit Transit Annual Growth Rate Transit Ridership
Source: Skagit County

Whatcom Transportation Authority and Island Transit also provide transit services in the Skagit region, providing an integrated system of intercounty connector transit services linking Skagit, Whatcom, Island and Snohomish counties. These express services primarily offer stops at transit stations and park-and-ride lots in these four counties, and do not offer complimentary paratransit services along these express routes. The Sauk-Suiattle Indian Tribe provides a tribal transit service to all members of the public from Concrete to Darrington, in Snohomish County.

Pedestrian and Bicycle Systems

Pedestrian and bicycle facilities play a vital role in the Skagit region's transportation system. The RTP supports the development of a transportation system that provides more travel choices, while limiting the transportation system footprint, preserving and restoring environmental quality and open space, and increasing safety for those walking, biking or rolling. A well-established transportation system encourages healthy recreational activities, reduces vehicle demand on roadways, and enhances safety of all roadway users. The RTP identifies a regional non-motorized transportation system that includes trails, regional roadways, and other bicycle and pedestrian facilities. Greater accessibility to safe pedestrian and bicycle facilities provides improved mobility to the young, elderly, persons with disabilities, low-income persons, and others who may not have access to a vehicle.

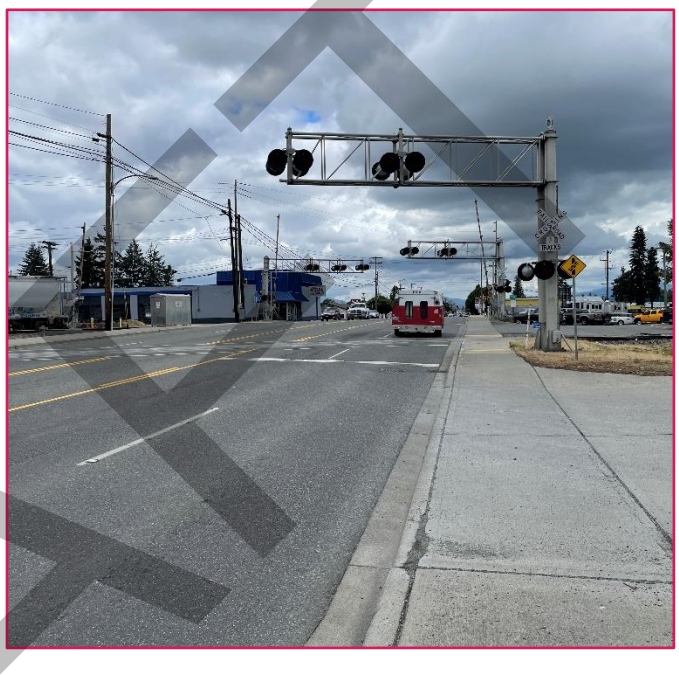
Passenger Rail System

WSDOT operates Amtrak Cascades service over the BNSF Railway's north-south main line through Washington state. The alignment roughly parallels Interstate 5 and runs through Skagit County, connecting the region to Seattle, British Columbia and destinations beyond. The Pacific Northwest Rail Corridor, a federally designated high speed rail corridor, has received federal and state funding to support higher rail speeds in the corridor. This 466-mile high speed corridor runs from Eugene, Oregon to Vancouver, British Columbia in Canada. Amtrak provides long-distance service to Seattle and destinations beyond, as well as regional service to Oregon and British Columbia in the high-speed corridor. Incremental improvements are planned to eventually support 110 mile-per-hour service with greater frequencies. Amtrak Cascades service from

Eugene to Vancouver is Amtrak's ninth busiest route. Amtrak Cascades ridership has grown steadily over the last 25 years, from 180,000 in 1994 to just under one million in 2025.

Freight Rail System

Freight rail is also growing as a mode of choice for moving manufactured and bulk commodities. There are currently ten major rail corridors in Washington state. One of these corridors is the Everett–Vancouver, British Columbia mainline, which is owned and maintained by BNSF. The importance of improvements to this corridor is critical to continued efforts to diversify the economy of the Skagit region. Where these railroad corridors intersect is important for switching and storage activities resulting in impacts on adjacent communities that are affected by at-grade crossings. Freight rail traffic along this corridor includes intermodal, forest and agricultural products, refuse, chemicals and finished automobiles.



Regional Air Transportation System

The regional air transportation system in the Skagit region complements the rail, motorized, and non-motorized transportation systems in the movement of goods and people. The primary purpose of the regional air transportation system is to provide access to a broad national and international aviation network. The Skagit region includes four airports: Anacortes Airport, Skagit Regional Airport, Mears Field, and Skyline Seaplane Base. The Anacortes Airport and the Skagit Regional Airport are included in the National Plan of Integrated Airport Systems, which makes them eligible for Federal Aviation Administration improvement grants. Additional descriptions of the airport facilities are included below.

Anacortes Airport

Anacortes Airport is located in Skagit County within the Anacortes city limits. The airport is operated by the Port of Anacortes and is classified as a Community Airport, per the Washington Airport Classification system. Community airports primary activities include general aviation for personal transportation and business or recreational purposes, as well as pilot training. The Anacortes Airport is served by San Juan Airlines, which provides service to five locations in the San Juan Islands using single-engine aircraft. The latest available data from 2025 indicate that Anacortes Airport experienced over 11,000 takeoffs and landings. Anacortes Airport has one runway, Runway 18-36, which is 3,015 feet long and 60 feet wide, has an asphalt surface, and is equipped with pilot controlled medium intensity runway lights.

Skagit Regional Airport

Skagit Regional Airport is located three miles west of Burlington. The airport is operated by the Port of Skagit and is classified as a Regional Airport. Regional airports primary activities include corporate general aviation and travel business. Aeronautical Services, FedEx, Methow Aviation, San Juan Airlines and Ameriflite provide cargo service to the Airport. The airport has two runways. Runway 11-29 is 5,477 feet long, 100 feet wide, has an asphalt surface, and is equipped with pilot controlled medium-intensity runway lights. Runway 11-29 is equipped with runway end indicator lights (REIL) and precision approach path indicators (PAPI). This runway has non-precision, non-directional beacon and global positioning systems approaches. Runway 11-29 is equipped with REIL and PAPI, and has a non-precision, global positioning systems approach. Runway 4-22 is 3,000 feet long, 60 feet wide, has an asphalt surface, and has PAPI.

Mears Field

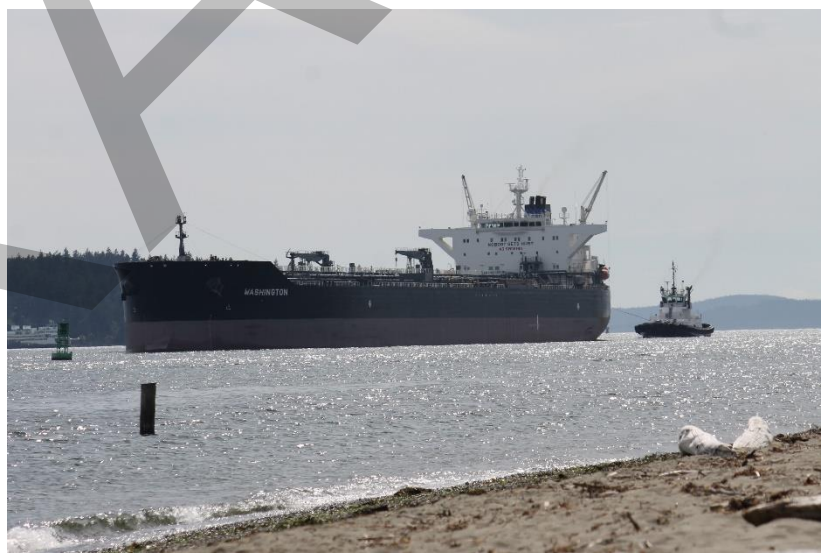
Mears Field is located in Skagit County adjacent to State Route 20, at the Town of Concrete's southern boundary. The airport is operated by the Town of Concrete and is classified as a Community Airport. Runway 7-25 is the airport's only runway. This runway is 2,580 feet long, 60 feet wide, and has an asphalt surface. Both runway ends have visual approaches. In addition to the runway, the airport has a 40-foot by 40-foot helipad designated as "H1." The 2017 Washington Aviation Systems Plan, the most recent version of the plan, projects that the demand for aircraft storage at Mears Field will exceed its capacity by 2034.

Skyline Seaplane Base

Skyline Seaplane Base is located in Skagit County just south of the Skyline Marina in the City of Anacortes. The seaplane base is operated by the United States Military and is classified as a General Use Airport. General use airports primary activities include general aviation for personal transportation and recreation, including backcountry access. The Northwest-Southeast Waterway, the Seaplane Base's only waterway, is 5,000 feet long and 2,500 feet wide. Approaches to this waterway are visual.

Marine Ports

Skagit County's marine facilities play a key role in the regional transportation system by connecting residents, workers, goods, and recreationalists to communities within the Skagit region and elsewhere in western Washington. The Skagit region includes two marine ports: the Port of Skagit and the Port of Anacortes. These ports serve commercial and industrial purposes such as fishing, marine businesses, ship building, and seaborne trade. Additional descriptions of each port and their marine facilities are included below.



Port of Skagit

The primary marine facility in the Skagit region is the Port of Skagit, which operates the La Conner Marina on the Swinomish Channel. The La Conner Marina has two separate moorage basins that together cover approximately 24 acres. The marina includes 366 covered moorage slips, 131 open moorage slips, and 2,400 lineal feet of dock space for overnight moorage. The La Conner Marina serves commercial purposes such as fishing, marine businesses, and an industrial park supporting manufacturing and related industries.

Port of Anacortes

The Port of Anacortes is a deep-water port with major ship building and repair facilities located along the Guemes Channel in the City of Anacortes, and is significant for seaborne trade among Washington ports. The Port operates three marine facilities including the Cap Sante Boat Haven Area, Guemes Channel Properties, and the Port's Ship Harbor. The Cap Sante Boat Haven Area supports commercial fishing as well as a marina with approximately 950 moorage slips and includes over 100 acres of in-water and upland property. The Guemes Channel Properties feature a marine terminal with three centrally located piers, which services break bulk cargo, high and heavy projects, and moorage services. The Port's Ship Harbor includes a ferry terminal on land that is leased to WSDOT for ferry service.

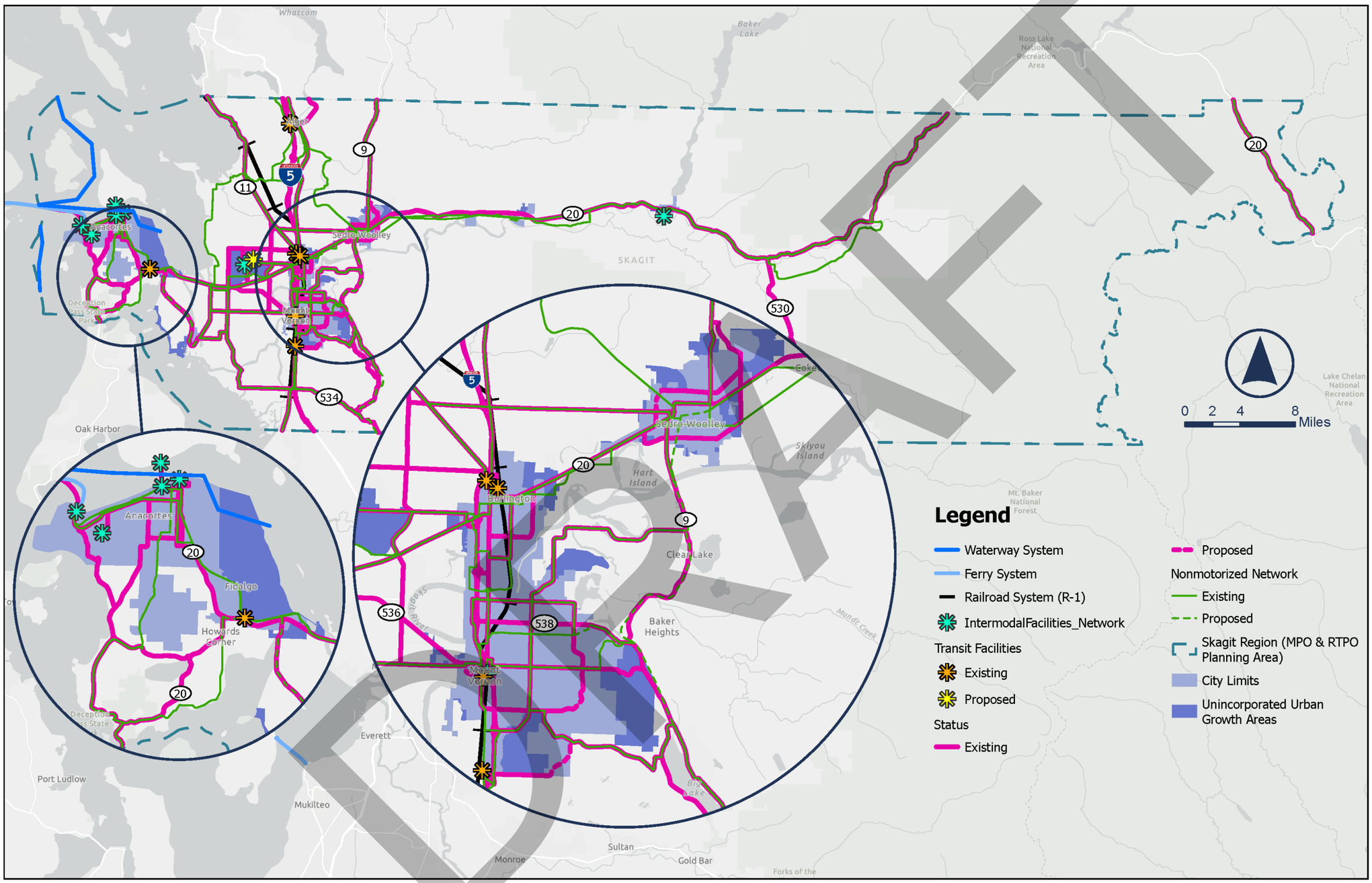


Figure 3. Regional Transportation System

Regional Multi-Modal Level of Service (MMLOS) Standards

As part of a regional transportation plan, level-of-service (LOS) standards must be established in accordance with RCW 47.80.030. SCOG has historically applied vehicular LOS standards, which apply grades A-F for roads and intersections, along with standards for the state ferry system. In response to House Bill 1181, codified in RCW 36.70A.365, jurisdictions are now required to adopt MMLOS standards. WSDOT is currently developing MMLOS standards for state facilities and SCOG member jurisdictions are developing MMLOS standards that apply to their local systems. As part of the RTP, SCOG is beginning to develop regional MMLOS standards to supplement traditional vehicle- and ferry-based metrics. The framework below considers how corridors function for transit, walking, bicycling, and goods movement alongside roadway operations and is used to discuss tradeoffs, support complete-streets design, and keep expectations consistent across jurisdictions. Local governments retain their own LOS and concurrency standards under the GMA framework; the regional MMLOS provides a common reference so that local standards can be coordinated across boundaries and modes. The GMA (RCW 36.70A.070) requires jurisdictions to adopt LOS standards for transportation facilities and to fund improvements concurrent with development.

Vehicular LOS

Vehicular LOS continues to use the established Highway Capacity Manual methodology and A–F grading for roadway segments and intersections. In practice, this means projects must maintain or improve auto LOS at the adopted thresholds. Washington state law ties development approvals to maintaining these standards.

Local governments may adjust their transportation LOS standards for their local transportation system, which can have a direct impact on concurrency determinations. Consistent with Washington state law, LOS standards for the state highway and ferry systems are set by WSDOT for all Highways of Statewide Significance (RCW 47.06.140), and by the RTP for all other state routes (RCW 47.80.030). WSDOT establishes LOS standards for Highways of Statewide Significance in consultation with local governments, consistent with RCW 47.06.140. Concurrency requirements do not apply to the state highway and ferry system in the Skagit region. See Appendix I for maps displaying established LOS standards for all state highway and ferry routes.

Bicycle and Pedestrian LOS

Local practice varies by context. In Skagit County's rural areas, shoulders on county and state highways serve as the primary bike/ped facilities. The Skagit County comprehensive plan uses a shoulder-width standard – a paved shoulder of at least four feet wide (with a minimal buffer) is treated as the baseline bike route. FHWA guidance notes that "a 4-foot paved shoulder is considered the minimum standard for a designated bicycle facility" in rural areas. These shoulders are counted as "complete" bike/ped facilities in the county's inventory.

By contrast, the City of Anacortes (urban context) is developing a network-completeness LOS. Under its draft policy, each arterial/collector segment is graded (Green/Orange/Red) based on the presence of sidewalks and bikeways on one or both sides. A "Green" LOS means an arterial has active-transportation facilities on both sides (or fully meets the city's street standards); "Orange" means facilities on only one side; and "Red" means no facilities on that segment. This system measures how complete the sidewalk/bikeway network is, rather than using a quantitative width.

To bridge these approaches, the RTP recommends a hybrid approach: apply a network-completeness standard in urbanized settings and a shoulder-based standard in rural areas. Urban/suburban jurisdictions measure LOS by facility completeness, while rural/jurisdictional highways rely on shoulder-width criteria. In either case, roads meeting the standard (network-complete or ≥4-ft shoulder) are deemed LOS-compliant for bicycling and walking. Shoulders in rural areas are thus treated as functional active-transportation facilities, consistent with FHWA practice.

Transit LOS

Two approaches are recommended for Transit LOS. A short-term approach is recommended to address Americans with Disabilities Act (ADA) compliance of bus stops within the public right-of-way. Prioritizing completion of ADA upgrades at all bus stops within the public right-of-way improves safety and accessibility to transit. A long-term approach is recommended to track the percentage of residents and/or jobs within 0.5 miles of fixed-route service. This metric emphasizes providing transit access to as many people as possible.

Ferry LOS

LOS standards for the two Anacortes state ferry routes serving the Skagit region are established by WSDOT and SCOG. The standards must balance the interjurisdictional movement of people and goods with the needs of local commuters using state facilities. The following reflects the LOS standards for the two state ferry routes serving the Skagit region:

- Anacortes – San Juan Islands (established jointly by WSDOT-SCOG)
  - Level 1: 25% in January; 30% in May; 35% in August
  - Level 2: 65% in January; 75% in May; 85% in August
- Anacortes – Sidney B.C. (established by WSDOT, as the route is identified as a Highway of Statewide Significance)
  - Level 1: 50% in May; 50% in August
  - Level 2: 100% in May; 100% in August

Level 1 LOS standard indicates when additional pricing and operational strategies might be needed. Level 2 LOS standard indicates when additional service might be needed. Percentages listed in the Level 1 and Level 2 standards indicate the percentage of all monthly sailings that are filled to their vehicle capacity. The LOS methodology and standards are consistent with the WSF 2040 Long Range Plan.

6: Environmental Constraints

Environmental Considerations

A programmatic review of potential environmental constraints was conducted for the RTP. The review primarily considered the potential impacts from transportation construction projects, in addition to a cursory review of non-construction projects. Federal law requires these planning efforts to protect and enhance the environment, promote energy conservation, improve quality of life, and align transportation projects with anticipated growth and economic development. Washington's State Environmental Policy Act (SEPA), alongside federal and local regulations, guides this analysis. Assessing environmental constraints helps inform the SCOG Transportation Policy Board and stakeholders about possible limitations as projects advance and helps to identify and address issues that may be encountered through the development process early, allowing for better project selection and prioritization. The environmental constraints assessment is not intended to identify specific environmental impacts of road projects, nor is the RTP to be used in determining environmental mitigation. Analysis of specific direct and indirect impacts and potential mitigations will also occur as individual transportation projects are further defined, permitted, and funded.

The environmental analysis for the RTP used a GIS-based approach to assess various regional environmental factors. Available GIS data was gathered to evaluate possible effects on areas such as geologic hazards, air quality, water resources and wetlands, floodplains, plant and animal habitats, land use and housing, shoreline activities, noise, aesthetics including light and glare, environmental justice, recreation, and historic or cultural sites. The analysis focused on projects that will significantly add to the footprint of roadways by expanding the capacity of the regional transportation system. Figure 4 shows the location of all funded, planned, and illustrative transportation projects in relationship to possible environmental constraints. In this context, possible constraints are considered as: A resource or constrained area is definitely located in the project(s) area or immediate vicinity, and will likely require further review. Identification of a constraint does not mean that the project(s) will definitely result in impacts, or that impacts will be of a significant degree; instead, it indicates that the potential for impacts will need to be evaluated further at the project level.

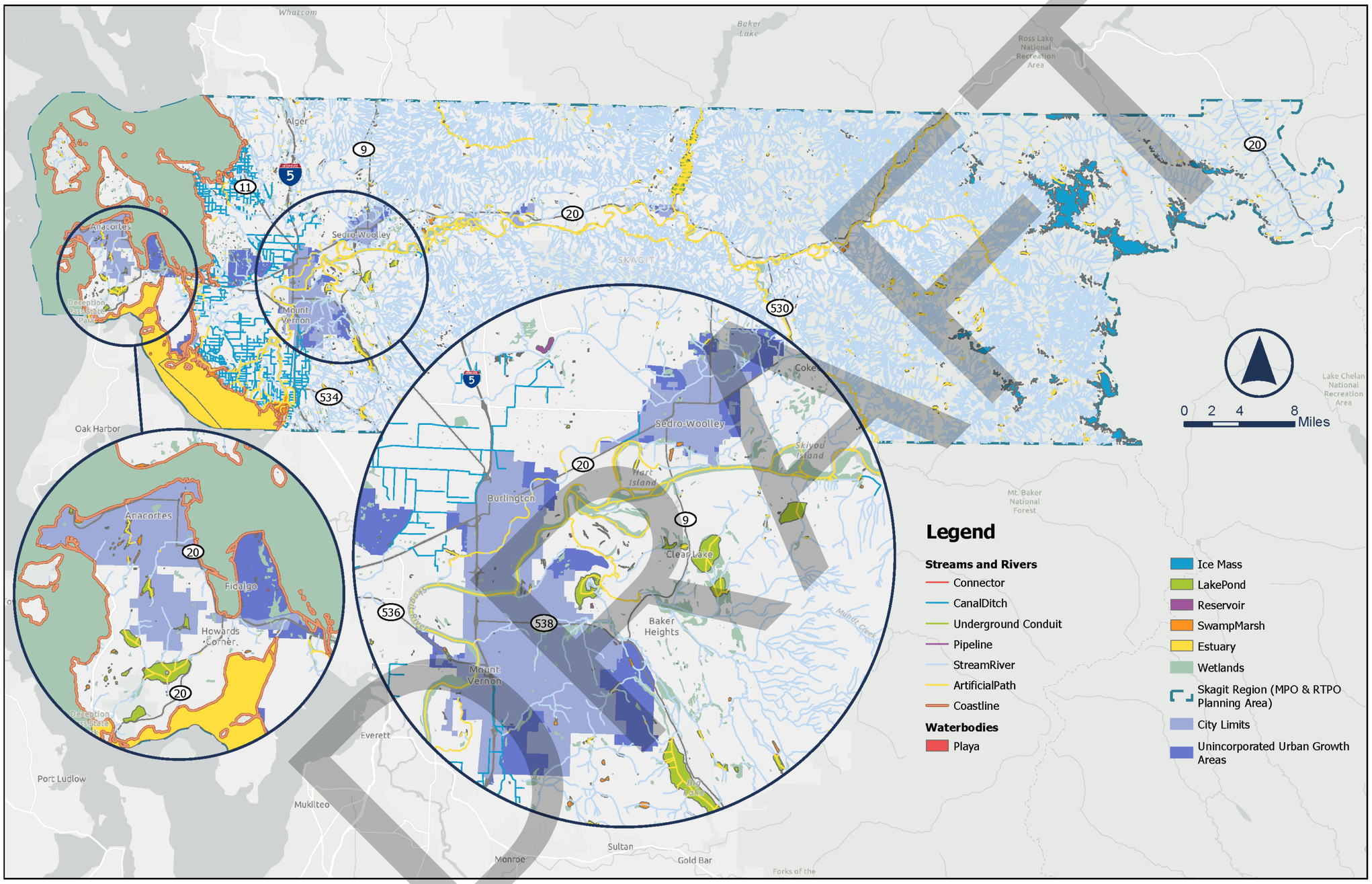


Figure 4. Potential Environmental Constraints for Regionally Significant Transportation Projects

Potential Environmental Constraints

In general, road widening projects located near rivers, Puget Sound or bays and inlets, may affect shoreline jurisdiction area, shorelines, archaeological resources, floodplains, habitats, aesthetics, wetlands, water quality, geologic hazards, and adjacent parks. Increased noise associated with these projects may also affect nearby habitats and parks. Projects that increase capacity have the most potential for impacts, as they typically require additional impervious surfaces and can impact land use across a wider area. Projects located in urban areas are expected to have lower impacts than projects in rural areas, due to existing levels of urbanization, impervious surface area, and habitat disturbance. Environmental review is conducted for all projects in the RTP through relevant federal and Washington state requirements. The SEPA Checklist (Appendix J) includes a detailed analysis of the environmental considerations.

Environmental Impacts of Operations, Preservation, and Maintenance Projects

The RTP also includes various programmatic projects that do not expand the regional transportation system, such as general operations, maintenance, and preservation activities, including minor roadway reconstruction, signage updates, sidewalk completion, lighting, minor rail-crossing and safety improvements (e.g., guardrails), and curb and gutter installation. Many of these projects are categorically excluded from environmental review, while others cannot be specifically defined at the planning stage before engineering begins. Projects associated with implementing operational and maintenance strategies are not anticipated to result in increased impervious surface area and would have the potential for minimal environmental impacts. Certain projects, such as intersection operational improvements and fish passage projects, can improve environmental conditions.

Climate Change

In Washington state, transportation accounts for nearly half of the total GHGs, including emissions from cars, trucks, planes and ships. Emission reduction strategies can help create more efficient driving conditions, reduce the amount of driving and introduce more fuel-efficient vehicles. Washington state has set a VMT reduction target of 95% by 2050. The Skagit region recognizes that reducing GHGs from transportation sources is a necessity. The RTP includes policies to support GHG reduction and VMT per capita and identifies trail and transit projects that can help improve transportation options and reduce VMT.

Action strategies to address climate change, per capita VMT and GHG reduction, at a regional level are as follows:

- Align investment strategies with achievement of VMT per capita and GHG reduction provisions;
- Use GHG/VMT as criteria for funding and pursue new revenue sources to support transportation choices;
- Pursue new revenue sources to support transportation choices, particularly transit operations;
- Expand and enhance transit, rideshare and commuter choice;
- Provide incentives for vanpool and carpool programs;
- Develop more park-and-ride and park-and-pool lots;
- Develop actions to address congestion issues on the transit network (e.g. vehicle capacity, bus lanes, signal priority);
- Address ineffective intermodal connections;
- Pursue additional non-VMT actions to reduce GHG emissions from the transportation sector, including increasing the use of rail for both the movement of passengers and freight;
- Pursue opportunities for reduction in GHG emissions through improvements in traffic operations and roadway design that reduce vehicle delay, idling, and starting and stopping at intersections; and

7: Transportation Improvements & Programs

Regionally Significant Transportation Projects

The Skagit region experiences a wide range of traffic operations, safety and preservation challenges. These challenges are largely a result of commuter traffic, access to and from regional highways, freight movement, access to regional shopping areas, and travel to and from essential public facilities such as schools, hospitals, airports and marine terminals. The transportation improvements and programs presented in the section below are intended to address these transportation challenges and support an integrated multimodal transportation system.

Project Categories

All proposed regionally significant transportation projects are grouped into categories in Table 4, Table 5, and Table 6 – funded, planned, or illustrative.

Funded projects have secured full or partial funding and are expected to be constructed during the Plan timeframe (2026-2050). All funded projects are roadway, non-motorized, transit, or ferry projects.

Planned projects have not yet secured funding, but are expected to be completed during the Plan timeframe (2026-2050). Planned projects are regionally significant roadway, non-motorized, and ferry projects, as well as planning and corridor studies. These projects are prioritized against the regional priorities and goals identified in Section 4 when eligible funding becomes available. Section 8, Funding Strategy, incorporates cost estimates for planned projects.

Illustrative projects are not expected to be funded during the Plan timeframe (2026-2050) due to forecasted revenue estimates. However, they could be funded if additional funding becomes available. The illustrative projects are still priorities for the Skagit region but typically are higher cost and/or longer-term projects that may be reliant on federal or Washington state grant funding, or other sources outside those identified in the financial strategy in Section 8.

Table 4. Funded Regionally Significant Transportation Projects

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
6	Concrete	School Secondary Access	Construction of a second access road to school and airport to include traffic lanes, shoulder, traffic curb and gutter, planter strip, and bicycle/pedestrian path as well as possible storm drainage, sewer and water facilities and fire hydrant improvements.	Roadway	$$	Short	2028
7	Sedro-Woolley	SR 20/Cascade Trail West Extension, Phase 2A	Construct a shared use path along the north side of SR20 from Holtcamp Road to Hodgin Street.	Non-Motorized	$	Short	2026
8	Burlington	SR 20 Nonmotorized & Safety Improvements	Road widening including stormwater improvements, utility relocation, lighting, sidewalks, bicycle wayfinding, and bike lanes.	Roadway & Non-Motorized	$$	Short	2028
9	WSDOT	SR 20/Burlington to Sedro-Woolley - Corridor Improvements	SR 20 has been identified as a Crash Analysis Corridor. This project will install a series of compact roundabouts at Gardner Road, District Line Road, and Collins Road. Dual faced mountable curb will be installed between the roundabouts to restrict left-turn movements. The result will be fewer crashes with lower severity for motorists.	Roadway	$$	Short	2027
15	Skagit County	Guemes Island Electric Ferry, Shore-Side Facilities, and Terminal Modifications Project	Guemes Island Electric Ferry – Replace the diesel-powered Guemes Island Ferry with a new electric-powered ferry. Funded with state funds from Move Ahead Washington and the County Road Administration Board.	Ferry	$$$	Short	2028
16	Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility (MOA2)	This project will renovate Skagit Transit's Maintenance, Operations, and Administration (MOA) Facility. The improvements include the complete buildout of transit staff offices, conference rooms, breakrooms, inventory and file storage, light and heavy-duty vehicle maintenance bays, workshops for vehicle body repair, and a parts warehouse. Site improvements include new landscaping, fencing, parking layout, and zero emissions charging infrastructure.	Transit	$$	Short	2027
41	Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2B	Construct a shared use path along the north side of SR20 from Hospital Drive to Holtcamp Road.	Non-Motorized	$$	Short	2034
101	Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	Improvements include adding a travel lane to the Interstate-5 / Cook Road Interchange (Exit 232) and signalizing the on/off ramps to reduce collisions and alleviate congestion.	Roadway	$$	Short	2029
108	WSDOT	SR 20 - Campbell Lake Road - Intersection Improvements	The 3-legged roundabout will improve regional mobility and safety, accommodate projected growth in the area, and improve resilience of local and regional transportation networks.	Roadway	$$	Short	2026
213	WSDOT/WSF	Anacortes Terminal Replacement	New terminal building and terminal electrification.	Ferry	$$$	Long	2036
233	Sedro-Woolley	John Liner Road Arterial Improvements	Reconstruct John Liner Road including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination.	Roadway	$$	Short	2031

Note: [1]**Cost:** $ = up to $1 million; $$ = $1 - $10 million; $$$ = $10 - $100 million; $$$$ = over $100 million. [2]**Time Frame:** Short Range = 2026 – 2035; Long Range = 2036 – 2050

Table 5. Planned Regionally Significant Transportation Projects

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
2	Skagit County	Centennial Trail (Stage 1)	Design and construct a pedestrian & bicycles trail from Coltrin Road to the County Park at Front Street.	Non-Motorized	$$	Short	2027
5	Sedro-Woolley	Jones/John Liner RR Undercrossing and Roadway Extension Phase 2.	Construct new BNSF RR undercrossing from East Jones Road to John Liner Road, including drainage, curbs, sidewalks, shared use path, HMA, pavement markings and illumination.	Roadway	$$	Short	2030
11	Anacortes	Commercial Avenue Corridor Improvements	Pave South Commercial Avenue as well as add bike lanes, re-stripe, and construct new ADA ramps.	Roadway	$$	Short	2027
18	Burlington	Intersection Improvement and Gateway	Construct a roundabout.	Roadway	$$	Short	2034
24	Anacortes	Oakes Avenue (State Route 20 Spur) Active Transportation Safety Improvements	Construction of a two-way paved multi-use pathway.	Non-Motorized	$$	Short	2027
26	Mount Vernon	Blackburn Road Pedestrian-Bicyclist Improvements	Construct sidewalks and bike lanes.	Non-Motorized	$$	Short	2034
27	Mount Vernon	Martin Road Complete Streets Improvements	Replace existing 5-foot asphalt path with 10- foot shared-use path meeting WSDOT shared use pathway guidelines on south and west side of street.	Non-Motorized	$$	Short	2034
28	Mount Vernon	Blackburn Road Extension	New Complete Street.	Roadway	$$$	Long	2045
33	Sedro-Woolley	Centennial Trail South	Construct trail improvements from Ferry Street to the south city limits.	Non-Motorized	$$	Long	2045
42	Burlington	Reconstruct Pease Road to urban standards and construct multiuse path	Reconstruct road to urban standards, add multiuse path.	Roadway	$$	Short	2034
43	Sedro-Woolley	SR 9/Centennial Trail	Extend existing sidewalk and bicycle lane on the east side of SR 9 to the north city limits.	Non-Motorized	$$	Long	2045
45	Burlington	New Multiuse Path - Whitmarsh Rd	New multiuse path.	Non-Motorized	$	Short	2034
48	Burlington	Extend Multiuse Path – State Route 20	Extend multiuse path along SR 20.	Non-Motorized	$$	Short	2034
49	Mount Vernon	Stewart/Hoag Road Bicyclist Improvements	Re-channelize vehicle lanes and mark for bike lanes.	Roadway	$	Short	2029
50	Mount Vernon	Division Street Corridor Study	Comprehensive corridor study to develop a plan to improve Division Street for all modes of travel.	Study	$	Short	2034
104	Skagit County	Peterson Road (Urban)	Widen Peterson Road from the Bayview Housing Development to Higgins Airport Way (Port of Skagit) to meet urban standards. Project will include, but is not limited to, adding or improve sidewalks/walkways and bicycle wayfinding.	Roadway	$$	Short	2028
205	Mount Vernon	Division Street Bridge Replacement Study	Includes planning study as well as feasibility of replacing WSDOT's existing bridge.	Study	$	Long	2036
214	WSDOT – Washington State Ferries	Vessel Replacements 2026–2035	Replace existing vessel with 144-car electric-hybrid Olympic class vessel.	Ferry	$$$	Short	2034
220	Anacortes	March's Point Road - Trestle - Park-N-Ride Trail	Construct bike lanes along both sides of West March's Point Road and South March's Point Road connecting the Tommy Thompson Trail to the South March's Point Park & Ride.	Roadway	$$	Short	2027
230	Sedro-Woolley	Cascade Trail East Extension	New shared-use path extending the Cascade Trail eastward from Sedro-Woolley.	Non-Motorized	$	Short	2028

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
231	Sedro-Woolley	Jones Road Improvements Phase 1-3	Widening/upgrade of Jones Road to arterial standards as part of Jones/John Liner corridor.	Roadway	$$	Short	2031
232	Sedro-Woolley	F & S Grade Road Improvements Phase 1-2	Reconstruct F&S Grade Road. Includes new shared-use path.	Non-Motorized	$$	Short	2030
234	Sedro-Woolley	Trail Road Improvements Phase 1	Construct new arterial and shared-use path.	Roadway	$$	Short	2031
235	Sedro-Woolley	SR 9 Nonmototized Improvements	Bike lane and sidewalk improvements on west side of SR 9.	Non-Motorized	$$	Long	2045
236	Skagit County	Old Highway 99 North / Bow Hill Road Intersection Improvements	Make intersection improvements on Old Hwy 99 with Bow Hill Road / Prairie Road.	Roadway	$$	Short	2030

Note: [1]**Cost:** $ = up to $1 million; $$ = $1 - $10 million; $$$ = $10 - $100 million; $$$$ = over $100 million. [2]**Time Frame:** Short Range = 2026 – 2035; Long Range = 2036 – 2050

Table 6. Illustrative Regionally Significant Transportation Projects

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
12	Anacortes	Guemes Channel Trail Phase II, III, & VI	Complete Guemes Channel Trail from Washington Park to Tommy Thompson Trailhead at 10th Street and Q Avenue.	Non-Motorized	$$	Short	2031
54	Mount Vernon	30th Street Extension	New roadway extension linking 27th Street with Blackburn Road, will also reconfigure intersection of Blackburn Road and Little Mountain Road.	Roadway	$$	Long	2045
60	Burlington	Construct Grade Separated Rail Crossing and Street Extension	Construct grade separated RR crossing and street extension.	Roadway	$$$	Long	2045
62	Mount Vernon	Skagit River Pedestrian Bridge	New non-motorized bridge over Skagit River.	Non-Motorized	$$$	Long	2045
65	Mount Vernon	Hickox Road/I-5 Interchange Completion	Complete the north side of the interchange to provide full access.	Roadway	$$$	Long	2045
68	Swinomish Indian Tribal Community	SR 20 Safe Access Improvements	Project to improve safety and access on SR 20 at Casino Drive and at Long John Drive.	Roadway	$$$	Long	2040
112	Mount Vernon	Division Street/State Route 536 Bridge	Replace and/or upgrade the existing, undersized State bridge over the Skagit River on Division Street/State Route 536.	Roadway	$$$	Long	2045
115	Mount Vernon	Kincaid Street Complete Streets Improvements	Design and implement multiple, multi-modal improvements of Kincaid Street, particularly at intersections, to bring the street up to current Complete Streets standards.	Roadway	$$$	Short	2029

ID	Agency	Project Name	Project Description	Type	Cost[1]	Time Frame[2]	Expected completion year
206	Mount Vernon	College Way Railroad Grade Separation	Grade separate crossing over or under BNSF rail line.	Roadway	$$	Long	2045
215	WSDOT – Washington State Ferries	Vessel Replacements 2036–2050	Replace four vessels with three 144-car electric-hybrid Olympic class vessels and one 114-car electric-hybrid interisland vessel.	Ferry	$$$	Long	2048
216	WSDOT – Washington State Ferries	Chuckanut Drive Corridor Resilience Study	Conduct a corridor-level resilience planning study along the identified vulnerable segment of Chuckanut Drive (including 6 bridges in this segment) to assess hazard exposure, quantify the risk, and develop planning-level adaptation strategies.	Study	$	Short	2027
217	WSDOT – Washington State Ferries	State Route 20 (Burlington to Anacortes Segment) Resilience Study	Conduct a corridor-level resilience planning study along the identified vulnerable segments along State Route 20. For those segments, screen planning level resilience strategies to inform future investment decisions.	Study	$	Short	2028
218	WSDOT – Washington State Ferries	I5 and Pioneer Highway Resilience Study	Conduct a corridor-level resilience planning study for the vulnerable segments along I-5 and the parallel Pioneer Highway Corridor to assess transportation network redundancy under hazard scenarios and screen planning-level resilience strategies to support system reliability and emergency response.	Study	$	Short	2028
219	WSDOT – Washington State Ferries	Skagit County Evacuation and Transportation Network Redundancy Study	Conduct a countywide, system-level resilience study to evaluate evacuation route performance and transportation network redundancy under hazard scenarios, identifying critical links and failure points, and informing planning-level resilience investment priorities.	Study	$	Short	2029

Note: [1]**Cost:** $ = up to $1 million; $$ = $1 - $10 million; $$$ = $10 - $100 million; $$$$ = over $100 million. [2]**Time Frame:** Short Range = 2026 – 2035; Long Range = 2036 – 2050

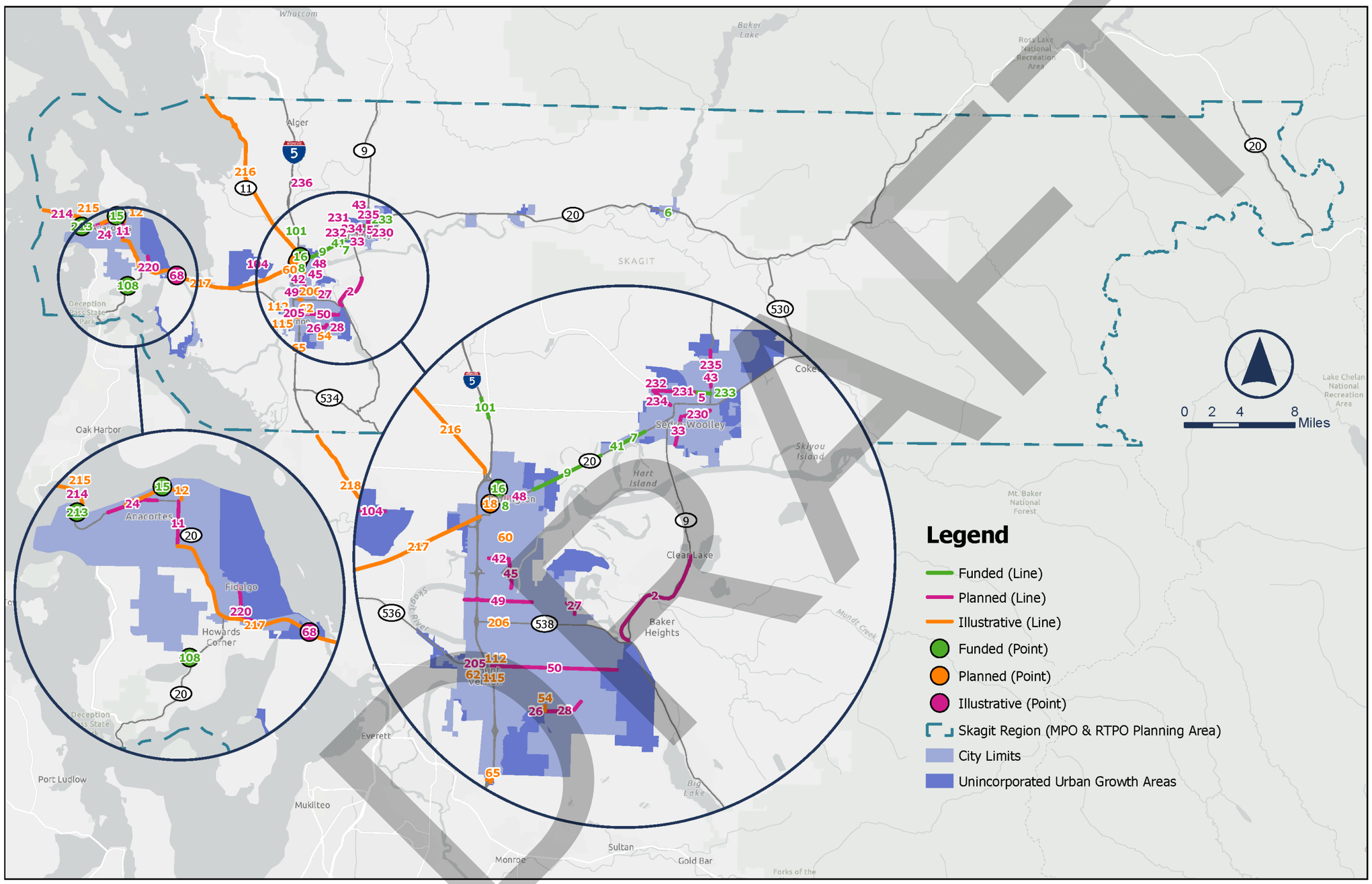


Figure 5. Regionally Significant Transportation Projects

Travel Demand Forecast Scenarios

SCOG commissioned an update to the regional travel demand model to help evaluate the impacts of the RTP proposed projects on the regional transportation system. The evaluation of future roadway improvements was based on 2050 socio-economic and land-use forecasts, the 2050 road network that the plan would produce, and the resulting interaction of demand and supply across the Skagit region. The regional travel demand model is an all-day model with morning, afternoon, afternoon peak hour, and "all other" time periods. It estimated vehicle travel and does not account for non-motorized or transit modes. The model estimates LOS determinations for selected regionally significant roadways using engineering methods borrowed from the Florida Department of Transportation. The FDOT method takes in the travel model's estimated bi-directional volumes in the afternoon peak hour ("PM peak") then cross-references that volume to LOS standards developed using observed data and Highway Capacity Manual guidance. It produces an average LOS letter grade for the continuous road facility across the chosen facility segments. The Florida LOS standards are specific to the facility type (e.g., freeway, arterial) and the number of lanes. This method smooths out segment-level variations to provide as realistic as possible measure of service levels.

The LOS findings (included in Appendix H) paint a picture of road system mobility performance but should be interpreted with the knowledge that travel demand models do not perfectly represent human travel tendencies and choices. Models provide a tool for estimating and comparing likely outcomes, not an exact prediction of future traffic conditions. Some areas in the 2050 scenarios may have higher congestion problems than will actually be experienced. Likewise, congestion in other areas may be underrepresented. However, the travel demand model is an effective tool for assessing the potential transportation impacts of growth. Further analysis and professional judgement were used to ensure traffic volumes predicted by the model are reasonable.

Forecast Scenarios

The RTP performed three travel demand model forecasts to help evaluate the potential impacts of the identified regionally significant projects:

- 2022 Base Year – estimated the existing conditions of the regional transportation network given observed 2022 population and employment and the roadway network in service in that year. As described in separate travel model documentation, the modeling team updated and validated the SCOG travel model system using traffic count data available for the region. The 2022 Base Year provides a useful reference point for the 2050 scenarios.
- 2050 Baseline Scenario – forecasted 2050 roadway performance likely to occur with projected 2050 population and employment but with *only* transportation projects that would definitely be completed by 2050 since they now have committed funding. This represents a "no build" scenario in the sense that it shows how the system is likely to

perform in the future *absent* the planned and illustrative investments the RTP proposes. The 2050 Baseline also serves as a neutral reference point against which to compare the 2050 Planned and 2050 Illustrative scenarios.

- 2050 Planned Scenario – forecasts 2050 roadway performance in the case where all future projects in the financially constrained plan are present. These include all funded (Baseline) projects plus all planned projects but exclude illustrative investments. This represents a "build" scenario including projects that the RTP should be able to afford.
- 2050 Illustrative Scenario—forecasts 2050 roadway performance in the case where all contemplated investments in the RTP are present, including funded (Baseline), planned, and illustrative projects. This constitutes a "speculative build" scenario showing what system performance could be if all projects the region desires to complete were actually built, even if the RTP acknowledges that it cannot foresee a way to fund its illustrative investments.

Note that many RTP investments deliver maintenance, preservation, or other outcomes to which the model is not sensitive (such as active transportation trails); therefore, the forecasts only include investments to which the travel demand model is sensitive.

Forecast Findings

The RTP examines the regional roadway system's performance through the lens of eighteen mobility corridors that describe portions of six key regional roads, as shown in Table 7 below. Maps showing base year and 2050 findings for these corridors, with additional performance details, appear in Appendix H.

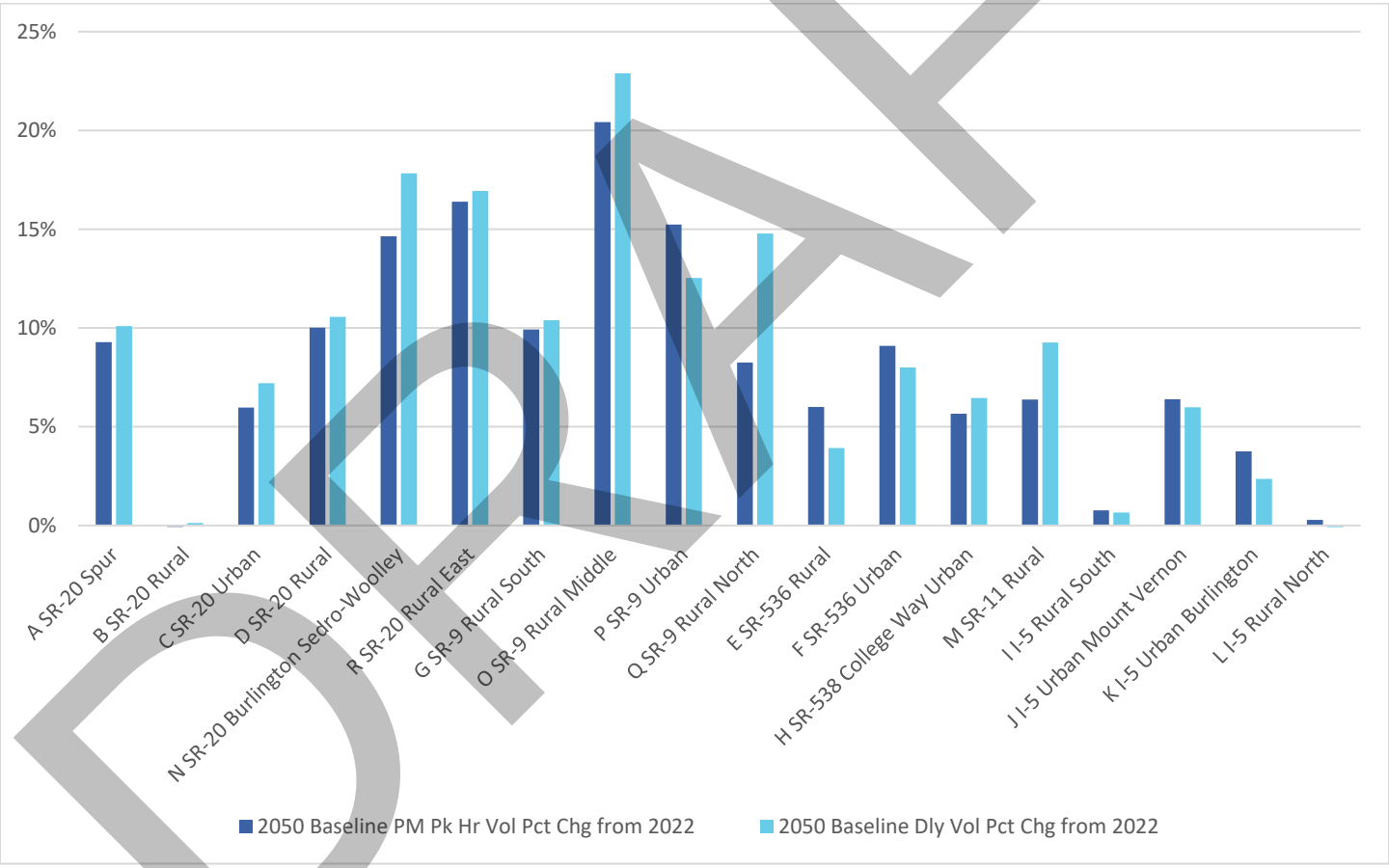
Table 7. RTP Mobility Corridors

Roadway	Corridor
SR-20	A SR-20 Spur
	B SR-20 Rural
	C SR-20 Urban
	D SR-20 Rural
	N SR-20 Burlington Sedro-Woolley
	R SR-20 Rural East
SR-9	G SR-9 Rural South
	O SR-9 Rural Middle
	P SR-9 Urban
	Q SR-9 Rural North
SR-536	E SR-536 Rural
	F SR-536 Urban
SR-538	H SR-538 College Way Urban
SR-11	M SR-11 Rural

I-5	I I-5 Rural South
	J I-5 Urban Mount Vernon
	K I-5 Urban Burlington
	L I-5 Rural North

The 2050 Baseline forecast average daily volumes and average afternoon peak hour volumes by corridor illustrate the growth in travel demand that the region faces given its projected growth in population and employment, accounting for the projected location of future added people and jobs. The graph below illustrates the percentage change in vehicle volumes by corridor.

Figure 6: 2050 Average Daily and Average PM Peak Hour Volumes by Corridor



Source: SCOG 2050 Travel Demand Model, RSG

As the graph shows, the region will likely see significant traffic volume increases (on the order of 15% to 23%) on SR-9 (especially in its rural segment in the center of Skagit County) and SR-20 through Burlington, Sedro-Woolley, and east to the mountains. The SR-20 Spur, SR 536 in its urban context, SR-11 in its rural setting, and I-5 through the Mount Vernon area will see notable

traffic increases ranging from over 6% to 10%. The more rural segments of SR-20, SR 538, and I-5 are anticipated to see much lower increases in volumes (6% or less).

Under Washington law, SCOG and its member jurisdictions must monitor the LOS of roads (and other modes, as discussed in Chapter 5). The forecast roadway LOS for the SCOG mobility corridors appear in Table 8 below. The LOS estimates illustrate two key general findings: (a) other than the urban section of SR-20 through Burlington and Sedro-Wooley, the investments in the RTP in conjunction with projected growth generally maintain existing road performance; and (b) the investments across the different RTP scenarios by funded status do not greatly alter the average LOS picture. The forecasted LOS decline from D to F in the urban segment of SR-20 from 2022 to 2050 is noteworthy.

Table 8: Forecast 2022 and 2050 Afternoon Peak Hour LOS by Mobility Corridor and Scenario

Roadway	Corridor	2022	2050 Baseline	2050 Planned	2050 Illustrative
SR-20	A SR-20 Spur	C	C	C	C
	B SR-20 Rural	D	D	D	D
	C SR-20 Urban	C	C	C	C
	D SR-20 Rural	C	C	C	C
	N SR-20 Burlington Sedro-Woolley	D	F	F	F
	R SR-20 Rural East	C	C	C	C
SR-9	G SR-9 Rural South	C	C	C	C
	O SR-9 Rural Middle	C	C	C	C
	P SR-9 Urban	D	D	D	D
	Q SR-9 Rural North	C	C	C	C
SR-536	E SR-536 Rural	C	C	C	C
	F SR-536 Urban	C	D	D	D
SR-538	H SR-538 College Way Urban	D	D	D	D
SR-11	M SR-11 Rural	C	C	C	C
I-5	I I-5 Rural South	B	B	B	B
	J I-5 Urban Mount Vernon	B	B	B	B
	K I-5 Urban Burlington	B	B	B	B
	L I-5 Rural North	B	B	B	B

Source: SCOG 2050 Travel Demand Model, RSG

Programmatic Transportation Improvements

Regionally significant projects are not the only transportation improvements considered in the RTP. Though not uniquely identified in the Plan, programmatic projects are integral to continued function of the regional transportation system. These programmatic projects address safety, traffic operations, maintenance and preservation, and environmental protection/restoration. Unlike

regionally significant projects, programmatic projects are not individually listed because they are automatically considered to be consistent with the goals of the Skagit region.

Efficiency Strategies

Improvements to corridors that address existing and forecast safety and operational issues are high priorities in the Plan. Also included are projects that reconstruct existing arterials to current standards to better handle forecast traffic volumes and improve non-motorized facilities. These improvements focus on effectively reducing safety and operational issues along existing arterials, but do not necessarily add additional capacity. They also support a range of travel modes, as automobiles, trucks, transit, pedestrians, and bicyclists use these key regional intersections and roadway links. Transportation system management including signal timing upgrades, Intelligent Transportation Systems, and access management strategies, will also be incorporated in the existing corridors. While not listed individually in the tables above, these programmatic improvements are accounted for in the Plan's financial strategy to the extent local and state project sponsors were able to estimate their future needs in these categories. It is important to note that neither the Plan's investment assumptions nor its financial strategy account for an acknowledged unfunded maintenance backlog for all categories—local roads, state roads, state ferries, and transit.

Maintenance and Preservation

A key priority of the RTP is to encourage effective maintenance and preservation of prior transportation investments. Any needed maintenance activities, particularly those on the regional transportation system, are consistent with Plan priorities. The cost of maintaining and preserving the regional transportation system is directly related to its size and the level of service expectations established for each community. Due to the high cost of maintaining and preserving the regional transportation system, difficult decisions may have to be made regarding the tradeoffs of investing in maintenance and preservation or expanding capacity. Choosing to fund a capacity expansion project that will reduce congestion could mean deferring maintenance on other transportation facilities, potentially lowering the level of service of the regional transportation system as a whole. Funding eligibility requirements add further complications to the decision. A dialogue with the public should help inform the proper balance of transportation funding allocations for each jurisdiction.

Transit and Transportation Demand Management

The RTP includes transit projects to increase transit mode share and capacity to meet the future need and travel demand throughout the Skagit region. The following are additional transit and transportation demand management strategies to reduce peak period travel demand:

- Improve transportation services for people with special needs, including those dependent on transit;

- Attract riders to transit services that may otherwise choose an automobile for travel;
- Expand park-and-ride facilities to connect transit services to drivers and passengers of automobiles and provide connections to different transit routes and services offered by various transit agencies;
- Expand fixed-route service coverage in the public transportation benefit area, and express services connecting to neighboring regions;
- Extend transit service hours;
- Target transit service to larger employers; and
- Enhance transit service to regional destinations.

8: Financial Plan

Paying for the RTP

Realizing the goals and priorities of this plan requires funding; this chapter lays out the financial plan for providing it. It discusses the funding needed by the plan's programs and capital projects, describes available or "current law" revenues, and suggests added funding that will need to be acquired to realize the plan's investments taken in total.[1] The programmatic and capital investments taken together constitute the sum total of activity needed to maintain, operate, and improve the region's transportation system through 2050.

Time Periods

The financial analysis is summarized into two time periods to illustrate the likely funding program based on current assumptions:

- 2026–2035: this period covers the short term time frame of the RTP which also covers local six-year transportation improvement plans. Both funding levels and project lists are considered to be more committed during this time period due to project development timeliness; and
- 2036–2050: this period covers the outer years of the Plan. Projecting revenues and costs more than 10 years is less reliable because rules, regulations, economic conditions and local priorities

It is useful to bear in mind that funding the RTP identifies is programmed through the region's short-range transportation improvement program (TIP). The plan is connected to the TIP by the federal requirement that TIP programming must be "consistent" with the RTP. In general this has two facets: programming must be consistent with the RTP's goals and priorities, and it should be accounted for in the RTP's financial plan. The regional TIP is cyclically incorporated into the Washington statewide transportation improvement program (STIP).

Since the TIP time frame is five years (similar to a local capital improvement program or CIP), the plan must be able to "pay its way" for five or more TIP cycles across 25 years. This can be challenging given the current funding environment and the fact that federal requirements specify that the plan may only promise to fund what can be afforded given the sum of current law and

[1] Under federal law, Skagit 2045 must include a financial plan that should make reasonable financing assumptions about existing *and* new funds expected to be available over the 2026-2050 timeframe of Skagit 2050 (Title 23 USC 134). In other words, the plan may identify how *additional* revenues could be generated to fund the investments in the RTP.

new revenues that "can reasonably be expected to be available." This "financial constraint" test may leave desired investments without demonstrably sufficient funding. For this reason, the RTP characterizes its investments into three general bins, only the first two of which are in the "constrained" part of the plan:

1. "Funded" investments are those that already secured funding. They may have *fully* committed funding to complete the project or partially committed funding to complete the project, as long as the partial funding is more than 50% of the investment's total estimated cost;

2. "Planned" investments have less than 50% of their funding secured or even zero, but the plan's anticipated total revenues are sufficient to fund them; and

3. "Illustrative" investments are efforts that support 2050's goals and priorities but cannot reasonably be expected be funded (although they may program study funds in the TIP as long as they are otherwise consistent with the RTP).

Federal regulations regarding fiscal constraint mean that only the constrained portion of the RTP is recognized by USDOT as the official, funded "plan."

As with the investments necessary to realize the plan described above, the task of sustaining current law revenues and augmenting them with new funds is shared across multiple agencies: WSDOT's investments in facilities and programs that it operates ("the state"), Skagit County ("the county"), Skagit Transit ("transit"), and the cities and towns within the region ("cities and towns"). Note that the WSDOT investments and revenues cover both state roadway and ferry systems that lie within Skagit County.

The RTP's financial plan examines the funding required for its desired investments in light of historical trends for revenues and expenditures, current laws and regulations creating and controlling transportation funding, and what new amounts of revenue could reasonably be expected to be added by federal, state, county, and local lawmakers. The financial tables below are in 2025 constant dollars to allow easy comparison of costs and funding. The federally-required year-of-expenditure accounting plus additional detail about the financial analysis appear in Appendix K.

RTP Future Transportation Revenues

The financial plan begins with an estimate of future revenues that will be available under current law. When compared to the sum total of constrained investments in the RTP, total costs minus total current-law revenues establish the amount of new revenue needed.

Estimated 2026-2050 current law revenues available for the RTP appear in Table 9, by category, for the two time periods of the Plan. As shown, the region has available about $3.6 billion in total current-law transportation revenue.

Table 9. Total Estimated Current-law Revenues (constant 2025 dollars)

Program Area	2026-2035	2036-2050	Totals
Transit	$273,347,800	$365,204,200	$638,552,000
WSDOT	$601,398,000	$1,378,900,300	$1,980,298,300
County	$296,162,700	$390,504,900	$686,667,600
City/Town	$117,218,700	$164,595,800	$281,814,500
Totals	**$1,288,127,300**	**$2,299,205,100**	**$3,587,332,400**

RTP Costs

As mentioned, the plan's transportation investments (described in Chapter 7 of the plan) fall into two general bins: constrained and illustrative. Estimated fiscally constrained costs in the RTP appear in Table 10. These costs or "needs" total slightly over $4.72 billion.

Table 10. Total Estimated Constrained Costs (constant 2025 dollars)

Program Area	2026-2035	2036-2050	Totals
Transit	$262,102,000	$425,780,200	$687,882,200
WSDOT	$1,019,850,600	$1,271,139,700	$2,290,990,300
County	$480,225,000	$578,544,900	$1,058,769,900
City/Town	$315,277,100	$369,078,400	$684,355,600
Totals	**$2,077,454,800**	**$2,644,543,200**	**$4,721,998,000**

Funding Options and Potential New Revenues

To fund the constrained RTP, new revenue requirements by category and total appear as shortfalls (negative numbers) in Table 11. Revenue of $1.13 billion total will need to be developed to account for the difference between the estimates for current-law revenues and constrained costs. The following section discusses potential strategies for how this could be done.

Table 11. Current-Law Revenue Shortfall RTP Constrained Plan Will Need to Fill (constant 2025 dollars)

Program Area	2026-2035	2036-2050	Totals
Transit	$11,245,800	-$60,576,000	-$49,330,200
WSDOT	-$418,452,600	$107,760,600	-$310,692,000
County	-$184,062,300	-$188,040,000	-$372,102,300
City/Town	-$198,058,400	-$204,482,600	-$402,541,100
Totals	**-$789,327,500**	**-$345,338,100**	**-$1,134,665,600**

New Funds Needed

Note that the estimates for revenues (see Appendix K for more detail) come with uncertainty given gaps in data received from sponsor agencies during RTP planning, so these estimates should be thought of as having leeway. That said, it is reasonable to expect that the added revenues by category in the table above can be realized. Examining these by category:

- Transit revenues need to increase by 7% ($49.3 million) over the life of the constrained plan. This is do-able for two reasons: first, in Skagit County transit is largely funded (two thirds in 2023) by a local option sales tax, the upper limit of which has not yet been reached. Second, the state contributes to Skagit Transit (over 10% of total revenue in 2023). Increasing both these sources, especially the local option, could bridge the gap.
- WSDOT (state) revenues expended on transportation would need to increase by at least $310.7 million over the life of the constrained plan. Local Skagit agencies and WSDOT will need to engage in two activities to fully fund the WSDOT needs identified in the RTP: first, the state will need to commit current-law and new funding to Skagit's needs. This is a matter of legislative and executive choice. Second, the state will need to create added transportation revenues beyond current law. The first step is achievable by concerted effort of WSDOT, SCOG, and local agency staff; the second is achievable by the state legislature. For example, the recent Washington transportation laws increased transportation revenues by 27% in the 2025 biennium; another such move within the next 15 years plus a federal response of a similar scale could make up the necessary funds.
- County revenues would have to increase by about 35% ($372.1 million) over the life of the plan. As with transit, the County has not yet tapped the limits of its local options making that the first step they could take in generating new revenues. The County should also work to receive allocations from state transportation funding increases both by pursuing any applicable grant opportunities and by advocating for a greater local share of state-generated revenues.

- The local (city and town) constrained needs are the most challenging, needing to increase by almost 60% or $402.5 million. However, there are hints that there was local revenue underreporting in the data gathering for the RTP so this number may be high. While making up a 60% increase over the life of the plan seems daunting, that figure may be less onerous than reported. As with the County, the cities and towns have local options they should tap to increase their own revenues, and they should collaborate with the County and SCOG to advocate for an increased local share of state-generated revenues.

The following new revenue strategy provides more detail on potential sources for closing the gap between current law and the constrained RTP, by category. Tapping into these revenue sources requires action by lawmakers in specific jurisdictions, and some require voter approval.

New Revenue Strategy

Goal One of the RTP is to preserve and maintain the existing transportation system. Indeed, 84% to almost 90% of state, county, and transit investments respectively are so dedicated, with close to 60% of city investments also focused on maintenance, operations, and preservation. These figures do not include a growing unfunded backlog of local maintenance and preservation needs, nor do they cover all the preservation needs for state highway and ferry assets. In addition, near-term revenue (through 2028) is still needed to address federal requirements related to correcting fish-passage barriers. Ultimately, as Table 11 shows, even having excluding the unfunded maintenance, all categories will need *new* revenue sources to realize the RTP investments.

The funding tools available to system operating agencies vary by category, as follows.

City and County Additional Funding Options

City Options

- Local Motor Vehicle Fuel Tax (applicable to counties): Established in 1998, the Local Motor Vehicle Fuel Tax allows Washington state counties to levy a local fuel tax, in addition to the state tax, upon approval from the county's legislative body and a majority of voters. This tax may be levied up to a rate equal to 10.0% of the state fuel tax rate and may be used for several transportation purposes, including: (1) maintenance, preservation and expansion of existing roads and streets; (2) new transportation construction and reconstruction; (3) implementation and improvement of public transportation and high-capacity transit programs; (4) planning, design and acquisition of right of way for transportation purposes; and (5) other transportation improvements.

- Real Estate Excise Tax (REET) (applicable to counties and cities): Cities and counties are allowed to levy two portions of REET each at 0.25% of the full sale price of real estate. For those jurisdictions only levying the first 0.25%, the option remains to levy the second 0.25%. Because this funding may be used for different types of capital, and is not restricted to

transportation capital only, it is up to the discretion of each jurisdiction as to how they chose to spend these funds. These funds are limited to capital expenditures only, and may not be used for maintenance and operations costs.

- Transportation Benefit Districts (TBDs) (applicable to counties and cities): Chapter 36.73 RCW authorizes cities (see also RCW 35.21.225) and counties to form TBDs, which are quasi-municipal corporations and independent taxing districts that can raise revenue for specific transportation projects. Four TBDs have been established in Skagit County in the cities of Anacortes, La Conner, Mount Vernon and Sedro-Woolley. TBDs may tap a variety of revenue sources (some of which require voter approval or at least voter approval beyond a certain limit). These include up to a 0.3% sales and use tax, added vehicle licensing fees, impact fees on commercial and industrial development, road tolls, and issuing general obligation bonds. No existing TBDs within Skagit County have tapped their maximum permitted revenues.
- Using General Funds, which tap local property taxes and local-option sales taxes separately from any TBD taxes.
- Advocating that the state increase the local allocation from current-law revenue (Move Ahead Washington) or at least indexing the local allocation to inflation. As shown by the financial analysis in Appendix K, state disbursements to local agencies are projected to be flat in real terms over the RTP's life while disbursements to state needs grow in real terms. It should be reasonable to ask the state legislature to at least index the local allocations to inflation.

County Options

As Skagit County's 2025-2045 Comprehensive Plan[2] observes, the County has the following levers to use to secure additional future transportation revenues:

- Property taxes;
- Other local receipts (e.g., ferry fares for the Guemes ferry);
- State fuel tax distributions;
- Other State funds, including grants;
- Federal funds, including grants;

[2] Skagit County. *Skagit County Comprehensive Plan 2025-2045.* 2025. https://www.skagitcounty.net/Departments/PlanningAndPermit/comp_toc.htm

- The County's plan also notes that it occasionally appropriates General Funds to supplement the transportation budget; and
- Joining Skagit County in asking the state legislature to increase the city disbursements of state-generated funds, or at least indexing those to inflation.

The County has a public transportation benefit area to help fund Skagit Transit; see the transit sections further below for details.

Tapping County Additional Funding

The county will need to make up an estimated gap of about $372.1 million over the plan's 25 year horizon. As noted above, this number is a function of state data that may contain underreporting issues. That said, it is likely that if those issues exist, that they occur on both the revenue and cost sides of the ledger. The County's own 2045 Comprehensive Plan notes a large shortfall also.[3]

The County plan notes that the county could consider altering the cost side of its ledger by decreasing its total planned investments or by devising capital project phasing plans that enable more competitive advantage when seeking federal or state competitive grants. On the grant front, the County could choose to pass a complete streets ordinance to broaden its projects' grant eligibility.

To increase revenues directly, the County has several options:

- Increasing property taxes;
- Creating a transportation benefit district for general transportation needs;
- Borrowing via a voter approved bond or tax package;
- Raising transportation impact fees for new development;
- Increasing operating revenue by adjusting fares on the Guemes Ferry to lower or eliminate the need to subsidize that service;
- Seeking funding partnerships with other agencies;
- Facilitating local improvement districts; and
- Increasing the size and frequency of General Fund contributions to the transportation budget

[3] Skagit County. *Skagit County Comprehensive Plan 2025-2045*. 2025. https://www.skagitcounty.net/Departments/PlanningAndPermit/comp_toc.htm

While realizing one or more of these options would require the County to invest political capital, taken together they have significant revenue capacity.

Tapping City and Town Additional Funding

Collectively, Skagit cities and towns face as much as a $402.5 million shortfall although, as noted above, this number may be high.

Cities and towns with TBDs could increase those revenues while the City of Burlington could create a TBD. Cities and towns could also increase general fund contributions to transportation funding. Cities would also share in any increase to the Washington state gas tax, similar to the County (see the WSDOT section below).

As with the County, optimizing capital projects for grant eligibility could provide access to more funds. The forthcoming adoption of the SCOG Safety Action Plan and Transportation Resiliency Improvement Plan should both identify new grant opportunities for safety and resiliency investments and aid in making such investments within Skagit eligible for such grants. Furthermore, Move Ahead Washington (the 2022 state transportation funding bill) created a grant program that regions, counties, cities, and towns can tap for Commute Trip Reduction/Travel Demand Management (CTR/TDM) investments.[4]

As with all agencies, cities and towns could lower the cost side of their ledgers by further deferring some maintenance and preservation expenditures and delaying capital projects.

Washington State Department of Transportation Additional Funding Options

The revenue analysis in this financial plan for state funding is based on less data than would normally be available due to staffing turnover at WSDOT, so the "state" revenue estimate is subject to uncertainty.

That said, it is clear that Move Ahead Washington, the state's 2022 transportation funding bill, greatly increased transportation funding for a sixteen-year period. There are several notable features of that law:[5]

[4] WSDOT. *Move Ahead Washington public transportation grant programs*. https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/move-ahead-washington-public-transportation-grant-programs

[5] Washington Department of Ecology. *Climate Commitment Act.* https://ecology.wa.gov/air-climate/climate-commitment-act

- It increased the motor fuel tax (MFT, or "gas tax") to 55.4 cents on the gallon in 2026 and indexed that to inflation for the sixteen-year duration of the law;
- It increased numerous other transportation revenues including licensing and registration fees, the diesel fuel tax (although that was not indexed to inflation), and transportation allocations from other revenue sources;
- It created (via the parallel Climate Commitment Act) the potential for additional future funding via the creation of a cap-and-trade limit on GHGs and auctions of emissions permits. Note that such funds would only be applicable to investments that reduce emissions; and
- It created a series of new grant programs, many of which are for transit services (see the transit section below).

This plus traditional sources leaves the state with several clear opportunities to increase its revenues in general and for use in the Skagit region in the future:

- The Washington State Legislature can increase the gas tax;
- The state can increase fees and fares, for example the Motor Vehicle Excise Tax (MVET), vehicle registration fees, and ferry fares (the current Washington Ferries Long Range Plan assumes that fares will track in real terms to inflation, but the option exists to increase them in real terms[6]);
- WSDOT and the legislature can extend road tolling, especially in conjunction with major capital projects (e.g., bridge replacements, road widening, and so on); and
- Devising and implementing a replacement for the gas tax, the buying power of which decreases over time as vehicles become more fuel efficient. Oregon, Washington's neighbor to the south, is piloting a VMT-based charge called OReGo that could serve as a template.

Tapping Washington State Department of Transportation Additional Funding Options

To realize its Skagit investments in the RTP, WSDOT road and ferries taken together would need almost $311 million of added revenue by 2050.

[6] Washington Department of Transportation. *Washington State Ferries Long Range Plan.* 2019. https://wsdot.wa.gov/travel/washington-state-ferries/about-us/washington-state-ferries-planning/washington-state-ferries-long-range-plan

Given that the Washington legislature has raised gas taxes and other revenue sources in the Move Ahead Washington law, it is reasonable to expect that it would do so—and use the other options described above—again by 2050.

On the roadway side and consistently with RTP Goal 1—Maintain and Preserve the Existing System--WSDOT will likely continue to prioritize expenditures to maintain state roads in reasonable shape.

On the ferry side, this RTP includes several boat replacements for runs originating at Anacortes plus the Anacortes Ferry Terminal building replacement. While the Ferry Long Range plan proposes to make these investments in its the "medium" time frame[7], it also acknowledges that the legislature will need to take new action to enable that timing. These ferry investments are thus noted as "illustrative" at this time in the RTP.

Transit Additional Funding Options

Public transit will need to find over $49 million to fund its planned operations, maintenance, and capital expenditures over the life of the RTP. About 8% of Skagit Transit's estimated revenues come from federal sources, which are unlikely to increase in the near- and mid-terms. Transit's main options for creating new revenue are thus:

- Increasing sales tax revenue that funds the majority (about 74%) of Skagit Transit's estimated revenues; and
- Increasing the state contribution to transit investments.

As mentioned above, Move Ahead Washington and the Climate Commitment Act resulted in several new grant programs for which transit is the only eligible application:

- Special Needs Grant Program for Transit (https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/paratransit-special-needs-and-rural-mobility-grants);
- Transit Support Grant Program (https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/transit-support-grant); and

[7] Ibid.

- Green Transportation Capital Grant Program (https://wsdot.wa.gov/business-wsdot/grants/public-transportation-grants/public-transportation-grant-programs-and-awards/green-transportation-capital).

Skagit Transit's current long range transit plan divides its proposed service and capital investments into short-, medium-, and long-term time frames. It acknowledges that the agency will need to secure added funding to realize the medium- and long-term proposals.[8]

The short-term actions in the transit plan seek to optimize the transit system by "…restructuring the network to simplify routes, increase directness, reduce transfers, and minimize service duplication." This would provide a solid foundation for increasing service frequencies and adding Sunday service on some existing routes in the mid-term followed by further frequency increases in the long-term. Again, this added service is not funded by current law transit revenues.

Tapping Additional Transit Funding Options

Skagit transit overall should have the capacity to add new revenues to cover the estimated shortfall. In the first place, it can increase its sales tax if the Skagit Board of Directors and voters approve. In the second place, given Washington's new focus on lowering harmful air pollutants with tangible new grant opportunities for transit as described above, a mindful approach to grant applications can bear fruit. It is also likely that over a twenty-five year horizon the federal funding picture for transit will improve at some point.

Tapping Additional Funding Options Summary

Taken altogether, it is reasonable to expect that state and local agencies can take enough of the actions outlined above to cover the estimated shortfall from current law revenue. The state legislature has historically acted at approximately 10-year intervals; cities and towns have acted by adopting Transportation Benefit Districts; new grant programs have come online in the last decade at both the state and federal level (examples of the latter include the Safe Streets for All Program); and transit is the beneficiary of the new state grant programs listed above. This is not to underestimate the political lift necessary to achieve success—the region will benefit from careful coordination across all agencies to create the political environment to raise new revenues and to collectively optimize the pursuit of competitive grants. SCOG is a natural venue for cooperation in these regards.

[8] Skagit Transit. *Skagit Transit Long Range Transit Plan*. 2025. skagitit.sharepoint.com/:b:/s/PlanningandOutreach/EYIdUmS8i3NKho2wIt1dBYIBQ7LxiJ6oLJCHcSOwgcUr-A?e=xePqFk

Illustrative Investments in the RTP

As noted previously, the RTP acknowledges that there are investments in programs and capital projects that would well serve the plan's goals and priorities but for which no funding has been reasonably identified. These "illustrative" investments fall into several general categories. Over time, as all SCOG's member agencies generate new revenues and complete the investments described in the constrained portion of the RTP, these projects will hopefully progress.

Ferry Capital Replacement Projects

The Anacortes Ferry Terminal building replacement and ferry boat replacements on Anacortes runs are large ferry system preservation projects for which funding has not yet been committed. The Ferry Long Range plan proposes to make these investments in a "medium" time frame but the state legislature or WSDOT will need to explicitly allocate funding for these important investments before they can be considered to have "planned" status.

Transit Operations

Skagit Transit plans to make many mid- and long-term service enhancements for which funding remains to be identified.

Unfunded Infrastructure Maintenance and Preservation

All agencies from WSDOT to the cities have backlogs of deferred maintenance and preservation needs. Although difficult to quantify given available data, this challenge is real and it is growing over time.

MOVE SKAGIT

REGIONAL TRANSPORTATION PLAN

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
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ACTION ITEM 5.D. – JANUARY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/08/2026	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	01/21/2026	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:

- Burlington
    - Burlington Blvd Overlay: this amendment adds this project to the RTIP. In 2025, this project was awarded $2,206,000 in funding through the federal National Highway Performance Program. Federal funding is available at 100% with no local match requirement. Total estimated cost of the project is $2,206,000.
    - SR20 Nonmotorized & Safety Improvements: this amendment adds this project to the RTIP. In 2025, this project was awarded $3,395,000 in funding through the state Pedestrian & Bicycle Program for the construction phase. A local match of $500,000 is programmed along with the state funding. Total estimated cost of the project is $4,706,248.
- Washington State Department of Transportation
    - SR 536/Skagit River Bridge - Painting: this amendment adds this project to the RTIP. The construction phase was programmed in 2025 and is being reprogrammed in 2026 with funding from federal, state and local sources. Total estimated cost of the project is $15,254,562.

FISCAL CONSTRAINT

Regional Transportation Improvement Program is fiscally constrained in the 2026–2029 program years.

PUBLIC PARTICIPATION

A public comment period began on January 2 and ended on January 8. No comments were received.

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2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency	Burlington
Project Title	Burlington Blvd Overlay
Description	Mill and fill, update curb ramps, and flashing yellow arrow signal upgrade.
Road Name	Burlington Boulevard
Begin Termini	Pease Road
End Termini	Rio Vista Avenue
Total Project Length	1.00
Improvement Type	4R Maintenance Resurfacing
Functional Class	Other Principal Arterial
Environmental Type	Categorical Exclusion
Priority Number	1
Amendment Number	
Amendment Date	
Total Project Cost	$2,206,000

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

STIP ID	WA-15779
WSDOT PIN	
Federal Aid Number	
SCOG ID	
Agency ID	
Hearing Date	12/18/2025
Adoption Date	12/18/2025
Resolution Number	

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PE	2026	NHPP	$200,000		$0	$0	$200,000	1/21/2026
CN	2027	NHPP	$2,006,000		$0	$0	$2,006,000	1/21/2026
Total			**$2,206,000**		**$0**	**$0**	**$2,206,000**	

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2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency	Burlington
Project Title	SR20 Nonmotorized & Safety Improvements
Description	Road widening including stormwater improvements, utility relocation, lighting, sidewalks, bicycle wayfinding, and bike lanes.
Road Name	SR 20
Begin Termini	Alder St
End Termini	Cascade Hwy
Total Project Length	0.50
Improvement Type	Reconstruction, Added Capacity
Functional Class	Other Principal Arterial
Environmental Type	Categorical Exclusion
Priority Number	1
Amendment Number	
Amendment Date	
Total Project Cost	$4,706,248

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

STIP ID	WA-12018
WSDOT PIN	
Federal Aid Number	0020(216)
SCOG ID	
Agency ID	
Hearing Date	12/18/2025
Adoption Date	12/18/2025
Resolution Number	

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2027		$0	d/Bike Progr	$3,395,000	$500,000	$3,895,000	1/21/2026
Total			**$0**		**$3,395,000**	**$500,000**	**$3,895,000**	

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2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency WSDOT - NW

Project Title SR 536/Skagit River Bridge - Painting

Description The existing paint on the steel surfaces is weathered and damaged, allowing corrosion to occur. Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.
Note: This project includes Toll Credits.

Road Name SR 536

Begin Termini SR 536 MP 4.72

End Termini SR 536 MP 4.84

Total Project Length 0.12

Improvement Type Special Bridge

Functional Class Minor Arterial

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost $15,254,562

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

STIP ID WA-14366

WSDOT PIN 153607D

Federal Aid Number 0055(256)

SCOG ID

Agency ID A53607D

Hearing Date

Adoption Date

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2026	HIP(S)	$7,401,747	MVA	$151,059	$179,355	$7,732,161	1/21/2026
CN	2027	HIP(S)	$5,433,653	MVA	$110,893	$131,665	$5,676,211	1/21/2026
Total			**$12,835,400**		**$261,952**	**$311,020**	**$13,408,372**	

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2026-2029 Regional Transportation Improvement Program

Financial Feasibility Table

1/2/2026

		2026			2027			2028			2029					
Funding Program	Carrryover	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	4-Year Allocation	4-Year Pro-grammed	4-Year Difference
Regionally Managed Federal Funds	**-$609**	**$2,650**	**$2,041**	**$936**	**$2,650**	**$3,755**	**$637**	**$2,650**	**$5,768**	**$4,630**	**$2,650**	**$3,788**	**$2,851**	**$9,992**	**$9,055**	**$936**
CRP	$550	$294	$844	$83	$294	$1,055	$121	$294	$1,228	$770	$294	$753	$0	$1,727	$974	$753
STBG	-$1,509	$2,086	$577	$578	$2,086	$2,086	$443	$2,086	$3,730	$3,236	$2,086	$2,580	$2,851	$6,837	$7,108	-$271
TA	$349	$270	$619	$275	$270	$614	$74	$270	$810	$624	$270	$455	$0	$1,428	$973	$455
Other Federal Funds & State Funds	**$0**	**$58,205**	**$58,205**	**$58,205**	**$38,062**	**$38,062**	**$38,062**	**$52,572**	**$52,572**	**$52,572**	**$6,347**	**$6,347**	**$6,347**	**$155,186**	**$155,186**	**$0**
5307	$0	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$14,000	$14,000	$0
BR	$0	$4,812	$4,812	$4,812	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,812	$4,812	$0
FTA Discretionary	$0	$0	$0	$0	$0	$0	$0	$2,500	$2,500	$2,500	$0	$0	$0	$2,500	$2,500	$0
HIP(S)	$0	$7,402	$7,402	$7,402	$5,434	$5,434	$5,434	$0	$0	$0	$0	$0	$0	$12,835	$12,835	$0
HSIP	$0	$13,257	$13,257	$13,257	$564	$564	$564	$0	$0	$0	$0	$0	$0	$13,821	$13,821	$0
NHFP	$0	$4,895	$4,895	$4,895	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,895	$4,895	$0
NHPP	$0	$9,956	$9,956	$9,956	$11,203	$11,203	$11,203	$20,374	$20,374	$20,374	$1,525	$1,525	$1,525	$43,058	$43,058	$0
STBG(S)	$0	$2,101	$2,101	$2,101	$0	$0	$0	$579	$579	$579	$0	$0	$0	$2,680	$2,680	$0
CRAB	$0	$1,279	$1,279	$1,279	$0	$0	$0	$3,841	$3,841	$3,841	$0	$0	$0	$5,120	$5,120	$0
CWA	$0	$260	$260	$260	$10,481	$10,481	$10,481	$17,393	$17,393	$17,393	$1,317	$1,317	$1,317	$29,450	$29,450	$0
MAW	$0	$9,767	$9,767	$9,767	$634	$634	$634	$0	$0	$0	$0	$0	$0	$10,401	$10,401	$0
MVA	$0	$976	$976	$976	$2,851	$2,851	$2,851	$37	$37	$37	$5	$5	$5	$3,870	$3,870	$0
Other	$0	$0	$0	$0	$0	$0	$0	$2,964	$2,964	$2,964	$0	$0	$0	$2,964	$2,964	$0
Ped/Bike Program	$0	$0	$0	$0	$3,395	$3,395	$3,395	$0	$0	$0	$0	$0	$0	$3,395	$3,395	$0
TIB	$0	$0	$0	$0	$0	$0	$0	$1,384	$1,384	$1,384	$0	$0	$0	$1,384	$1,384	$0
Matching Funds	**$0**	**$8,841**	**$8,841**	**$8,841**	**$4,331**	**$4,331**	**$4,331**	**$6,236**	**$6,236**	**$6,236**	**$5,865**	**$5,865**	**$5,865**	**$25,273**	**$25,273**	**$0**
Local	$0	$8,841	$8,841	$8,841	$4,331	$4,331	$4,331	$6,236	$6,236	$6,236	$5,865	$5,865	$5,865	$25,273	$25,273	$0
Total	**-$609**	**$69,696**	**$69,087**	**$67,982**	**$45,043**	**$46,148**	**$43,030**	**$61,458**	**$64,576**	**$63,438**	**$14,862**	**$16,000**	**$15,063**	**$190,450**	**$189,514**	**$936**

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ACTION ITEM 5.E. – RESOLUTION 2026-01 TO CERTIFY 2025 ANACORTES COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/08/2026	Review and Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	01/21/2026	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and the Technical Advisory Committee recommend adoption of Resolution 2026-01 to certify the Anacortes comprehensive plan transportation element.

FISCAL IMPACT

There is no fiscal impact with this action.

DISCUSSION

The Growth Management Act requires RTPO's certify the transportation element of comprehensive plans per RCW 47.80.023. Skagit Council of Governments certification review of comprehensive plan transportation elements includes the request that a draft is submitted at least 60 days prior to anticipated adoption.

Anacortes submitted the draft of their transportation element July 10, 2025, which met the requirements for sixty days or more before anticipated adoption. On September 9, 2025 Skagit Council of Government Staff completed their review and provided written comments to both Anacortes staff and Transpo. The review found that the submitted draft met the requirements for certification. On December 15, 2025 the Anacortes City Council adopted the 2025 Anacortes Comprehensive Plan.

After the TAC review of the Anacortes transportation element, if it is recommended for approval, it will continue to the transportation policy board for final approval. After approval by the transportation policy board, Skagit Council of Governments will provide a letter of certification.

Certification Form

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RESOLUTION 2026-01

TO CERTIFY 2025 ANACORTES COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

WHEREAS, the Skagit Council of Governments (SCOG) is the designated regional transportation planning organization (RTPO) for the Skagit region and is required under Washington state law (RCW 47.80) to certify the consistency of comprehensive plan transportation elements with the Growth Management Act (GMA) and the Regional Transportation Plan;

WHEREAS, SCOG uses guidelines and principles pursuant to RCW 47.80.026 used to evaluate comprehensive plan transportation elements, for Skagit County and cities and towns located within the county, for consistency with GMA and the Regional Transportation Plan;

WHEREAS, the Skagit Council of Governments Transportation Policy Board approved the Skagit 2045 Regional Transportation Plan on March 17, 2021, and approved the most recent amendment to the plan on July 17, 2024;

WHEREAS, the periodic update of Anacortes' Comprehensive Plan was adopted on December 15, 2025; and

WHEREAS, SCOG staff evaluated Anacortes' draft comprehensive plan transportation element in September 2025 using the adopted guidelines and principles and found that the element is consistent with GMA and the Regional Transportation Plan.

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

The Anacortes Comprehensive Plan 2025–2045 Transportation Element is hereby certified for compliance with the with the Growth Management Act and consistency with the Skagit 2045 Regional Transportation Plan.

Adopted: January 21, 2026

Commissioner Peter Browning, Skagit County Transportation Policy Board Chair	Jill Boudreau Executive Director

Transportation Chapter

Introduction

The Transportation Element is supported by and interconnected with many other elements of the Comprehensive Plan. In particular, the transportation system must be capable of supporting the population and employment growth described in the Land Use Element to ensure that adopted standards, operations, and safety can be maintained over time.

The state's Growth Management Act (GMA) requires the Transportation Element to demonstrate that there is sufficient mobility and capacity for all modes to serve the planned land uses at the multimodal level of service (MMLOS) adopted in the goals and policies. Local transportation elements must include a pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements to the active-mode facilities and corridors that enhance community access, promote healthy lifestyles, reduce vehicle miles traveled, and reduce greenhouse gas emissions.

The Transportation Element is also required by the GMA to include a financing plan to show how multimodal transportation improvements considered necessary to maintain MMLOS standards will be funded over time and to provide a reassessment strategy to seek alternative funding or revisit the land use plan should expected funding fall short.

The Transportation Element uses existing and projected land use and travel patterns to address the following:

- Roadway classification
- Active transportation facilities
- Regional transit service and facilities
- Transportation safety
- Future travel forecasts
- Multimodal level of service (MMLOS) standards
- Multimodal transportation system improvements
- Financing strategies and,
- Concurrency management

Comprehensive Plan

The GMA requires consistency between the land use and transportation elements of the Comprehensive Plan. As the transportation element of the City's Comprehensive Plan, this document must be consistent with the policy direction and land use balance of the Comprehensive Plan. The GMA also requires consistency between local transportation policies and plans, countywide transportation planning policies, and regional transportation plans.

Countywide and Regional Planning Policies

Under the GMA, countywide planning policies are the foundation for determining the regional consistency of planning documents. The Skagit Council of Governments (SCOG) is updating the Regional Transportation Plan (RTP) in 2024-2025. The RTP is a long-range transportation plan that is guided by the planning principles identified in RCW 47.04.270, Washington State policy goals. The Federal planning principles are found in 23 CFR 450.306 and are listed below:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to promote a prosperous economy.
- **Preservation:** To maintain, preserve and extend the life and utility of prior investments in transportation systems and services.
- **Safety:** To provide for and improve the safety and security of transportation users and the transportation system.
- **Mobility:** To improve the predictable movement of goods and people throughout the region.
- **Environment:** To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The goals and policies in this Transportation Element are consistent with the Skagit County Countywide Planning Policies, as well as the Regional Transportation Plan.

Goals and Policies

Anacortes does not experience some of the common transportation issues found in larger cities, such as high fatality and serious injury crashes or an Interstate freeway bisecting the urban area, but the City does have several transportation challenges, including:

- Significant pass-through visitor traffic on SR 20 Spur using the State ferry route to the San Juan Islands and Sidney BC
- Balancing the needs of freight transport generated by a busy marine port with residential, commercial, and visitor traffic
- Accommodating a safe and connected citywide network of active mode facilities, and
- Supporting a robust regional transit system served by Skagit Transit and others.

To address these challenges, the goals and policies in the Transportation Element are intended to promote safer and more efficient use of existing roads, a shift of some local vehicle trips to active travel modes, and a reprioritizing of travel modes to make the city safer, as well as more equitable and accessible for people of all ages and abilities.

Goal T-1. Prioritize Safety, Operations, Maintenance, and Management.

Maintain, preserve, and operate the city's transportation system in a safe and functional state for all travelers.

Maintenance and Preservation

Policy T-1.1. Minimize impacts to mobility from maintenance activities and provide continuous safe, efficient, and reliable movement of people, goods, and services.

Policy T-1.2. Protect the investment in the existing transportation system and lower overall life-cycle costs through effective maintenance and preservation programs.

Policy T-1.3. Using Asset Management methodology, prioritize essential maintenance, preservation, and safety improvements of the existing transportation system to protect mobility and avoid more costly replacement projects.

Transportation Systems Management

Policy T-1.4. Develop a citywide traffic monitoring system to collect AM, PM and daily traffic volume data on a regular basis to determine how transportation investments are performing over time.

Policy T-1.5. Strive to increase the efficiency of the current transportation system to move goods, services, and people to and within the city before adding additional capacity.

Policy T-1.6. Reserve undeveloped city right-of-way for future use and do not vacate city right-of-way unless it is overwhelmingly beneficial to the city.

Policy T-1.7. Work with the Washington State Ferry system to encourage:

a. Additional transit services, walk-on ridership, and passenger-only ferry service centered in Anacortes.
b. Replacement, modernization, and continued maintenance of the Washington State Ferry Terminal which is the gateway to the world-famous San Juan Islands.
c. Restore international ferry service from Anacortes to Sidney, B.C., Canada.
d. Continued use of the reservation system to prevent the ferry lines from backing up onto Oakes Avenue (SR20 Spur).
e. An Intelligent Transportation System (ITS) improvement (electronic information collection and display for highway users) to reduce impacts of ferry traffic.

Policy T-1.8. Encourage Skagit County to provide Guemes Island Ferry facilities that:

- Are compatible with the surrounding neighborhood
- Mitigate for daily ferry vehicle traffic impacts; and
- Includes bus service during the annual ferry maintenance shutdown.

City-WSDOT Coordination of SR 20 and SR 20 Spur through Anacortes

Policy T-1.9. The city will continue to work with WSDOT to:

a. Provide adequate shoulders, safe bicycle lanes, sidewalks, and street lighting on SR 20 Spur from Commercial Avenue to the Ferry Terminal, consistent with RCW 47.04.035 Complete Streets Principles and the 2020 WSDOT Active Transportation Plan.
b. Complete a safety plan for the SR 20 Spur/R Avenue intersection and other high accident locations in Anacortes.
c. Plan for and develop a more robust and usable frontage road system in the SR 20 corridor using existing roadways.
d. Provide an alternate route, or routes, for local and emergency traffic between the west end of town (Skyline area) and downtown Anacortes (Island Hospital), such as West 2nd Street.

e. Improve, and increase the number of pedestrian crossings along the SR 20 and SR 20 Spur corridors.
f. Coordinate road maintenance issues, maintain a close relationship, and keep lines of communication open to increase the chances of successful collaboration in the future.

Financial

Policy T-1.20. Emphasize transportation investments that provide and encourage alternatives to single occupancy vehicle travel and increase travel options, especially to and within commercial and mixed-use areas and along corridors served by transit to reduce infrastructure costs associated with system expansion.

Policy T-1.21. Focus on investments that produce significant net benefits to people and businesses and aim to minimize the environmental impacts of transportation by encouraging low impact development or similar green infrastructure techniques.

Policy T-1.22. Encourage public and private sector partnerships to identify and implement improvements to personal mobility.

Policy T-1.23. In coordination with other agencies and organizations, participate in planning for and funding the expansion of multi-modal transportation capital facilities.

Policy T-1.24. Adjust transportation impact fee (TIF) base rates on an annual basis using the Engineering News-Record Construction Cost Index (ENR CCI) to reflect current inflation, policies, and needs.

Policy T-1.25. Consider city financing methods that create, sustain and/or expand local transit service. This service could be city provided, Skagit Transit provided or privately provided.

Policy T-1.26. Strive to create and maintain a balance between available revenue and needed capital facilities. If projected funding is inadequate to finance needed capital facilities adjust the level of service (LOS), the planned growth, and/or the sources of revenue. The city should first consider identifying additional funding, then adjusting LOS standards, before considering reassessment of land use assumptions.

Goal T-2. Multimodal Transportation Safety, Options, and Mobility.

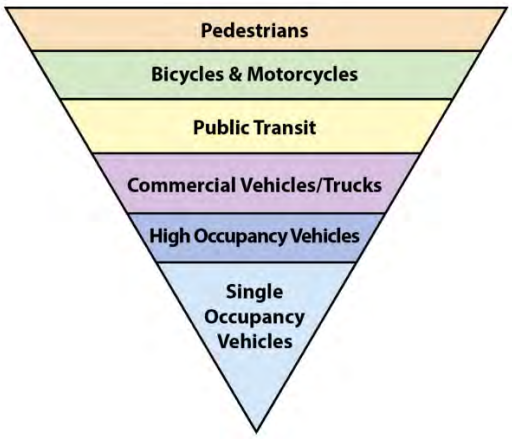
Invest in multimodal transportation systems that offer increased safety, options, mobility, and access in support of the city's growth strategy.

Multimodal Transportation Safety and Priority

Policy T-2.1. Improve the safety of the multimodal transportation system by continually working towards the city, state, ~~'s~~ and federal goal of zero deaths and serious injuries.

Policy T-2.2. City planning and budget decisions will be based on the following prioritization for different travel modes, with an emphasis on safety for the most vulnerable roadway users:

A. Pedestrian
B. Bicycle
C. Motorcycle
D. Transit
E. Freight
F. Carpool
G. Single Occupant Vehicle



Policy T-2.3. Provide facilities for, and education on, safe and non-threatening travel throughout the city on all modes of transportation using the investment prioritization list in policy T-2.2. and the equity analysis and prioritization in the City Safety Action Plan.

Policy T-2.4. Maintain an emphasis on the enforcement of traffic safety laws for all roadway users.

Policy T-2.5. Consider roundabouts and traffic calming devices to reduce excessive speeding and other unsafe driving choices.

Policy T-2.6. Fund and promote a citywide travel awareness campaign so drivers expect to see people walking, biking, and rolling along and across the roadway.

Mobility Options

Policy T-2.7. Establish a citywide Active Transportation Network (ATN) of existing and planned safe and comfortable ADA-compliant walking, biking, and rolling facilities coordinated and connected to regional pedestrian and bicycle routes.

Policy T-2.8. Work to decrease the proportion of trips made by single occupant vehicles by increasing active transportation facilities and opportunities.

Policy T-2.9. Address the needs of non-driving populations in the coordination, development, and management of local and regional transportation systems (e.g., ADA accessibility, adequate transit service, and affordable electric bike rentals).

Policy T-2.10. Locate and design transit facilities to simplify access for people walking, biking, and rolling.

Policy T-2.11. Encourage local street connections and walkways between existing neighborhoods and new developments to provide an efficient network of travel route options for people walking, biking, and rolling.

Policy T-2.12. Encourage identification and pedestrian scale signing of shopping and public use facilities (e.g. wayfinding signs).

Policy T-2.13. Revise development policies to reduce city sign clutter.

Policy T-2.14. Develop improved signing for public transportation-related facilities, e.g. airport, ferry systems, etc.

Policy T-2.15. Encourage pedestrian movement to and from gathering spaces, public facilities, and parks, particularly in downtown Anacortes, the Skyline area, and appropriate locations on the Fidalgo Bay waterfront.

Policy T-2.16. Improve ADA-compliant pedestrian crossing opportunities across highly traveled street corridors throughout Anacortes.

Policy T-2.17. Provide safe travel to and from schools throughout the community for people walking, biking, and rolling.

Policy T-2.~~20~~ 18. Incorporate ADA, pedestrian, and bicycle accommodations into all new construction (complete streets) as appropriate.

Policy T-2.19. Use bump outs, curb extensions, and/or pedestrian refuge islands in the design and construction of pedestrian crossings when appropriate and feasible.

Policy T-2.20. Strive to elevate the League of American Bicyclists certification of Anacortes as a Bronze-level Bicycle Friendly Community to a Silver- or Gold-level Bicycle Friendly Community.

Transportation Demand Management (TDM)

Policy T-2.21. Support local transportation demand management programs to reduce the impacts of high traffic generators such as city offices, hospitals, schools, and large employers. To comply with the requirements of the State Commute Trip Reduction (CTR) Act the City could sponsor and fund programs including:

- Conduct bike and pedestrian safety demonstrations
- host lunch where employees and residents can learn about building a routine around being a bike or walk commuter
- Engage in route planning and soliciting advice from ~~other~~ city employees and bike commute advocates
- hold regular no cost bike tune-ups; and
- Seek local or grant funds to subsidize and distribute free safety lights so commuters are more visible at night.

Policy T-2.22 Create educational content on the City website and materials distributed in the community to promote ADA accessibility, walking, biking, and riding Skagit Transit to reduce traffic congestion, vehicle miles traveled, and greenhouse gas emissions.

Policy T-2.23 Continue to promote the Anacortes Open Streets event and similar community events to highlight accessibility, walkability, bicycle advocacy, safe routes to school, and Skagit Transit bus routes.

Policy T-2.24. Support the reduction of vehicle dependence in the city by supporting "ride share" and on-demand car/bike services.

Street Design

Policy T-2.25. Continue to focus on context sensitive complete streets by designing, constructing, operating and maintaining transportation facilities to serve all users safely and conveniently, according to the investment priorities in Policy T-2.2.

Policy T-2.26. Improve city street design for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

Policy T-2.27. Design or redesign roads and streets to accommodate a range of transportation modes to reduce injuries, further reduce the risk of fatalities and to encourage non-auto travel. The design should include well defined, safe, and appealing spaces for people walking, biking, and rolling with a goal of all users feeling safe and comfortable using the facility.

Policy T-2.28. Be flexible with development standards to promote infill by allowing alternate ways, such as narrower streets, modified parking requirements, one-way streets, and/or low-speed design streets to meet those standards where full compliance with standards is not feasible or desirable.

Transit

Policy T-2.29. Work to expand local transit service and connections to adjacent jurisdictions.

Policy T-2.30. New development and redevelopment in the city should be designed to provide and encourage walking, biking, and rolling access to transit. The location of bus stops and shelters should be incorporated into both larger residential and non-residential project development design.

Policy T-2.31. Adopt road design standards, site-access guidelines, and land use regulations that support transit. This could include “pullouts” so buses can stop and pickup/drop-off outside of the traffic flow.

Policy T-2.32. Work with Skagit Transit to provide a citywide transit service network that is dependable, affordable, maintains regular schedules with frequent service to all destinations in the city, connects neighborhoods to downtown and other frequented destinations, and provides an adequate level of service throughout the day, including weekends, and holidays.

Policy T-2.33. Work with Skagit Transit to determine the financial feasibility of providing a dial-a-ride type of transit service with door-to-door service for the entire Fidalgo Island

similar to paratransit but not requiring a disability to qualify for service, so that people who cannot drive or choose not to drive can access services even if they are not near a regular bus route.

Goal T-3. Support Growth. Support the City and regional growth strategy by focusing on moving people and goods throughout the city and beyond with a safe and efficient multimodal transportation network for now and into the future.

Transportation Concurrency and Multimodal LOS Standards

Policy T-3.1. Maintain a transportation concurrency management system that monitors the impacts of growth and development on the transportation system and aims to ensure that roadway corridor and intersection LOS standards are met within required timeframes.

Policy T-3.2. Adopt a new multimodal transportation impact fees program to include vehicle capacity, active transportation network completeness, and ADA accessibility to transit service.

Policy T-3.3. Address all multimodal types of transportation options in the city's annual concurrency report to document both in assessment and mitigation of transportation impacts compliance with corridor and intersection LOS standards and progress made on completion of active transportation and transit networks.

Intersection Level of Service (LOS) Standard

Policy T-3.5. Intersection LOS is calculated using standard Highway Capacity Manual analysis procedures for the PM peak hour. Calculation of the AM peak hour for areas near, or affected by, the Washington State Ferry traffic may be required. The adopted standard is LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways. Intersection LOS is limited to measuring the average seconds of delay per vehicle for drivers on the roadway network.

Active Transportation Level of Service (LOS) Standard

Policy T-3.6. Pedestrian and Bicycle LOS Standards are based on degree of completeness of sidewalk and bikeway connections as measured on the citywide Active Transportation Network. The LOS standards shown in green, orange, and red emphasize system completion of sidewalks, bikeways, or multi-use trails on arterial and collector roadways.

- A **GREEN LOS** indicates that a primary facility meets adopted roadway standards and has active mode facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- An **ORANGE LOS** indicates a primary facility has facilities only on one side of the roadway, when both sides would be preferred.
- A **RED LOS** indicates that there are no designated active mode facilities provided and is considered inadequate.

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Active Transportation Level of Service (LOS) Standards

Transit Level of Service (LOS) Standard

Policy T-3.7. Transit LOS Standards are based on ADA accessibility of Skagit Transit bus stops within the public road right-of-way. Prioritization and completion of ADA upgrades at all bus stops provide mutual benefit to the City of Anacortes and Skagit Transit.

LOS	Transit Standard
	ADA Compliant Pedestrian Connection to Transit Stop
	Non-compliant Pedestrian Connection to Transit Stop
	Missing Pedestrian Connection to Transit Stop

Transit Level of Service Standards

Rail Transport

Policy T-3.8. The City of Anacortes supports legislation to address freight rail safety and congestion issues, funding for hazardous materials first responder training, and funding for analysis of inland spill response planning and capability.

Freight Transport

Policy T-3.~~89~~. Provide a freight system infrastructure that, for all types of freight, meets the needs for local distribution, including truck routes.

Policy T-3.9 10. The city has installed signs along designated freight truck routes, actively encourages truck drivers to use ~~of~~ designated truck routes and will identify and work with the major shippers to make their drivers aware of the truck routes.

Policy T-3.11. The shipment or movement of hazardous and nuisance materials within or through the city should be managed by the city.

Air Transport

Policy T-3.12. Explore options for float plane landing and service areas in the Skyline Marina and in Fidalgo Bay.

Policy T-3.13. Any changes to the Anacortes Airport shall be in accordance with the 2005 Sub-Area Plan, Development Agreement, and City Comprehensive Plan, considering the goals as set for in those documents.

Policy T-3.14. Skagit Regional Airport should support air transportation growth needs of Anacortes and the Islands that are not compatible with the intent of the 2005 Sub-Area Plan and Development Agreement.

Policy T-3.15. Encourage increases in scheduled commuter air traffic to utilize the facilities at Skagit Regional Airport

Policy T-3.16. Cumulative Impact shall be considered for all airport-related development.

Policy T-3.17. Support the current Port of Anacortes strategic plan, stating that ~~states~~ the airport should be recognized as a community-oriented facility.

Policy T-3.18. Support the Port's current Master plan and Airport Layout Plan (ALP), with future development to be implemented in accordance with the current Sub-Area Plan and Development Agreement.

Marine Transport

Policy T-3.19. Encourage the Port of Anacortes to provide more transient boat moorage. The city is willing to partner on this effort, and in reducing existing moorage vacancy rates, as it benefits the economy of the downtown area.

Policy T-3.20. Require sufficient space for parking of boat trailers and vehicles at existing and future boat launch sites, marinas and boat storage facilities.

Policy T-3.21. The city should request that WSDOT and Washington State Ferries include the city in all communications and meetings concerning the operation of the ferry terminal in Anacortes. The City shall invite WSDOT and Washington State Ferries to participate and cooperate in all traffic management and any associated improvements necessary for the operation of this ferry.

Policy T-3.22. The city supports commercial and industrial development along the waterfront within the city that meets City requirements and maintains public access.

Policy T-3.23. The city supports public, commercial and private marinas within the city that meet City requirements and maintain public access.

Parking

Policy T-3.24. Provide adequate parking space in high demand areas by:

A. Developing a comprehensive parking plan which designates immediate and future parking lot sites and shuttle parking lots,
B. Investigating opportunities to reduce parking requirements and to reduce stormwater runoff from parking via low impact development techniques,
C. Identifying minimum and maximum parking standards,
D. Creating an action plan to implement a comprehensive parking plan over time,
E. Periodically surveying parking space availability and occupancy to determine any emerging needs for additional space,
F. Considering funding the purchase of land for developing public parking lots,
G. Considering a parking availability study as a means of parking mitigation by businesses and developers to avoid overdesigning parking facilities around town,
H. Developing a 'fee-in-lieu-of' parking space fee program for projects which are unable to meet on-site parking requirements and use these funds to provide parking or save for a larger parking project.

Policy T-3.25. Develop an investment program to obtain land and construct public parking areas.

Policy T-3.26. Encourage public/private partnerships for developing public parking lots.

Policy T-3.27. Encourage Washington State Ferry system to provide adequate parking for State Ferry patrons. Overflow parking and appropriate signage should be provided out of town and a shuttle provided to the State Ferry Terminal.

Policy T-3.28. Encourage Skagit County to provide adequate parking and pedestrian access for Guemes Island ferry patrons.

Goal T-4. Sustainability. Design and manage the citywide multimodal transportation system to minimize the negative impacts of transportation on the natural environment, promote public health and safety, and achieve optimum efficiency.

Sustainability and the Natural Environment

Policy T-4.1. Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on air quality, the climate, and-the natural environment including the use of techniques to reduce pollutants in stormwater runoff.

Policy T-4.2. Seek the development and implementation of multimodal transportation modes and technologies that are energy efficient and improve system performance.

Policy T-4.3. When feasible, design and operate multimodal transportation facilities in a manner that emphasizes community character and is compatible with and integrated into the natural and built environment including features, such as street trees, natural drainage, native plantings, and local design themes.

Policy T-4.4. Coordinate with WSDOT, Skagit County, and neighboring jurisdictions to plan and prioritize culvert upgrades to ensure consistent fish passage barrier removal, adequate projected stormwater passage, and continued climate-related adaptations to handle water passage into the future throughout the city, especially where terrestrial species connectivity can be restored simultaneously (i.e., with wider bridges).

Policy T-4.5. Promote the expanded use of alternative fuels by acquiring and converting public vehicles using advanced technologies and providing for electric vehicle charging stations throughout the city.

Policy T-4.6. Plan and develop a citywide multimodal transportation system that reduces greenhouse gas emissions by shortening trip length and replacing vehicle trips with other modes of transportation by implementing higher density and mixed-use development, and encouraging ridesharing, public transit, and active transportation, to decrease vehicle miles traveled.

Human Health and Safety

Policy T-4.7. Develop a multimodal transportation system that aims to minimize negative impacts to human health, including exposure to environmental toxins generated by vehicle emissions, noise, or a lack of active transportation and transit options.

Policy T-4.8. Provide opportunities for an active, healthy lifestyle by integrating the needs of pedestrians and bicyclists in the local and regional multimodal transportation plans and systems.

Policy T-4.9. Oakes Avenue and 12th Street between downtown and the WSDOT ferry terminal is a major bicycle and pedestrian route, and a separated or protected walking and biking facility should be a priority in future transportation planning efforts.

Policy T-4.10. Work to secure right-of-way and to develop a pedestrian and bike trail along the Guemes Channel from the WSDOT ferry terminal to connect with the Fidalgo Bay Trail (Tommy Thompson Trail).

Policy T-4.11. Interview other cities in northwest Washington to learn about successes and failures, review options for, and consider the installation of, additional city-owned electric car charging stations.

Policy T-4.12. Encourage private charging station installations as part of parking requirements for larger projects.

Transportation Equity

Policy T-4.1. Implement multimodal transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.

Policy T-4.14. Work to improve mobility choices for people with special transportation needs, including people with disabilities, the elderly, the young, and low-income populations.

Policy T-4.15. Plan multimodal transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.

Policy T-4.16. Complete the 2016 Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which

provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities

Policy T-4.17. Budget for, and provide, the maintenance and repair of existing, as well as the construction of new sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.

Existing Conditions (2025)

Inventory of Multimodal Transportation Facilities and Services

To identify existing traffic conditions, data was collected at 31 intersections, as well as 16 spot locations on corridors within the Anacortes City limits. Existing conditions are important to understand as they serve as a baseline for projecting the capacity of the transportation network under future conditions given growth expectations and predictions of zoning changes.

The following categories are included in the existing conditions section:

- Identification of State Highways
- Roadway Inventory
- Freight Routes
- Intersection and Corridor Vehicle Level of Service Analysis
    - *2024 existing conditions*
- Active Transportation Network Conditions
- Transit Service
- Air and Water Transport Options

Identification of State Highways

The City of Anacortes has two State Highways within its boundaries. **State Route (SR) 20** travels across the city from the east City boundary to the junction of SR 20 and SR 20 Spur (Sharpes Corner) where it turns south until it passes the city limits a few hundred feet south of the Sharpes Corner intersection. **SR 20 Spur** begins at Sharpes Corner and connects SR 20 to the WSDOT Ferry Terminal about 8 miles away. The SR 20 Spur corridor is comprised of several locally named segments, including Commercial Avenue, 12th Street, and Oakes Avenue as it progresses north-westerly through town to the WSDOT ferry terminal. See **Figure T-1.** Functional Classification Including State Highways.

Roadway Functional Classification

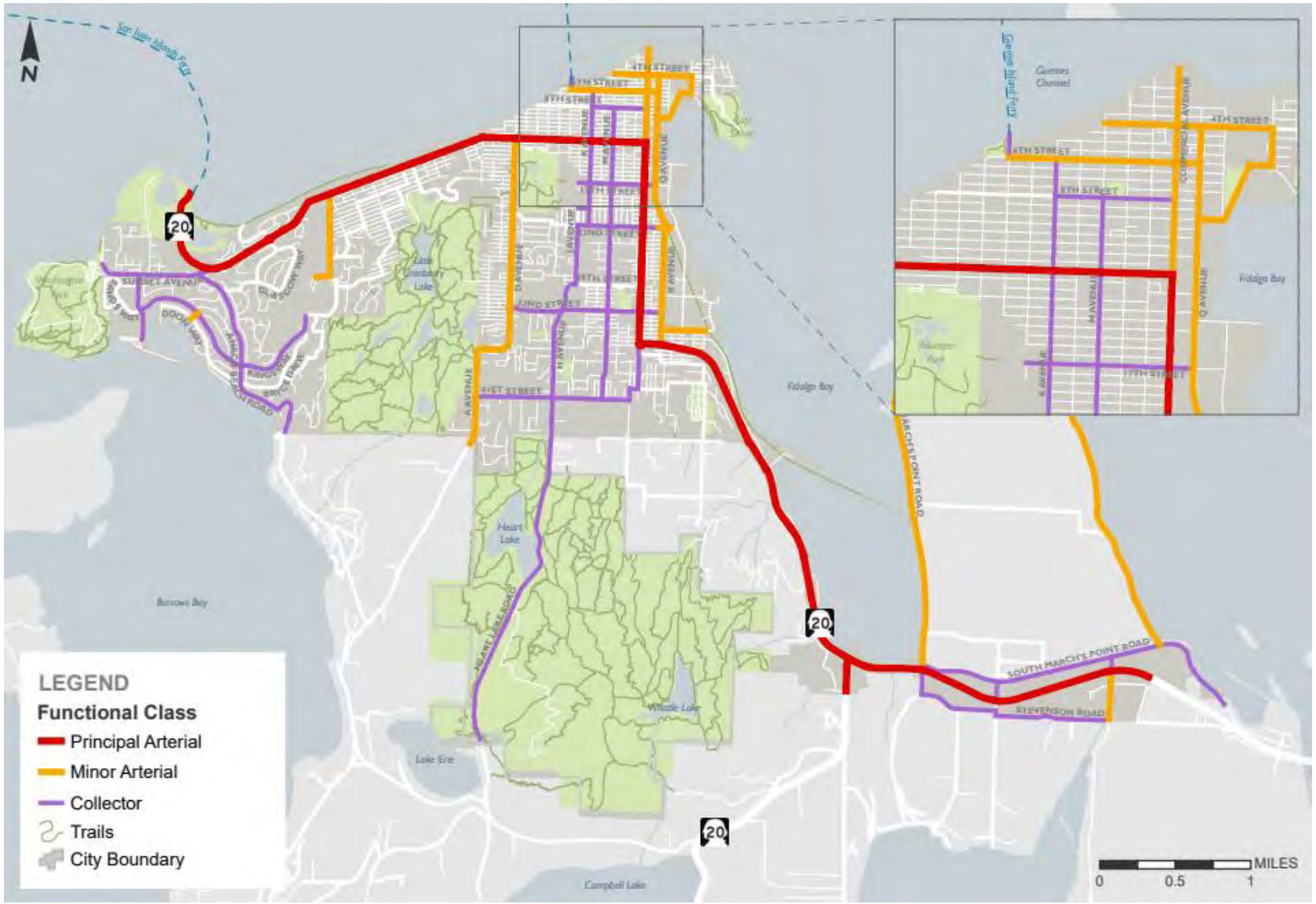
Roadways are classified by characteristics and how they function as a city-wide network based on their ability to meet local transportation needs. The City of Anacortes, Skagit Council of Governments (SCOG), Washington State Department of Transportation (WSDOT), and ultimately the Federal Highway Administration (FHWA) all play a role in the formal approval of roadway functional classification. Federal funding programs are normally limited to roads with functional classification as arterial streets in Urban areas. Local access streets, lanes, and alleys are not eligible to use Federal Highway funds.

As illustrated in **Figure T-1** below, roadways are classified according to their function and intended purpose, ranging from prioritizing mobility versus prioritizing access to adjacent land uses.

- Principal and Minor Arterial classifications provide a high degree of mobility and distance, but have more limited access to adjacent land uses, accommodating higher traffic volumes at higher speeds.
- Local access street classifications provide a high degree of access to adjacent land and carry lower traffic volumes at lower speeds. These streets are not intended to serve cut-through traffic.
- Collector Arterials generally provide a more balanced emphasis on traffic mobility and access to land uses and provide linkage between higher and lower classes of roadways.

However, it is critical to understand that higher classification streets through higher density, populated, and vibrant urban areas, such as SR 20 Spur "Commercial Avenue" through Anacortes, are expected to provide both a high degree of mobility and a high degree of access to local establishments and are not appropriate for higher vehicle speeds. ***Posted vehicle speed limits should be set to reflect the urban land use context along the street, regardless of federal functional classification status.***

Figure T-1: Roadway Function Classification including SR 20 and SR 20 Spur



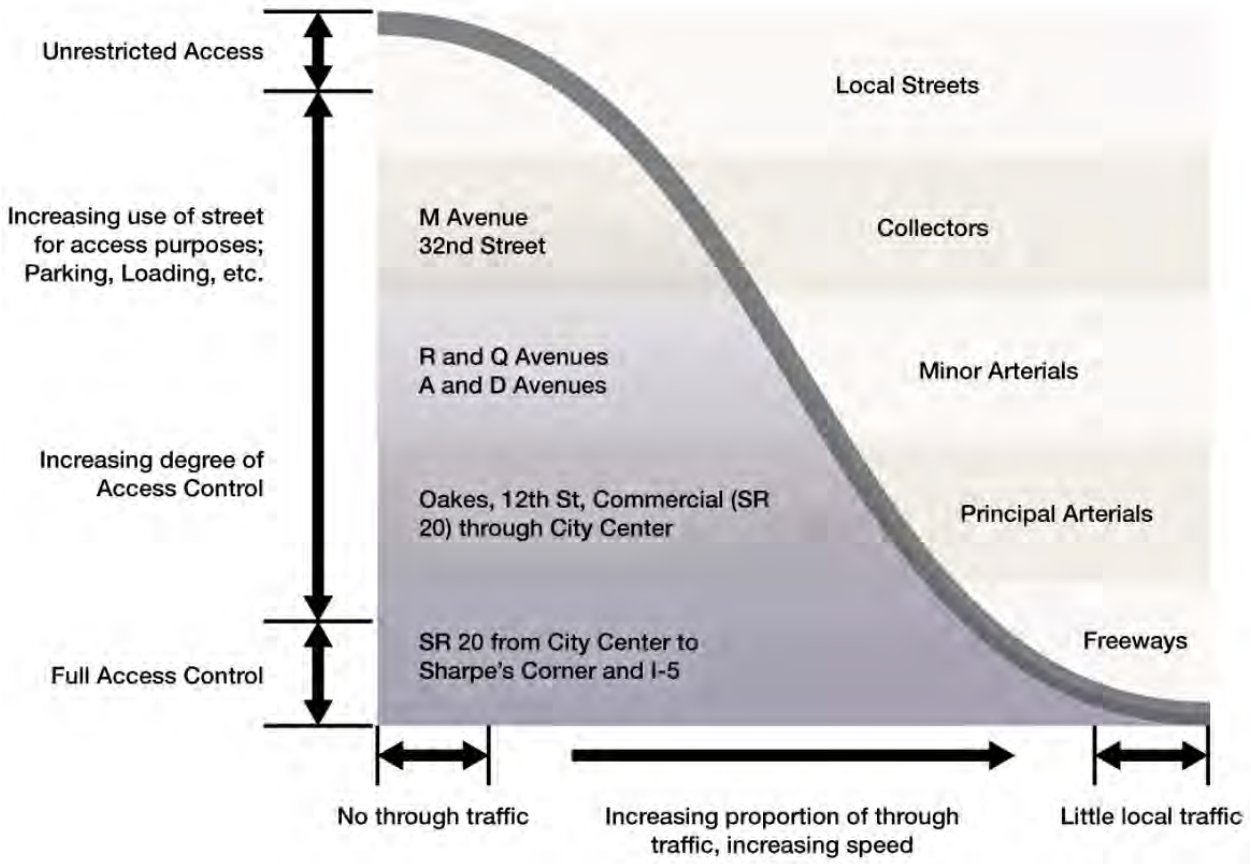


Figure T-2. Conceptual Illustration of the Federal Functional Classification System

The functional classifications are generally defined as follows:

Principal Arterial

Principal Arterials are streets that have a primary function of carrying traffic to and from major traffic generators in the community and that provide major connections to the regional arterial system. They are generally the higher traffic volume roads within a city, carrying the greatest proportion of through travel. Because principal arterials prioritize mobility, access should be limited to promote efficient traffic movement. On-street parking is usually prohibited on the highest volume streets in urban areas; however, context sensitive design can result in on-street parking, as long as potential safety issues are mitigated. The only principal arterial in Anacortes is SR 20 Spur going through town. Principal arterials generally vary in width from 48 to 84 feet wide with 4 to 7 lanes and 80 to 100 feet right-of-way. Speed limits are typically between 35 and 55 mph but may be lower if the land use context warrants. Average daily traffic (ADT) volumes are generally greater than

15,000 vehicles per day. Many of the intersections are signalized and the uniformity of signal placement and coordination are critical to the successful operation of the arterial.

Minor Arterial

The function of a minor arterial is to provide movement of through traffic, balanced with increased access for local traffic that originates or is destined to commercial, retail, or activity centers along a corridor. A good example of a minor arterial in Anacortes is D Avenue between 12th Street and the southern City limits. Often, minor arterials become boundaries to neighborhoods and serve less concentrated developments such as neighborhood shopping centers or schools. They vary in width from 40 to 60 feet with 3 to 5 lanes and 60 to 80 feet of right-of-way. Speed limits are typically between 30 to 45 mph but may be lower if the land use context warrants. ADT volumes are generally between 8,000 and 14,000 vehicles per day. Access may be restricted, and parking limited.

Collector

Functionally, a collector is intended to assemble and concentrate residential and rural traffic and direct it to the higher order arterial system. Direct access to abutting residential or commercial property is common and often essential. An example of a collector in Anacortes is M Avenue, Collector streets vary in width from 44 to 60 feet with 2 to 5 lanes and 60-to-80-foot rights-of-way. Speed limits are typically between 25 to 35 mph. ADT volumes are generally between 4,000 and 8,000 vehicles per day. Parking is generally acceptable but may be limited.

Local Streets

Local streets primarily serve the residential neighborhoods and generally connect to collectors or minor arterials. Residential access is typical with some provisions for commercial uses. They vary in width from 24 to 44 feet with 2 to 3 lanes and 40 to 60 feet of right-of-way. Speed limits on local streets are typically 25 mph, with ADT volumes less than 4,000 vehicles per day.

The city has a total inventory of 113.6 miles of streets, divided by functional classification as follows:

- 10.9 miles of Principal Arterial
- 9.5 miles of Minor Arterial
- 16.4 miles of Collectors
- 76.8 miles of Local Streets

Anacortes currently has 15 traffic signals and 6 roundabouts within current City limits.

Freight Mobility (Rail, Road, Air, and Marine)

Freight and goods movement typically occurs via surface roads, railroad, shipping, and air transport and is an important component of the City's economic development. Freight vehicle access to industrial and commercial areas, safety on roads shared with private vehicles, efficient long-distance movement of goods, and coordination of commercial transportation with rural land uses are all issues for Anacortes. Trucks make up the bulk of the commercial traffic, but rail, air, and ship transportation are involved as well.

Freight Truck Policy

The City's policy with respect to freight trucks and the routes they take is based on, and consistent with, Washington state law. Taken together, these laws essentially state that it is unlawful for the operator of large freight vehicles (Moving van, dump truck, tank truck, vehicles that extend more than eight feet to the rear of the driving compartment) used or designated for the purpose of transporting petroleum products or other commodities or materials to thereof, to operate on any street other than a designated truck route for any purpose other than to make a pick up or delivery, or to service or secure repairs to the vehicle. In traveling to or from the point of delivery, pickup service or repair of the vehicle, the operator of the vehicle shall drive as far as possible on a designated truck route. The city encourages the majority of any truck journey to and from a local address to take place on the arterial streets that are designated as truck routes.

Truck Route Design Standards

Streets and roads that carry freight truck traffic may require special standards to carry wider, heavier loads. Freight trucks can require a larger turn radius, greater lane width, higher clearances and stronger, more durable pavement. Larger and longer freight trucks negotiating right turns in urban areas can sometimes interfere with typical traffic flow and create safety issues. In some cases, a wider curb return radius may mitigate these issues and may be necessary. Unfortunately, wide radius curbs can also invite higher speeds and sweeping turns by passenger cars and light duty trucks, which compromises pedestrian safety and is undesirable in urban locations. The goal of accommodating freight truck movement must be balanced against the land use context of the intersection location and must be considered in the design of the intersection.

Designated Freight Routes

The streets listed below and shown in **Figure T-3** are designated as freight truck routes:

- SR 20 from City limits north to the intersection with Commercial Avenue
- R Avenue from SR 20 north to 22nd Street
- The R – Q crossover between 22nd Street and 18th Street
- Q Avenue from 18th Street north to 4th Street
- Commercial Avenue from 36th Street north to 12th Street
- H Avenue (Hart Lake Road) from the city limits north to 32nd Street
- A Avenue from the city limits north to 37th Street
- D Ave from 37th Street north to 12th Street
- 37th Street from A Avenue east to D Avenue
- 34th Street from D Avenue east to V Avenue
- 32nd Street from D Avenue east to R Avenue
- 12th Street from A Avenue east to Commercial Avenue
- Oaks Avenue the intersection of 12th Street / A Avenue west to Ferry Terminal Road
- Ferry Terminal Road from Oakes Ave / Sunset Ave north to the Ferry Terminal
- Anacopper Mine Road from Oakes Avenue to the airport entrance
- Sunset Avenue
- Skyline Way
- 4th Street between M Avenue and U Avenue
- 6th Street between Commercial and Guemes Ferry Terminal

The FGTS tonnage classification criteria

The WSDOT Freight and Goods Transportation System (FGTS) tonnage classification system divides freight corridors into different categories based on annual freight tonnage moved. It defines tonnage thresholds for freight truck corridors and identifies heavily used freight transportation networks within the state. FGTS truck corridors are classified into five tiers, T-1 through T-5, based on annual gross truck tonnage, as listed below and shown in **Figure T-3**.

- T-1 = More than 10 million tons per year
- T-2 = 4 million to 10 million tons per year
- T-3 = 300,000 to 4 million tons per year
- T-4 = 100,000 to 300,000 tons per year
- T-5 = At least 20,000 tons in 60 days and less than 100,000 tons per year

Figure T-3: Freight and Goods Transportation System (FGTS)

Street Repair and Maintenance

The City of Anacortes Public Works Department tracks, monitors, and maintains surface street conditions throughout the city each year. City staff examine pavement surface ratings to help prioritize where spot repair, maintenance, or corridor resurfacing is needed. To maximize the use of limited public funding, repair and maintenance needs are coordinated with utility work on water, sewer, and storm water systems underneath roadways, as well as needs for new or upgraded ADA curb ramps, sidewalks, and bikeways throughout the city. If underground utility work is needed, then the city strives to use this as an opportunity to install new active transportation features when the street surface is reconstructed.

Vehicle Transportation Network

Vehicle Level of Service Analysis and Methodology

Vehicle LOS is a qualitative description of the operating performance of an element of transportation infrastructure such as a street or an intersection at a specific point in time. Common practice in the transportation industry is to focus on the PM peak hour. Traditional vehicle LOS is expressed as a letter score ranging from A to F, with LOS A representing free flow vehicle traffic conditions and minimal vehicle delays, and LOS F representing congested vehicle traffic conditions and long delays.

Measuring vehicle LOS at the PM peak hour may provide valuable information about street and intersection operations for vehicle drivers at the busiest time of day, but a time-limited measurement for one mode of transportation does not provide a comprehensive measure of transportation system performance throughout the day for all users. The intersection with the highest traffic volumes at the busiest hour may temporarily experience extreme traffic congestion and create inconvenient delay for vehicle drivers, but for most other hours of the day, the intersection does not experience congestion and delay. This is especially important in Anacortes because the WSDOT ferry to the San Juan Islands and Sydney, B.C. generates pulses of vehicle traffic on City streets and SR 20 Spur based on the ferry schedule and seasonal tourism. Each vehicle traffic pulse usually dissipates in less than 30 minutes, but this can result in artificially high measures of vehicle delay at intersections.

Financial decisions for transportation improvements should be carefully considered and based on multiple factors consistent with the visions, goals, policies, and land use context of the location where the performance measures are made and used. An intersection in a built urban environment, such as downtown Anacortes, requires careful consideration of a wide variety of factors beyond a simple PM peak hour performance measure with a

categorical letter grade assigned to it. Widening a downtown intersection to provide additional PM peak hour vehicle throughput capacity may be contrary to many other City goals, such as safety for vulnerable users, ADA accessibility, pedestrian-orientation, Complete Streets, active transportation, and livability.

The GMA requires cities to adopt LOS standards for arterial streets but allows each city to base the LOS standards on their own priorities. Where necessary, a city can choose to allow an arterial street intersection to operate at LOS F, the lowest category, during the PM peak hour if it allows the city to achieve other goals that it deems more important.

Intersection Level of Service

Intersection LOS is based on the average delay experienced by a vehicle driver traveling through an intersection. Delay at an unsignalized intersection is usually caused by vehicles having to wait for a gap in traffic on the major street or waiting for a queue to clear the intersection. As discussed above, this can be a common experience at side street intersections with SR 20 Spur between downtown and the WSDOT ferry terminal. Table T-1 shows the seconds of vehicle delay used to determine the LOS for signalized and unsignalized intersections. Consistent with WSDOT practice, roundabouts were analyzed using the HCM2000 roundabout LOS thresholds for vehicle delay.

Table T-1 Anacortes PM Peak Hour Intersection LOS Thresholds

LOS	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
A	≤10	≤10
B	>10-20	>10-15
C	>20-35	>15-25
D	>35-55	>25-35
E	>55-80	>35-50
F	>80	>50

Vehicle delay is defined differently for signalized and all-way stop-controlled intersections than for two-way (i.e. stop controlled on minor approach) intersections. For signalized and all-way stop-controlled intersections, LOS thresholds are based upon average control delay for all vehicles using the intersection. For two-way stop-controlled intersections, delay is reported for the movement with the longest delay.

Adopted Vehicle LOS Standards

The City of Anacortes has adopted LOS D for intersections that include Principal Arterials and LOS C for intersections that include Minor Arterial or collector roadways. Intersection

LOS is limited to measuring the average seconds of delay per vehicle for drivers on the roadway network. The City also acknowledges that WSDOT has adopted LOS D for intersections along SR 20 Spur, which is designated by WSDOT as a Highway of Statewide Significance (HSS) and corresponds with the City LOS D for Principal Arterial.

Table T-2 Anacortes Level of Service Standards for Intersections

Anacortes Street Classification	Adopted LOS Standard
SR 20, SR 20 Spur, Principal Arterials, CBD Streets	D
Minor and Collector Arterials and Local Streets	C

Vehicle Traffic Data Collection

Traffic Data

PM peak hour count volumes were collected on May 7, 2024, at 31 intersection locations throughout the city. Intersection counts were conducted by video camera during the mid-weekday PM peak period, from 4:00 PM to 6:00 PM. Roadway tube counts were collected at 16 spot locations over 3-day periods during May 7-9 and May 14-16. Roadway tube counts conducted by WSDOT and the Skagit Council of Governments (SCOG) in 2022 were used to supplement the spot location counts.

Roadway Network

Information about the City's roadway network was collected from the City of Anacortes and from satellite and field photography. This included traffic controls, number of lanes, speed limits, lane channelization, and segment length.

Anacortes Vehicle LOS Analysis

This analysis focuses on the PM peak hour, which is defined as the highest four consecutive fifteen-minute volume intervals between 4 p.m. and 6 p.m. This represents the period when traffic volumes on local roadways are typically at their peak and generally corresponds to rush hour traffic when commuters are traveling home from work. Roadway and traffic volume data were used to develop a citywide operational model using Synchro software. The model was then evaluated for weekday PM peak- hour traffic operations for existing conditions based on the procedures identified in the Highway Capacity Manual (HCM 6th and 7th editions) using Synchro 11 for signalized and stop-controlled intersections. Synchro 11 is a software program that uses HCM methodology to evaluate

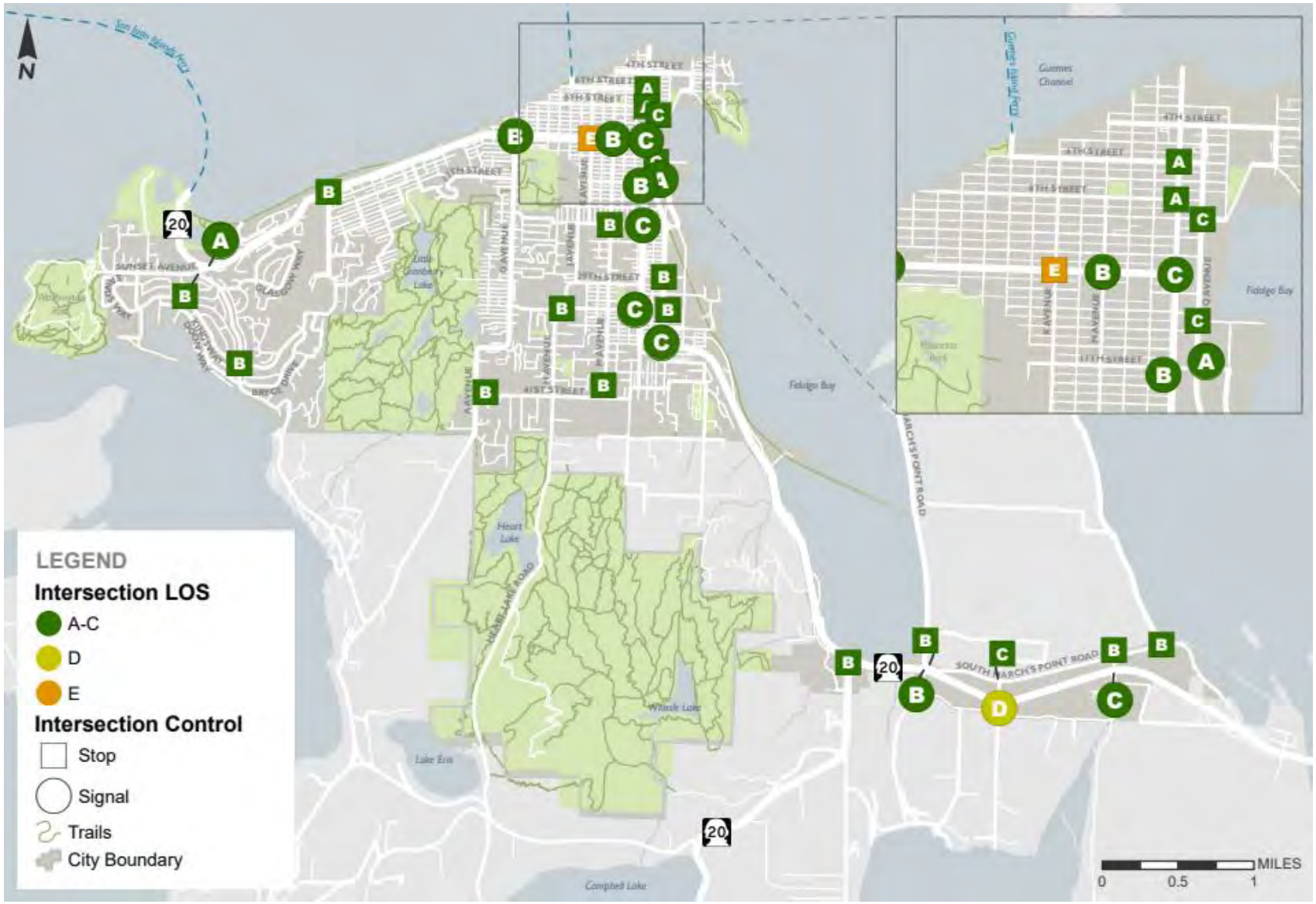
intersection LOS status and average vehicle delay. For roundabouts, Sidra 9 was used in accordance with WSDOT's Sidra Policy Settings. Results for the existing operations analysis are summarized in Table T-3.

Table T-3 Anacortes Intersection LOS for 2016 and 2024

							2016 TE		2024 - Existing		
ID #	North/South Road	East/West Road	Jurisdiction	LOS Std	HCM Ed.	Control	LOS	Delay	LOS	Delay	WM-V/C
1	Commercial Ave	6th Street	Anacortes	D	7th	AWSC	A	8.6	A	8.5	-
2	Commercial Ave	8th Street	Anacortes	D	7th	AWSC	B	10.6	A	9.1	-
3	Q Avenue	9th Street	Anacortes	D	7th	TWSC	C	18.8	C	17.7	WB
4	Anaco Beach Rd	Sunset Avenue	Anacortes	C	7th	TWSC	B	10.5	B	10.8	NB
5	Sunset Ave	Ferry Terminal Rd	WSDOT	D	7th	Signal	A	0.7	A	1.8	-
6	Anacopper Rd	SR 20	WSDOT	D	7th	TWSC	B	14.5	B	12.8	NB
7	D Avenue	12th Street	WSDOT	D	7th	Signal	B	10.4	B	16.9	-
8	K Avenue	12th Street	WSDOT	D	7th	TWSC	D	32.8	E	38.6	NB
9	M Avenue	12th Street	WSDOT	D	7th	Signal	B	10.4	B	15.8	-
10	Commercial Ave	12th Street	WSDOT	D	2000	Signal	B	18.7	C	25	-
11	Q Avenue	Seafarer's Way	Anacortes	C	7th	TWSC	C	23.1	C	18.7	WBL
12	Commercial Ave	17th Street	WSDOT	D	7th	Signal	B	15.4	B	16.4	-
13	Q Avenue	17th Street	Anacortes	C	2000	Signal	B	14.3	A	9.6	-
14	M Avenue	22nd Street	Anacortes	C	7th	AWSC	B	10.4	B	10.2	-
15	Commercial Ave	22nd Street	WSDOT	D	7th	Signal	B	15.3	C	22.4	-
16	R Avenue	28th Street	Anacortes	C	7th	TWSC	C	22.6	B	11.5	-
17	I Avenue	32nd Street	Anacortes	C	7th	AWSC	B	12.2	B	12.5	-
18	Commercial Ave	32nd Street	WSDOT	D	7th	Signal	B	12.6	C	33.3	-
19	R Avenue	32nd Street	Anacortes	C	7th	TWSC	C	22	B	11.2	EB
20	Anaco Beach Rd	Kingsway	Anacortes	C	7th	TWSC	A	9.7	B	10.1	WB
21	A Avenue	41st Street	Anacortes	C	7th	TWSC	B	11.5	B	11.8	WB
22	M Avenue	41st Street	Anacortes	C	7th	TWSC	B	10.1	B	10.4	SB
23	R Avenue	SR 20	WSDOT	D	2000	Signal	B	13.9	C	33.4	-
24	SR 20	Fidalgo Bay Rd	WSDOT	D	7th	TWSC	F	117.4	B	13.4	EB
25	March's Point Rd	SR 20	WSDOT	D	7th	Signal	D	51.8	B	18.1	-
26	Thompson Rd	SR 20	WSDOT	D	7th	Signal	D	54.1	D	42.1	-
27	Reservation Rd	SR 20	WSDOT	D	7th	Signal	C	23.4	C	23.6	-
28	March's Point Rd West	S March Point Rd	Anacortes	C	7th	TWSC	B	12.9	B	11.9	WB
29	Bartholemew Rd	S March Point Rd	Anacortes	C	7th	TWSC	B	14.4	C	17.2	SB
30	Reservation Rd	S March Point Rd	Anacortes	C	7th	TWSC	B	13.6	B	11.7	NB
31	March's Point Rd East	S March Point Rd	Anacortes	C	7th	TWSC	B	11.1	B	12.7	SB

Acronym Notes
HCM = Highway Capacity Manual
AWSC = All Way Stop Control; TWSC = Two Way Stop Control; Signal = Signalized Intersection; RAB = Roundabout
WM = Worst Movement; L = Left turn; R = Right turn; S = Straight

Figure T-4: Intersection LOS Existing Conditions (2024)



Intersection LOS Results

Due to City of Anacortes investments in a wide variety of multimodal transportation improvements over the past 10 years, all city intersections listed in Table T-3 meet adopted LOS standards in 2024. While some intersection locations experience more seconds of delay per vehicle in 2024 than in 2016, some intersections experience less delay per vehicle. Intersections that have been reconstructed as roundabouts were removed from the list due to higher LOS operations.

One State Route intersection **(12th Street (SR 20 Spur)/K Avenue)** does not meet the City/State LOS D standard in 2024. K Avenue is a city collector arterial street with stop sign control at the intersection with 12th Street (SR 20 Spur), which is a principal arterial carrying higher volumes of vehicle traffic. The delay for vehicles northbound on K Avenue making left turns onto westbound 12th Street-SR 20 Spur at the busiest time of day has increased by 5.8 seconds per vehicle over the 8 years from 2016 to 2024, which has lowered the intersection LOS from D to E with a 2044 forecast of future operations deteriorating to LOS F. The 2024 PM peak hour LOS E condition can be attributed to both local evening rush hour traffic for work to home trips, as well as pulses of vehicle traffic to and from the WSDOT ferry terminal serving the San Juan Islands.

In 2024, the 12th Street (SR 20)/K Avenue intersection was adopted as an unfunded project in the City of Anacortes 2025-2030 six-year Transportation Improvement Program (TIP). The City has since been awarded $500,000 in federal funds through SCOG to conduct preliminary engineering and design. WSDOT may require an Intersection Control Evaluation (ICE) to determine if a traffic signal or a roundabout is a preferred intersection control solution. Construction funding will need to be identified in future years.

Currently, 12th Street (SR 20 Spur) has a center turn lane with 5-foot-wide sidewalks separated from each side of the roadway but has shoulders between the vehicle lane and the curb/edge of asphalt that are too narrow to be marked as bicycle facilities. As pictured above, a 20-mph school zone abuts the westward approach to the 12th/K intersection and approximately 750 feet to the east toward downtown, the 12th Street/M Avenue intersection is signalized and operates at LOS B in 2024.

Figure T-5: Two Way Stop Control Intersection of 12th Street (SR 20 Spur) and K Avenue

Active Transportation

The GMA requires that the Transportation Element include an active transportation component that includes collaborative efforts to identify and designate planned facility improvements for ADA, pedestrian, and bicycle travel that address and encourage enhanced community access, promotion of healthy lifestyles, and reduction of vehicle miles traveled and greenhouse gas emissions.

Active transportation (aka non-motorized transportation) refers to human-powered travel, such as walking, biking, and rolling for wheelchairs, scooters, skateboards, and other mobility devices. A network of facilities for active transportation travel enhances community access, promotes healthy lifestyles, and provides residents with the option to not drive for some trips, which can help to reduce vehicle miles travelled and greenhouse gas emissions.

Pedestrian

The City of Anacortes currently has a significant amount of sidewalk, multiuse pathway, and trail facilities available for pedestrian travel, but availability and connectivity varies in different parts of the city. Downtown Anacortes has the most complete and continuous

network of sidewalks, pathways, and trails. Existing pedestrian facilities throughout the city are shown in Figure T-6.

Bicycle

Anacortes also has some dedicated bicycle facilities, as well as some Bicycle Boulevards, which are lower volume, lower speed streets that bicyclists share space with vehicles. The League of American Bicyclists has certified Anacortes as a Bronze-level Bicycle Friendly Community and further commitment to and implementation of bicycle facilities will help Anacortes evolve to a Silver- and Gold-level Bicycle Friendly Community. Existing bicycle facilities throughout the city are shown in Figure T-7.

American with Disabilities Act (ADA) Transition Plan

The City of Anacortes has completed a comprehensive evaluation of its ADA facilities and policies related to the public rights-of-way to determine what types of access barriers exist for individuals with disabilities. The ADA Transition Plan will be used to help guide future planning and implementation of necessary accessibility improvements to remove physical barriers in the public right of way.

Figure T-6: Existing (2024) Pedestrian Facilities

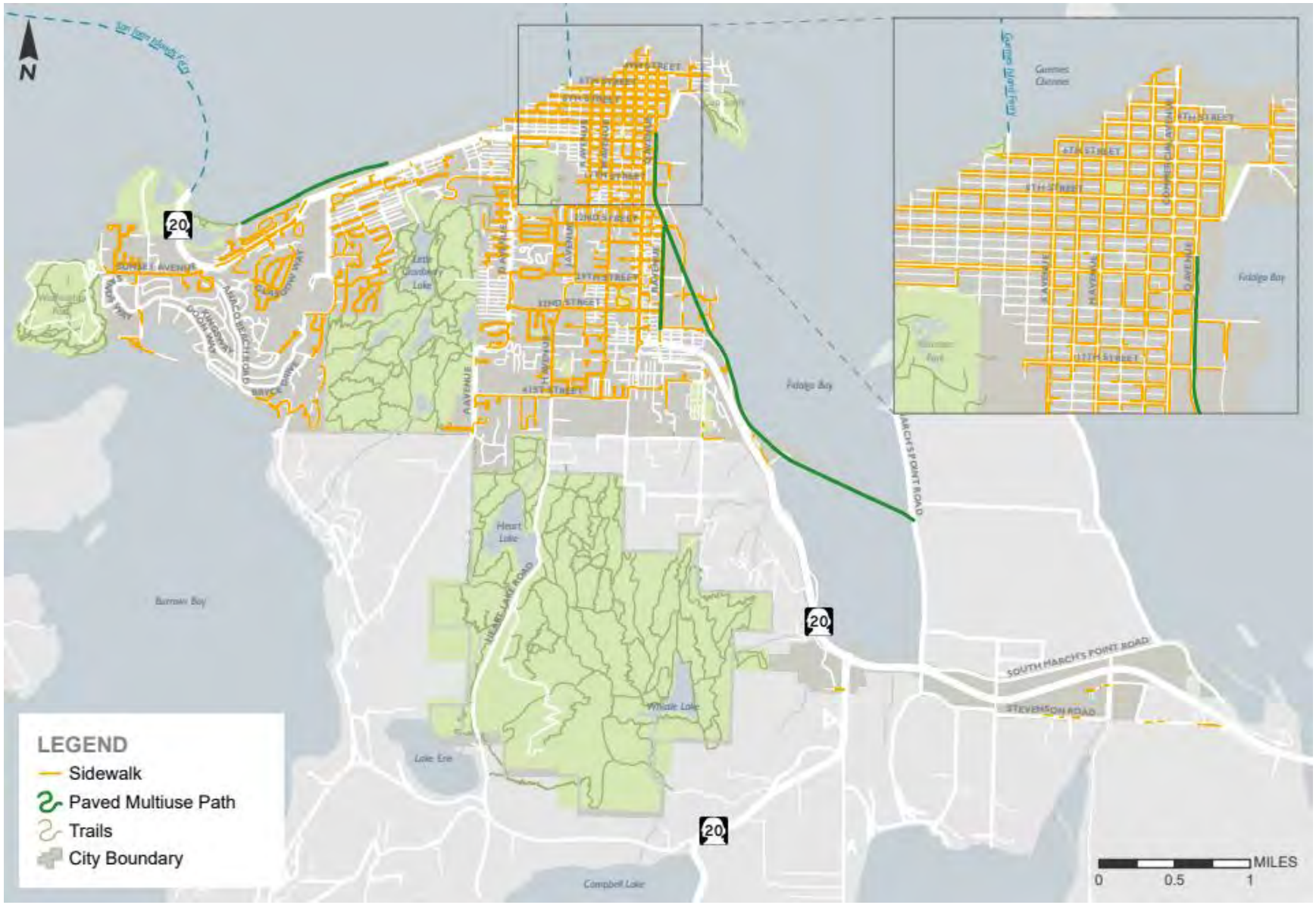


Figure T-7: Existing (2024) Bicycle Facilities

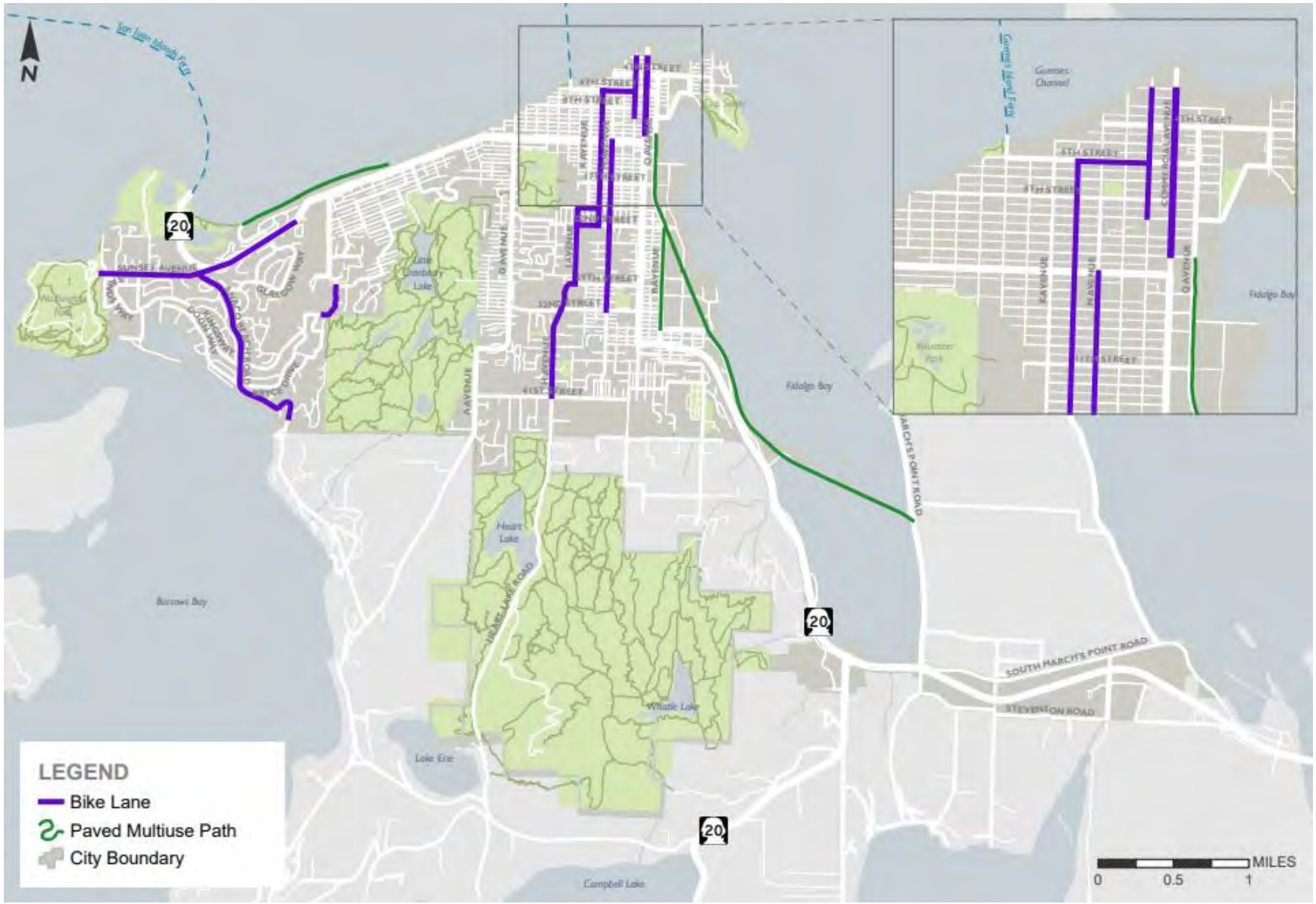


Figure T-8: Existing Multiuse Trail Facilities

Active Transportation Network (ATN)

The Active Transportation Network (ATN) shown in Figure T-9 is a citywide system of facilities for people walking, biking, and rolling (Wheelchairs, scooters, skateboards, etc.) that enhances community access and promotes healthy lifestyles. These facilities can be on or adjacent to City streets and State highways or separated from them. Network planning for ADA, pedestrians, and bicyclists involves different considerations than roadway planning for vehicle capacity and speed and instead focuses on the completeness and connectivity of sidewalk, bikeway, and multiuse trail networks.

- Walkways serve pedestrians well when they provide a safe, convenient, and continuous route to their destination.
- Pedestrians are well-served by adequately spaced crosswalks and sidewalks are appropriate in portions of urban growth areas.
- Bicyclists may be well-served by a shared local access roadway in an urban location characterized by lower speeds and traffic volumes but will benefit from a dedicated bicycle lane or a separated or protected facility on a higher speed street.

Anacortes Bike and Pedestrian Advisory Committee

A citywide Active Transportation Network (ATN) has been established based on the 2016 Anacortes Walks and Bikes Plan completed by the Anacortes Bicycle Pedestrian Advisory Committee (BPAC), which advocates for sidewalks, bikeways, and trail facilities and has helped the County to establish a long-term countywide active transportation network plan.

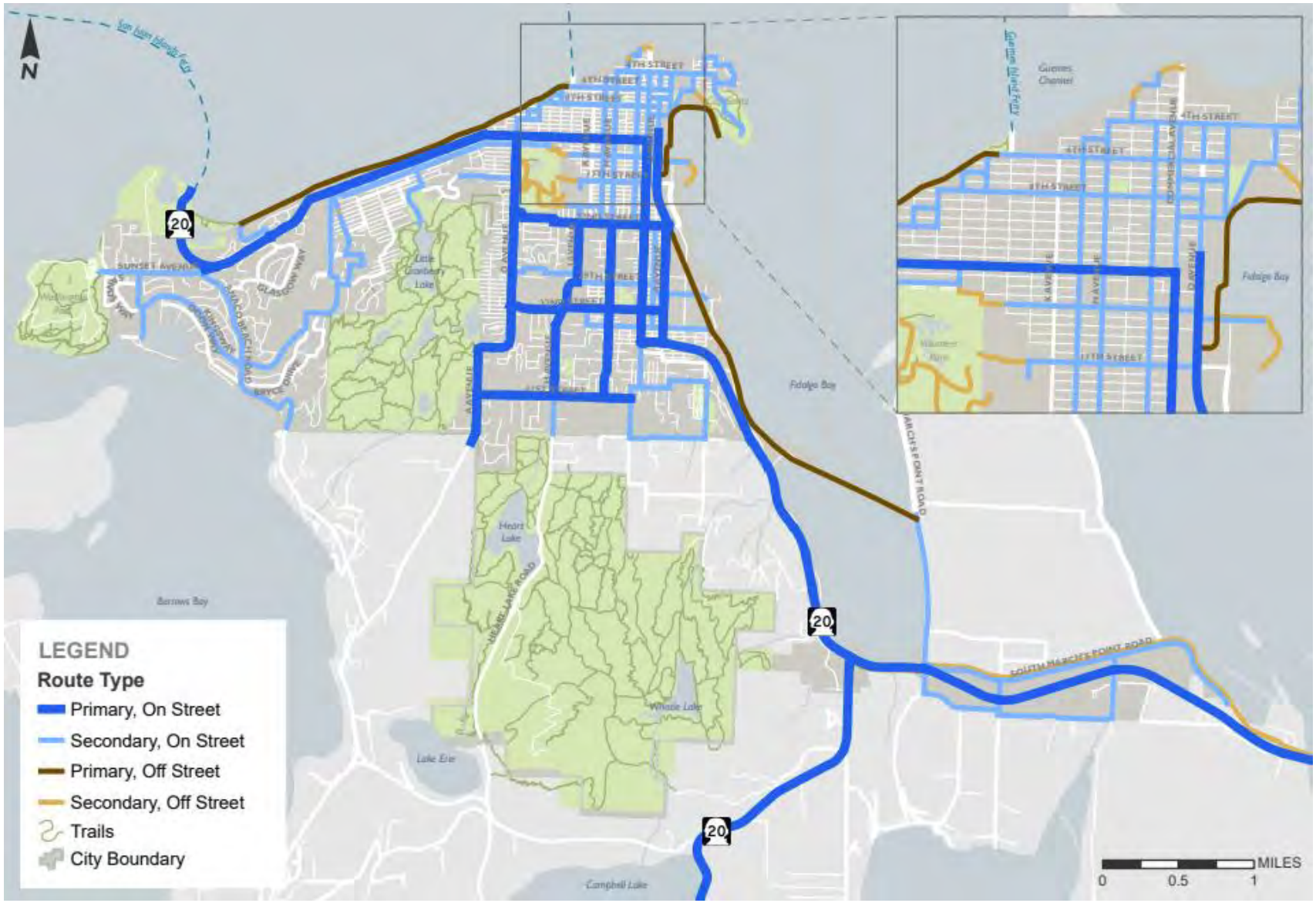
Funding and constructing pedestrian, bicycle, and multiuse trail facilities in urban areas can be expensive and challenging due to limited public right-of-way and physical space constraints, and may require partnerships with the Port of Anacortes, local tribes, Skagit County, WSDOT, or private organizations and developers.

Vulnerable Roadway Users

Active transportation facility performance measures focus on safety, comfort, connectivity, and completeness rather than throughput capacity or user counts. People walking, biking, or rolling in mobility devices are the most **vulnerable roadway users** because they:

- Do not have a vehicle structure to protect them
- Are smaller and lighter than larger and heavier vehicles
- Are not as easy for drivers to see as larger or higher profile vehicles
- Travel at slower speeds (10-15 mph) than vehicles
- Are exposed to vehicle passing and turning conflicts
- Are at higher risk of injury in collisions with vehicles

Figure T-9: Anacortes Active Transportation Network



A person's choice to walk, bike, roll, or ride transit is primarily influenced by the availability of well-connected sidewalks, bikeways, ADA ramps, crosswalks, streetlights, and user perception of safety and risk of conflict. Vehicle traffic volume, vehicle speed, and physical proximity to moving vehicles are the roadway variables that determine whether a person walking, biking, or rolling feels safe and comfortable. These variables applied to the citywide ATN establish a measure of **Level of Traffic Stress (LTS)**. As the volume, speed, and proximity to traffic decreases, so does the level of stress that a person walking or bicycling feels while riding along a roadway. A physically separated facility for walking, biking, and rolling has the lowest stress of all. Multiuse trails separated from city streets provide both a transportation and recreation function and paved ADA-compliant multiuse trails are integrated into the Active Transportation Network.

Coordination with WSDOT on SR 20 Spur

Complete Streets Principals

Establishing the citywide active transportation network, the LOS standard for network completeness, and the LTS performance measures along SR 20 and SR 20 Spur is a critical step to ensure future completion of the network. When WSDOT conducts any work that costs $500,000 or more on SR 20 and SR 20 Spur, the active transportation facilities identified by local agencies must be incorporated into the WSDOT work, consistent with RCW 47.04.035 Street access – Principles of Complete Streets – Requirements.

WSDOT Active Transportation Plan

The WSDOT Active Transportation Plan – 2020 and Beyond calls for **Level of Traffic Stress (LTS) 1 or 2 active transportation facilities on State highways in population centers**, to ensure that locally identified needs for connectivity and completeness are accommodated. In addition, Target Zero – the Washington State Strategic Highway Safety Plan (2024) establishes a critical goal of reducing roadway deaths and serious injuries to zero and Target Zero Addendum A, the 2023 Vulnerable Road User Safety Assessment, commits WSDOT to using the Safe System Approach (Figure T-10), which is internationally recognized as a best practice in transportation planning for roadway safety.

Safe Systems Approach

The City of Anacortes has used the Safe System Approach in its **2025 Comprehensive Safety Action Plan** (CSAP) funded by the USDOT Safe Streets and Roads for All grant program. The safety project recommendations from the CSAP include several of the planned and prioritized active transportation improvements identified in this Transportation Element.

Figure T-10: Illustration of the Principals and Elements of the Safe System Approach

Active Transportation LOS Standards

In addition to LOS for vehicles, the GMA also requires cities to establish LOS standards for pedestrian, bicycle, and transit modes – collectively referred to as "active transportation" in the Transportation Element. Active Transportation LOS standards were developed based on a planned citywide Active Transportation Network (ATN) identified through a series of Primary or Secondary Routes, as shown in **Figure XX**. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely between or through the community (primary), and those that serve to make the second leg of the journey to connect to destinations (local schools, parks, etc.), extend into residential areas, or complete a loop (secondary).

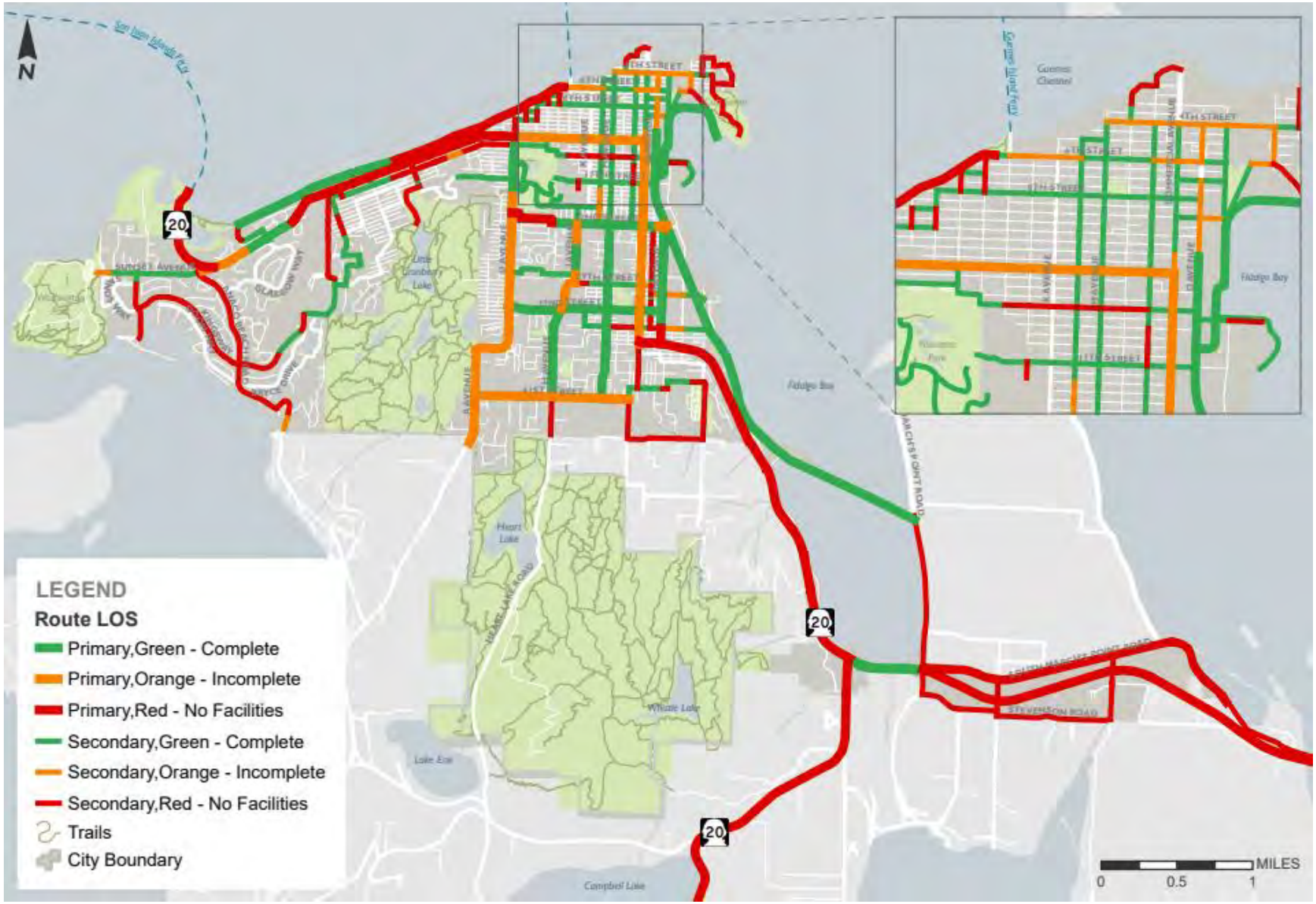
Active Transportation LOS standard: Network (System) completion of sidewalks, pathways, bikeways, or multi-use trails on arterial and collector roadways. The LOS designations are shown in green, orange, and red.

- **Green** LOS indicates a primary facility meets adopted roadway standards and has facilities on both sides of the street, while a secondary facility may only have facilities on one side of the street.
- **Orange** LOS indicates a primary facility has facilities on only one side of the roadway, where both sides would be preferred.
- **Red** LOS indicates no designated facilities are provided for active transportation users and is considered unacceptable.

LOS	Primary Route	Secondary Route
	Meets City standards, facilities on both sides	Meets City standards, facilities on one or both sides
	Facilities exist, but only on one side	N/A
	No facilities exist, does not meet standards	No facilities exist, does not meet standards

Figure T-11 - Active Transportation Levels of Service Standards

Figure T-12: Active Transportation LOS Status



Public Transit

The City of Anacortes is not a public transit provider but is within the Skagit Transit Public Transportation Benefit Area (PTBA) funded by sales tax to provide public transit service. Skagit Transit's 2024-2029 Transit Development Plan (TDP) guides the development of public transportation in Anacortes and Skagit County. For 2024-2029, the plan focuses on implementing service recommendations from several planning studies, expanding the vehicle fleet and facilities, and investing in new technologies. Several components of the plan are relevant to the City of Anacortes and its future transportation needs. Skagit Transit is in the process of developing a Long-Range Transit Plan. Skagit Transit currently provides fixed-route, complementary ADA paratransit, rideshare/vanpool services and operates and maintains the March's Point Park and Ride served by Routes 40X, 410, 513, and 615. Skagit Transit currently provides the following services in Anacortes:

Fixed-Route, Complementary ADA Paratransit, & Rideshare (Vanpool)

Skagit's fixed route services that serve Anacortes include five routes, made up of:

- Two local routes (409 Anacortes Circulator and 410 Anacortes to March's Point)
- Two buses that connect to nearby cities (513 Anacortes to Burlington and 615 Anacortes to Mt Vernon), and
- One commuter route (Route 40X between Anacortes and Mt Vernon).

Route service span and frequency varies with routes running between 5-7 days per week with frequencies as low as 30 minutes and as high as 180 minutes. ADA paratransit service is available within ¾ of a mile of fixed-route services and operates the same hours as fixed-route service. The Rideshare Program allows commuters traveling to common destinations to pay Skagit Transit a monthly fee and per mile charge to use a Skagit Transit-owned and maintained van to vanpool to work as long as the trip begins or ends in Skagit County.

Service Changes and Capital Projects

The Skagit TDP identifies increased frequency on Routes 513 and 615 but does not identify any other major fixed-route service changes specific to Anacortes over the six-year plan period. However, some of the planned systemwide analysis and studies, such as the Regional Transit Study and Comprehensive Operational Analysis, may result in future recommendations for Anacortes area routes. As the city continues to grow, there may be opportunities to enhance service frequency or coverage to meet evolving needs. In addition, the planned introduction of on-demand micro transit elsewhere in the Skagit Transit network may provide a model for future service options tailored to Anacortes if fixed-route service is not viable or efficient in some areas.

The Skagit TDP capital program includes several projects relevant to Anacortes:

- **March's Point Park and Ride** pedestrian canopy (2025)
- **Bus stop improvements** including ongoing additions of shelters, benches, lighting, and other amenities and upgrades to ensure all stops are ADA accessible by 2040
- **Fleet replacement and expansion** including transition to zero-emission vehicles as funding and facilities allow
- The 2024-2029 Capital Improvement Program is on pages 45-51 of the TDP

Planning Efforts

In 2024, Skagit Transit plans to complete a series of major planning efforts that will shape future service provision. These efforts include a regional transit study, a micro transit study, a comprehensive operational analysis, and an ADA transition plan. Based on the outcomes of these studies, Skagit Transit will implement service recommendations as funding allows in 2025 and beyond.

Technology Initiatives

Skagit Transit will implement technology upgrades to improve customer experience, operational efficiency, and performance monitoring in 2024-2028:

- Add automatic passenger counters (2023-2024)
- Enhance data collection and reporting through mobile data terminals
- Pursue real-time customer information systems
- Upgrade onboard systems like cameras and air quality monitors
- Modernize dispatch/scheduling software and hardware
- Add on-board Wi-Fi to fixed route and paratransit vehicles
- Upgrade Skagit Transit website and improve accessibility

Figure T-13: Skagit Transit Route 40X

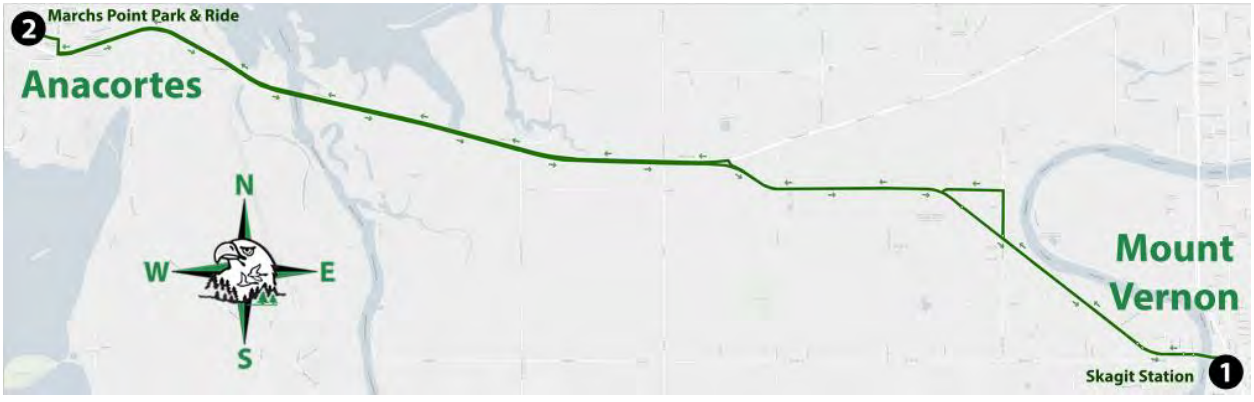


Figure T-14: Skagit Transit Route 409

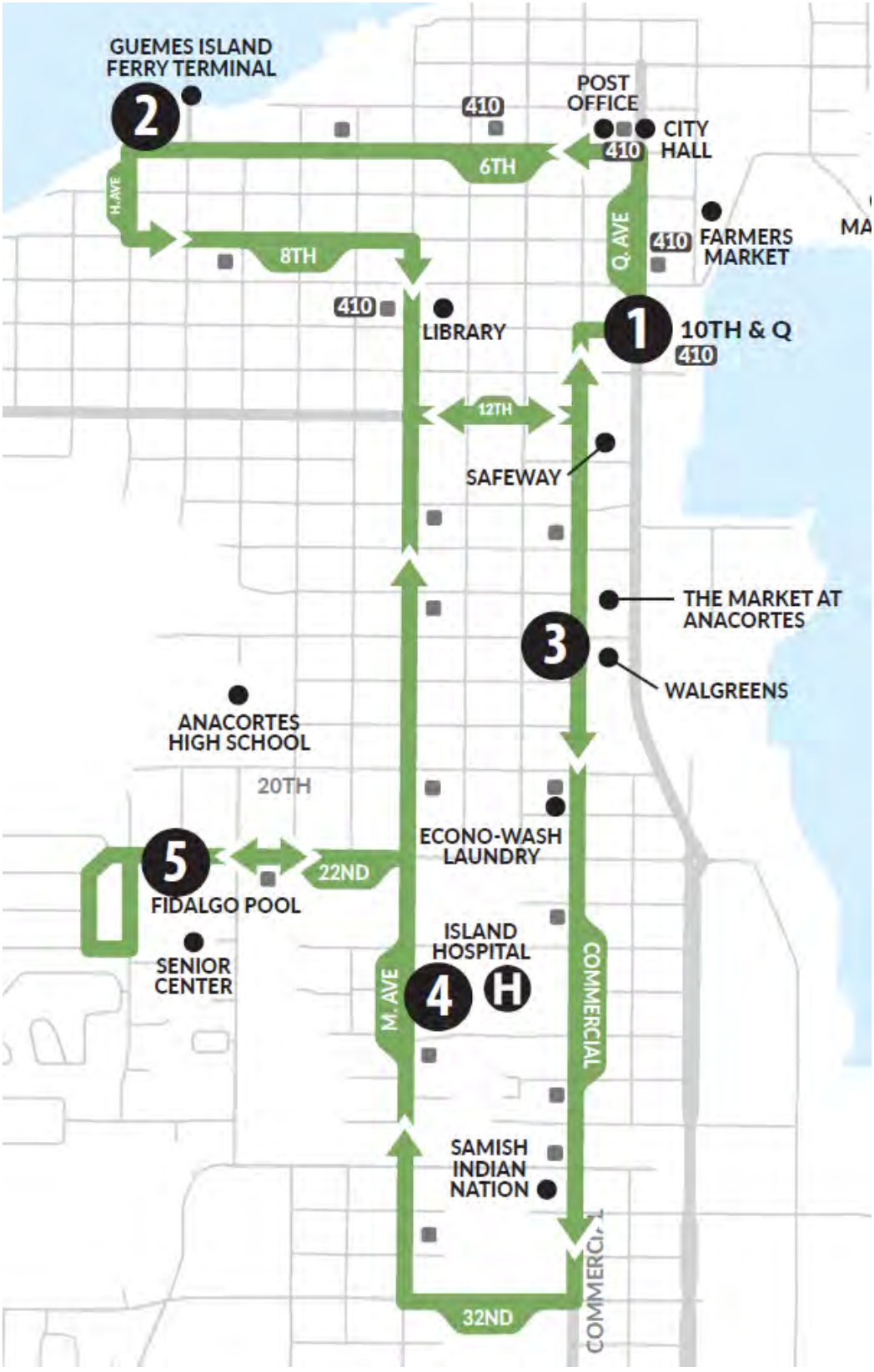


Figure T-15: Skagit Transit Route 410

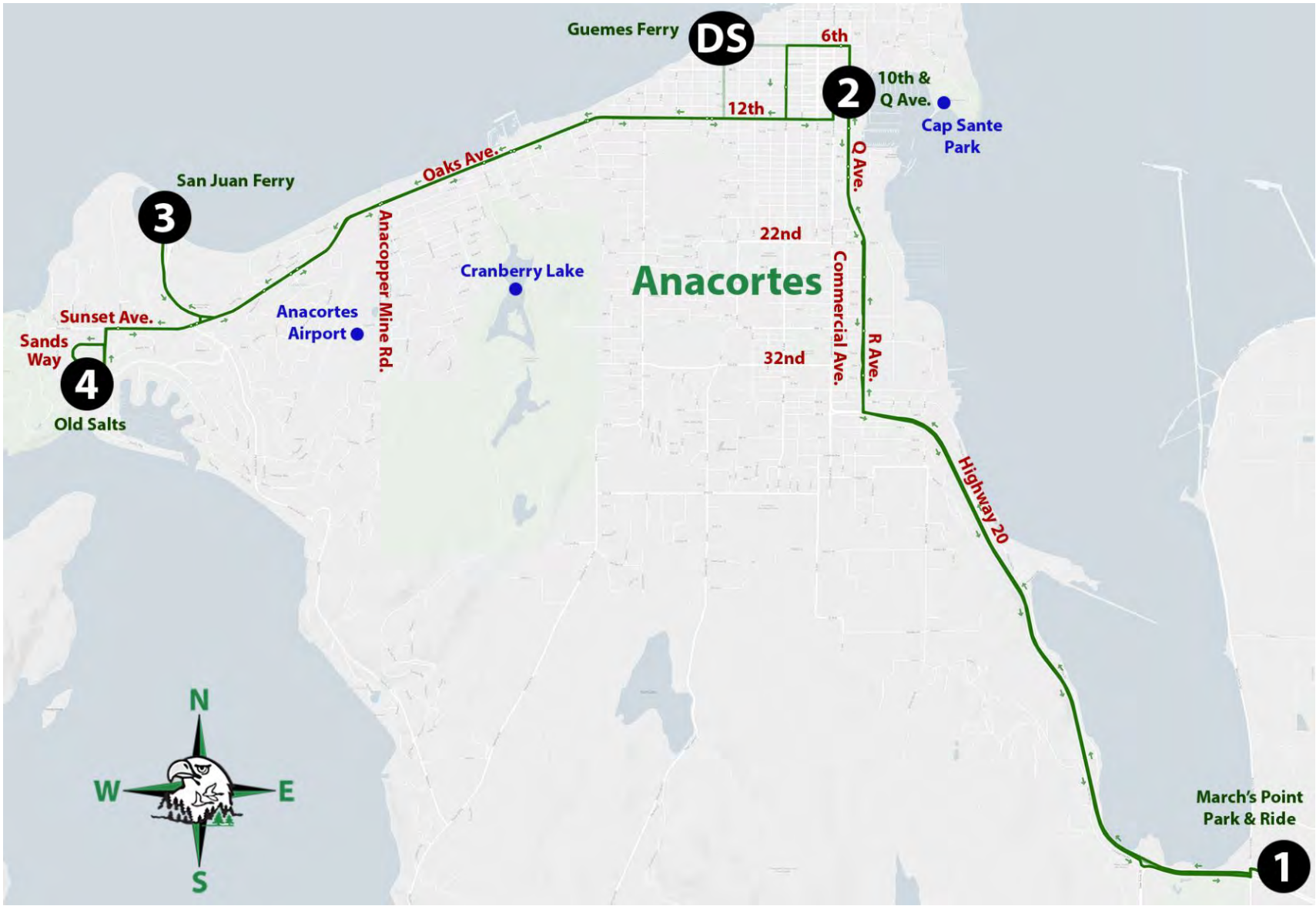
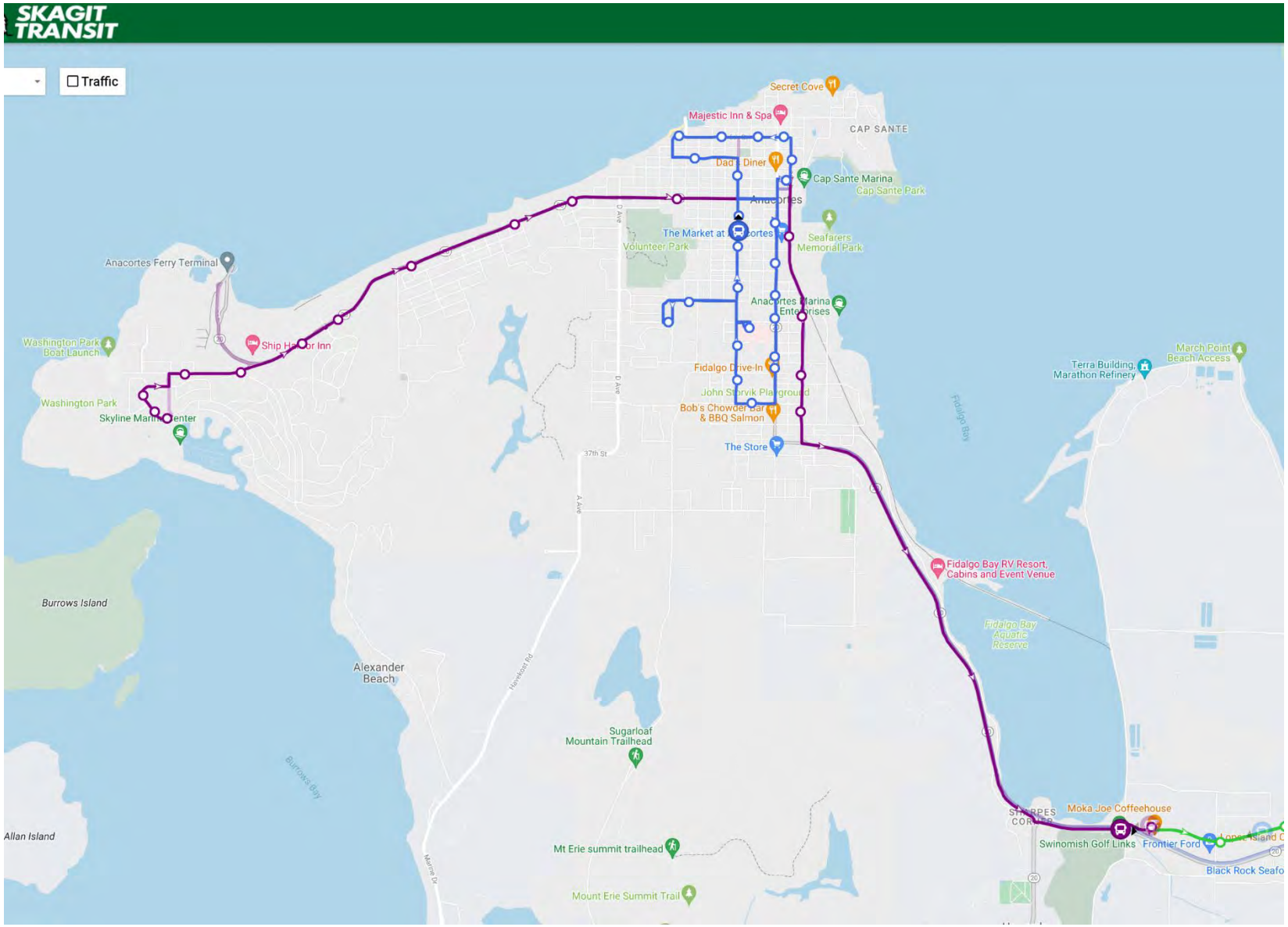


Figure T-16. Bus Stop Locations on Skagit Transit Routes in Anacortes



Transit LOS Standards

In addition to LOS for vehicles and active transportation, the GMA also requires cities to include LOS standards for transit in the Transportation Element. The City of Anacortes does not provide transit service or make transit funding decisions, but the City does control the public right-of-way in which transit buses operate. The City also coordinates and partners with Skagit Transit in supporting transit service to local and regional destinations. The City of Anacortes has completed an Americans with Disabilities Act (ADA) Transition Plan and can prioritize ADA investments in the public right-of-way to help support transit accessibility, connectivity, and safety, which benefits both the City and Skagit Transit.

Transit LOS standard: Accessibility and connectivity of ADA ramps, crosswalks, and sidewalks or walking paths connecting to Skagit Transit bus stops within City of Anacortes public right-of-way. Skagit Transit establishes its own level of service standards in its Strategic Plan document.

LOS	Transit Standard
	ADA Compliant Pedestrian Connection to Transit Stop
	Non-compliant Pedestrian Connection to Transit Stop
	Missing Pedestrian Connection to Transit Stop

Figure T-17 - Transit Levels of Service Standards

Air Transport

The City of Anacortes is served by two airports: The Anacortes Airport and the Skagit Regional Airport, and one designated seaplane base.

Anacortes Airport

The Anacortes Airport is a Public Use Airport located two miles west of downtown and was purchased with grants from the Federal Aviation Administration (FAA) that require the Port to assure that the airport be available for public use and that fair consideration be given to the interests of the community. At the same time, there are FAA regulations concerning safety and operational issues at Anacortes Airport over which neither the Port nor the City may have any control or authority.

The Port of Anacortes began operations at Anacortes Airport in 1968 and, over the past 50 years, residential neighborhoods have developed that now surround the airport. Runway 18-36 is the only runway and is 3,015 feet long by 60 feet wide, with a paved asphalt surface. Runway illumination is provided by pilot controlled medium intensity runway lights (MIRL), rotating beacon, obstruction lights at the approach end of runway 18/36, runway

threshold/end lights (REIL) and precision approach path indicator (PAPI). All other Airport lights are photocell-activated. Both ends of Runway 18-36 have visual approaches, with vertical guidance to both ends provided by visual approach slope indicators.

Commercial carrier San Juan Airlines serves the airport. Air freight to the islands, aircraft maintenance, and air transportation manufacturing related to businesses also occur at the airport. The Port has implemented preferred hours of operations to abate noise and safety risks associated with takeoffs and landings between the hours of 2200 and 0600. As a Public Use Airport, hours of operation at the Anacortes Airport cannot be strictly regulated or enforced, however, the recommended procedures are designed to support the safety and comfort of the community while extending welcome to visitors and their operations.

The 1994 Airport Master Plan states that "the Anacortes Airport was originally designated as a basic utility airport. This type of airport serves all small engine and small twin-engine airplanes used for personal and business purposes, plus some small businesses and air-taxi type twin airplanes." Precision instrument approach operations are not usually anticipated for basic utility airports. The Port of Anacortes' 2012 Airport Layout Plan designates the Anacortes Airport as an A1 airport supporting small aircraft types up to 49-foot wingspan (79-foot taxiways), which includes single engine, twin engine, small jets, helicopters, etc. The airport operates under visual flying rules (VFR) only.

The planning priorities for the airport are to maintain and enhance airport facilities, support appropriate business opportunities, and promote a healthy relationship with the community. Comprehensive Plan recommendations are based on the Airport Layout Plan (ALP), approved by the Port Commission in 2007. Recommendations are consistent with the development agreement between the Port and the City of Anacortes, and the Subarea Plan adopted by the City in 2005 (Port of Anacortes Comprehensive Plan, 2008). As shown in Table T-4, both Commercial Operations and Total Airport Operations have remained relatively steady over the past 10 years.

Table T-4. Commercial and Total Airport Operations, 2015-2023

Year	Landings	Passengers Enplaned	Passengers Deplaned	Passengers	Takeoff Counts	Total Operations (takeoffs+landings
2015	819	*Unavailable*	*Unavailable*	1305	8403	16806
2016	131	68	31	99	8,095	16,190
2017	719	539	430	969	5,733	11,466
2018	1,375	1,020	854	1,874	*Unavailable*	*Unavailable*
2019	1,048	888	669	1,557	*Unavailable*	*Unavailable*
2020	775	422	380	802	1,058	2,116
2021	1,151	737	628	1,365	6,512	13,024
2022	1,278	695	652	1,347	7,044	14,088
2023	1,208	727	692	1,419	*Unavailable*	*Unavailable*

Skagit Regional Airport

Skagit Regional Airport is owned and operated by the Port of Skagit. It is situated approximately 14 miles east of downtown Anacortes. The Washington State Department of Transportation Aviation Division has praised the layout of the Skagit Regional Airport for its high level of compliance with WSDOT guidance on compatible land use due to the large industrial and agricultural buffers that surround it and minimize risk and mitigate noise impacts.

The Skagit Regional Airport has two runways. Runway 10-28 is 5,477 feet long, 100 feet wide and paved with asphalt. Lighting is provided by pilot controlled medium intensity runway lights. Runway 10 is equipped with runway end indicator lights (REIL) and visual approach slope indicators (VASI). This runway has non-precision NDB and GPS approaches. Runway 28 is equipped with REIL's and VASI's and has a non-precision GPS approach. Runway 4-22 is 3,000 feet long and 60 feet wide with a paved asphalt surface and visual approaches to both ends.

Skyline Seaplane Base

Skyline Seaplane Base is located in Skagit County just outside the entrance to the Skyline Marina on Burrows Bay, with docking facilities located within the marina. The Seaplane Base has one waterway, Northeast-Southeast that is 5,000 feet long by 2,500 feet wide. Approaches to the waterway are visual. The Comprehensive Plan Goal encouraging tourism growth and development of lodging in the downtown core may prompt the need to expand seaplane service in the downtown marina area, with Fidalgo Bay being a potential location for new facilities.

Marine Transport

Marine facilities within the City consist of the Port of Anacortes marine terminals and marinas, Washington State Ferries (WSF) Anacortes Terminal and Skagit County Guemes Island ferry terminal.

Port of Anacortes – Marine Terminal

The Port or Anacortes Marine Terminal is a natural deep-water port located between Seattle, Washington and Vancouver, British Columbia that services bulk cargo, industrial projects and moorage services. The Marine Terminal consists of 3 centrally located piers with direct access to an established heavy haul route to the state highway system. Port facilities include Pier 1, Curtis Wharf, and Pier 2. The primary use of Pier 1 supports Dakota Creek Industries. Pier 1 is 23 feet deep, and 570 feet long. Curtis Wharf is currently used as a working wharf and a dock for commercial boats and ships, providing periodic moorage to

a range of users. Curtis Wharf is 24 feet deep and 320 feet long. Pier 2 is used primarily for exporting dry bulk cargoes and for short-term moorage for barges and other vessels. Pier 2 is 37 feet deep, and 462 feet long.

Port of Anacortes – Marina

The Port of Anacortes Cap Sante Marina is a customs port-of-entry located within walking and biking distance of historical downtown Anacortes. In addition to permanent and transient moorage, with 150-200 berths available, the marina offers numerous amenities. Floats with 20, 30, and 50 ampere power and water accommodate vessels to 120 feet. Shower and laundry facilities are available for guests and tenants on site. The Marina also makes complimentary bikes available to guests and tenants from May through September, weather permitting, which can be checked out for the day through the harbor office.

Washington State Ferries Anacortes Ferry Terminal

The Anacortes Ferry Terminal is the gateway for State vehicle and passenger ferry service to the San Juan Islands and Sidney, BC, and is one of the busiest terminals in the Washington State Ferry system. It is located at Ship Harbor at the end of SR 20 Spur in the west end of the City of Anacortes. Much of the facility was built in the 1960's and 1970's, including the terminal building. Four toll booths serve 16 holding lanes with a total capacity for 540 vehicles. There are also three holding lanes for offloading traffic waiting to clear U.S. Customs, with a total capacity of 100 vehicles. Parking is spread throughout the site with 4 lots for ferry riders and at least 5 employee parking spots. A significant amount of freight truck traffic must be accommodated on the ferry to the four ferry-served San Juan Islands.

In 2023 the WSDOT replaced the tollbooths, adding ADA accessible tolling and restroom facilities, storage and technology connections to the booths, and a canopy over the transaction area to protect customers and employees from inclement weather during transactions. Building and site design utilized native materials and vegetation, with overall design elements similar to other WDSOT ferry facilities in the region (WSDOT, 2024).

Skagit County Guemes Island Ferry Terminal

Skagit County is one of four counties in Washington state that owns and operates its own ferry system, which runs between Anacortes and Guemes Island. The Guemes Island Ferry terminal is located at the northern terminus of I Avenue in downtown Anacortes. A round-trip crossing of the nearly ¾ mile channel takes approximately 20-25 minutes.

Currently, during non-peak seasons, the ferry makes 159 round-trip scheduled crossings per week. Scheduled crossings increase to 165 trips per week during the peak season. The sailing schedule allows for additional runs to accommodate heavy traffic volumes as needed during certain times. Hazardous materials are permitted on specified crossings, to the exclusion of other vehicles for safety reasons. Scheduled crossings may also be canceled for emergency purposes. Real time schedule, cameras, weather, and sailing information is available on the Skagit County Guemes Island Ferry web page.

The current vessel, V/M Guemes, was built in 1979 and has been in operation 7 days per week, 365 days per year, since entering service in 1980. The vessel is 124 feet long and can carry 22 cars, 99 passengers and 3 crew members. In addition to the vessel, the ferry system includes docks, transfer spans and machinery, dolphins, wingwalls, terminal buildings, parking lots, and loading approach facilities. The current dock and facilities were built in 1980 when the M/V Guemes was put into service. The bridge, mechanical, electrical and hydraulic systems have been well maintained, but the mechanical and electrical systems required upgrades in 2014. In 2010, the creosote dolphins on the dock structures at the Guemes Island landing were replaced with steel pilings, and the wing walls on both the Guemes and Anacortes landings were replaced, and in 2011 a rehabilitation on the docks at both landings was completed that included replacement of the girders on approach spans. The remaining five creosote dolphins and other creosote sections of the Anacortes landing were replaced with steel components by 2016.

Skagit County has been studying how to replace the existing ferry vessel and more information about this process, as well as the 2025-2038 Fourteen Year Ferry Capital Improvement Plan, is available on the Projects, Report, and Documents web page.

Future Transportation Needs (2045)

The City of Anacortes is anticipated to grow by 4,988 residents between 2022 and 2045. The City worked with Skagit County, other cities, tribes, and SCOG to identify future growth allocation to each part of the region, including housing units and employment. These growth allocations were incorporated into the SCOG regional travel demand model, which was then used to distribute expected vehicle traffic associated with growth to predict where PM peak hour (4:00-6:00pm) traffic congestion may emerge. The SCOG travel demand model focuses only on vehicle trips and roadway capacities but does allow the City to determine locations that need to be monitored over time for improvements.

Generally, the citywide multimodal transportation system will need to be improved in several ways, including but not limited to:

- Some intersections will need to be improved for traffic control and safety purposes
- Systemic and location-specific safety improvements will be needed
- Sidewalks and bikeways are needed on the citywide Active Transportation Network
- ADA upgrades are needed on sidewalks, intersection, and crosswalks, and
- There will be needs for on-going maintenance and repair.

The City will continue to monitor growth over time to ensure that transportation capital facilities can be provided, as needed, over the long term.

The following categories are included in the future needs section:

- Future Land Use Assumptions
- Travel Demand Model and Update Process
- Vehicle Travel Demand Forecasts
- Recommended Multimodal Improvement Projects
- 20 Year Transportation Revenue and Expenditure Forecasts
- Intergovernmental Coordination

Future Land Use Assumptions

GMA requires that the Transportation Element plans for a multimodal transportation network that is adequate to meet the travel demands created by residents, businesses, and visitors over the 20-year planning period with land use designations as the basis for estimating future travel. While each agency is responsible for developing its own transportation plan, transportation facilities in one jurisdiction may affect demand created from growth in neighboring jurisdictions so regional coordination and consistency is very important.

In the Skagit Council of Governments (SCOG) regional travel demand model, Skagit County is divided into transportation analysis zones (TAZ). These are geographic areas based on census tracts, city limits, physical features, and other boundaries. TAZs are smaller in urbanized areas, such as Anacortes, than in rural County areas due to the relative concentration of population. Land use, housing, and employment data for the TAZs inform the assessment of future transportation demands that result from growth.

The analysis for the 20-year forecast or travel demands and growth impacts to transportation facilities requires assumptions to be made about multimodal travel behavior and land use context, as well as the realities of maintaining multimodal LOS standards within anticipated funding resources and the feasibility of implementing construction programs within the context of other public policies.

The Countywide Planning Policies allocate the adopted population and commercial/industrial employment targets among the various Skagit County jurisdictions, including the City of Anacortes. Comprehensive plan policies distribute growth to urban and rural areas using residential densities and non-residential land use intensities for each jurisdictions adopted zoning. This provides the starting point for estimating how future residents and employees will use the multimodal transportation system.

Regional Travel Demand Model

The SCOG regional travel demand model has a base year of 2018 and a future horizon year of 2045 with SCOG staff documentation outlining land use control totals, shown below.

Table T-5. Adopted Land Use Control Totals by Area

	Adopted Totals for Original SCOG Model[1]		Fall 2023 Adopted Totals[2]		
Area	**2018**	**2045**	**2022**	**2024[3]**	**2045**
Households					
Anacortes	7,522	10,896	7,921	8,177	10,863
Burlington	3,916	5,671	4,295	4,542	7,138
Mount Vernon	12,976	18,608	13,132	13,582	18,312
Sedro-Woolley	4,674	6,851	5,184	5,414	7,830
Concrete	397	578	414	423	521
Hamilton	119	176	117	117	117
La Conner	475	691	495	506	619
Lyman	165	241	154	154	154
Bayview Ridge	746	782	657	657	657
Swinomish	1,107	1,600	1,067	1,077	1,185
Rural (outside UGAs)	14,471	17,730	14,892	1,5195	18,382
Total	46,568	63,824	48,328	4,9844	65,778
Employment					
Anacortes	9,477	11,501	9,503	9,776	12,648
Burlington	11,028	14,101	11,640	12,142	17,410
Mount Vernon	17,864	22,935	18,781	19,196	23,559
Sedro-Woolley	4,921	9,259	4,640	4,849	7,040
Concrete	427	530	391	401	506
Hamilton	491	564	466	468	489
La Conner	879	1090	1,020	1,097	1,905
Lyman	59	118	56	58	76
Bayview Ridge	2,498	4,240	2,962	3,131	4,901
Swinomish	1,384	1,717	1,140	1,178	1,579
Rural (outside UGAs)	7,541	8,944	8,972	9,060	9,987
Total	56,569	74,999	59,571	61,356	80,100

Source: SCOG, 2024; Transpo Group, 2024

1. From *Skagit 2045 Regional Transportation Plan* documentation "Methodology for Estimating Population and Employment for Regional Travel Demand Model 2018-2045" (Provided by SCOG, April 2024). See page 10 for households and page 14 for employment.
2. From "Initial Growth Allocations Tables 2023-12-20.xlsx" (Provided by SCOG, April 2024) and represents the totals adopted in Fall 2023 for each area for 2022 and 2045.
3. The numbers shown for the year 2024 are based on straight-line interpolation from the 2022 and 2045 numbers.

2024 Travel Demand Model Update Process

New land use control totals by area were developed and adopted late in Fall 2024. Table T-5, above, shows the new 2022 and 2045 control totals by area provided by SCOG staff. The model update process focused on updating the trips generated in the original model based on a conversion factor for each region of the County. At the time of the model update, only the control totals by area were established, and any further land use information was not available for specific transportation analysis zones (TAZs).

The conversion factors shown in Table T-6 were applied to each TAZ within the 11 areas in the SCOG Model to account for land use changes adopted for each area. Conversion factors were first developed separately for the number of households and for employment. The final conversion factor used in the SCOG Model was an average of the household and employment conversion factors. It should be noted that two items were left unchanged:

1.) Trip generation for external TAZs were left unchanged. It was assumed that the land use updates would not trigger major changes in external assumptions, so external assumptions would be effectively the same for the purposes of agency planning needs.

2.) Existing and future model networks were left unchanged from the original model, keeping overall assumptions about future projects the same for analysis purposes.

Table T-6. Model Trip Generation Conversion Factors by Area

	Conversion Factors from 2018 to 2024 SCOG Model Trip Generation[1]			Conversion Factors from 2045 (Old) to 2045 (New) SCOG Model Trip Generation[1]		
Area	**Households**	**Employment**	**Combined[2]**	**Households**	**Employment**	**Combined[2]**
Anacortes	1.0871	1.0316	1.0593	0.9970	1.0997	1.0484
Burlington	1.1599	1.1010	1.1304	1.2587	1.2347	1.2467
Mount Vernon	1.0467	1.0746	1.0606	0.9841	1.0272	1.0057
Sedro-Woolley	1.1583	0.9854	1.0718	1.1429	0.7603	0.9516
Concrete	1.0655	0.9391	1.0023	0.9014	0.9547	0.9281
Hamilton	0.9832	0.9532	0.9682	0.6648	0.8670	0.7659
La Conner	1.0653	1.2480	1.1566	0.8958	1.7477	1.3218
Lyman	0.9333	0.9831	0.9582	0.6390	0.6441	0.6415
Bayview Ridge	0.8807	1.2534	1.0670	0.8402	1.1559	0.9980
Swinomish	0.9729	0.8512	0.9120	0.7406	0.9196	0.8301
Rural (outside UGAs)	1.0500	1.2014	1.1257	1.0368	1.1166	1.0767
Total	1.0703	1.0846	1.0775	1.0306	1.0680	1.0493

Source: Transpo Group, 2024

1. Conversion factors based on a ratio of control totals listed in Table 1. For example, in Anacortes the 2018 total was 7,522 and the 2024 total was 8,177; Conversion factor is 8,177 divided by 7,522, or 1.0871.
2. Combined factors are the average of the household and employment factors.

Vehicle Travel Demand Forecasts

The land use forecasts for Anacortes, Skagit County, and other local cities were used in the SCOG travel demand model to develop travel forecasts for vehicle trips. As expected, based on the land use allocations, the greatest growth in vehicle trips was in or near the urban centers and along Interstate 5 and other state highways that connect these urban centers to other urban centers in the region. Most County roadways did not see the same amount of growth as exhibited in urban centers. The future (2045) forecast for PM peak hour vehicle trips on County roadways is shown in Figure T-18 below.

Baseline Assumptions

The 2045 Baseline model was developed based on capacity improvement projects identified in prior plans and project lists prepared by WSDOT, Skagit Council of Governments, Washington State Ferries, and the other adjacent cities. Some of these improvements are funded or are expected to be funded in the next few years. These projects were generally limited in scope, within urban areas, and did not dramatically change traffic patterns from existing conditions.

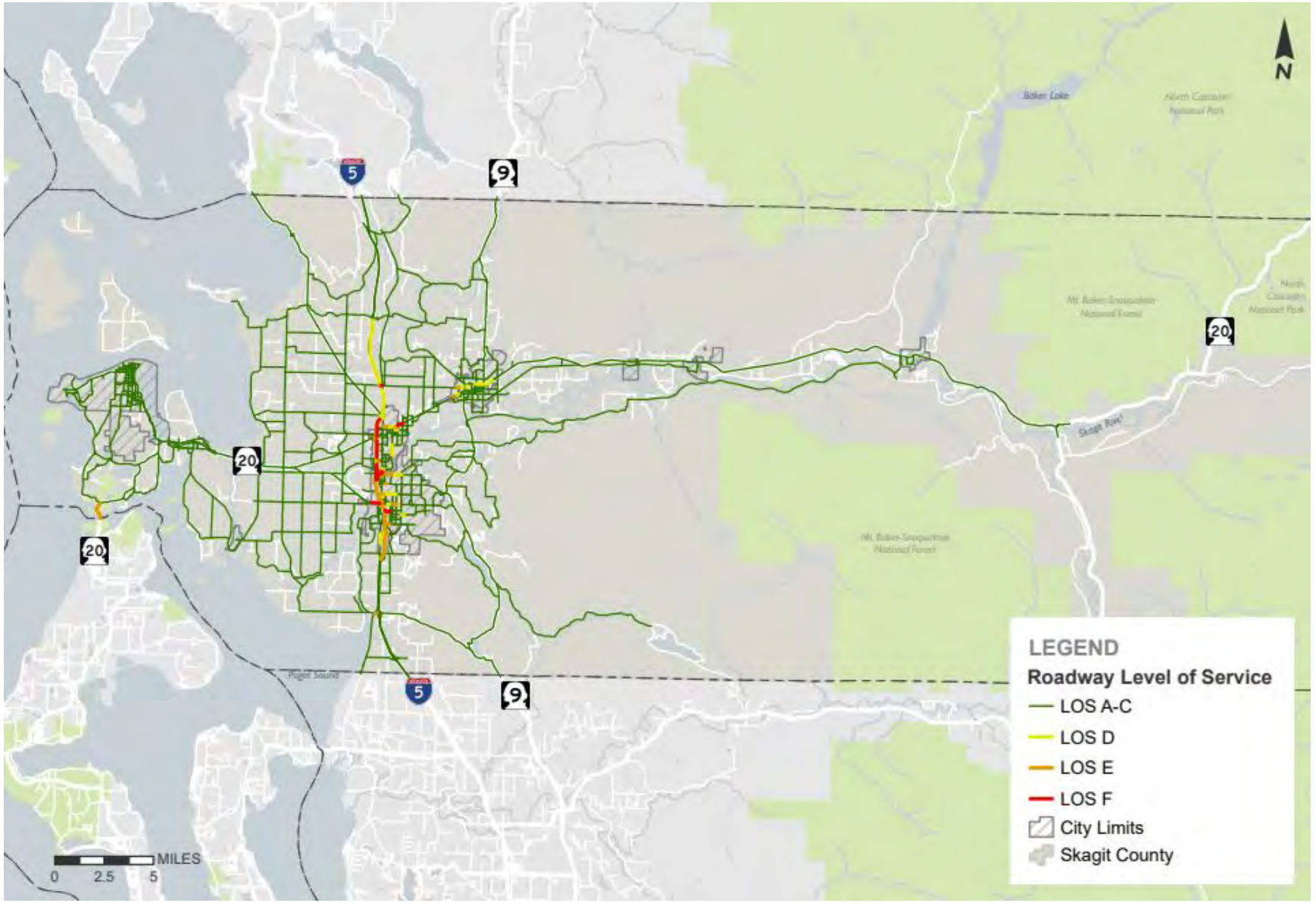
Baseline Capacity Needs

A major focus of the GMA transportation planning requirements is on the determination of MMLOS standards, deficiencies, and on funding transportation projects to address them. Projects on the Anacortes six-year transportation improvement program (TIP) typically reflect needs identified from the ADA Transition Plan, the Active Transportation Network, and various safety plans and studies, as well as anticipated grant funding opportunities.

County Roadway LOS Forecast

The travel demand model was reviewed to understand if any roadway segments have volumes that are near the roadway capacities coded in the model and confirmed that only the currently identified High Traffic County Road Segments had volumes approaching capacity. According to the SCOG model forecast for 2045, and as shown in **Figure 23**, the County road segments surrounding Anacortes are expected to remain at volume levels consistent with the adopted LOS D standard.

Figure T-18. Future Forecast (2045) Roadway LOS Conditions



State Highway LOS Forecasts

The SCOG 2045 Regional Transportation Plan (RTP) identifies the effects of growth on the regional transportation system including state routes, county roads, and city roads. As described in the SCOG RTP, the plan is a link between the local agency transportation plans and the Washington State Transportation Plan (WTP) administered by the Washington State Department of Transportation (WSDOT).

The allocation of land use based on Countywide Planning Policies assigns most of the planned growth within existing urban areas, such as Anacortes. Vehicular travel demand from areas of Skagit County outside cities is expected to have minimal impacts on either County or state-owned transportation facilities, but additional active transportation improvements will be needed on City, County, and State transportation facilities. One exception is the section of SR 20 south of Anacortes in Skagit County on the bridge over Deception Pass, which is expected to function at LOS standard E (v/c 0.90-0.99) during the PM peak hour. This bridge connects Skagit and Island counties, cannot be expanded to add vehicle capacity, and the WSDOT LOS standard should be changed to LOS standard E.

Intersection Operations

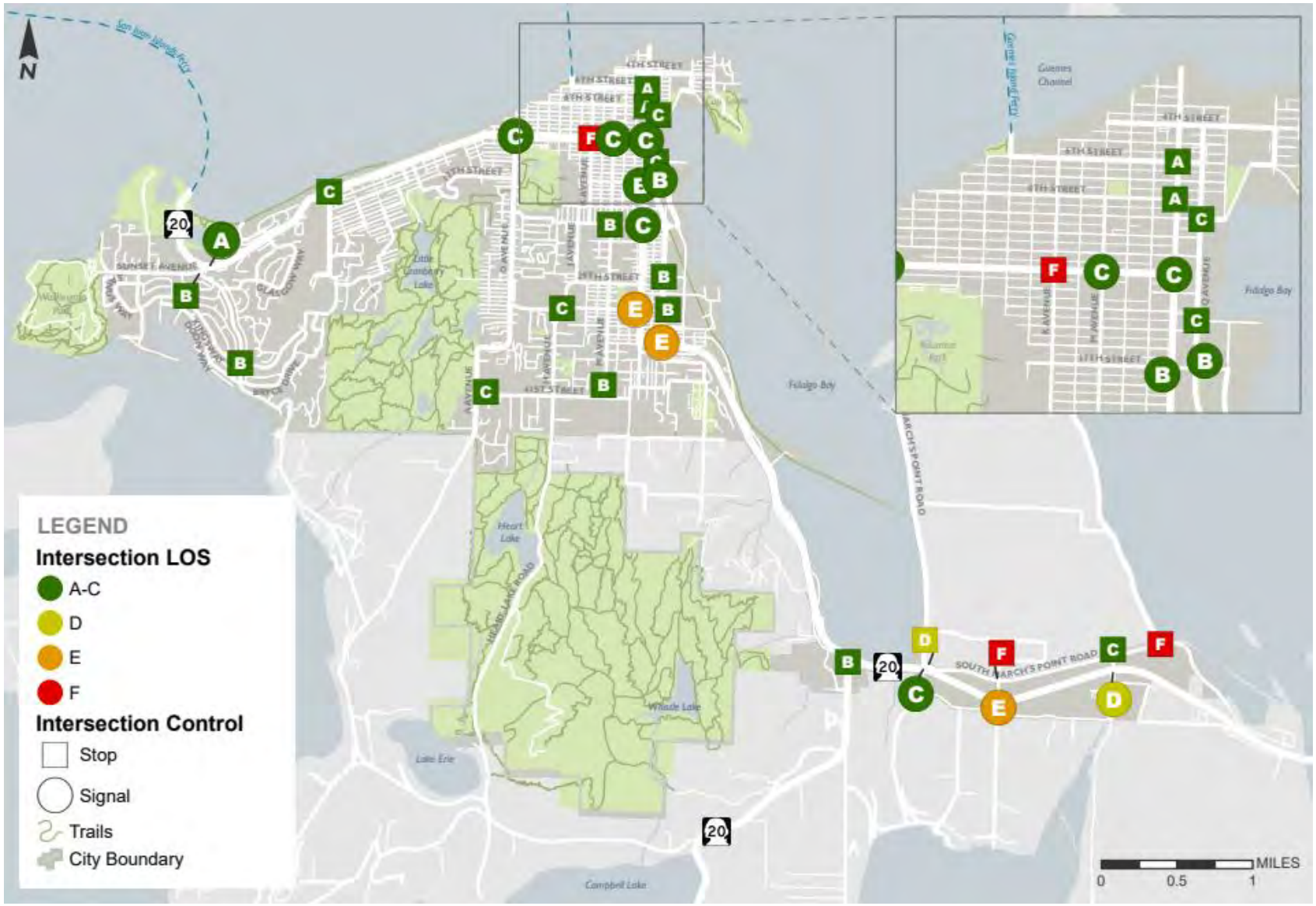
The SCOG model roadway LOS assessment and forecasts do not consider intersection operations or railroad crossing impacts. Traffic counts were collected at both signalized and unsignalized intersections in Anacortes and LOS calculations were made for 2024 (Table T-3) and 2045 (Table T-7) using Highway Capacity Manual methodology.

Table T-7. Future (2045) Forecast of Intersection LOS

ID	North/South Road	East/West Road	Jurisdiction	Control	LOS 2024	LOS 2045
1	Commercial Ave	6th Street	Anacortes	AWSC	A	A
2	Commercial Ave	8th Street	Anacortes	AWSC	A	A
3	Q Avenue	9th Street	Anacortes	TWSC	C	C
4	Anaco Beach Rd	Sunset Avenue	Anacortes	TWSC	B	B
5	Sunset Ave	Ferry Terminal Rd	WSDOT	Signal	A	A
6	Anacopper Rd	SR 20	WSDOT	TWSC	B	C
7	D Avenue	12th Street	WSDOT	Signal	B	C
8	K Avenue	12th Street	WSDOT	TWSC	E	F
9	M Avenue	12th Street	WSDOT	Signal	B	C
10	Commercial Ave	12th Street	WSDOT	Signal	C	C
11	Q Avenue	Seafarer's Way	Anacortes	TWSC	C	C
12	Commercial Ave	17th Street	WSDOT	Signal	B	B
13	Q Avenue	17th Street	Anacortes	Signal	A	B
14	M Avenue	22nd Street	Anacortes	AWSC	B	B
15	Commercial Ave	22nd Street	WSDOT	Signal	C	C
16	R Avenue	28th Street	Anacortes	TWSC	B	B
17	I Avenue	32nd Street	Anacortes	AWSC	B	C
18	Commercial Ave	32nd Street	WSDOT	Signal	C	E
19	R Avenue	32nd Street	Anacortes	TWSC	B	B
20	Anaco Beach Rd	Kingsway	Anacortes	TWSC	B	B
21	A Avenue	41st Street	Anacortes	TWSC	B	C
22	M Avenue	41st Street	Anacortes	TWSC	B	B
23	R Avenue	SR 20	WSDOT	Signal	C	E
24	SR 20	Fidalgo Bay Rd	WSDOT	TWSC	B	B
25	March's Point Rd	SR 20	WSDOT	Signal	B	C
26	Thompson Rd	SR 20	WSDOT	Signal	D	E
27	Reservation Rd	SR 20	WSDOT	Signal	C	D
28	March's Point Rd West	S March Point Rd	Anacortes	TWSC	B	D
29	Bartholemew Rd	S March Point Rd	Anacortes	TWSC	C	F
30	Reservation Rd	S March Point Rd	Anacortes	TWSC	B	C
31	March's Point Rd East	S March Point Rd	Anacortes	TWSC	B	F

Note: The intersections that are not expected to meet the adopted WSDOT vehicular LOS D standard in 2045 are all located on SR 20 and SR 20 Spur. All, or most of these intersections are subject to pulses of vehicle traffic throughout the day, as well as seasonally, from the State ferry system or from shift work at the oil refinery and much of this vehicle traffic is generated by visitors or workers who are not City residents. Widening the intersections to add turn lanes or roundabouts should only be pursued for safety purposes, not for added vehicle capacity.

Figure T-19: Future (2045) Forecast of Intersection LOS



Long Range Multimodal Transportation Improvement Project List

Based on the SCOG model analysis, intersection operations assessment, the creation of a citywide Active Transportation Network and MMLOS standards, the City has identified multimodal transportation improvement projects that may be necessary to accommodate growth over the 20-year planning period. In addition, the City of Anacortes completed a Comprehensive Safety Action Plan (CSAP) that identifies both systemic and location-specific safety improvements intended to reduce or eliminate fatalities and serious injuries on City streets an SR 20 Spur.

Intersection LOS Improvements

As documented above, the intersections listed in Table T-14 below are not expected to operate within adopted City or WSDOT intersection LOS standards. Some of these locations will need to be addressed by the City of Anacortes, some by WSDOT, and some by both the City and WSDOT working together.

Table T-8. Existing and Future Intersection LOS Performance and Improvement Needs

Project Number	Street or Intersection	2024	2045	Recommended Project Improvements	Estimated Cost	City Street or State Route
I-1	12th Street / K Avenue	E	F	Traffic Signal or Roundabout	$2,250,000	City/WSDOT
I-2	March Pt Rd East / March's Pt Rd	B	F	3-Way Stop-Control	$50,000	City
I-3	March Pt Rd / Bartholemew	C	F	4-Way Stop-Control	$50,000	City
I-4	Commercial (SR 20) / 32nd Street	C	E	Signal Timing and Lower LOS to E	$50,000	City/WSDOT
I-5	SR 20 Spur / R Avenue	C	E	Signal Timing and Lower LOS to E	$50,000	WSDOT
I-6	SR 20 Spur / Thompson	D	E	Signal Timing and Lower LOS to E	$50,000	WSDOT
				Intersection Improvement Costs	**$2,500,000**	

Systemic and Location-Specific Safety Improvements

The City of Anacortes completed a Comprehensive Safety Action Plan (CSAP) with a USDOT Safe Streets and Roads for All (SS4A) planning grant and identified several systemic and location-specific safety improvements in Table T-15, below. The City can apply for SS4A implementation grants to fund and construct any of these projects, but a 20% local match is required to apply for the grant.

Table T-9. Systemic and Location-Specific Safety Improvement Needs (2025 Comprehensive Safety Action Plan)							
Project Number	**Street or Intersection**	**From**	**To**	**Linear Feet**	**Recommended Project Improvements**	**Estimated Cost**	**City Street or State Route**
S-1	**Reservation Rd/S. March's Point Rd**				Overhead lighting, advance warning signs and street markings, overhead signs.	$111,000	City
S-2	**Anacopper Rd/Pennsylvania Ave at Airport Rd**				Install curve warning signs and thin/remove vegetation along roadway	$67,000	City
S-3	**Commercial Avenue**	SR 20 Spur	12th Street	10,613	Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, four pedestrian hybrid beacon locations, vehicle lane narrowing, curb extensions, driveway consolidation, access management, marked bike lanes.	$2,839,000	State Route (SR 20 Spur)
S-4	**Commercial Avenue**	12th Street	4th Street	3,590	Pedestrian hybrid beacons, driver feedback speed limit signs, curb extensions, crosswalks, on-street parking, street sign enhancements.	$3,689,000	State Route (SR 20 Spur)
S-5	**32nd Street**	H Avenue	R Avenue	5,280	Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	$115,000	City
S-6	**22nd Street**	M Avenue	Q Avenue	2,270	Retroreflective centerline and edge lines; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	$119,000	City
S-7	**12th Street (SR 20)**	K Avenue	Commercial Avenue	2,851	Pedestrian hybrid beacons; Retroreflective backplates on signal heads, flashing yellow arrow signals, leading pedestrian interval, street sign and street marking enhancements.	$439,000	State Route (SR 20 Spur)
S-8	**Oakes (SR 20)**	Anacopper Rd	G Avenue	12,038	Separated bike lane, driver feedback speed limit signs, retroreflective backplates on signal heads, high-visibility crosswalk enhancements, leading pedestrian interval, street sign and street marking ehnacments.	$4,718,000	State Route (SR 20 Spur)
S-9	**SR 20 Spur Highway**	Commercial Avenue	Eastern City limit	37,013	Driver speed limit feedback signs, install rumble strips, wider retroreflective edge lines, enhance street signs and markings, retroreflective backplates on signal heads, flashing yellow arrows, add right-turn lane at Thompson Rd.	$719,000	State Route (SR 20 Spur)
S-10	**O Avenue**	15th Street	3rd Avenue	4,910	Pedestrian hybrid beacon, retroreflective center and edge lines, driveway consolidation and access management, enhance street signs and markings.	$1,800,000	City
					Systemic Safety Improvement Costs	**$14,616,000**	

Figure T-20: Comprehensive Safety Action Plan Project Locations

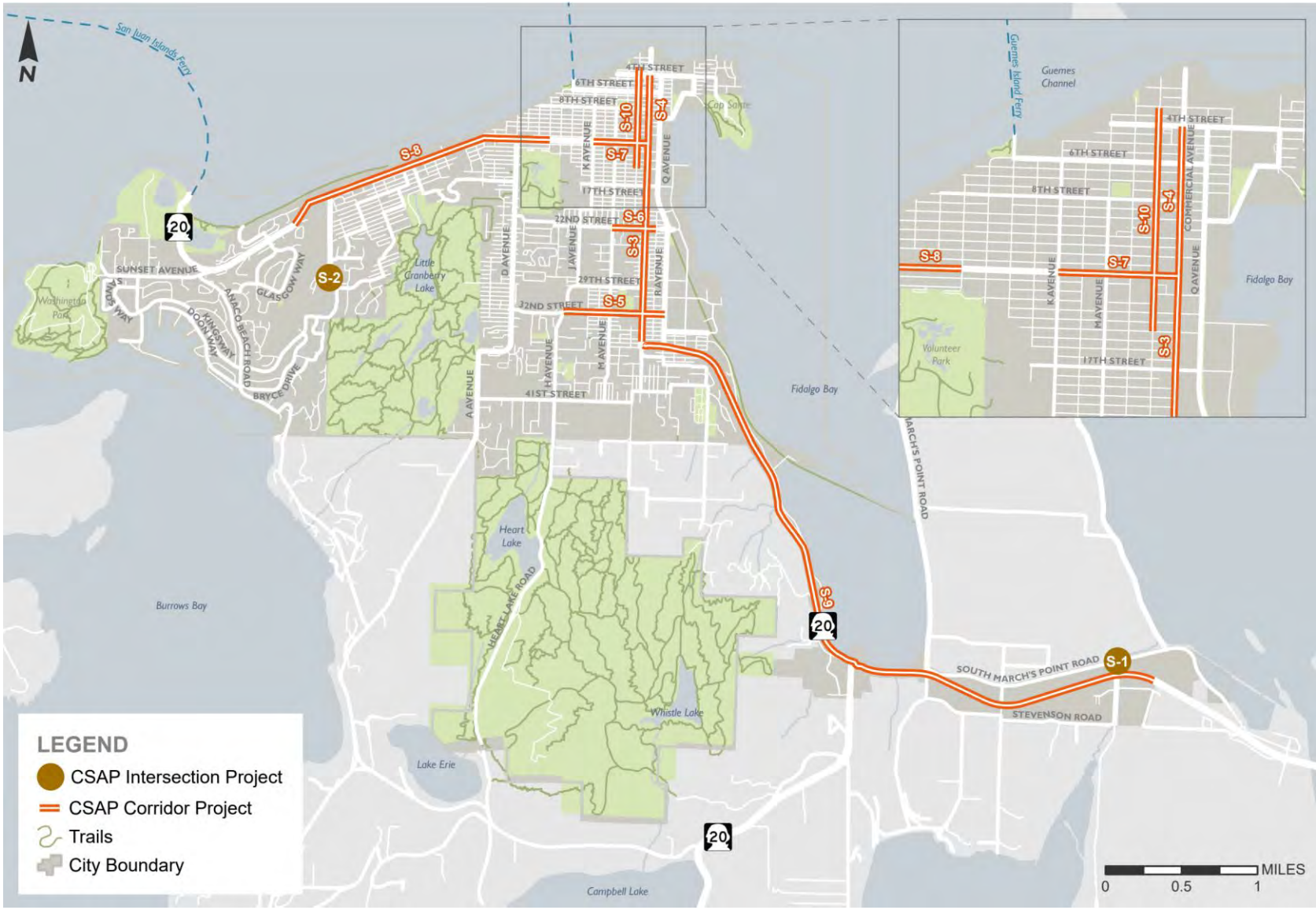
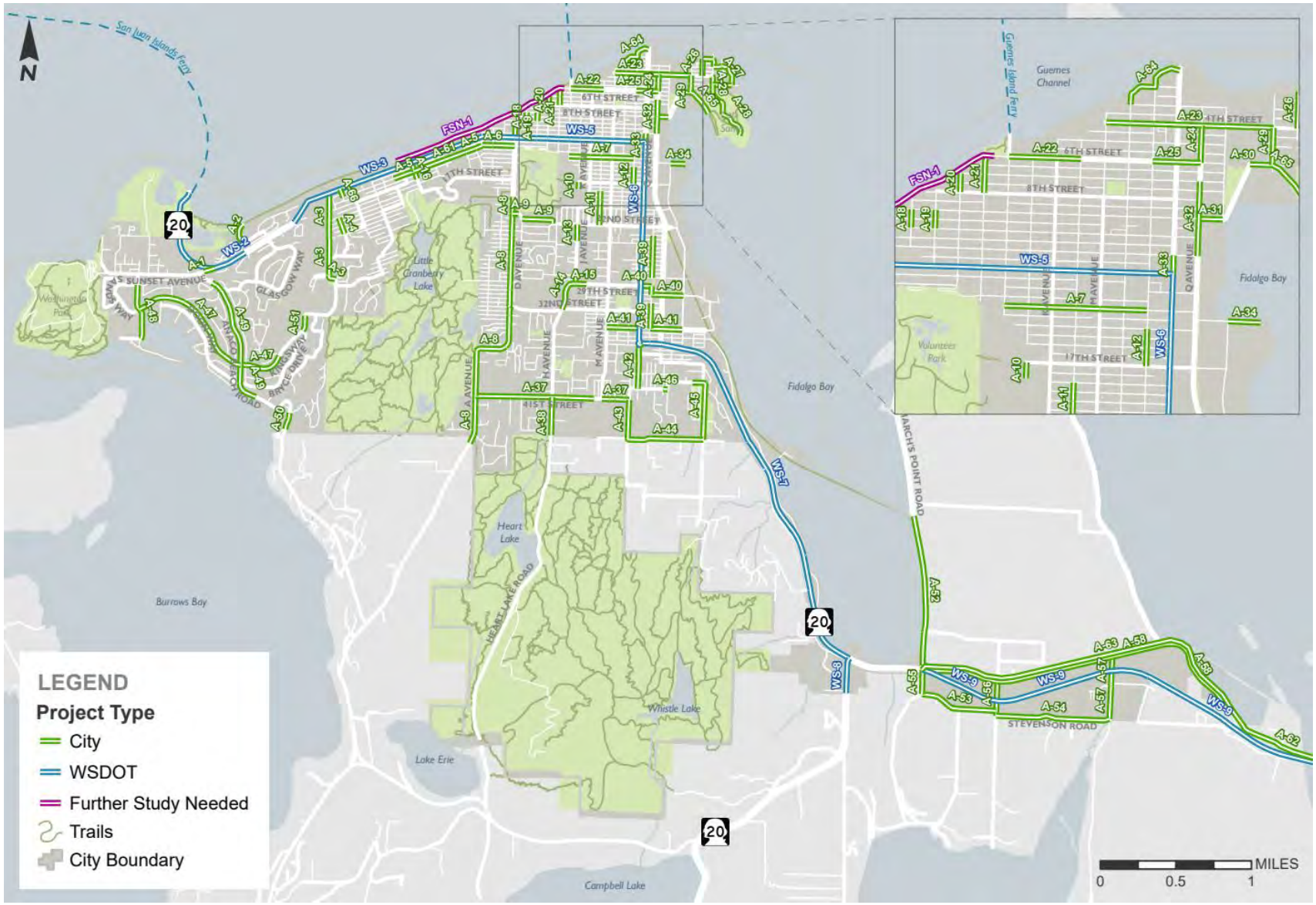


Table T-10.a. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle & Pedestrian Advisory Committee)							
Project Number	Street or Intersection	From	To	Linear Feet	Recommended Project Improvements	Estimated Cost	City Street or State Route
A-11	L AVENUE	18th St	22nd St	1184	Alternate ADA Walkways; Bike Route Signs	$333,775	City
A-24	Q AVENUE	4th St	6th St	591	Sidewalk Exists; Bike Route Signs/Sharrows	$1,183	City
A-28	V AVENUE	4th St	Cap Sante Park	2574	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,716,720	City
A-29	T AVENUE	4th St	6th St	591	Sidewalk Exists; Bike Route Signs/Sharrows	$1,182	City
A-32	Q AVENUE	7th St	11th St	1184	Sidewalk Exists; Marked Bike Lanes	$187,018	City
A-33	COMMERCIAL AVENUE	11th St	12th St	296	Sidewalk Exists; Marked Bike Lanes	$46,757	City
A-34	SEAFARERS' WAY	R Ave	Dead End	516	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$344,098	City
A-39	Q AVENUE	34th St	23rd St (West side)	2661	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,774,749	City
A-4	OHIO AVENUE	4th St	6th St	592	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$394,864	City
A-42	COMMERCIAL AVENUE	Fidalgo Ave	SR 20 Roundabout	1607	ADA Concrete Sidewalks; Bike Lanes	$1,322,799	City
A-5	WEST 2ND STREET	A Ave	Illinois Ave	3303	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$2,203,136	City
A-52	MARCH'S POINT ROAD	SR 20	to Fidalgo (City limit)	5260	Alternate ADA Walkways; Bike Lanes	$2,304,089	City
A-66	Isle Way Easement	Isle Way	SR 20	311	Paved Pathway	$86,966	City
A-8	D AVENUE	19th St	Southern City Limits	9632	ADA Concrete Sidewalks; Marked Bike Lanes	$7,926,909	City
A-9	21ST STREET	D Ave	22nd St	1394	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$929,862	City
WS-2	OAKES AVENUE	Ferry Terminal Rd	Harbor View Pl	1189	ADA Concrete Sidewalks; Buffered Bike Lanes	$1,103,313	State
WS-3	OAKES AVENUE	Eagle View Ct	A Ave	7393	ADA Concrete Sidewalks; Buffered Bike Lanes	$6,860,521	State
WS-4	12TH STREET	D Ave	A Ave	1140	ADA Concrete Sidewalks; Buffered Bike Lanes	$1,057,457	State
WS-5	12TH STREET	D Ave	Commercial Ave	4559	Sidewalk Exists; Buffered Bike Lanes	$1,198,912	State
WS-6	COMMERCIAL AVENUE	12th St	SR 20 Roundabout	7171	Sidewalk Exists; Buffered Bike Lanes	$1,886,003	State
A-1	SUNSET AVENUE	Sunriser's Lane	San Juan Ferry Lot	402	ADA Concrete Sidewalks; Bike Lanes	$330,652	City
A-10	J AVENUE	17th St	Dead End	251	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$167,239	City
A-12	O AVENUE	15th St	16th St	591	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$394,382	City
A-13	J AVENUE	22nd St	25th St	574	ADA Concrete Sidewalks; Sharrows Exist	$381,743	City
A-14	J AVENUE	32nd St	28th St	1445	ADA Concrete Sidewalks; Sharrows Exist	$961,228	City
A-22	6TH STREET	I Ave	L Ave	1139	Sidewalk Exists; Bike Route Signs/Sharrows	$2,278	City
A-23	4TH STREET	M Ave	T Ave	2660	Sidewalk Exists; Bike Route Signs/Sharrows	$5,319	City
A-25	6TH STREET	O Ave	Q Ave	760	Sidewalk Exists; Bike Route Signs/Sharrows	$1,520	City
A-30	6TH STREET	T Ave	Market St	354	Sidewalk Exists; Bike Route Signs/Sharrows	$707	City
A-31	9TH STREET	R Ave	Q Ave	380	Sidewalk Exists; Bike Route Signs/Sharrows	$761	City
A-37	41ST STREET	A Ave	O Ave	5091	ADA Concrete Sidewalks; Bike Lanes	$4,189,765	City
A-40	30TH STREET	SR 20	T Ave	1495	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$997,282	City
A-41	34TH STREET	M Ave	T Ave	2253	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,502,607	City
A-43	O AVENUE	41st St	Haddon Rd	1358	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$905,797	City
A-51	KINGSWAY	Bryce Ct	Jasper Way	549	ADA Concrete Sidewalks; Bike Lanes	$451,770	City
					Active Transportation Improvement Costs (Page 1)	**$41,973,366**	

Table T-10.b. Active Transportation Network Improvement Needs (Prioritized by the Anacortes Bicycle & Pedestrian Advisory Committee)							
Project Number	**Street or Intersection**	**From**	**To**	**Linear Feet**	**Recommended Project Improvements**	**Estimated Cost**	**City Street or State Route**
A-6	13TH STREET	A Ave	D Ave	1139	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$760,044	City
A-62	S Marches Pt Road	SR 20 Bridge	City limit	3230	ADA Multiuse Sidepath	$1,327,675	City
A-63	S Marches Pt Road	March Pt Rd	City limit	13402	ADA Multiuse Sidepath	$5,508,070	City
A-65	T Ave	6th Ave	Park entrance	977	Ped and Bike Signs	$1,953	City
A-7	14TH STREET	I Ave	O Ave	2262	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,508,624	City
WS-1	FERRY TERMINAL RD	Ferry Terminal	SR 20/Sunset Ave	3519	ADA Concrete Sidewalks; Marked Bike Lanes	$3,265,274	State
WS-8	STATE ROUTE 20	SR 20 Roundabout	South City Limits	1223	Alternate ADA Walkways; Marked bike Lanes	$664,355	State
A-15	29TH STREET	K Avenue	J Ave	380	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$253,672	City
A-16	GEORGIA AVENUE	SR 20	W 3rd St	612	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$408,509	City
A-17	D AVENUE	SR 20	10th St	592	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$394,771	City
A-18	E AVENUE	9th St	10th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$197,403	City
A-19	F AVENUE	9th St	10th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$197,403	City
A-2	EDWARDS WAY	Schooner Rd	Dead End	644	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$429,862	City
A-20	G AVENUE	7th St	8th St	296	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$197,332	City
A-21	H AVENUE	8th St	6th St	554	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$369,511	City
A-26	V AVENUE	4th St	2nd St	1231	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$820,806	City
A-27	3RD STREET	Park Dr	V Ave	1862	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,242,131	City
A-3	PENNSYLVANIA AVE	SR 20	Tursi Park	3180	ADA Concrete Sidewalks; Marked Bike Lanes	$2,617,144	City
A-38	H AVENUE	41st St	Heart lake Place	1321	ADA Concrete Sidewalks; Marked Bike Lanes	$1,087,140	City
A-44	HADDON ROAD	O Ave	Whistle Lake Rd	2655	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,771,117	City
A-45	HILLCREST DRIVE	West Ave	Haddon Rd	2415	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,610,951	City
A-46	FIDALGO AVENUE	S Ave	Hillcrest Dr	156	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$104,108	City
A-47	KINGSWAY	Skyline Way	Macbeth Dr	6330	ADA Concrete Sidewalks; Marked Bike Lanes	$5,209,358	City
A-48	SKYLINE WAY	Cabana Lane	Sugarloaf St	1935	ADA Concrete Sidewalks; Marked Bike Lanes	$1,592,742	City
A-49	ANACO BEACH ROAD	Sunset Ave	Bryce Dr	4586	ADA Concrete Sidewalks; Uphill climb/downhill sharrow	$3,773,922	City
A-50	MARINE DRIVE	Marine Heights Way	City limits	592	ADA Concrete Sidewalks; Uphill climb/downhill sharrow	$487,563	City
A-53	SUMMIT PARK ROAD	Thompson Rd	Christenson Rd	2745	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$1,830,743	City
A-54	STEVENSON ROAD	Thompson Rd	Reservation Rd	3976	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$2,652,175	City
A-55	CHRISTIANSON RD	SR 20	Summit Park	863	ADA Concrete Sidewalks; Bike Route Signs/Sharrows	$575,330	City
A-56	THOMPSON ROAD	Stevenson Rd	S March Pt Rd	1201	ADA Concrete Sidewalks; Marked Bike Lanes	$988,540	City
A-57	RESERVATION ROAD	S Marches Pt Rd	Stevenson Rd	2173	ADA Concrete Sidewalks; Marked Bike Lanes	$1,788,508	City
A-58	MARCH'S POINT RD	Marchs Pt Rd	City limit	11890	ADA Concrete Sidewalks; Marked Bike Lanes	$9,785,144	City
A-61	W 2nd St	Dakota Ave	Erie Ave	380	ADA Multiuse Sidepath	$156,180	City
A-64	Railroad Ave	3rd St	Commercial Ave	1172	Shared Street	$2,343	City
WS-7	STATE ROUTE 20 SPUR	Commercial RAB	Sharpe's Corner RAB	14369	ADA Concrete Sidewalks; Buffered Bike Lanes	$13,334,280	State
WS-9	STATE ROUTE 20	Sharpe's Corner RAB	East City limit	15747	ADA Multiuse Sidepath	$10,471,988	State
FSN-1	Guemes Channel Trail	H Ave	Current trail end	6443	ADA Multiuse Sidepath		City
					Active Transportation Improvement Costs (Page 2)	**$77,386,671**	
					Active Transportation Improvement Cost Total	**$119,360,037**	

Figure T-21: Active Transportation Network Project Locations



Active Transportation Network Improvements

As documented above, the City of Anacortes has established a citywide Active Transportation Network based on the 2016 Anacortes Walks and Bikes work completed by the Bicycle and Pedestrian Advisory Committee (BPAC). The active transportation improvements listed in Table T-16.a. and 16.b., above, have been evaluated and prioritized for implementation based on relative cost and connectivity benefit by the BPAC.

Cumulative 20-Year Multimodal Transportation Improvement Costs

Based on planning-level cost estimates for City intersection, safety, and active transportation improvements, as well as a 50% share of the active transportation improvements identified on SR 20 Spur, the costs to the City to complete multimodal transportation improvements to accommodate planned growth totals just over $104 million in 2025 dollars (Table T-17, below).

While SR 20 is a WSDOT Highway of Statewide Significance, it is also a critical corridor for moving people, freight, and goods into and through the city to and from the WSDOT San Juan Island ferry. While the ferry traffic certainly creates vehicle traffic impacts, it also creates economic opportunities for the City as thousands of visitors top to spend money at local businesses. Therefore, the City has a role to play in helping to fund improvements at some intersections and for ATN improvements on the portion of SR 20 Spur along Commercial, 12th Street, and Oakes Avenue. The high-speed highway-oriented portions of SR 20 Spur are attributed solely to WSDOT.

Table T-11 lists the estimated cumulative costs of the multimodal transportation improvements considered to be needed from 2026-2045.

Table T-11. 20-Year Multimodal Transportation Needs	**Costs**
City Intersection Improvements	**$2,500,000**
City Systemic Safety Improvements	**$14,616,000**
City Street Active Transportation Improvements	**$79,517,933**
City + WSDOT SR 20 Partnership ATN Improvements (50%)	**$7,685,741**
City of Anacortes Transportation Expenditures (2026-2045)	**$104,319,674**
WSDOT + City SR 20 Partnership ATN Improvements (50%)	**$7,685,740**
WSDOT SR 20 Spur Highway ATN Improvements	**$24,470,624**
WSDOT SR 20 Transportation Expenditures (2026-2045)	**$32,156,364**
Cumulative City+WSDOT 20-Year Capital Expenditures	**$136,476,038**

Financial Analysis

GMA requires cities and counties to assess the costs of needed transportation improvements, examine expected revenues available to fund transportation improvements, and to determine if there are adequate financial resources to fund the needed improvements over the 20-year planning period.

If it is determined that the City does not have adequate resources to provide the transportation improvements deemed necessary to accommodate planned growth, then the City must demonstrate how it intends to close the gap between transportation revenues and expenditures.

The financial analysis in Table T-18, below, shows that the total cost of all multimodal transportation improvements identified is over $44 million dollars beyond the currently available financial resources of the City. There are methods available for the City to adjust this imbalance between revenues and expenditures, such as:

- Accommodating less growth and development
- Lowering intersection LOS standards to allow increased delay
- Reducing the number and/or cost of safety and active transportation projects or
- Generating more revenue for transportation improvements.

Accommodating less growth is unlikely to change the funding imbalance. While there could be some correlation between fewer long-term residents and increased vehicle traffic, safety issues, and active transportation needs, the overall impact of visitor-associated vehicle traffic to and through the City is likely to outweigh local growth impacts.

Lowering intersection LOS standards from LOS standard D to LOS standard E could delay the timing of intersection improvement needs in some places, it is unlikely to change all needs as several intersections are expected to reach LOS standard F within 20 years.

Reducing the number and cost of safety and active transportation improvement projects is the most direct way to reduce the imbalance between City transportation revenues and capital improvement expenditures. This can happen in several ways, such as:

- Construct ADA-compliant alternative walkways instead of raised concrete sidewalks. While this may not be possible in some places, where feasible, it could save significant cost as alternative walkways are estimated to cost half as much as raised concrete sidewalks.
- Reducing the active transportation LOS standard to only require sidewalks on one side of principle, minor, or collector arterial streets would also reduce the number

and cost of projects but would not provide the pedestrian connectivity desired by the community.

- Reduce the list of 66 City and 9 WSDOT active transportation projects to a lower number of projects that the City can deliver within the 20-year planning period. Projects that cannot be funded within the 20-year planning period can remain on the list and on the network map as "long-term, unfunded improvements." If unanticipated funding were to materialize, then the City could fund and construct some of these projects.

Generating additional City revenue for transportation improvements can happen through several methods, such as:

- The City Council can raise property taxes by up to 1% each year. This is never a popular option and, if not implemented, the City may bank the 1% to be applied at a future date.
- The City Council can also enact a first ¼ percent and a second ¼ percent real estate excise tax (REET) to be assessed with property sales, some of which is allowed to be used for transportation, parks, and trail purposes.
- GMA allows cities to assess transportation impact fees (TIF) on new development a proportionate share of the cost to provide transportation improvements deemed necessary to accommodate growth. The City of Anacortes currently assesses TIF on new development, which is collected upon City building permit issuance. From 2019 through 2024, the City TIF rate has generated an average of $130,680 per year in revenue. In 2023, Senate Bill (SB) 5452 was approved by the State legislature to allow "bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use" to be included on the list of projects for which new development can be assessed TIF. SB 5452 allows many of the improvements identified on the Active Transportation Network to be included on the City of Anacortes TIF project list, but the City would need to determine the proportion of each improvement that can be attributed to new growth. The net effect of taking this action would increase the number of TIF projects and thus the amount of TIF that new development would be assessed to obtain a City building permit.
- The City can hire additional staff, or fund consultant assistance, to more aggressively pursue state and federal transportation grant funding opportunities. If successful, this would generate additional state and federal grant funding for City transportation projects. However, to construct and deliver grant-funded projects in a timely manner, this may also require the City to hire additional engineers and inspectors in the Public Works Department. If grant funding is awarded, but projects are not constructed and completed on time, then the City would not be considered

a reliable candidate for future grant funding. It should be noted that many grant programs have local funding match requirements of 13% to 20%, which means that the City would need to have uncommitted local funding readily available to serve this purpose. Federal funding often requires more administrative resources and procedures, which can consume limited City staff capacity. While state and federal grants are available, there are also costs that come with access to this funding.

Ultimately, a combination of the above methods to reduce costs and to increase revenue for transportation improvements should be implemented by the City to reduce the gap between revenues and expenditures.

Table T-12. Financial Analysis	TRANSPORTATION						2019-2024	2026-2045		Annual	2026-2045
	Actual Revenues and Expenditures						Annual	Pre-Adjust	Comments; Questions; Strategies	Revenue	Post-Adjust
	2019	2020	2021	2022	2023	2024	Average	Forecast		Adjustments	Forecast
Revenue	**$3,105,719**	**$4,174,028**	**$4,766,947**	**$4,130,136**	**$6,867,421**	**$7,922,089**	**$5,161,056**	**$102,104,405**		**$2,000,000**	**$110,459,315**
Transfers In	$1,447,290	$2,324,870	$2,177,870	$ 601,800	$1,272,632	$ 831,135	$1,442,599	**$ 28,851,987**			$28,851,987
Unassigned Fund Balance	$ -	$ -	$ -	$ -	$ -	$ -	$ -				
WA Department of Transportation	$ 7,813	$ 847,793	$ 348,240	$ 897,798	$1,786,309	$3,705,554	$1,265,584	**$ 25,311,688**	Increase to $1,500,000; WSDOT active transportation funding	$1,500,000	$30,000,000
Public Transportation Tax (TBD)	$ -	$ -	$ -	$1,639,439	$1,431,671	$1,082,863	$ 692,329	**$ 13,846,576**			$13,846,576
Utility Tax on City Utilities	$ 363,001	$ 372,188	$ 387,012	$ 429,254	$ 476,106	$ 511,640	$ 423,200	**$ 8,464,004**			$8,464,004
Real & Personal Property Tax	$ 847,999	$ 158,398	$ 121,188	$ -	$ 650,576	$ 633,718	$ 401,980	**$ 8,039,593**	City Council option to increase REET and property tax		$8,039,593
Motor Vehicle Fuel Tax - City Streets	$ 360,310	$ 314,945	$ 341,171	$ 326,676	$ 329,882	$ 271,206	$ 324,032	**$ 6,480,636**			$6,480,636
TBD Sales Tax	$ -	$ -	$1,323,294	$ (226,103)	$ -	$ -	$ 182,865	**$ 3,657,303**			$3,657,303
Traffic Impact Fee Transfer In	$ -	$ -	$ -	$ -	$ 784,077	$ -	$ 130,680	**$ 2,613,590**	Increase to $250,000/year for 2026 TIF increase.	$250,000	$5,000,000
WA Transportation Improvement Board	$ 21,081	$ 47,869	$ 35,051	$ 401,976	$ 39,158	$ 570,808	$ 185,991	**$ 3,719,812**	Increase to $250,000 per year; Aggressive TIB UAP, AT, CS grants	$250,000	$5,000,000
Multimodal Transpo City	$ 23,520	$ 24,006	$ 23,805	$ 23,379	$ 23,216	$ 23,102	$ 23,505	**$ 470,093**			$470,093
DEPARTMENT OF INTERIOR	$ -	$ -	$ -	$ -	$ -	$ 255,744	$ 42,624		Infrequent; Do not includein forecast	$0	
Misc. Other	$ 15,980	$ 107	$ 1,644	$ 15,713	$ 17,112	$ 8,966	$ 9,920	**$ 198,399**			$198,399
Port - Sulfur Mitigation Interlocal	$ -	$ -	$ -	$ -	$ 26,527	$ 22,963	$ 8,248	**$ 164,967**			$164,967
Investment Interest	$ 4,231	$ 2,130	$ (254)	$ 12,821	$ 25,810	$ 4,389	$ 8,188	**$ 163,754**			$163,754
Interlocal Grants, Entitlements & Other	$ 6,000	$ -	$ -	$ -	$ -	$ -	$ 1,000		Infrequent; Do not includein forecast	$0	
Dept. of Housing & Urban Dev.	$ -	$ 45,222	$ -	$ -	$ -	$ -	$ 7,537		Infrequent; Do not includein forecast	$0	
Street & Curb Permits	$ 8,495	$ 6,947	$ 9,233	$ 7,582	$ 4,345	$ -	$ 6,100	**$ 122,003**			$122,003
DEPARTMENT OF TREASURY	$ -	$ 29,554	$ (1,305)	$ (198)	$ -	$ -	$ 4,675		Infrequent; Do not includein forecast	$0	
Expense	**$3,295,516**	**$3,935,397**	**$4,430,579**	**$3,194,503**	**$6,428,787**	**$9,139,972**	**$5,070,792**	**$151,856,872**			**$148,433,228**
ADMINISTRATION							$ -				
Employee Costs	$ 28,474	$ 28,523	$ 43,141	$ 44,914	$ 48,386	$ 50,964	$ 40,734	**$ 814,671**			$814,671
Misc Other	$ 509	$ 594	$ 895	$ 400	$ 13,733	$ 3,202	$ 3,222	**$ 64,444**			$64,444
Insurance	$ 38,766	$ 45,450	$ 46,771	$ 53,565	$ 182,983	$ 214,156	$ 96,948	**$ 1,938,969**			$1,938,969
Interfund Services	$ 25,825	$ 31,254	$ 31,098	$ 55,983	$ 55,842	$ 47,440	$ 41,240	**$ 824,807**			$824,807
Office & Operating Supplies	$ 562	$ 79	$ 119	$ 99	$ 2,183	$ 705	$ 625	**$ 12,494**			$12,494
ENGINEERING							$ -	**$ -**			$0
Employee Costs	$ 201,625	$ 180,343	$ 171,248	$ 209,355	$ 240,314	$ 293,402	$ 216,048	**$ 4,320,956**			$4,320,956
Misc Other	$ -	$ 35	$ -	$ 139	$ 1,417	$ 805	$ 399	**$ 7,988**			$7,988
Office & Operating Supplies	$ -	$ -	$ 925	$ -	$ -	$ -	$ 154	**$ 3,082**			$3,082
Professional Services	$ 59,575	$ 18,009	$ 11,732	$ 3,411	$ 27,684	$ 226,948	$ 57,893	**$ 1,157,864**			$1,157,864
STREET MAINT/CONSTRUCTION							$ -	**$ -**			$0
Employee Costs	$ 545,816	$ 465,247	$ 568,715	$ 721,746	$ 756,314	$ 466,874	$ 587,452	**$ 11,749,042**			$11,749,042
Misc Other	$ 27,966	$ 11,594	$ 37,965	$ 30,253	$ 90,245	$ 63,691	$ 43,619	**$ 872,381**			$872,381
Interfund Services	$ 168,412	$ 236,194	$ 114,811	$ 175,316	$ 204,602	$ 293,813	$ 198,858	**$ 3,977,163**			$3,977,163
Office & Operating Supplies	$ 118,566	$ 33,109	$ 145,080	$ 161,478	$ 132,612	$ 131,091	$ 120,323	**$ 2,406,456**			$2,406,456
Professional Services	$1,508,528	$ 724,495	$2,048,774	$ 421,692	$ 553	$ 1,501	$ 784,257	**$ 15,685,142**			$15,685,142
Utility Services	$ 200,177	$ 198,582	$ 212,319	$ 219,579	$ 234,419	$ 215,999	$ 213,512	**$ 4,270,250**			$4,270,250
Machinery & Equipment	$ -	$ 36,015	$ -	$ -	$ -	$ -	$ 6,002	**$ 120,050**			$120,050
Capital Improvements	$ 370,715	$1,925,875	$ 996,985	$1,096,572	$4,437,500	$7,129,379	$2,659,504	**$ 53,190,087**	Increase to $2,800,000 to construct CSAP and ATN	$2,800,000	$56,000,000
Above 20-Year Average								**$ 50,441,027**	Additional 20-Year transportation improvements	$2,522,051	**$44,207,470**

Annual Tracking, Monitoring, and Reporting

MMLOS standards, multimodal performance measures, and priorities are evaluated each year with staff findings and recommendations provided in an **Annual Concurrency Report** to document progress on completion of the citywide multimodal transportation network. This information is used for transportation planning, investment, and partnership purposes.

The annual evaluation of MMLOS standards, project improvement needs, and project cost estimates help to highlight needs in the active transportation network and identify where significant gaps in the system need to be addressed to serve the land use plan, the safety plan, or other City priorities. City staff and elected officials use the Annual Concurrency Report to help make informed investment decisions in the annual six-year transportation improvement program (TIP) process.

The Annual Concurrency Report helps City staff to bridge the gap between short-term needs and the long-term project list identified in this Transportation Element including:

- Pedestrian, bicycle, and multiuse trail projects needed to complete the primary routes and secondary routes on the citywide ATN.
- ADA upgrades in the public street right-of-way for curb ramps, crosswalks, sidewalks, and Skagit Transit bus stops.
- Multimodal safety improvements for people walking, biking, rolling, riding transit, and driving vehicles, such as crossings, streetlights, medians, or turn-restrictions.
- Intersection improvements, such as traffic calming, stop control, traffic signals, and roundabouts.

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City of Anacortes Application for SCOG 60-day Certification Review of 2025 Draft Transportation Element

Application Submittal Date:

July 10, 2025

Approved by Skagit Council of Governments Transportation Policy Board

12/18/2024

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315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

APPENDIX A: APPLICATION FOR CERTIFICATION FORM

Application for Certification Form – to be completed by local jurisdiction. Please fill out this form and return it with a draft of your transportation element and comprehensive plan to start the review process. To assist SCOG staff in review, include any page numbers where the relevant information can be found in your plan.

Jurisdiction Name: City of Anacortes, WA

ITEMS TO REVIEW FOR CONSISTENCY AND GMA REQUIREMENTS

This checklist is for the applicant to evaluate their local plans transportation elements for conforming with state law and regional consistency.

1.) The comprehensive plan's transportation element is consistent with the land use element per RCW 36.70A.070 (6)(a)(i): A transportation element that implements, and is consistent with, the land use element. (a) The transportation element shall include the following sub-elements: (i) Land use assumptions used in estimating travel.

1a) Have the land use assumptions used in estimating travel have been provided?

☐ **Yes** ☐ No

Item notes for 1.) and page numbers for land use assumptions in the plan

See pages 51-59 of the attached PDF Draft Transportation Element with specific discussion of Land Use Assumptions and updates to the SCOG model. This is the same process and set of land use assumptions that was used for the Skagit County Transportation Element.

No EIS was conducted for the 2025 City of Anacortes Comprehensive Plan update process so only one growth scenario was considered, like the Skagit County Transportation Element.

1b)RCW 36.70(6) Counties and cities should use consistent land use assumptions, population forecasts, and planning periods.

1b) Have SCOG population and employment forecasts been used consistent with the RTP?

☐ **Yes** ☐ No

Item notes for 1b) and page numbers in plan to show population and employment and timeframe for planning assumptions.

See pages 51-59 of attached PDF Draft Transportation Element. Transpo Group has also had online meetings with SCOG staff and provided SCOG with a Technical memo documenting the process to update the SCOG model in 2024 with countywide land use data.

There was no EIS conducted for the City of Anacortes Comprehensive Plan update process so only one growth scenario was considered throughout the SCOG region.

2.) RCW 36.70A.070(6)(a)(ii) The transportation element shall include the following sub-elements: (ii) Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvement for the facilities and to assess the impact of land-use decisions on state owned transportation facilities.

Have the estimated multimodal level of service impacts to state-owned transportation facilities been completed and reported to WSDOT?

☐ **Yes** ☐ No

Item Notes for 2.) and pages with multimodal impacts to state-owned transportation facilities.

State Routes are addressed throughout the Draft Transportation Element, as follows:

- Page 4 – Policy T-1.9 addressing coordination with WSDOT for SR 20 and SR 20 Spur
- Pages 10-11 – MMLOS Standards for intersections, active transportation, and transit
- Page 16 – Identification of State Highways
- Pages 17-20 – Federal Functional Classification of State-Owned Facilities
- Pages 21-23 - Freight and Goods Transportation System, including State Routes
- Pages 24-30 – Vehicle Transportation System, LOS, and Existing Conditions
- Pages 30-40 – Active Transportation Network (ATN), Coordination with WSDOT on SR 20 Spur, and ATN LOS
- Page 49 – WSDOT Ferry Terminal in Anacortes
- Pages 57-59 – State Highway LOS and Intersection LOS Forecasts
- Pages 60-65 – Long-Range Multimodal Projects, including SR 20 Spur
- Page 66 – Long-Term Project Costs – WSDOT funding responsibility identified

The 2045 model analysis shows that there are vehicle capacity impacts to SR 20 Spur, which is a Highway of Statewide Significance (HSS). The City will work with WSDOT to explore opportunities for funding partnerships on multimodal transportation improvements to SR 20 Spur.

3.)RCW 36.70A.070(6)(iii) An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities to inform future planning. This inventory must include state-owned transportation facilities within the city or counties boundary.

Has a comprehensive inventory of transportation facilities been completed in the plan?

☐ **Yes** ☐ No

Item notes for 3.) and page numbers for comprehensive inventory of transportation facilities.

The Transportation System Inventory is presented on pages 16 through 50.

4.) RCW 36.70A.070(6)(B) Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system. These standards should be regionally coordinated.

Have MMLOS standards for arterials and transit routes been regionally coordinated?

☐ **Yes** ☐ No

Item notes for 4.) and page numbers for MMLOS standards for arterials and if applicable transit routes.

MMLOS standards for vehicle, pedestrian, bicycle, and transit modes are discussed extensively throughout the Transportation Element. It should also be noted that these MMLOS standards are consistent with MMLOS standards being developed in Skagit County, Burlington, and Mount Vernon.

5.) RCW 36.70A.070(6)(C) For state-owned transportation facilities, multi-modal level of service (MMLOS) standards for highways, as prescribed in RCW 47.06 and 47.80, are metrics to gauge the performance of the system.

The transportation element should use the multimodal level of service MMLOS standards for state highways as part of the plan to monitor the performance of the system. The transportation element uses MMLOS to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, active transportation, or transit program and the office of financial management's ten-year investment program. If deficiencies are identified as part of the analysis, the plan should describe specific actions to bring into compliance any MMLOS that are deficient.

Does the transportation element address the MMLOS requirements for State Routes and has the plan addressed any MMLOS that falls below adopted levels?

☐ **Yes** ☐ No

Item notes for 5.) and page numbers with MMLOS standards and how deficiencies are addressed as part of a 6 year or 10 year project planning list.

MMLOS standards for vehicle, pedestrian, bicycle, and transit modes are discussed extensively throughout the Transportation Element. Within Anacortes, the 2045 future forecasts of intersection LOS on SR 20 Spur during the pm peak hour in 2045 is expected to function at LOS F at 12th Street; LOS E at 34th Street; LOS E at R Avenue, and LOS E at Thompson Road (Page 59). The City of Anacortes has already programmed funding for an Intersection Control Evaluation (ICE) at SR 20 Spur/12th Street and will work with WSDOT on the design of intersection improvements. The City will monitor intersection conditions at all other SR 20 Spur intersections and, when warranted, will work with WSDOT on how to address these intersections. Much of the vehicle traffic impacting these intersections is regional and not generated from within Anacortes. WSDOT will need to consider whether capacity improvements are warranted and feasible or if the LOS standard should be lowered

to LOS E, as necessary. Outside of PM peak hours, and WSDOT ferry pulse periods, these intersections function within LOS standard D.

The multimodal transportation system provided and served by the City and WSDOT will be evaluated each year in the County Annual Concurrency Report. The status of the multimodal system will be considered, along with known development activity, safety concerns, and known grant funding opportunities to assist the City of Anacortes in making decisions on transportation investments as part of the annual six-year TIP process.

Specific active transportation improvements for state routes are listed on pages 60 through 65. While SR 20 Spur is a critical part of the citywide multimodal transportation system and WSDOT has established ambitious goals for future active transportation improvements on state routes, WSDOT has not specifically identified capital improvements or any dedicated funding source to achieve these goals. The estimated costs required for these improvements are far beyond existing City and WSDOT financial resources.

6.) RCW 36.70A.070(6)(E) Transportation element has forecasts of multimodal transportation demand and needs within cities and urban growth areas or if applicable outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the development of a transportation element that that balances transportation system safety and convenience to accommodate all users of the transportation system.

Does the transportation have forecasts of multimodal transportation demand for at least ten years based on adopted land use plan?

☐ **Yes** ☐ No

Item notes for 6.) and page numbers indicating multimodal forecasts for a minimum of ten years?

Traffic counts were collected at numerous intersections, and the SCOG travel demand model was used to forecast vehicle roadway LOS performance to the year 2045, as documented on pages 50 to 59. As discussed above, no EIS was performed so only one growth scenario was considered. Anacortes is currently working with WSDOT to study and design improvements at SR 20 Spur/ 12th Street, which is the only location in Anacortes that currently exceeds the WSDOT LOS D standard. The SCOG model forecast for 2045 indicates that no other County roadway LOS issues in the Anacortes UGA, but intersection counts indicate that there may be future impacts to other intersections along SR 20 Spur in Anacortes (Page 59).

The SCOG regional travel demand model is not capable of providing forecasts of existing or future Active Transportation or Transit needs. Instead, a citywide Active Transportation Network, including both City streets and State Routes, has been established (page 36). Minimum MMLOS standards are established with the goal that the citywide network will meet the minimum standard within the 20-year planning period, although the City or State can always choose to make investments for facilities that exceed the minimum standard. To gauge progress, the network will be evaluated each year as part of the Annual Concurrency

Report (Page 71) to help Anacortes decide where to make transportation investments. WSDOT is mandated to design, fund, and construct Level of Traffic Stress type 2, or better, active transportation facilities on any State highway project costing $1,000,000 or more in the cities, UGA, or designated census places in Anacortes, but has no funding to do so.

7.) RCW 36.70A.070 (6) (E) Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility;

Does the transportation element demonstrate that proposed multimodal projects would provide a safety benefit to each category of roadway users for the context and speed of the facility?

☐ **Yes** ☐ No

Item notes for 7.) and page numbers that describe how the plan prioritizes safety in multimodal improvements proposed.

Multimodal safety benefits and facility types are identified and recommended on pages 60-65, and are based on the funding realities of Anacortes and WSDOT discussed on pages 66. WSDOT may have goals for Level of Traffic Stress (LTS) Type 1 or 2 facilities on State Routes, but there is no dedicated funding source to accomplish that. Likewise, Anacortes is aware of the safety benefit of LTS Type 1 or 2 facilities and will work with WSDOT to achieve this goal on SR 20 Spur within the limitations of City and WSDOT funding realities (pages 66).

8.) RCW 36.70A.070 (6) (F) Identification of state and local system needs to equitably meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter RCW 47.06. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network.

8a.) Does the transportation element reflect state, regional and local system goals to meet future demands?

☐ **Yes** ☐ No

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

As described on page 71, the Anacortes Annual Concurrency Report will document the status of the roadway, active transportation, and transit networks each year. Per RCW 47.04.035, in cities, UGAs, and population centers, Level of Traffic Stress type 2 or better walking and biking facilities are mandated to be funded and constructed by WSDOT although it remains to be seen how WSDOT will achieve this unfunded mandate. Where needed, Anacortes will work with WSDOT on SR 20 Spur improvements on the Active Transportation Network. The Transit LOS standard is based on accessibility to Skagit Transit bus stops as identified in the ADA Transition Plans completed by Anacortes and Skagit Transit (2025-2026). Anacortes completed a Comprehensive Safety Action Plan in 2025 and SCOG is currently completing a Regional Safety Action Plan, both of which include an analysis of socio-economic,

demographic, and equity issues and needs for multimodal transportation safety improvements. Recommended safety improvements in the Anacortes CSAP are included in the Transportation Element (Page 61-62) and will be included in the evaluation of the citywide transportation system in the Annual Concurrency Report.

There are also links on the citywide Active Transportation Network that are identified as "Further Study Needed" (Guemes Channel Trail) because while improved facilities on these links may provide connectivity benefit, it is uncertain that they can feasibly be constructed due to right-of-way, topography, environmental constraints, etc.

The Anacortes Transportation Element is consistent with SCOG Regional Transportation Plan goals and policies, as well as GMA, State, and surrounding local agency comprehensive plans.

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

☐ **Yes**	☐ No

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

The 2025 Anacortes Comprehensive Safety Action Plan and the on-going SCOG Regional Safety Action Plan include an analysis of socio-economic, demographic, and equity issues. There are many transportation goals and policies on pages 3-16 that include equity, inclusion, accessibility, focus on all users, etc. for implementation purposes. Specific policies under the heading "Transportation Equity" are on pages 15-16, including:

- Policy T-4.1. Implement multimodal transportation programs and projects in ways that aim to prevent or minimize negative impacts to low income, minority, and special needs populations.
- Policy T-4.14. Work to improve mobility choices for people with special transportation needs, including people with disabilities, the elderly, the young, and low-income populations.
- Policy T-4.15. Plan multimodal transportation and street improvements to consider the existing and desired character of the area and cost of future maintenance.
- Policy T-4.16. Complete the 2016 Americans with Disabilities Act (ADA) Transition Plan including a financial plan for constructing and replacing ADA compliant ramps and sidewalks. Develop a prioritized list of ADA compliant routes throughout town, which 16 Anacortes Transportation Element Final Draft: 5-9-25 provide access to key city amenities and services for people with disabilities and implement facilities improvements based on these priorities
- Policy T-4.17. Budget for, and provide, the maintenance and repair of existing, as well as the construction of new sidewalks and ramps to meet ADA standards according to priorities established in the 2016 ADA Transition Plan.

It should be noted that socio-economic, demographic, and equity issues and needs will change over time and the Anacortes Annual Concurrency Report (Page 71) can help to identify these changing conditions as growth occurs throughout the City. This strategy will allow City staff and elected officials to effectively make transportation investments where they are needed most to serve various populations and needs.
9.) Per RCW 36.70A.070(6)(a)(iii)(G), transportation elements are required to include a transition plan for transportation as required in Title II of the Americans with Disabilities Act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following: (I) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; (II) Describe the methods to be used to make facilities accessible. (III) Provide a schedule for making the access modifications; and (IV) Identify the public officials responsible for implementation of the transition plan. Does the transportation element include an ADA transition plan meeting the requirements above ?
☐ **Yes** ☐ No
Item notes for 9.) and page numbers in plan for ADA transition plan: Anacortes adopted an ADA Transition Plan in 2024 Public Right-of-Way ADA Self-Evaluation and Transition Plan 2024 | Anacortes, WA and it is incorporated into the Draft 2025 Transportation Element in multiple ways, including by reference, identification of ADA Transition Plan projects, and incorporation of ADA accessibility needs at Skagit Transit bus stops as the prioritization criteria for the City to meet its own transit LOS standard (page 11).
10.) Intergovernmental coordination by the jurisdiction has been completed and includes an assessment of how the transportation plan and land use assumptions impact transportation systems of neighboring jurisdictions and state highways. Communication on this subject with the state and neighboring jurisdictions and outreach on planning projects has been completed.
10a.) Has intergovernmental coordination been done?
☐ **Yes** ☐ No
10b.) Has there been communication with WSDOT about adjacent land use assumptions and motorized and non-motorized impacts to state routes?
☐ **Yes** ☐ No
10c.) Has there been communication with adjacent jurisdictions on the impacts to adjacent local roads as part of your planning process?
☐ **Yes** ☐ No
Item notes for 10.) and any page numbers from plan to show communication with state and other jurisdictions:

10a. Anacortes works with the Samish and Swinomish Tribes, the Port of Anacortes, Skagit County, WSDOT, Skagit Transit, as well as other relevant transportation agencies and will continue to participate in the SCOG Regional Transportation Planning Organization activities. Intergovernmental coordination is addressed in numerous goals and policies (Pages 3-16) that call for intergovernmental coordination amongst local cities, ports, tribes, regional agencies, and state agencies.

10b. Transpo Group has been in continuous communication with David Strich of WSDOT and occasional communication with John Shambaugh and Justin Resnick of WSDOT from 2023 to the present. The Anacortes Active Transportation Network includes SR 20 Spur connecting WSDOT-identified census designated places in Anacortes with links to the ATN for Skagit County to ensure consistency with both RCW 47.04.035 and the WSDOT Active Transportation Plan – 2020 and Beyond.

10c. Transpo Group completed the Transportation Element update for Skagit County and is currently working on the Active Transportation and Safety Plans for both Burlington and Mount Vernon, so there has been plenty of coordination and consistency between these City and County plans.

11.) A multiyear financing plan based on the needs, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030. If probable funding falls short of meeting the identified needs of the transportation system, including state transportation facilities, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.

Does the transportation element have a multiyear financing plan based on the needs identified, which will serve as the basis for the six-year program of projects and any deficiencies identified have been addressed to meet level of service requirements?

☐ **Yes**	☐ No

Item notes for 11.) and page numbers in plan for financing plan and page numbers for deficiencies identified how have these been addressed.

The City of Anacortes adopted the 2026-2031 Transportation Improvement Program on June 23, 2025. Long-term multimodal transportation system needs for the 20-year planning period are identified on pages 60-65 and a 20-year finance analysis based on historic trends (2014-2023) finance data furnished by the City of Anacortes Finance Department is presented on page 66 and page 70. The future forecast for funding is based numerous assumptions, any one of which may change, which would also change the potential future funding picture. Due to the common funding shortfall for long-term project needs, pages 66-70 includes strategies that Anacortes can employ to prioritize projects, generate additional transportation revenue

to fund the transportation needs and reduce the gap between existing revenues and identified needs and expenditures.

12.) The plan has an active transportation component that includes collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. The active transportation component has been coordinated and is consistent with any local, regional and state Park and Recreation plans.

Does the transportation element have an active transportation element that promotes healthy lifestyles and was there coordination with any relevant Park and Recreation planning?

☐ **Yes** ☐ No

Item notes for 12.) and pages numbers in plan with active transportation components and any references to Park and Recreation Plan

Active Transportation represents the largest single topic in the 2025 Anacortes Transportation Element, with text, maps, and tables on pages 30-46. The Active Transportation Network includes existing and planned off-street multiuse trails, such as the Tommy Thompson Trail, the R Avenue multiuse trail, and the Guemes Channel Trail. The Active Transportation Network is based on a combination of the 2016 Anacortes Walks and Bikes plan, the SCOG-produced 2024 Skagit County Bike Map and 2021 Skagit County Walking Trail Guide map, and the 2004 Skagit County Non-motorized Plan, and is intended to increase connectivity to popular City and regional destinations. The Transportation Element includes specific recommendations for the City to implement over the next 20 years with a project list (Pages 63-66) that was reviewed and prioritized by the Anacortes Bicycle and Pedestrian Committee. The transportation goals and policies on pages 3-16 reference active transportation and parks and trails in relation to the Active Transportation Network and are consistent with the Parks and Recreation Element.

13.) The financing plan for the transportation element includes both the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and the ten-year investment program required by RCW 47.05.030 for the state. All of these financing plans must be consistent.

Is the financing plan in the transportation element's six- year investment plan and ten-year investment plan consistent with the State?

☐ **Yes** ☐ No

Item notes for 13.) and page numbers to demonstrate consistency of local comprehensive plan finance plans and State plan.

The transportation needs identified on pages 60-65 include all projects adopted in the 2026-2031 TIP and for the 2032-2045 period beyond the current TIP. Future TIPs will be informed by an enhanced Annual Concurrency Report (Page 71) that will have status reports for the completeness of the Active Transportation Network, ADA needs at Skagit Transit bus stops,

as well as any City road safety or multimodal needs and opportunities. WSDOT and SCOG staff have reviewed the Draft Anacortes Transportation Element and have participated in several presentations highlighting the Anacortes and Skagit County Active Transportation Networks. While State Route improvements on both the Anacortes and Skagit County Active Transportation Networks are identified on maps depicted in Figure T-9 (Page 36), Figure T-12 (Page 40), Tables on pages 60-65, and Figure t-21 (Page 65), WSDOT has not adopted capital improvements or dedicated funding sources for active transportation improvements on State Routes in Anacortes or Skagit County.

14.) Identification of projects in the transportation element are consistent with state and regional targets for GHG and VMT reduction requirements and the reduction targets set in the jurisdiction's climate chapter per GMA planning goal 14?

Are the projects in the transportation element consistent with regional targets for GHG and VMT reductions and the comprehensive plan's climate chapter?

☐ **Yes** ☐ No

Item notes for 14.) and page numbers for climate chapter VMT and GHG reduction targets.

The active transportation and transit project improvements that are identified on pages 60-65 would create more opportunities for walking, biking, rolling, and riding transit and will help to reduce both VMT and GHG throughout the City of Anacortes. The emphasis on active and multimodal transportation improvements is consistent with the intent of the new Climate Element, however, neither Anacortes nor any other government agency controls human travel behavior or individual decisions on whether to walk, bike, roll, ride transit, or drive a car. It remains to be seen if new active transportation and transit improvements will result in mode shift and if VMT and GHG targets can be met.

15.) Is the transportation element consistent with countywide planning policies?

☐ **Yes** ☐ No

Item notes for 15.) and page numbers to demonstrate consistency with countywide planning policies:

The Draft 2025 Anacortes Transportation Element is consistent with the most current version of the Skagit Countywide Planning Policies dated 2024, as stated on page 2. Many of the Transportation Element goals and policies addressing climate, resiliency, and sustainability (Pages 3-16), including Transportation Demand Management, reduction of VMT and GHG, and efforts to improve air quality and the natural environment.

The Anacortes Active Transportation Network, MMLOS standards, and the Annual Concurrency Report to inform transportation investments in the Six-Year TIP will help to implement these policies over the 20-year planning period.

16.)Is the transportation element consistent with guidelines and principles (Appendix B)?

☐ **Yes** ☐ No

Item notes for 16.) and page numbers to demonstrate consistency with guidelines and principles.

The Draft 2025 Anacortes Transportation Element (pages 1-71) contains specific topics, references, and discussion of everything called for in the SCOG Appendix B guidelines and principles.

The transportation goals and policies (pages 3-16) include references to everything called for in the SCOG Appendix B guidelines and principles.

17.) Is the transportation element consistent with the regional transportation plan (RTP)?

☐ **Yes**	☐ No

Item notes for 17) and page numbers from plan to demonstrate consistency with the regional transportation plan.

Page 2 references consistency with the current SCOG Regional Transportation Plan followed by a long list of Anacortes transportation goals and policies on pages 3-16 that are consistent with GMA, State, regional, and surrounding local agency comprehensive plans. It is expected that the 2025 Anacortes Transportation Element will be consistent with the SCOG Regional Transportation Plan currently being updated.

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ACTION ITEM 5.F. – NATIONAL HIGHWAY FREIGHT PROGRAM CALL FOR PROJECTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/08/2026	Review and Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	01/21/2026	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving the Regional Call for Projects – National Highway Freight Program.

DISCUSSION

On November 5, 2025, the Washington State Department of Transportation requested that SCOG, along with other metropolitan planning organizations and regional transportation planning organizations in Washington state, coordinate a regional process and submit eligible National Highway Freight Program project applications to WSDOT by February 27, 2026.

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

NEXT STEPS

A regional list of projects will be presented to the Transportation Policy Board for approval at the February 18, 2026 meeting, following a recommendation from the Technical Advisory Committee and a public comment period.

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REGIONAL CALL FOR PROJECTS

NATIONAL HIGHWAY FREIGHT PROGRAM

The Skagit Council of Governments (SCOG) Transportation Policy Board will approve a list of projects for potential funding in the Skagit region at their meeting on February 18, 2026. SCOG will not evaluate projects, select projects for funding nor prioritize projects in any way. Projects will be compiled by SCOG and then submitted to the Washington State Department of Transportation (WSDOT) – the agency responsible for selecting projects for funding.

The Skagit Council of Governments, as the metropolitan planning organization and regional transportation planning organization in Skagit County, has been given the authority by Washington state to compile a list of projects for the region eligible for federal National Highway Freight Program (NHFP) funds. WSDOT has a webpage for the NHFP, which is linked below.

- National Highway Freight Program

WSDOT requires that SCOG submit a regional project list to WSDOT, along with project applications, no later than February 27, 2026. Project sponsors may not submit applications directly to WSDOT.

FUNDING AVAILABILITY

Per WSDOT, approximately $66 million is available statewide in NHFP funding for federal fiscal year 2027–2032. A statewide average of $11 million of funding is available per year under this program for the six-year period.

PROJECT ELIGIBILITY

SCOG prepared a document showing project eligibility for the NHFP. The project eligibility document is linked below.

- Project Eligibility

PROJECT SUBMISSION FORM AND OTHER RELATED MATERIALS

The project submission form includes project information for each project to be considered for funding. Other related materials are available through WSDOT's website. These forms and other materials are provided by WSDOT and linked below.

- One-page Overview
- Project Submission Form (download)
- Project Request Memo
- Project Submission Instruction Sheet
- Data Map Tool
- Project Scoring Criteria
- Webinar Recording
- Webinar Slides
- Frequently Asked Questions

TIMEFRAME TO SUBMIT

Applications will be accepted by SCOG from January 22–February 4, 2026. Late applications will not be accepted.

HOW TO SUBMIT

Application materials must be submitted to Grant Johnson at SCOG, by email only, at grantj@scog.net. Paper application materials will not be accepted. All applicants will receive confirmation of materials received via email.

QUESTIONS

Any questions about this regional call for projects should be directed to Grant Johnson at (360) 416-6678 or grantj@scog.net.

SCHEDULE

January 8, 2026: ..... Technical Advisory Committee recommends regional call for projects to Transportation Policy Board

January 21, 2026: ..... Transportation Policy Board approves regional call for projects

January 22–February 4, 2026: ..... Applications submitted to SCOG

February 5, 2026: ..... Technical Advisory Committee recommends regional list of projects to Transportation Policy Board

February 6–17, 2026: ..... Public comment period on recommended regional list of projects from Technical Advisory Committee

February 18, 2026: ..... Transportation Policy Board approves regional list of projects, after consideration of any public comments received

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DISCUSSION ITEM 6.A. – 2026 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/08/2026	Discussion	Grant Johnson	(360) 416-6678
Transportation Policy Board	01/21/2026	Discussion	Grant Johnson	(360) 416-6678

DISCUSSION

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

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

An updated folio from WSDOT describes the process for establishing safety performance targets across Washington state and includes statewide targets for 2026. SCOG, along with all other MPOs in Washington, are continuing the annual process of setting regional performance targets for safety.

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

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

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

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

Number	Name	Description
1	Fatalities	Five-year (2020–2024) rolling average of fatalities on all roadways in Skagit region
2	Fatality Rate	Five-year (2020–2024) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region
3	Serious Injuries	Five-year (2020–2024) rolling average of serious injuries on all roadways in Skagit region

Number	Name	Description
4	Serious Injury Rate	Five-year (2020–2024) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year (2020–2024) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit region

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

Regional performance targets for these safety measures must be set by February 27, 2026 for calendar year 2026. SCOG needs to set safety performance targets for each calendar year by February 27 of that year. There is no penalty to SCOG for missing any safety performance target and no reward for attaining a target.

SCOG staff received updated safety data from WSDOT in November 2025. From safety data received, charts have been produced showing statewide safety data and targets set by WSDOT, and data for the Skagit region.

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

Transportation Performance Management & Highway Safety

WSDOT submits TPM Safety performance targets to FHWA

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

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

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

Safety Performance Reporting

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

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

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets. Page 3 highlights the official statewide safety targets for 2026, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of Transportation Performance Management (TPM) rulemaking.

Summary of required performance measures

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

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

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

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

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

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

- Optional targets: States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.
- Overlapping measures/targets in the Highway Safety Plan:
- Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for TPM compliance on August 31 as part of the HSIP. See the Timelines section inside for details.
- TPM Special Rules: Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.
- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due August 31)

WSDOT's target adoption

For the 2025 annual target setting process, WSDOT and its partners have once again adopted the Target Zero target setting approach for TPM where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

TPM Safety Target Setting
Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2024 Baseline	2026 Official Targets
		Statewide TPM Target (Target Zero)
No. 1 - Fatalities	705.2	470.1
No. 2 - Fatality rate	1.123	0.800
No. 3 - Serious injuries	3,034.0	2,022.7
No. 4 - Serious injury rate	5.214	3.476
No. 5 - Non-motorist fatalities & serious injuries	700.0	466.7

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

FHWA's "Significant Progress" measurement

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio will apply to the State DOT if FHWA deems it has not made that progress. To make significant progress overall, a state must achieve at least four out of the five targets above. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average from 2020 to 2024 had to be:

- At or below the target set in 2023 for the 2024 year, OR
- At or below the baseline level. The FHWA included this provision to avoid punishing aspirational target setting.

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

WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

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

WSDOT crashes decreased overall from 2004 to 2013 in all areas with the exception of crashes involving those who bike and walk. From 2013 to 2023, fatal and serious crashes generally increased due to high risk behaviors, lower levels of enforcement, and economic growth. Beginning in 2024, there has been a decrease in fatal and serious injury crashes. With this changing trend, WSDOT is hopeful that significant progress toward achievement of the safety targets will be possible. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor investment levels, changes in total crashes and injuries,and select crash countermeasures that it believes will provide a high return on investment.

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

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2020-2024 creates the value of the rolling average in 2024—705.2 fatalities.
- The rolling 5-year average value for 2026 is set as the baseline performance (annual average of 2020 through 2024).

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

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline for fatalities in 2026 (in this case 470.1) becomes the target for the performance measure in 2026 as shown on the following page.

WSDOT employs multifaceted approach to improve traveler safety

WSDOT is working to reduce fatal and serious crashes by using:

Roundabout first policy - WSDOT has updated its design guidance so roundabouts are the primary consideration when implementing intersection improvements.

Speed management/injury minimization - WSDOT is also updating its design guidance to promote self-enforcing roads and reduce travel speeds.

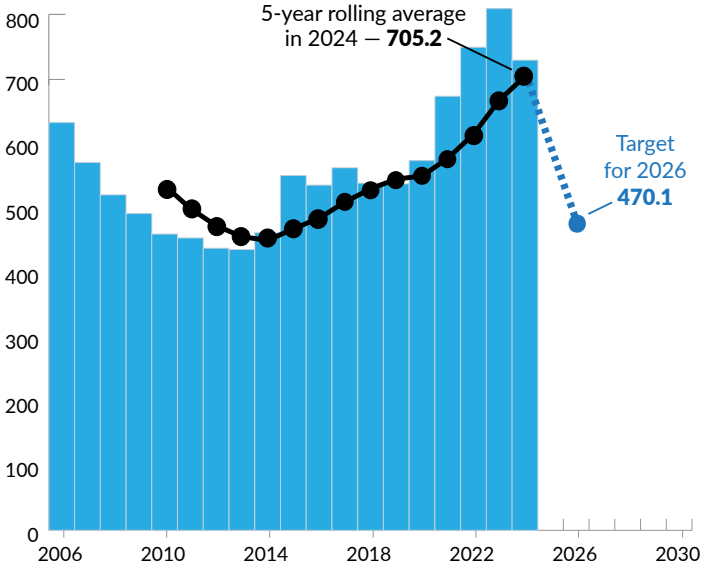
Crash reduction program - WSDOT uses statistical analysis to identify project locations that have the highest potential to reduce fatal and serious crashes with investment of project funds. WSDOT programs its HSIP funding to improve these project locations.

About these graphs

These graphs display the final 2026 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

Measure No. 1 - Fatalities

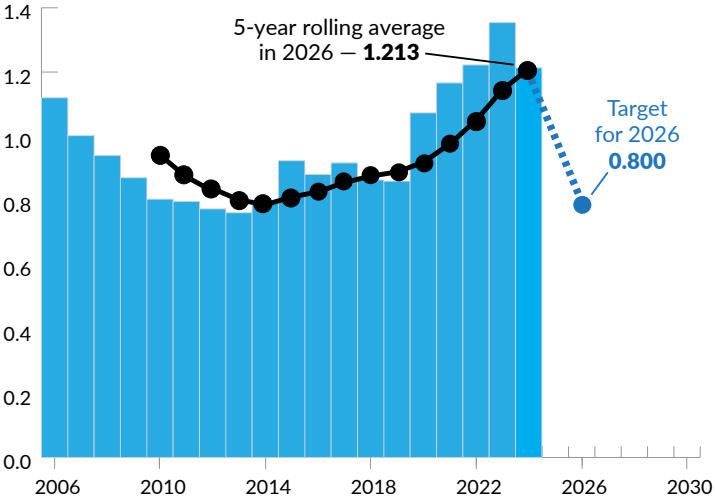
2006 through 2030



Data source: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary).

Measure No. 2 - Fatality rate per 100 million VMT

2006 through 2030

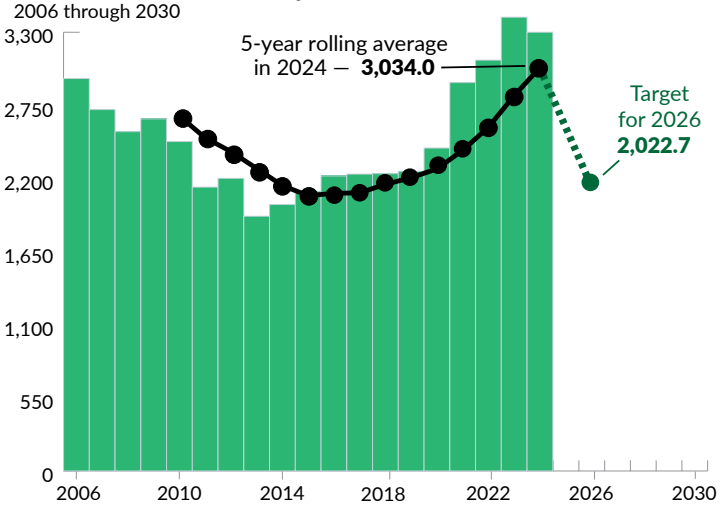


Data sources: Washington State Traffic Safety Commission - Coded Fatality Files (preliminary); Washington State Department of Transportation - Highway Performance Monitoring System.

Notes: Fatality data for 2023 is finalized as of January 2025, serious injury count for 2023 is as of June 2024. All data for 2023 is preliminary as of June 2024. Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

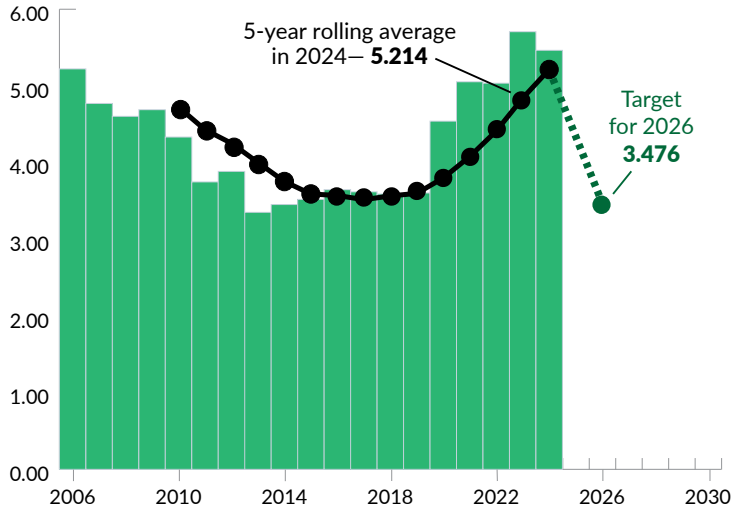
2006 through 2030



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

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

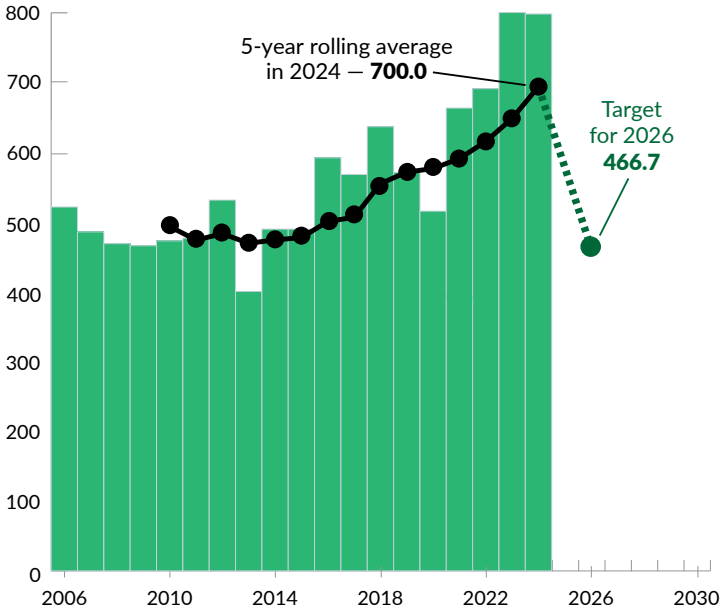
2006 through 2030



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

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

2006 through 2030



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

Penalties

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

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

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

Data used for target setting

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

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. 1 The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled.
2 This data is required as part of the FY2015 Omnibus Appropriations Bill. 3 This data satisfies a TPM special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

What is the current distribution of HSIP funds?

Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes.
For the Federal Fiscal Year 2026 reporting period it is anticipated that the State of Washington will receive approximately $55.5 million for the HSIP program, which will be split 70/30 between local and state roadways. As a result, approximately $38.9 million will be allocated to local roadways and $16.6 million will go to state roadways. The state will receive an additional estimated amount of $16.5 million in Section 164 (repeat offender) penalty. This is a required transfer of funds from other sources (National Highway Performance Program) that would be assigned to the state, but now must be spent on HSIP eligible activities. The HSIP is one component of WSDOT's total annual expenditure on safety projects.

Data collection

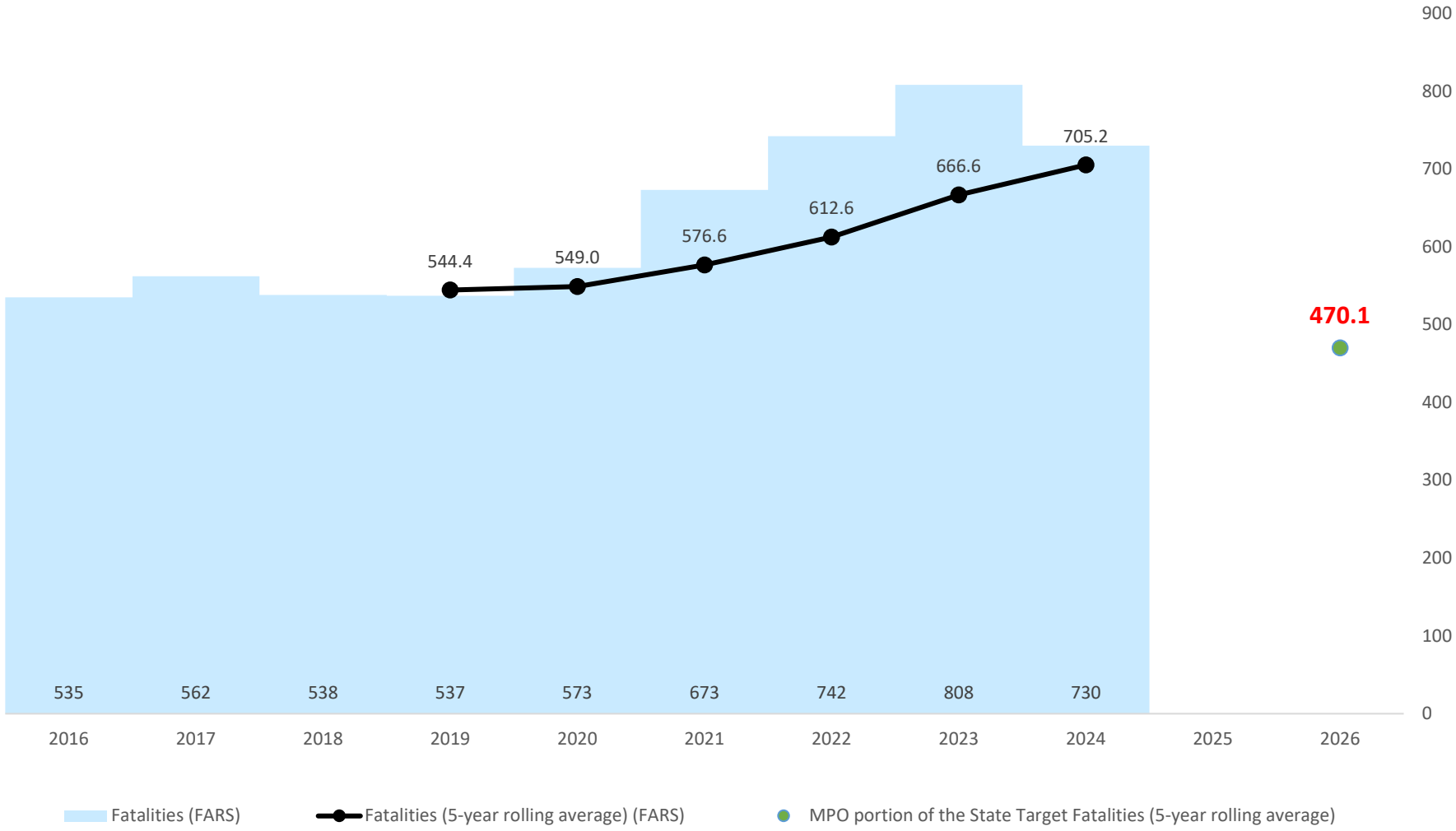
- TPM requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is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

For more information

TPM safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or John.Milton@wsdot.wa.gov.
Traffic crash fatal and serious injury data: Yi Wang at (360) 570-2420, Yi.Wang@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

Measure No. 1 - Fatalities

Statewide

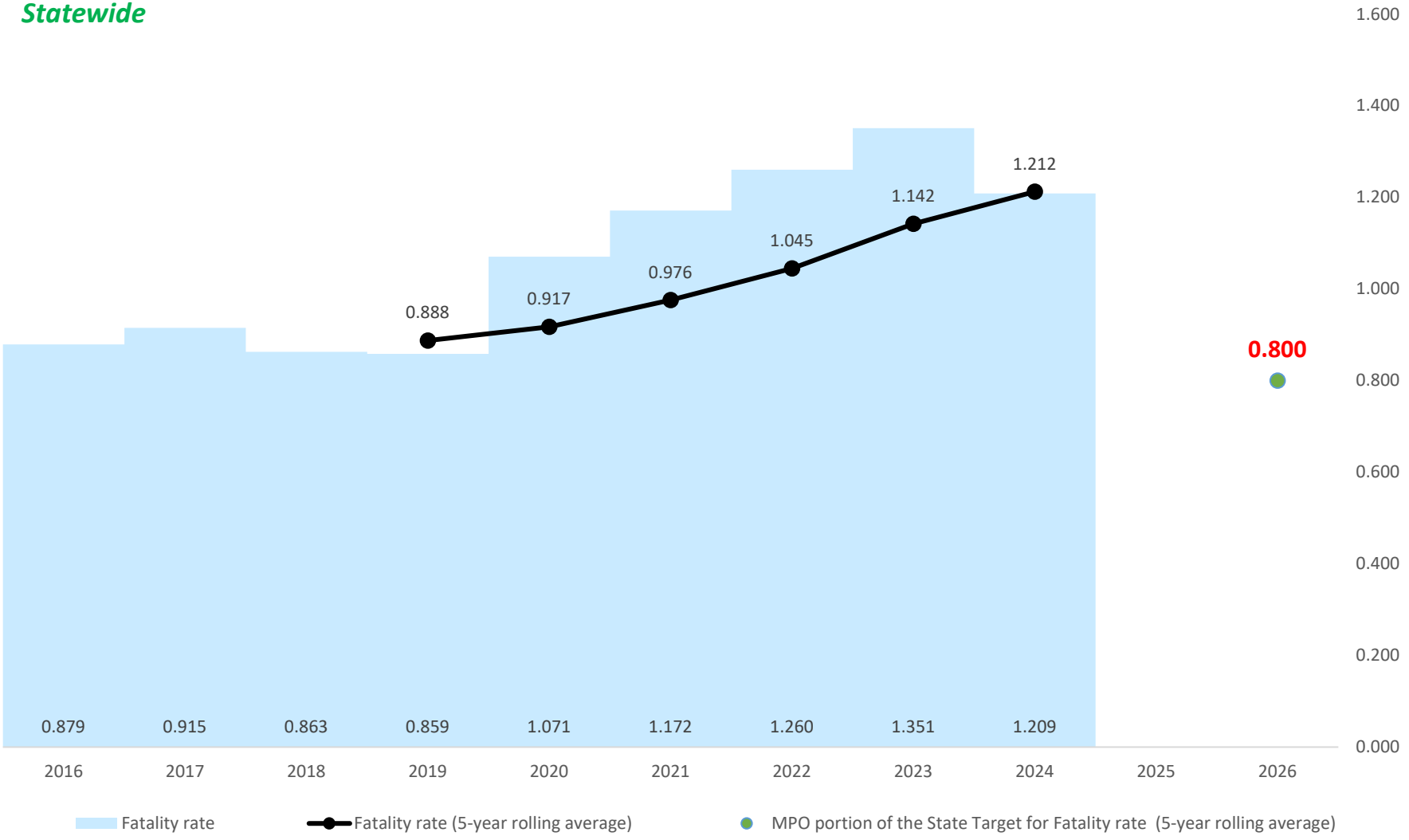


Data Source: Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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

Statewide

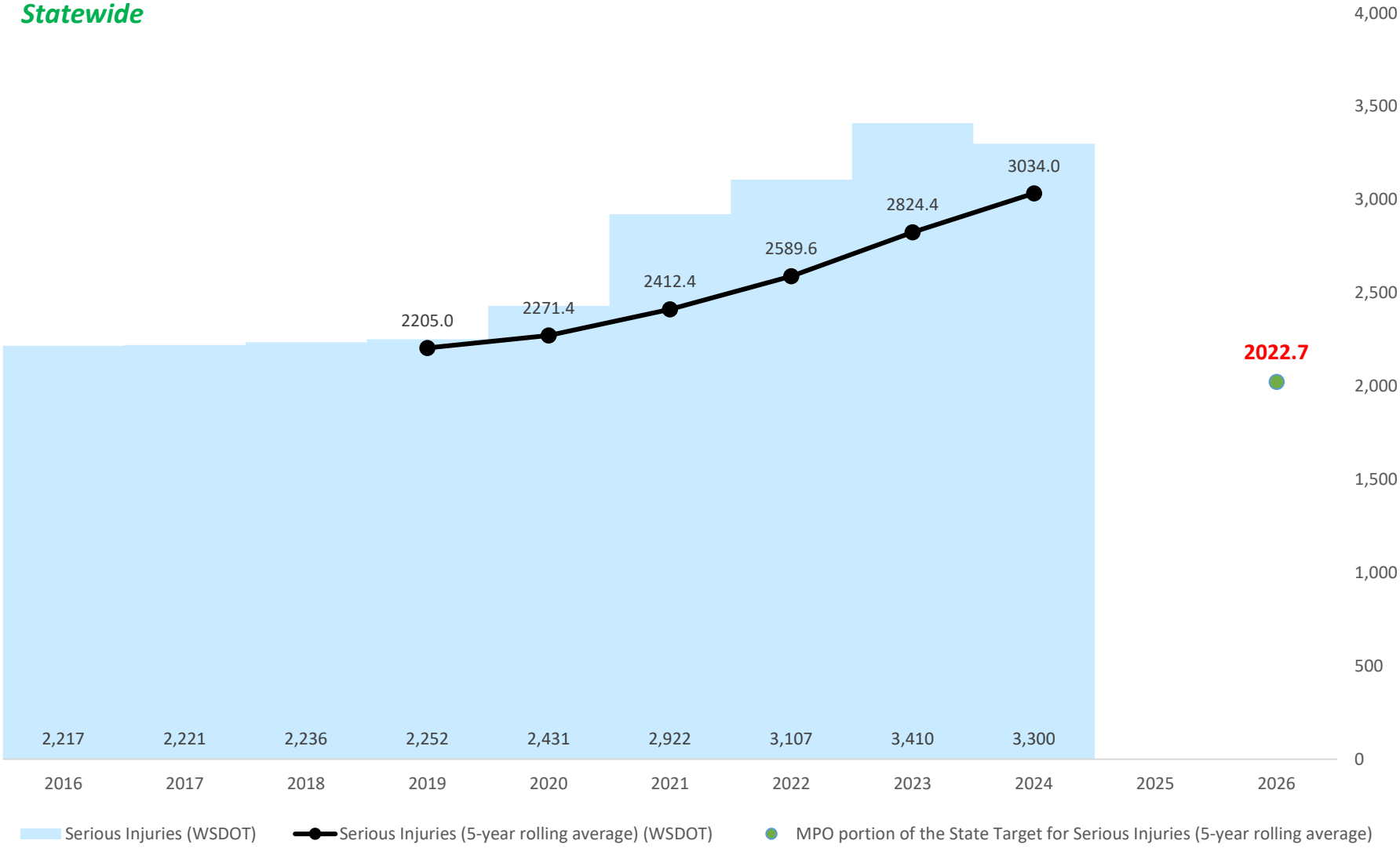


Data Source: Washington Coded Fatal Crash (CFC) data files, CFC, Washington Traffic Safety Commission.
VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

Statewide



Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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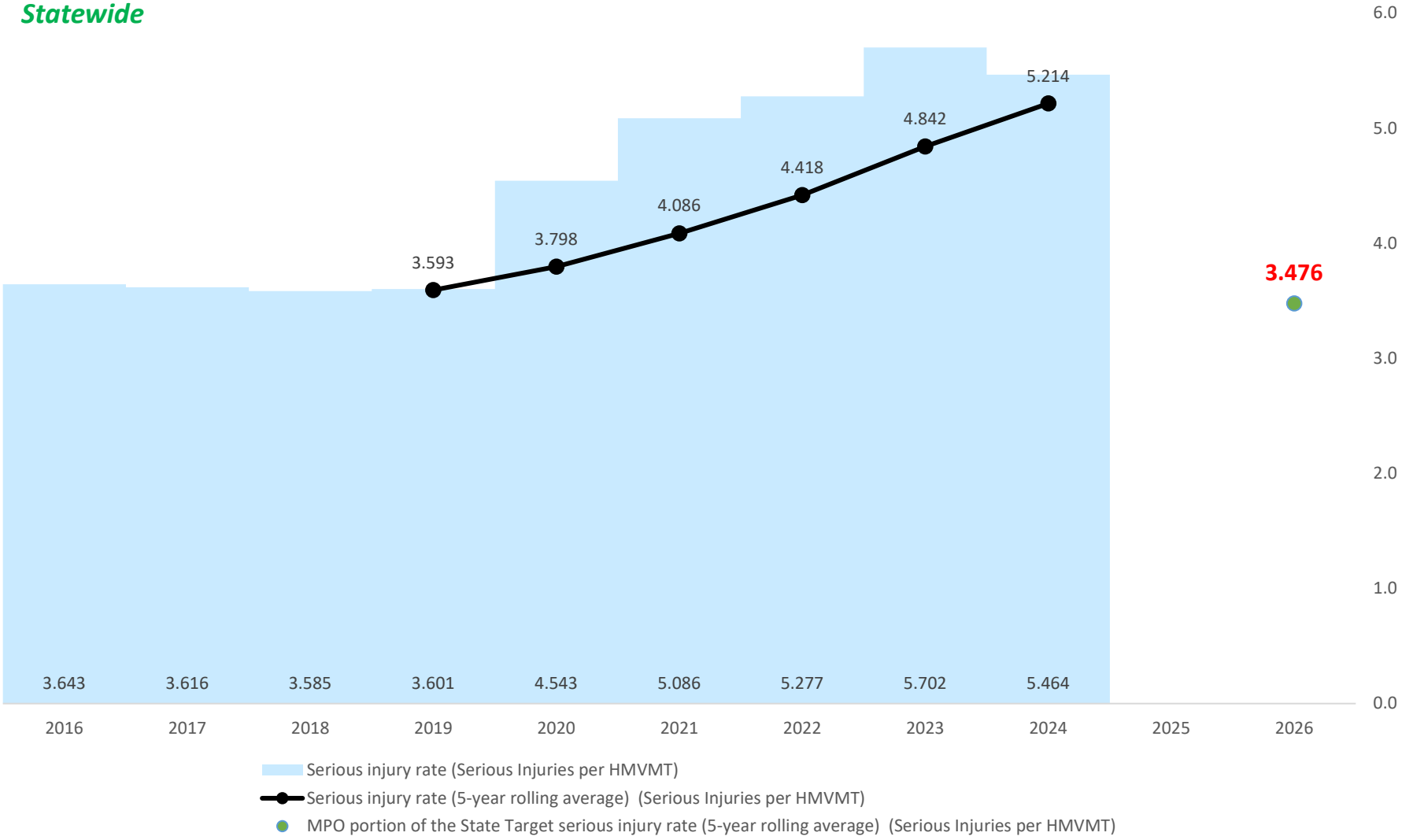
Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

Statewide



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

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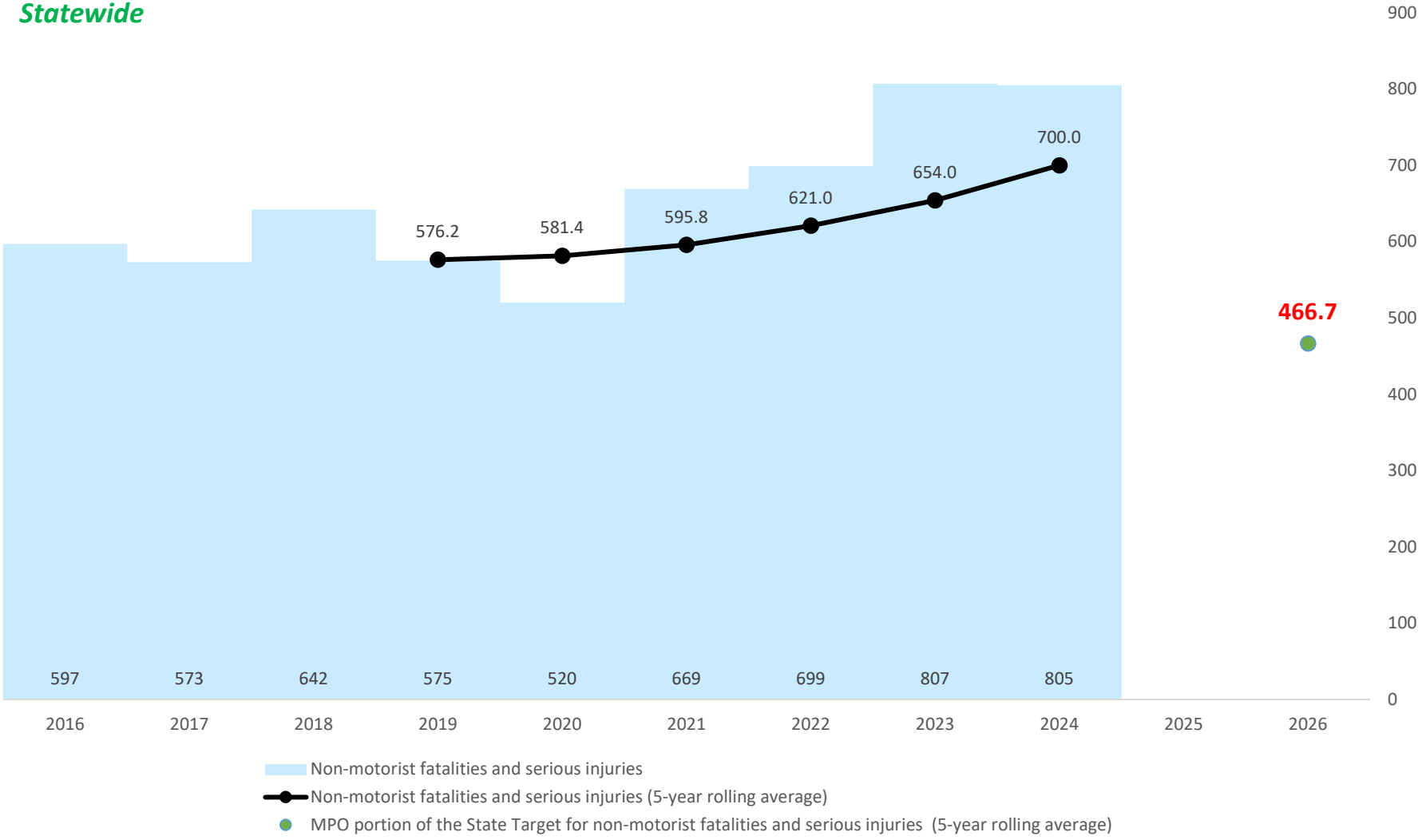
Measure No. 5 - Non-motorist fatalities and serious injuries

Statewide



Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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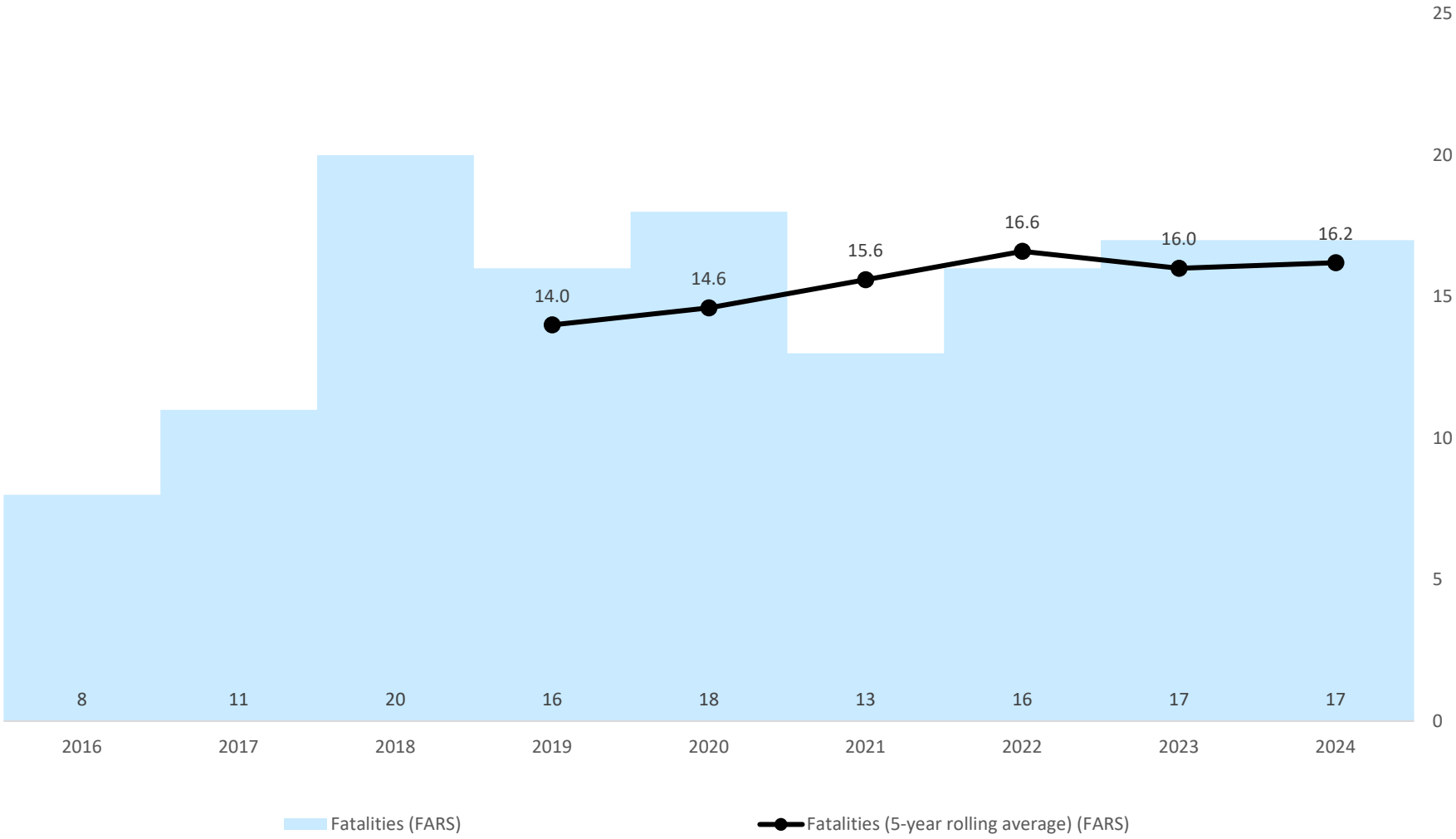
Measure No. 1 - Fatalities

Skagit



Data Source: Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.

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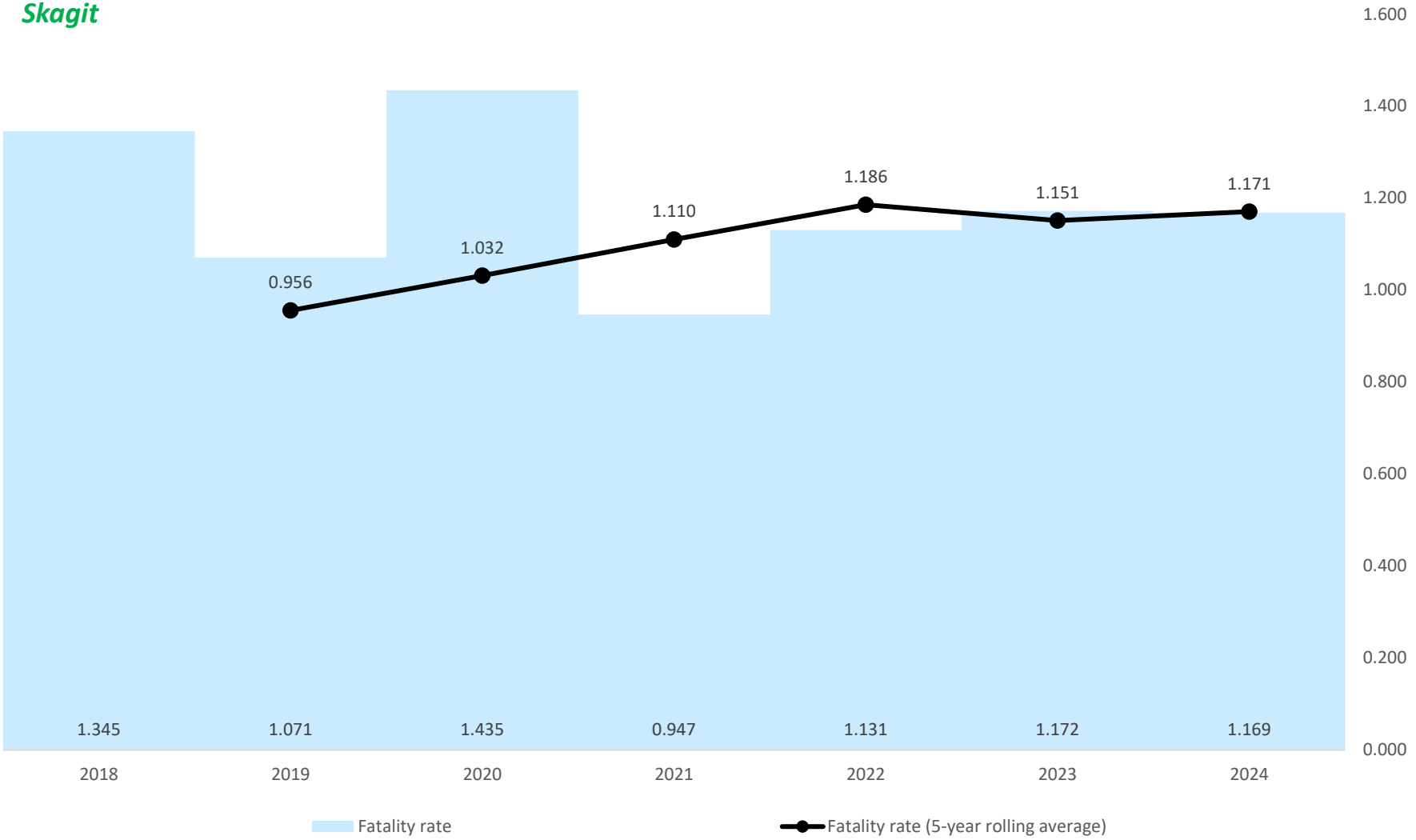
Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

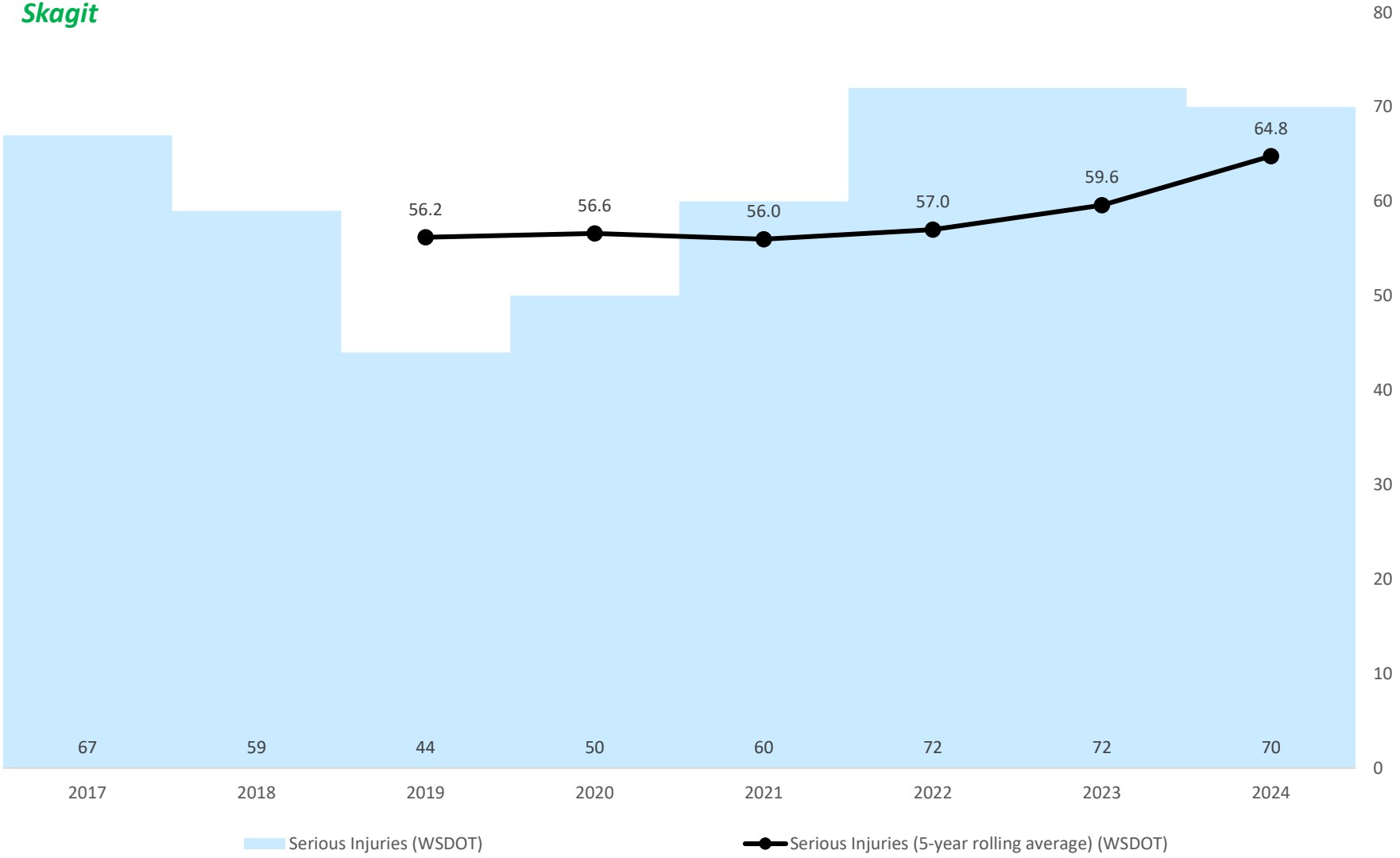
Skagit



Data Source: Washington Coded Fatal Crash (CFC) data files, CFC, Washington Traffic Safety Commission.
VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Measure No. 3 - Serious injuries

Skagit



Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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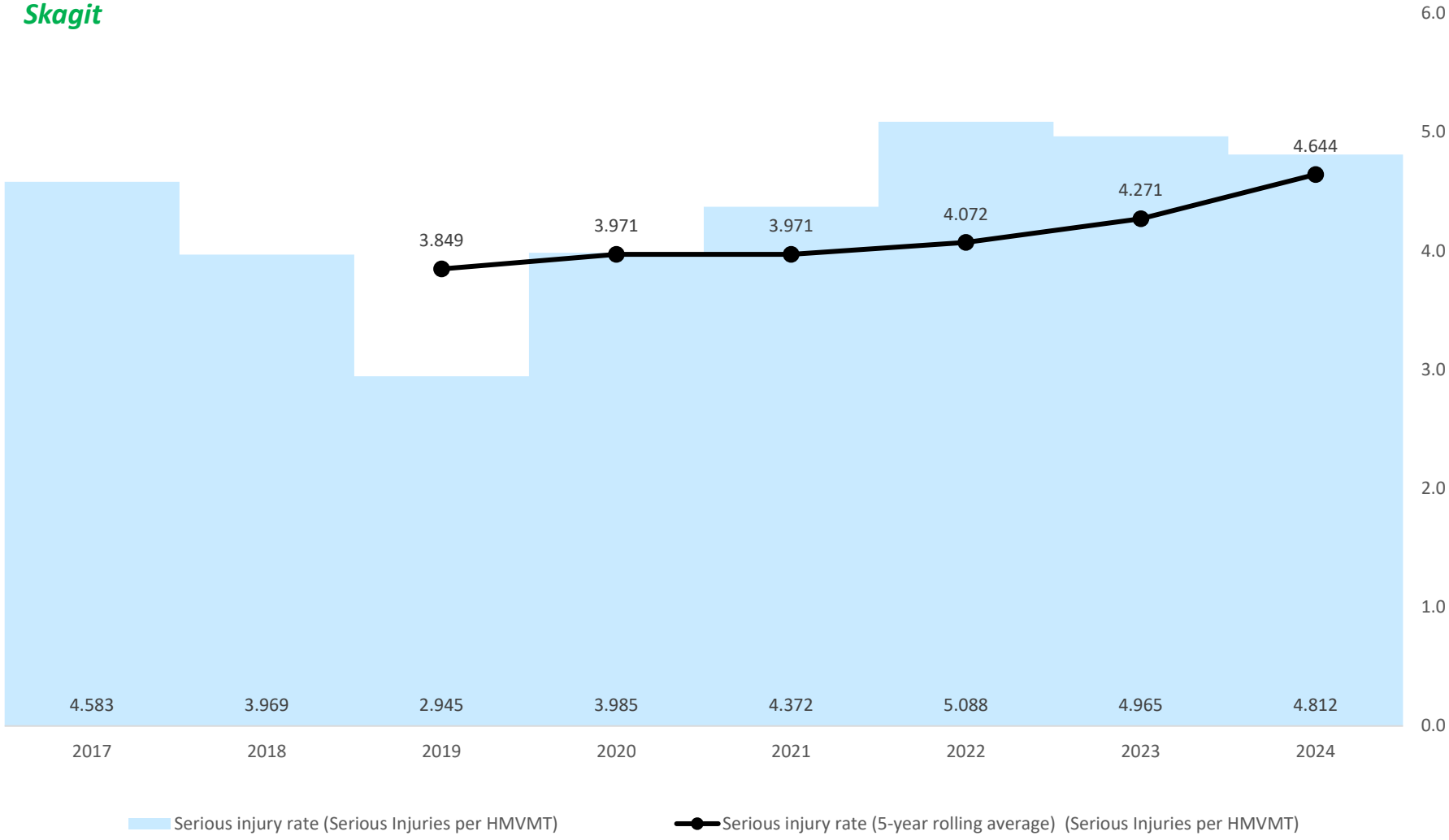
Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

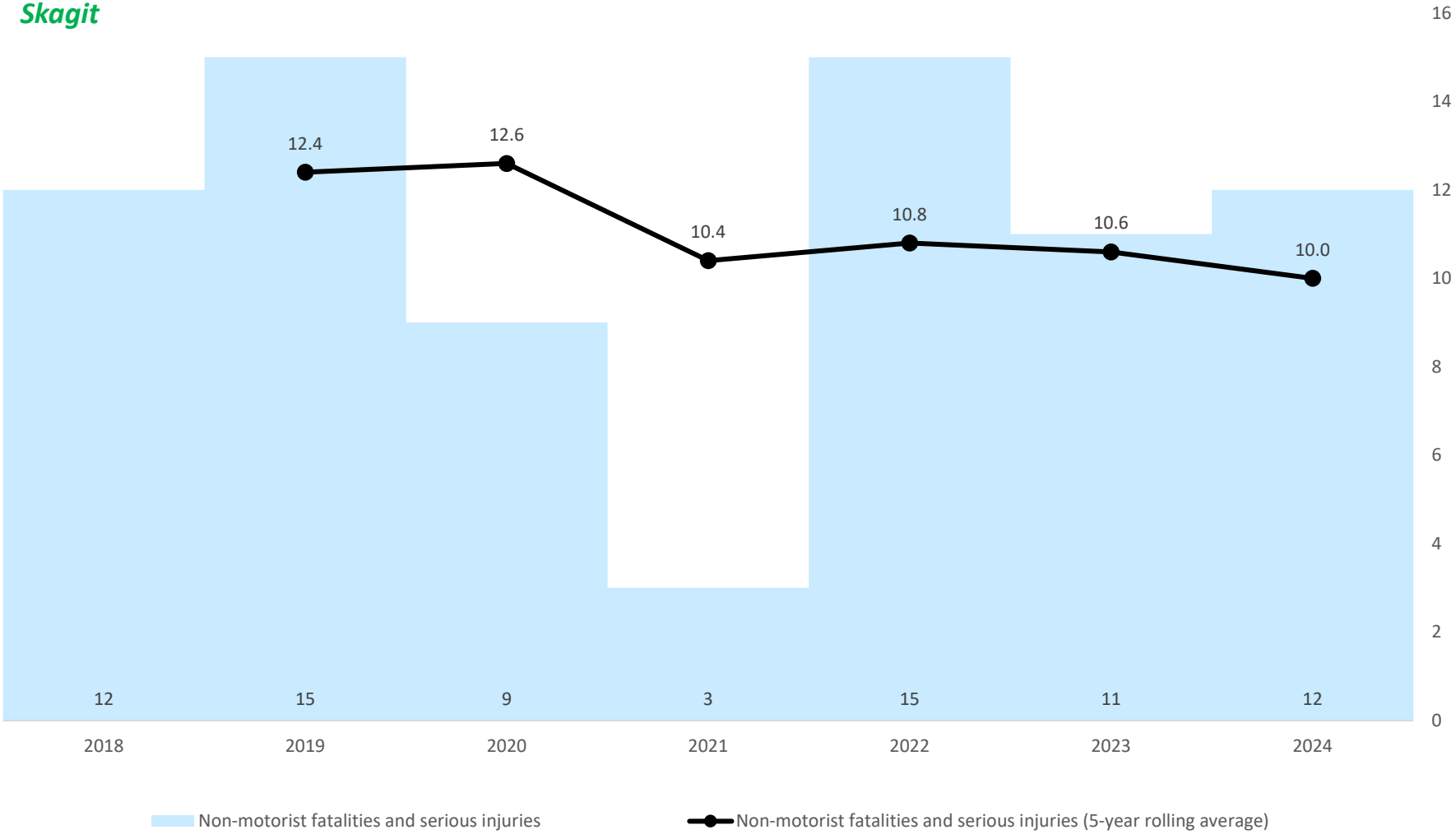
Skagit



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

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

Skagit



Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Washington Coded Fatal Crash (CFC) data files, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

SKAGIT COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

January 8, 2026
Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Burlington ..... Brian Dempsey, Tyler Stamey
- City of Mount Vernon .....Frank Reinert
- City of Sedro-Woolley .....Peter Lane
- Skagit County .....Given Kutz, Tom Weller
- Skagit PUD.....Mark Semrau
- Skagit Transit ..... Crystle Stidham, Maleah Kuzminsky, Rebekah Tuno
- Town of La Conner .....Scott Thomas
- Washington State Department of Transportation .....Mehrdad Moini, Erica Nolan, Ryan Clemens

STAFF PRESENT

- Skagit Council of Governments ..... Jill Boudreau, Mark Hamilton, Grant Johnson, Sarah Reuther

OTHERS PRESENT

No members of the public attended the meeting.

AGENDA

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

   Roll Call: Roll was taken with a quorum present.

2. December 4, 2025 Technical Advisory Committee Meeting Minutes: Mr. Dempsey moved to approve December 4, 2025 Technical Advisory Committee meeting minutes and Mr. Reinert seconded the motion. The motion carried unanimously.

3. January Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that the Statewide Transportation Improvement Program (STIP) has not been approved yet, but approval is anticipated within the next week. This is the first round of monthly amendments to the Regional Transportation Improvement Program (RTIP). Two amendments were submitted by Burlington, and one amendment was submitted by WSDOT. The Burlington amendment for the Burlington Blvd Overlay projects adds this project to the RTIP. The

project has 100% federal funding with no local match, for a total estimated project cost of $2,206,000. The Burlington amendment for the SR20 Nonmotorized and Safety Improvements project adds the project to the RTIP. This project was awarded $3,395,000 in funding through the state Pedestrian & Bicycle Program with a local match of $500,000. Total estimated project cost is $4,706,248. The WSDOT amendment for the SR 536/Skagit River Bridge – Painting project adds the project to the RTIP. The construction phase was programmed in 2025 and is being reprogrammed in 2026 with a mix of federal, state and local funds. Total estimated project cost is $15,254,562. Mr. Hamilton stated that with these amendments the RTIP remains fiscally constrained.

Mr. Weller moved to approve the January Regional Transportation Improvement Program Amendments as presented and Mr. Reinert seconded the motion. The motion carried unanimously.

4. National Highway Freight Program Call for Projects: Mr. Johnson presented this agenda item. He explained that in November of 2025 WSDOT requested that SCOG coordinate a regional process and submit eligible National Highway Freight Program (NHFP) project applications to WSDOT by February 27, 2026. The proposed call for projects is very similar to the process that was used for the regional NHFP call for projects in 2022. Mr. Johnson then gave an overview of the call for projects and the timeline for submission.

   Mr. Lane moved to recommend that the Transportation Policy Board approve the National Highway Freight Program Call for Projects as presented, and Mr. Weller seconded the motion. The motion carried unanimously.

5. Anacortes Transportation Element Certification: Mr. Johnson presented this agenda item. He explained that the Growth Management Act (GMA) requires regional transportation planning organizations (RTPOs) to certify comprehensive plan transportation elements. Anacortes submitted their draft transportation element to SCOG staff on July 10, 2025. After reviewing the draft, SCOG staff notified Anacortes that the transportation element met the requirements for certification on September 9, 2025. On December 15, 2025 the Anacortes City Council adopted the 2025 Anacortes Comprehensive Plan.

   Mr. Reinert moved to recommend that the Transportation Policy Board adopt a resolution to certify the 2025 Anacortes Comprehensive Plan Transportation Element as presented. Mr. Stamey seconded the motion, and it carried unanimously.

6. 2026 Regional Highway Safety Performance Targets: Mr. Johnson presented this agenda item. He explained that these targets come to the Transportation Policy Board (TPB) every year and are related to federal performance measures. He stated that the TPB has two courses of action to choose from for safety targets: (1) set quantifiable targets for the region; or (2) agree to plan and program projects to assist with meeting statewide targets for highway safety. The TPB has always opted to agree to plan and program projects when provided these two options. Mr. Johnson then gave an overview of the safety targets, and displayed data both statewide and for the Skagit region. He stated that next month the 2026 Highway Safety Targets would be coming back to the Technical Advisory Committee for a recommendation to the TPB.

7. FFY 2025 Federal Local Obligation Authority Delivery Summary: Mr. Hamilton presented this agenda item. He stated that because SCOG exceeded its Obligation Authority (OA) target, it received approximately $705,000 in sanctioned funds from other parts of the state that failed to meet their

targets. Approximately $86,000 in redistributed OA also went to Burlington. He then gave an overview of the statewide target and SCOG's role in helping meet that target.

8. 2026 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He explained that the OA plan had just been updated a few days before this meeting. The STIP has not been approved yet, so project sponsors are unable to obligate projects at this time, but once the STIP is approved projects can begin to obligate federal funds. He then gave an overview of the 2026 Obligation Authority Plan and the deadlines for obligation. He then went over the extension and appeals process. He stated that currently the 2026 target is expected to be around $400,000 because of the amount obligated in the previous year, and that we will probably know our final target by March. He concluded his presentation by stating that the region is looking to be well positioned to seek redistributed OA if it is available.

9. Upcoming Schedule for Regional Transportation Plan: Mr. Hamilton presented this agenda item. He gave an overview of the project timeline and stated that staff are currently working with the consultants to finalize the list of projects for the Plan. The draft materials will be sent out to the TAC at the same time they are sent to the Transportation Policy Board for their meeting this month. The Plan will come back to the TAC in February as a discussion item, with adoption anticipated in March.

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

11. Next Meeting: In person meeting at the SCOG Conference Room on February 5, 2026, 1:30 p.m.

12. Adjourned: 2:32 p.m.

Attest:

_____ Date: _____

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

WSDOT – Local Programs
FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary

FFY 2025 Summary

FFY 2025 was a challenging year for delivery of the local formula Obligation Authority (OA). Local agencies had a target of approximately $349 million. At the end of June, $136 million of OA remained to be delivered. Local agencies were presented with an opportunity to receive FHWA Redistributed OA. Concerned that the statewide target wouldn't be met, but still wanting to provide agencies with the opportunity to receive additional funding, the decision was made to use OA from the managed programs (ex. Bridge, HSIP) in place of redistributed OA. After consulting with the MPOs, County Lead Agencies, and RTPOs, a project list was developed that used $31 million of managed programs OA. In addition, Local Programs requested and received $20 million of Redistributed OA to provide additional funding for those entities that over-delivered their individual target as of June 30 and for increases to existing managed program selections. WSDOT reviewed the OA Policy and applied the redistributed OA and sanctioned funds to the applicable entities. As a reminder, these changes will be applied in FFY 2026, as detailed in the table below.

FFY 2025 Summary of Redistributed & Sanctioned Funds

	Sanctioned Amount	Share of Sanctioned	Share of Redistributed	Additional in FFY 2026
Adams		324,425	1,458,496	1,782,921
Clallam				
Columbia		192,475		192,475
Ferry				
Garfield		228		228
Grant				
Grays Harbor COG		170,567		170,567
Island				
Jefferson		114,832	516,243	631,075
Kittitas				
Klickitat				
Lewis				
Lincoln				
Mason				
Okanogan				
Pacific				
Pend Oreille				
San Juan				
Skamania		7,009		7,009
Stevens				
Wahkiakum				
Whitman		209,722		209,722
	0	1,019,258	1,974,739	2,993,997
BFCG		434,118		434,118
CDTC		50,060		50,060
CWCOG		571,493	1,365,625	1,937,118
LCV	(1,269,460)			(1,269,460)
PSRC		4,280,017		4,280,017
RTC		283,038		283,038
SCOG		705,115		705,115
SRTC		13,535		13,535
TRPC		234,738		234,738
WWVMPO				
WCOG		23,915		23,915
YVCOG	(6,345,827)			(6,345,827)
	(7,615,287)	6,596,029	1,365,625	346,367
Managed Programs			16,693,616	16,693,616
	(7,615,287)	**7,615,287**	**20,033,980**	**20,033,980**

WSDOT – Local Programs
FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary

Redistributed Funds

Local Programs received $20 million of Redistributed OA in FFY 2025. To receive redistributed funds, delivery of the local formula Obligation Authority (OA) must be met. As mentioned above, there was concern that the target wouldn't be met, which would not allow the state to request Redistributed OA. To provide a mechanism to meet the statewide target and provide agencies with the ability to receive additional funding, managed programs OA was used for redistributed requests from the MPOs, County Lead Agencies, and RTPOs. Local Programs received a list of projects from twelve MPOs/County Lead Agencies/RTPOs that obligated $31 million in redistributed funding. This list of projects allowed Local Programs to ensure delivery of the local OA and request $20 million of Redistributed OA, which provided funding for entities that over-delivered their individual target, as of June 30, and for increases to existing managed program selections.

MPO/County Lead/RTPO	Redistributed with Managed Programs OA	# of Projects
PSRC	$6,014,941	4
RTC	$15,160,323	5
SCOG	$86,500	1
SRTC	$734,088	5
TRPC	$300,000	1
WCOG	$1,600,000	1
Clallam County	$217,530	1
Columbia County	$1,330,000	1
Klickitat County	$3,600,000	1
Skamania County	$1,035,000	1
Whitman County	$692,128	1
GHCOG	$217,286	1
	$30,987,796	**23**

MPOs and County Lead Agencies that over-deliver their FFY 2025 Target by June 30 were eligible to receive redistributed OA. Each entity that exceeded their target by June 30 received redistributed funds equal to their amount of over-delivery as of June 30. Three MPOs/County Lead Agencies exceeded their target as of June 30 and will receive a total of $3,340,364 in Redistributed OA. The balance of Redistributed OA was provided to Managed Program projects.

Redistributed OA is received as additional allocation in FFY 2026.

Total Redistributed OA Received	**20,033,980**
Redistributed to entities meeting target by June 30	**3,340,364**
Balance of Redistributed to Managed Program Projects	**16,693,616**

The details of the redistributed OA calculation are provided on the following page.

- Column B – Total delivery, as of June 30, 2025
- Column C – FFY 2025 target
- Column D – Is entity eligible for redistributed funds? To be eligible, the total delivery in Column B must exceed the target amount in Column C.
- Column E – Total amount of over-delivery as of June 30, 2025 [Column B minus Column C]
- Column F – Total amount of redistributed funds eligible entities receive, from the over-delivery amounts as of June 30, 2025.

WSDOT – Local Programs
FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary

FFY 2025 Redistributed Obligation Authority (OA) Details					
A	B	C	D	E	F
	Target Delivery as of 6/30/2025 ($ in millions)	FFY 2025 Target ($ in millions)	Eligible for Redistributed Beyond Redistribution List? (Column B > Column C)	Over-Delivery as of 6/30/2025 ($ in millions)	Total Share of Redistributed ($ in millions)
Adams	2.78	1.32	Yes	1.46	1,458,496
Clallam	0.05	0.21	No		
Columbia	-0.55	0.41	No		
Ferry	0.00	0.00	No		
Garfield	-0.01	0.20	No		
Grant	-0.16	1.85	No		
GHCOG	0.06	0.36	No		
Island	0.07	1.18	No		
Jefferson	1.52	1.00	Yes	0.52	516,243
Kittitas	-0.05	0.93	No		
Klickitat	-0.30	0.80	No		
Lewis	-0.10	1.12	No		
Lincoln	0.37	0.37	No		
Mason	0.70	0.89	No		
Okanogan	0.55	1.21	No		
Pacific	0.00	0.00	No		
Pend Oreille	0.00	0.23	No		
San Juan	0.00	0.04	No		
Skamania	0.00	0.10	No		
Stevens	-0.15	0.00	No		
Wahkiakum	0.00	0.00	No		
Whitman	0.46	1.61	No		
	5.24	13.83		1.97	1,974,739
BFCG	4.60	9.24	No		
CDTC	0.14	3.36	No		
CWCOG	2.22	0.86	Yes	1.37	1,365,625
LCV	0.00	1.27	No		
PSRC	82.55	105.54	No		
RTC	11.12	11.16	No		
SCOG	0.45	2.65	No		
SRTC	2.31	11.07	No		
TRPC	2.72	4.22	No		
WWVMPO	-0.10	1.53	No		
WCOG	0.24	4.29	No		
YVCOG	2.48	10.38	No		
	108.74	165.57		1.37	1,365,625
	113.98	179.40		3.34	3,340,364
			Total Redistributed OA Received		**20,033,980**
			Redistributed to entities meeting target by June 30		**3,340,364**
			Balance of Redistributed to Managed Program Projects		**16,693,616**

WSDOT – Local Programs
FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary

Sanctioned Funds
A total of $7.615 million has been sanctioned and will be distributed to eligible entities as additional allocation in FFY 2026. Entities that exceeded their FFY 2025 target by September 30th are eligible to receive sanctioned funds.

The OA policy prescribes for the sanctioning of an individual entity's funds when that entity under-delivers their target in two or more consecutive years. In 2025, Lewis Clark Valley MPO and Yakima Valley Conference of Governments under-delivered for at least the second consecutive year.

Sanctioned funds will be distributed to entities that over-delivered their target by the end of the current federal fiscal year. The amount of sanctioned funds provided to each eligible entity is based on their share of the total over-delivery, as of the end of FFY 2025.

The details of the sanction funds calculation are provided on the following page.

- Column B – Prior year's (FFY 2024) delivery.
- Column C – Prior year's (FFY 2024) target.
- Column D – Entity under-delivered in FFY 2024. Entities with a "Yes" in this column were in year one of a two-year period and are at risk of having funds sanctioned in year two if they under-deliver in FFY 2025.
- Column E – Total delivery for FFY 2025.
- Column F – FFY 2025 target.
- Column G – Entity under-delivered in FFY 2025. Entities with a "Yes" in this column are either:
  - In year one of a two-year period and are at risk of having funds sanctioned in year two if they under-deliver in FFY 2026. These entities met their FFY 2024 target and have a "No" in Column D.
    OR,
  - In year two of a two-year period in which both years were under-delivered. These entities also have a "Yes" in Column D.
- Column H – Entity will be sanctioned.
- Column I – Amount of funds to be sanctioned from entities that under-delivered in each of the last two years.
- Column J – Amount of FFY 2025 over-delivery to be used in calculating each entity's share of the $7.615 million of sanctioned funds.
- Column K – Amount of sanctioned funds eligible entities will receive.

WSDOT – Local Programs
FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary

FFY 2025 Sanctioned Funds Distribution										
A	B	C	D	E	F	G	H	I	J	K
	FFY 2024 Delivery ($ in millions)	FFY 2024 Target ($ in millions)	Under-Delivered in FFY 2024 (Column B < Column C)	FFY 2025 Delivery ($ in millions)	FFY 2025 Target ($ in millions)	Under-Delivered in FFY 2025 (Column E < Column F)	Sanctioned in FFY 2025 (Columns D and G = "Yes")	Sanctioned Amount ($ in millions) (Column E - Column F)	Over-Delivery (as of 9/30/25) ($ in millions)	Share of Sanctioned ($ in millions)
Adams	1.43	1.06	No	2.78	1.32	No	No	-	1.458	324,425
Clallam	2.86	1.88	No	0.20	0.21	Yes	No	-		
Columbia	2.22	0.43	No	1.27	0.41	No	No	-	0.865	192,475
Ferry	1.22	0.76	No	0.00	0.00	No	No	-		
Garfield	0.36	0.20	No	0.20	0.20	No	No	-	0.001	228
Grant	2.60	1.89	No	0.54	1.85	Yes	No	-		
Grays Harbor COG	1.54	0.62	No	1.13	0.36	No	No	-	0.767	170,567
Island	1.91	1.10	No	1.02	1.18	Yes	No	-		
Jefferson	-0.04	0.42	Yes	1.52	1.00	No	No	-	0.516	114,832
Kittitas	6.34	0.86	No	0.04	0.93	Yes	No	-		
Klickitat	2.31	0.74	No	-0.30	0.80	Yes	No	-		
Lewis	1.64	1.18	No	0.72	1.12	Yes	No	-		
Lincoln	2.31	1.10	No	0.37	0.37	No	No	-		
Mason	0.89	0.82	No	0.70	0.89	Yes	No	-		
Okanogan	1.08	0.93	No	0.78	1.21	Yes	No	-		
Pacific	-0.03	0.00	No	0.00	0.00	No	No	-		
Pend Oreille	-0.10	0.00	No	0.00	0.23	Yes	No	-		
San Juan	0.00	0.00	No	0.00	0.04	Yes	No	-		
Skamania	0.31	0.17	No	0.13	0.10	No	No	-	0.032	7,009
Stevens	4.71	0.44	No	-0.15	0.00	No	No	-		
Wahkiakum	0.00	0.00	No	0.00	0.00	No	No	-		
Whitman	1.65	1.62	No	2.56	1.61	No	No	-	0.943	209,722
								0.000	4.582	1,019,258
BFCG	4.53	6.98	Yes	11.19	9.24	No	No	-	1.952	434,118
CDTC	4.99	2.62	No	3.59	3.36	No	No	-	0.225	50,060
CWCOG	3.25	2.19	No	3.43	0.86	No	No	-	2.569	571,493
LCV	0.05	0.68	Yes	0.00	1.27	Yes	Yes	1.269		
PSRC	107.55	101.06	No	124.78	105.54	No	No	-	19.241	4,280,017
RTC	16.84	12.79	No	12.44	11.16	No	No	-	1.272	283,038
SCOG	6.62	3.67	No	5.82	2.65	No	No	-	3.170	705,115
SRTC	16.26	13.46	No	11.13	11.07	No	No	-	0.061	13,535
TRPC	18.78	6.77	No	5.27	4.22	No	No	-	1.055	234,738
WWVMPO	2.07	0.97	No	0.13	1.53	Yes	No	-		
WCOG	3.99	2.09	No	4.40	4.29	No	No	-	0.108	23,915
YVCOG	1.39	5.01	Yes	4.03	10.38	Yes	Yes	6.346		
								7.615	29.653	6,596,029
Managed Programs	163.11	148.24	No	178.23	165.34					
								7.615	34.236	**7,615,287**

SCOG
SKAGIT COUNCIL OF GOVERNMENTS

2026 OBLIGATION AUTHORITY PLAN

The following projects have until **March 1, 2026** to obligate federal funding. If project funds do not obligate by March 1, 2026, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	PE	(Not Yet)	$173,598
Skagit Transit	Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design	WA-16432	PE	(Not Yet)	$91,169
Skagit Transit	Skagit Station Fire Alarm System Replacement	WA-16433	ALL	(Not Yet)	$33,211
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	WA-16434	ALL	(Not Yet)	$50,268

The following project must obligate federal funding before **August 1, 2026**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Administration	SCOG Admin	PL	(Not Yet)	$312,967

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS[1]: $1,039,997
ESTIMATED OBLIGATION AUTHORITY TARGET: $378,784

[1] Includes a total of $378,784 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – December 31, 2025.

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SKAGIT COUNCIL OF GOVERNMENTS

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2026**. These projects will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

To be granted an extension, any extension request must be received by SCOG no later than **February 25, 2026**. A project phase may only be granted one extension.

Agency	Title	STIP ID	Phase	Funds Obligated	STBG/TA/CR Funds
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	CN	(Not Yet)	$275,000

Total STBG-TA-CR Extensions: $275,000

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2026–2031 RTIP. The following project phase must obligate federal funding by **December 31, 2026**. This project will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

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

Agency	Title	STIP ID	Phase	Funds Obligated	STBG/TA/CR Funds
(None)	N/A	N/A	N/A	N/A	N/A

Total STBG-TA-CR Appeals: $0

SCOG
Skagit Council of Governments

Dates		Total Funding Available	FHWA/FTA CPG (13.5%)	STBG (13.5%)	RTPO	HSTP	PROTECT	Regional Mobility	Resilience Improvement Project (13.5%	Skagit 2050 (13.5%)	SS4A Safety Action Plan (20%)
06/30/2025 Carryforward		$ 940,850	$ 369,367.34	$ -	$ -	$ -	$ 271,082		$ 38,667	$ 173,253	$ 88,480
HSTP	7/1/2025 - 6/30/2027	45,000				45,000					
RTPO	7/1/2025 - 6/30/2027	143,286			143,286						
STBG	7/21/2025 - 6/30/2026	312,967		312,967							
FTA	10/1/2024 - 9/30/2025	73,154	73,154								
CPG	10/1/2025 - 01/30/2026	92,257	92,257								
Authorized		$ 1,607,514	$ 534,778	$ 312,967	$ 143,286	$ 45,000	$ 271,082	$ -	$ 38,667	$ 173,253	$ 88,480
Expenditures											
July 2025		$ 118,937	$ 31,703	$ 3,276.45	$ 8,038	$ -	$ 8,494	$ -	$ 6,967.46	$ 33,247	$ 27,211
August		101,156	15,082	$ 30,553.87	7,062	-	17,363	-	$ 4,450.57	24,557	2,088
September		119,242	14,648	$ 29,898.04	7,062	-	26,912	-	$ 4,183.29	3,778	32,760
October		80,007	16,031	$ 44,760.62	13,476	242	-	3,508	$ 1,320.61	-	668
November		127,331	14,500	$ 44,500	9,524	242	-	3,643	$ 1,320.61	52,934	668
December		-									
January 2026		-									
February		-									
March		-									
April		-									
May		-									
June		-									
Expenditures to Date		$ 546,673	$ 91,965	$ 152,989	$ 45,161	$ 484	$ 52,768	$ 7,152	$ 18,243	$ 114,516	$ 63,396
Balances		$ 1,060,841	$ 442,813	$ 159,978	$ 98,125	$ 44,516	$ 218,313	$ (7,152)	$ 20,425	$ 58,737	$ 25,084

Skagit Council of Governments

Board Agenda Schedule: 3rd Wednesday

Last Revised: January 12, 2026

Board Meeting Month			January	February	March	April	May	June	July	August	September	October	November	December
Transportation Policy Board (TPB)			x	x	x	x	x	x	x	x	x	x	x	x
Board of Directors (BOD)				x			x			x		x		
Growth Management Act Steering Committee (GMASC)					x			x			x			x
Meeting Location			Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers	Virtual and Burlington City Council Chambers
	Major Item and Description	Board												
1	Election of Officers (Vice Chair)	TPB	◆											
2	Election of Officers (Vice Chair)	BOD		◆										
3	Election of Mayor to the CEDS Steering Committee	BOD		◆										
4	Cost Allocation Plan	BOD		◆										
5	Regional Highway Safety Performance Targets	TPB	Discussion	◆										
6	Regional Safety Action Plan (SR4A)	TPB		◆										
7	Lead Entity Resolution	BOD		◆										
8	Election of Officers (Vice Chair)	GMASC			◆									
9	Regional Transportation Plan (RTP)	TPB	Release for Public Comment		◆									
10	Regional Transportation Resilience Improvement Plan (R-TRIP)	TPB			Discussion	◆								
11	Unified Planning and Work Program (UPWP)	TPB				Discussion	◆							
12	Title VI Plan Update	TPB				Release for Public Comment	◆							
13	Intelligent Transportation System Architecture	TPB					Discussion	◆						
14	Local Dues	BOD					Initial Dues Discussion			◆				
15	2027 GMA work program	GMASC						Discussion			◆			
16	2026 Operating Budget	BOD								Initial Budget		◆		
17	Selection of SCOG representative to the EDASC Board of Directors for coming year	BOD										◆		
18	Regional Transportation Improvement Program (RTIP)	TPB									Discussion	◆		
19	Human Services Transportation Plan - Project Prioritization	TPB									Release for Public Comment	Discussion	◆	
20	Facilitate discussion of Climate Data monitoring	GMASC									Discussion			◆
21	Growth Monitoring Report New Baseline Report and Methodology	GMASC												◆
22	Regional Transportation Priorities	TPB										Discussion		◆
23	Consolidated Grant Program	TPB									Grant & Prioritization Criteria			◆

BOD = Board of Directors
TPB = Transportation Policy Board
GMASC = Growth Management Act Steering Committee