



## SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

August 19, 2026 – 9:00 a.m.

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

Remote: [GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 895-621-277

### AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. Verbal Public Comments
4. Consent Agenda
  - a. Approval of [July 15, 2026 Transportation Policy Board Meeting Minutes](#)
5. Discussion Items
  - a. [Redistributed Obligation Authority List of Projects Update](#) – *Mark Hamilton*
6. Action Items
  - a. [August Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
  - b. [Sedro-Woolley Request to Adjust 2019 Project Selection Award](#) – *Mark Hamilton, Peter Lane, City of Sedro-Woolley*
  - c. [Authorize Executive Director to Submit 2027–2031 Mobility Management Grant Application](#) – *Sarah Ruether*
  - d. [Resolution 2026-10 to Adopt Skagit Intelligent Transportation Systems Architecture](#) – *Sarah Ruether*
7. Chair's Report
8. Executive Director's Report
9. Roundtable and Open Topic Discussion
10. Next Meeting: September 16, 2026, 9:00 a.m., *[Burlington City Council Chambers and Remote](#)*
11. Adjourned

### Information Items:

[August 6, 2026 Technical Advisory Committee Meeting Minutes](#)  
[2026 Obligation Authority Plan](#)  
[Monthly Financial Update](#)  
[Skagit Transit Letter of Support](#)  
[Alternative Local Funding Options for Sidewalks Report](#)

[Meeting Packet](#)

## TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Peter Browning ..... Chair

Commissioner Joe Burns.....Vice Chair

## TRANSPORTATION POLICY BOARD MEMBERSHIP AND VOTES

|                                     |   |
|-------------------------------------|---|
| Anacortes.....                      | 1 |
| Burlington .....                    | 1 |
| Mount Vernon .....                  | 1 |
| Sedro-Woolley .....                 | 1 |
| Skagit County .....                 | 3 |
| WSDOT .....                         | 1 |
| Ports .....                         | 1 |
| • Port of Anacortes                 |   |
| • Port of Skagit                    |   |
| Towns.....                          | 1 |
| • Concrete                          |   |
| • Hamilton                          |   |
| • La Conner                         |   |
| • Lyman                             |   |
| Tribes .....                        | 1 |
| • Swinomish Indian Tribal Community |   |
| • Samish Indian Nation              |   |

### NON-VOTING MEMBERS

Major Employer Representative  
Skagit PUD  
State Representatives  
State Senators

## QUORUM REQUIREMENT

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

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

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

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## SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

July 15, 2026

Burlington City Council Chambers and Remote

### MEMBERS PRESENT

Commissioner Peter Browning, Skagit County, Chair; Commissioner Joe Burns, Skagit County, Vice Chair; Melissa Ambler, Washington State Department of Transportation (WSDOT); Mayor Bill Aslett, City of Burlington; Mayor Peter Donovan, City of Mount Vernon; Commissioner Melanie Mankamy, Port of Skagit; Commissioner Bob Papadakis, Port of Anacortes; Mayor Ryan Walters, City of Anacortes; Commissioner Ron Wesen, Skagit County; and Chairman Tom Wooten, Samish Indian Nation.

### STAFF PRESENT

Jill Boudreau, Executive Director; Debbie Carter, Executive Assistant and Clerk of the Board; and Anika Nelson, Intern.

### OTHERS PRESENT

Jane Wall, Washington State County Road Administration Board. One member of the public attended the meeting.

### AGENDA

1. Call to Order: Commissioner Browning called the meeting to order at 9:04 a.m.

Roll Call: Roll was taken with a quorum present.

2. Written Public Comments: Ms. Boudreau stated that a public comment period was held prior to the meeting, from June 10-16, and received a written public comment from Cindy Kamp and Steve Orsini. This comment was read aloud by Ms. Boudreau.

Mayor Walters asked the question if written public comments must be read aloud. Commissioner Browning mentioned that it is at the discretion of the Chair and Executive Director to include it verbally, but the Board could make a motion to ensure that we include them in the packet. Mayor Walters moved to approve including written comments in the TPB packet rather than read them aloud during the meeting. Commissioner Burns seconded the motion, and it carried unanimously.

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

4. Consent Agenda

- a. Approval of June 17, 2026 Transportation Policy Board Meeting Minutes: Mayor Aslett moved to approve June 17, 2026 Transportation Policy Board Meeting Minutes. Commissioner Papadakis seconded the motion, and it carried unanimously.

## 5. Action Items

- a. July Regional Transportation Improvement Program Amendments: Ms. Boudreau presented this action item. SCOG staff and Technical Advisory Committee recommended approval of the following Regional Transportation Improvement Program amendments:
  - i. Washington State Department of Transportation I-5/Unnamed Tributaries to Milltown Creek – Fish Passage project; and
  - ii. SR 11 North of Oyster Creek – Unstable Slopes project.

An administrative modification for July is for the Skagit Transit's Maintenance Operations and Administrative Facility Project Phases 2 & 3.

Commissioner Wesen moved to approve the July Transportation Improvement Program Amendments as presented. Commissioner Burns seconded the motion, and it carried unanimously.

## 6. Discussion Items

- a. Washington State County Road Administration Board (CRAB) Presentation: Ms. Wall presented this discussion item. Included in the presentation was: a brief overview of roles; funding programs, Motor Vehicle Fuel Tax (MVFT) funding and current challenges and opportunities for counties. Ms. Wall said the 2027 priorities for CRAB include: Local Road Program and full funding of preservation, maintenance and resiliency; MVFT replacement; and identifying policies and programs that need revision or are better suited elsewhere.

Commissioner Wesen commented on he appreciates what CRAB has done and how unique the organization is in the country, including the many good programs that are available. Chairman Wooten also commented on how this is all good information, but asked how to outline the process and the competitiveness of the projects. Ms. Wall addressed this question.

- b. SCOG 2027-2031 Mobility Management Grant Application: Ms. Boudreau presented this discussion item. On May 19, 2026, WSDOT published a notice of funding opportunity to solicit applications for multimodal and rural mobility grants through the Consolidated Grant Program. WSDOT has an open call for applications every 2 years under this program. It is designed to fund public transportation improvements within and between rural communities, tribal transportation, intercity services, and services for seniors and people with disabilities. In 2025 SCOG was awarded \$356,722 for Mobility Management and what this does is help providers and passengers coordinate and understand available transportation options; it also includes short-range planning, management activities, or activities for improving coordination among public transportation service providers. A committee has been formed by SCOG to better coordinate with all agencies involved. A transportation resource guide has also been developed to better assist people with options. Regional coordination includes the Mobility Committee and emergency response working together to address evacuation planning, planning facilitation with site visits to facilities in Skagit County, a searchable database, GIS mapping and scenario planning events. Details of the Mobility Committee members were outlined in the presentation and included in the meeting packet. This grant would be awarded in May 2027, and funding would run from July 1, 2027 – June 30, 2031. If the Transportation Policy



Board is interested in pursuing this discussion item, it will then become an action item in August, authorizing the Executive Director to submit the grant application.

Chairman Wooten asked a question regarding timeline and funding. Ms. Boudreau addressed the question.

7. Chair's Report: Commissioner Browning had nothing to report.
8. Executive Director's Report: Ms. Boudreau discussed redistributed obligation authority, which is essentially funding that other jurisdictions have not been able to spend across the U.S. SCOG has been invited to send our list into WSDOT, asking for over \$1 million in these additional redistributed federal funds to help local and tribal jurisdictions.
9. Washington State Department of Transportation's Monthly Report: Ms. Ambler presented this update. 2026 Skagit County Construction Projects include SR 536/Skagit River Bridge, SR 20/Campbell Lake Road, SR 20 Emergency Repairs, SR 9 Unnamed to Nookachamps & Hansen Creeks, SR 534/I-5 Interchange to SR 9, and I-5 Tributaries to Friday, Lake and Chuckanut Creeks. These projects were discussed in detail at the meeting. Also included in the presentation were upcoming WSDOT projects in Skagit County for 2027 and 2028.

Commissioner Wesen commented on scoring and where Skagit County is in comparison with the rest of the state.

10. Roundtable and Open Topic Discussion: Mayor Aslett mentioned that Burlington has an agreement with Skagit County around GIS services which is now phasing out, and asked if there is any interest in sharing these kinds of activities to increase savings.
11. Next Meeting: The next meeting is scheduled for August 19, 2026, at 9:00 a.m., in the Burlington City Council Chambers and remote.
12. Adjourned: Commissioner Browning adjourned the meeting at 10:26 a.m.

Information Items: July 2, 2026 Technical Advisory Committee Meeting Minutes; AMPO Briefing; and Monthly Financial Update.



Approved,

\_\_\_\_\_  
Jill Boudreau, Executive Director  
Skagit Council of Governments

Date: \_\_\_\_\_

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

Date: \_\_\_\_\_

DRAFT

## DISCUSSION ITEM 5.A. – REDISTRIBUTED OBLIGATION AUTHORITY LIST OF PROJECTS UPDATE

### Document History

| Meeting                      | Date       | Type of Item   | Staff Contact                 | Phone          |
|------------------------------|------------|----------------|-------------------------------|----------------|
| Technical Advisory Committee | 04/02/2026 | Discussion     | <a href="#">Mark Hamilton</a> | (360) 416-7876 |
| Transportation Policy Board  | 04/15/2026 | Discussion     | <a href="#">Mark Hamilton</a> | (360) 416-7876 |
| Technical Advisory Committee | 06/04/2026 | Recommendation | <a href="#">Mark Hamilton</a> | (360) 416-7876 |
| Transportation Policy Board  | 06/17/2026 | Action         | <a href="#">Mark Hamilton</a> | (360) 416-7876 |
| Transportation Policy Board  | 08/19/2026 | Discussion     | <a href="#">Mark Hamilton</a> | (360) 416-7876 |

## DISCUSSION

Following the June 17 Transportation Policy Board meeting, Skagit Council of Governments staff submitted the Regional List of Projects for Redistributed Obligation Authority approved by the Transportation Policy Board to the Washington State Department of Transportation (WSDOT). Total funds requested were \$1,672,155, and \$1,322,346 have since been approved by WSDOT to projects submitted for redistributed obligation authority.

WSDOT staff have indicated that these additional funds need to be programmed in the 2026–2029 Washington Statewide Transportation Improvement Program (STIP) prior to obligation. Funds will be programmed in 2029 due to statewide fiscal constraint challenges with programming sooner than the final year of the STIP, and will be available for obligation in early September. August amendments and administrative modifications to the 2026–2031 Regional Transportation Improvement Program add these additional federal funds to projects.

Projects and phases receiving redistributed obligation authority are the following table.

| Agency                       | Title                                | Phase                   | Amount    |
|------------------------------|--------------------------------------|-------------------------|-----------|
| Mount Vernon                 | Riverside Drive - 1                  | Preliminary Engineering | \$216,250 |
| Skagit County                | Cook Road / I-5 Interchange Vicinity | Preliminary Engineering | \$855,485 |
| Skagit County                | Francis Road - Section 3             | Preliminary Engineering | \$169,107 |
| Samish Indian Nation (WSDOT) | WSDOT: SR 20/Campbell Lake Road      | Construction            | \$81,504  |

## 2021–2026 SUMMARY OF ADDITIONAL FEDERAL FUNDING

Since [obligation authority procedures](#) first began in the Skagit region in 2020, SCOG has been successful in obtaining over \$6 million in additional federal funding through redistributed obligation authority and sanctioned funds added to local and tribal transportation projects. Neither redistributed obligation authority nor sanctioned funds were received in the Skagit region prior to 2021.

A summary of these additional funds from 2021 through 2026 is in the following table.

| Year | Redistributed<br>Obligation<br>Authority | Sanctioned  | Total       |
|------|------------------------------------------|-------------|-------------|
| 2021 | \$98,477                                 | \$1,058,362 | \$1,156,839 |
| 2022 | \$0                                      | \$9,969     | \$9,969     |
| 2023 | \$0                                      | \$0         | \$0         |
| 2024 | \$2,948,867                              | \$0         | \$2,948,867 |
| 2025 | \$86,500                                 | \$705,115   | \$791,615   |
| 2026 | \$1,322,346                              | (Pending)   | (Pending)   |

Notes:

(1) Sanctioned funds are from areas in Washington state that have not met their obligation authority target for two consecutive federal fiscal years in a row. Only areas that have met their obligation authority target for that federal fiscal year are eligible to receive these funds sanctioned from other areas in Washington state.

(2) SCOG did not meet the regional obligation authority target in 2023 so was ineligible for redistributed obligation authority or sanctioned funds.

(3) Sanctioned funds in 2026, if any, will be determined after the current federal fiscal year ends.

(4) 2026 redistributed obligation authority will be available to projects in early September and has not yet obligated.

## ACTION ITEM 6.A. – AUGUST REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

### Document History

| Meeting                      | Date       | Type of Item              | Staff Contact                 | Phone          |
|------------------------------|------------|---------------------------|-------------------------------|----------------|
| Technical Advisory Committee | 08/06/2026 | Review and Recommendation | <a href="#">Mark Hamilton</a> | (360) 416-7876 |
| Transportation Policy Board  | 08/19/2026 | Action                    | <a href="#">Mark Hamilton</a> | (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<sup>1</sup>:

- Mount Vernon
  - Riverside Drive Improvements – 1: this amendment adds this project to the RTIP. The project was most recently programmed in the RTIP in 2025. WSDOT notified SCOG that \$216,250 in redistributed obligation authority is available to this project's preliminary engineering phase and must be programmed in the STIP prior to obligation this federal fiscal year. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$5,250,263. The preliminary engineering phase is already underway.
- Samish Indian Nation
  - SR 20/Campbell Lake Road – Intersection Improvement: this amendment adds this project to the RTIP. The project was most recently programmed in the RTIP in 2025. WSDOT notified SCOG that \$81,504 in redistributed obligation authority is available to this project's construction phase and must be programmed in the STIP prior to obligation this federal fiscal year. Match will be provided through federal Tribal Transportation Program funds available to the Samish Indian Nation. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$5,250,263. The construction phase is already underway.
- Skagit Transit
  - Purchase of Maintenance Vehicle: this amendment adds this project to the RTIP. Funding comes from Federal Transit Administration 5339 formula funding received by Skagit Transit with local match. Total estimated cost of the project is \$165,880

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<sup>1</sup> A proposed amendment was withdrawn by the Washington State Department of Transportation on August 11. The agency is revising a cost estimate for the SR 20/Childs Creek to Skagit River - Fish Passage project and intends to submit an amendment request for the September cycle after further review of project cost.

## **FISCAL CONSTRAINT**

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

## **PUBLIC PARTICIPATION**

A public comment period began on July 31 and ended on August 7. No comments were received.

## **ADMINISTRATIVE MODIFICATIONS**

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

- Skagit County
  - Cook Road / I-5 Interchange Improvements: this administrative modification revises a project already programmed in the RTIP. WSDOT notified SCOG that \$855,485 in redistributed obligation authority is available to this project's preliminary engineering phase and must be programmed in the STIP prior to obligation this federal fiscal year. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$11,143,492. The preliminary engineering phase is already underway.
  - Francis Road Section 3: this administrative modification revises a project already programmed in the RTIP. WSDOT notified SCOG that \$169,107 in redistributed obligation authority is available to this project's preliminary engineering phase and must be programmed in the STIP prior to obligation this federal fiscal year. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$7,539,723. The preliminary engineering phase is already underway.



**Agency** Mount Vernon

**Project Title** Riverside Drive Improvements - 1

**Description** Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities.

**Road Name** Riverside Drive

**Begin Termini** Cedar Street

**End Termini** College Way

**Total Project Length** 0.56

**Improvement Type** Reconstruction, No Added Capacity

**Functional Class** Other Principal Arterial

**Environmental Type** Categorical Exclusion

**Priority Number** 2

**Amendment Number**

**Amendment Date** 7/27/2026

**Total Project Cost** \$5,950,000



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

**STIP ID** WA-13503

**WSDOT PIN**

**Federal Aid Number** 7323(006)

**SCOG ID**

**Agency ID**

**Hearing Date** 6/10/2026

**Adoption Date** 6/24/2026

**Resolution Number** 1104

**Phase Obligation Schedule**

| Phase        | Phase Start | Federal Fund Code | FederalFunds     | State Fund Code | StateFunds | LocalFunds      | Total            | Date Programmed |
|--------------|-------------|-------------------|------------------|-----------------|------------|-----------------|------------------|-----------------|
| PE           | 2029        | STBG(ROA)         | \$216,250        |                 | \$0        | \$33,750        | \$250,000        | 8/19/2026       |
| <b>Total</b> |             |                   | <b>\$216,250</b> |                 | <b>\$0</b> | <b>\$33,750</b> | <b>\$250,000</b> |                 |

**Agency** Samish Nation

**Project Title** SR20/Campbell Lake Road - Intersection Improvement

**Description** 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. Project features include: safety edge surface treatment; minimum 4-ft shoulder with fog stripe; additional lighting; bicycle wayfinding; roundabout; and traffic calming measures. Project is being done by WSDOT.

**Road Name** SR 20

**Begin Termini** MP 45.59

**End Termini** MP 46.48

**Total Project Length** 0.89

**Improvement Type** Safety

**Functional Class** Other Principal Arterial

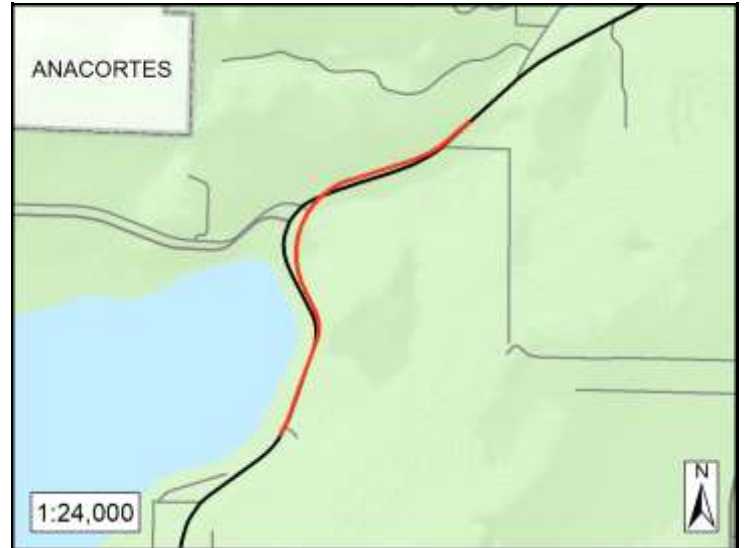
**Environmental Type** Categorical Exclusion

**Priority Number** 3

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$5,250,263



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

**STIP ID** WA-11959

**WSDOT PIN**

**Federal Aid Number** 0020(206)

**SCOG ID**

**Agency ID**

**Hearing Date** 8/3/2022

**Adoption Date** 8/3/2022

**Resolution Number** 2022-08-004

Phase Obligation Schedule

| Phase        | Phase Start | Federal Fund Code | FederalFunds    | State Fund Code | StateFunds | LocalFunds | Total           | Date Programmed |
|--------------|-------------|-------------------|-----------------|-----------------|------------|------------|-----------------|-----------------|
| CN           | 2029        | STBG(ROA)         | \$81,504        |                 | \$0        | \$0        | \$81,504        | 8/19/2026       |
| CN           | 2029        | TTP               | \$12,720        |                 | \$0        | \$0        | \$12,720        | 8/19/2026       |
| <b>Total</b> |             |                   | <b>\$94,224</b> |                 | <b>\$0</b> | <b>\$0</b> | <b>\$94,224</b> |                 |

**Agency** Skagit Transit

**Project Title** Purchase of Maintenance Vehicle

**Description** Purchase F550 with crane to support maintenance of transit assets.



**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Transit

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$165,880

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

**STIP ID** WA-17459

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 8/20/2025

**Adoption Date** 8/20/2025

**Resolution Number**

**Phase Obligation Schedule**

| Phase        | Phase Start | Federal Fund Code | Federal Funds    | State Fund Code | State Funds | Local Funds     | Total            | Date Programmed |
|--------------|-------------|-------------------|------------------|-----------------|-------------|-----------------|------------------|-----------------|
| ALL          | 2026        | 5339              | \$132,704        |                 | \$0         | \$33,176        | \$165,880        | 8/19/2026       |
| <b>Total</b> |             |                   | <b>\$132,704</b> |                 | <b>\$0</b>  | <b>\$33,176</b> | <b>\$165,880</b> |                 |

**Agency** Skagit Co.

**Project Title** Cook Road / I-5 Interchange Vicinity Improvements

**Description** 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.



**Road Name** Cook Road (#63000)

**Begin Termini** Cook Road MP 1.67 (I-5 SB Off Ramp)

**End Termini** Cook Road MP 2.07

**Total Project Length** 0.40

**Improvement Type** Reconstruction, Added Capacity

**Functional Class** Major Collector

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date** 7/31/2026

**Total Project Cost** \$11,143,492

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

**STIP ID** WA-01137

**WSDOT PIN**

**Federal Aid Number** M290(006)

**SCOG ID**

**Agency ID**

**Hearing Date** 11/25/2024

**Adoption Date** 12/9/2024

**Resolution Number** R20240257

#### Phase Obligation Schedule

| Phase        | Phase Start | Federal Fund Code | FederalFunds       | State Fund Code | StateFunds | LocalFunds         | Total              | Date Programmed |
|--------------|-------------|-------------------|--------------------|-----------------|------------|--------------------|--------------------|-----------------|
| PE           | 2029        | STBG(ROA)         | \$855,485          |                 | \$0        | \$133,515          | \$989,000          | 8/19/2026       |
| RW           | 2026        | NHFP              | \$389,000          |                 | \$0        | \$61,000           | \$450,000          | 10/15/2025      |
| CN           | 2026        | NHFP              | \$4,506,000        |                 | \$0        | \$1,064,000        | \$5,570,000        | 10/15/2025      |
| CN           | 2029        | STBG(R)           | \$2,538,298        |                 | \$0        | \$396,151          | \$2,934,449        | 10/15/2025      |
| <b>Total</b> |             |                   | <b>\$8,288,783</b> |                 | <b>\$0</b> | <b>\$1,654,666</b> | <b>\$9,943,449</b> |                 |

**Agency** Skagit Co.

**Project Title** Francis Road Section 3

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



**Road Name** Francis Road (#79000)

**Begin Termini** 2.87

**End Termini** 3.85

**Total Project Length** 0.98

**Improvement Type** Reconstruction, Added Capacity

**Functional Class** Major Collector

**Environmental Type** Categorical Exclusion

**Priority Number** 4

**Amendment Number**

**Amendment Date**

**Total** \$7,539,723

**Project Cost**

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

**STIP ID** WA-01192

**WSDOT PIN**

**Federal Aid Number** F294(002)

**SCOG ID**

**Agency ID**

**Hearing Date** 11/25/2024

**Adoption Date** 12/9/2024

**Resolution Number** R20240257

**Phase Obligation Schedule**

| Phase        | Phase Start | Federal Fund Code | Federal Funds    | State Fund Code | State Funds        | Local Funds      | Total              | Date Programmed |
|--------------|-------------|-------------------|------------------|-----------------|--------------------|------------------|--------------------|-----------------|
| PE           | 2029        | STBG(ROA)         | \$169,107        |                 | \$0                | \$26,393         | \$195,500          | 8/19/2026       |
| RW           | 2026        |                   | \$0              |                 | \$0                | \$147,601        | \$147,601          | 10/15/2025      |
| CN           | 2028        |                   | \$0              | CRAB            | \$2,400,000        | \$240,000        | \$2,640,000        | 10/15/2025      |
| CN           | 2028        | STBG(R)           | \$800,000        |                 | \$0                | \$124,855        | \$924,855          | 10/15/2025      |
| <b>Total</b> |             |                   | <b>\$969,107</b> |                 | <b>\$2,400,000</b> | <b>\$538,849</b> | <b>\$3,907,956</b> |                 |

# 2026-2029 Regional Transportation Improvement Program

## Financial Feasibility Table

8/11/2026

| Funding Program                         | Carryover       | 2026                 |              |              | 2027                 |                |                | 2028                 |                |                | 2029                 |                |                | 4-Year Allocation | 4-Year Pro-grammed | 4-Year Difference |
|-----------------------------------------|-----------------|----------------------|--------------|--------------|----------------------|----------------|----------------|----------------------|----------------|----------------|----------------------|----------------|----------------|-------------------|--------------------|-------------------|
|                                         |                 | Estimated Allocation | Available    | Pro-grammed  | Estimated Allocation | Available      | Pro-grammed    | Estimated Allocation | Available      | Pro-grammed    | Estimated Allocation | Available      | Pro-grammed    |                   |                    |                   |
| <b>Regionally Managed Federal Funds</b> | <b>-\$2,465</b> | <b>\$2,846</b>       | <b>\$382</b> | <b>\$358</b> | <b>\$2,846</b>       | <b>\$2,870</b> | <b>\$1,402</b> | <b>\$2,846</b>       | <b>\$4,314</b> | <b>\$3,459</b> | <b>\$2,846</b>       | <b>\$3,701</b> | <b>\$2,743</b> | <b>\$8,921</b>    | <b>\$7,962</b>     | <b>\$959</b>      |
| CRP                                     | \$550           | \$293                | \$843        | \$83         | \$293                | \$1,053        | \$121          | \$293                | \$1,225        | \$770          | \$293                | \$748          | \$0            | \$1,722           | \$974              | \$748             |
| STBG                                    | -\$3,365        | \$2,293              | -\$1,072     | \$0          | \$2,293              | \$1,221        | \$1,208        | \$2,293              | \$2,305        | \$1,860        | \$2,293              | \$2,738        | \$2,538        | \$5,806           | \$5,606            | \$200             |
| TA                                      | \$349           | \$261                | \$610        | \$275        | \$261                | \$596          | \$74           | \$261                | \$783          | \$829          | \$261                | \$215          | \$204          | \$1,393           | \$1,382            | \$11              |

|                                              |            |                  |                  |                  |                 |                 |                 |                 |                 |                 |                 |                 |                 |                  |                  |            |
|----------------------------------------------|------------|------------------|------------------|------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------|
| <b>Other Federal Funds &amp; State Funds</b> | <b>\$0</b> | <b>\$113,292</b> | <b>\$113,292</b> | <b>\$113,292</b> | <b>\$57,098</b> | <b>\$57,098</b> | <b>\$57,098</b> | <b>\$70,490</b> | <b>\$70,490</b> | <b>\$70,490</b> | <b>\$61,639</b> | <b>\$61,639</b> | <b>\$61,639</b> | <b>\$302,518</b> | <b>\$302,518</b> | <b>\$0</b> |
| 5307                                         | \$0        | \$6,406          | \$6,406          | \$6,406          | \$3,500         | \$3,500         | \$3,500         | \$3,500         | \$3,500         | \$3,500         | \$3,500         | \$3,500         | \$3,500         | \$16,906         | \$16,906         | \$0        |
| 5339                                         | \$0        | \$280            | \$280            | \$280            | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$280            | \$280            | \$0        |
| 5339(b)                                      | \$0        | \$14,369         | \$14,369         | \$14,369         | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$14,369         | \$14,369         | \$0        |
| BR                                           | \$0        | \$7,293          | \$7,293          | \$7,293          | \$0             | \$0             | \$0             | \$4,597         | \$4,597         | \$4,597         | \$0             | \$0             | \$0             | \$11,890         | \$11,890         | \$0        |
| FBP                                          | \$0        | \$621            | \$621            | \$621            | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$621            | \$621            | \$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        | \$11,471         | \$11,471         | \$11,471         | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$11,471         | \$11,471         | \$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        | \$10,763         | \$10,763         | \$10,763         | \$27,412        | \$27,412        | \$27,412        | \$39,215        | \$39,215        | \$39,215        | \$2,688         | \$2,688         | \$2,688         | \$80,078         | \$80,078         | \$0        |
| RAISE                                        | \$0        | \$17,550         | \$17,550         | \$17,550         | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$17,550         | \$17,550         | \$0        |
| STBG(ROA)                                    | \$0        | \$0              | \$0              | \$0              | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$1,322         | \$1,322         | \$1,322         | \$1,322          | \$1,322          | \$0        |
| STBG(S)                                      | \$0        | \$7,418          | \$7,418          | \$7,418          | \$15,917        | \$15,917        | \$15,917        | \$11,654        | \$11,654        | \$11,654        | \$52,588        | \$52,588        | \$52,588        | \$87,579         | \$87,579         | \$0        |
| TTP                                          | \$0        | \$0              | \$0              | \$0              | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$13            | \$13            | \$13            | \$13             | \$13             | \$0        |
| CRAB                                         | \$0        | \$0              | \$0              | \$0              | \$0             | \$0             | \$0             | \$3,841         | \$3,841         | \$3,841         | \$0             | \$0             | \$0             | \$3,841          | \$3,841          | \$0        |
| CWA                                          | \$0        | \$5              | \$5              | \$5              | \$210           | \$210           | \$210           | \$348           | \$348           | \$348           | \$26            | \$26            | \$26            | \$589            | \$589            | \$0        |
| MAW                                          | \$0        | \$16,212         | \$16,212         | \$16,212         | \$634           | \$634           | \$634           | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$16,846         | \$16,846         | \$0        |
| MVA                                          | \$0        | \$1,160          | \$1,160          | \$1,160          | \$596           | \$596           | \$596           | \$450           | \$450           | \$450           | \$1,069         | \$1,069         | \$1,069         | \$3,276          | \$3,276          | \$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             | \$1,421         | \$1,421         | \$1,421         | \$432           | \$432           | \$432           | \$1,853          | \$1,853          | \$0        |
| WSDOT                                        | \$0        | \$7,446          | \$7,446          | \$7,446          | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$0             | \$7,446          | \$7,446          | \$0        |

|                       |            |                 |                 |                 |                |                |                |                |                |                |                |                |                |                 |                 |            |
|-----------------------|------------|-----------------|-----------------|-----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|------------|
| <b>Matching Funds</b> | <b>\$0</b> | <b>\$20,290</b> | <b>\$20,290</b> | <b>\$20,290</b> | <b>\$4,394</b> | <b>\$4,394</b> | <b>\$4,394</b> | <b>\$6,369</b> | <b>\$6,369</b> | <b>\$6,369</b> | <b>\$6,042</b> | <b>\$6,042</b> | <b>\$6,042</b> | <b>\$37,095</b> | <b>\$37,095</b> | <b>\$0</b> |
| Local                 | \$0        | \$20,290        | \$20,290        | \$20,290        | \$4,394        | \$4,394        | \$4,394        | \$6,369        | \$6,369        | \$6,369        | \$6,042        | \$6,042        | \$6,042        | \$37,095        | \$37,095        | \$0        |

|                 |           | 2026                 |           |             | 2027                 |           |             | 2028                 |           |             | 2029                 |           |             |                   |                    |                   |
|-----------------|-----------|----------------------|-----------|-------------|----------------------|-----------|-------------|----------------------|-----------|-------------|----------------------|-----------|-------------|-------------------|--------------------|-------------------|
| Funding Program | Carryover | 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 |
| Total           | -\$2,465  | \$136,428            | \$133,963 | \$133,940   | \$64,338             | \$64,361  | \$62,894    | \$79,706             | \$81,173  | \$80,318    | \$70,527             | \$71,381  | \$70,423    | \$348,534         | \$347,576          | \$959             |

Note: All figures in this table are expressed in thousands.



## ACTION ITEM 6.B. – SEDRO-WOOLLEY REQUEST TO ADJUST 2019 PROJECT SELECTION AWARD

### Document History

| Meeting                     | Date       | Type of Item | Staff Contact                 | Phone          |
|-----------------------------|------------|--------------|-------------------------------|----------------|
| Transportation Policy Board | 08/19/2026 | Action       | <a href="#">Mark Hamilton</a> | (360) 416-7876 |

### RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends the Transportation Policy Board adjust the 2019 federal award for the *John Liner Road – Reed to Township Bicycle/Pedestrian Improvements* project, increasing federal funding for the right-of-way phase to \$34,600 and reducing the construction phase by the same amount, from \$442,015 to \$407,415.

### FISCAL IMPACT

There is no fiscal impact with this action. The total amount of federal funds selected for the project remains consistent with the 2019 decision, maintaining the original project selection amount of \$500,835. Federal funding for the project is through the Surface Transportation Block Grant Program.

### DISCUSSION

Sedro-Woolley staff reached out to SCOG staff on August 3 to inquire if federal funding selected by SCOG for the *John Liner Road – Reed to Township Bicycle/Pedestrian Improvements* project could be moved from one phase to another. The 2019 selection by the Transportation Policy Board only included a preliminary engineering and construction phases, which were the phases submitted by Sedro-Woolley staff for project selection that year. The need for a right-of-way phase has since been identified and partial funding awarded to the construction phase is requested to cover the right-of-way phase. The amount selected for the overall project by SCOG would not change with this action, just the split between the phases.

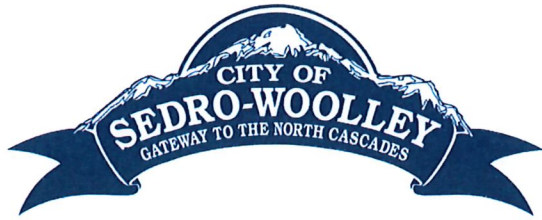
Funding amounts from the 2019 project selection and 2026 proposed adjustment are included in the following tables.

| Phase                   | 2019 Project Selection | 2026 Proposed Adjustment | Change    |
|-------------------------|------------------------|--------------------------|-----------|
| Preliminary Engineering | \$58,820               | \$58,820                 | \$0       |
| Right-of-way            | \$0                    | \$34,600                 | +\$34,600 |
| Construction            | \$442,015              | \$407,415                | -\$34,600 |

To retain full funding for each phase of the project, Sedro-Woolley staff commits to increasing construction phase funding with local funds to ensure each phase remains fully funded. The preliminary engineering phase received federal authorization on September 16, 2022, with the \$58,820 in federal funding for this phase obligating at the time. None of the \$442,015 in construction funding has yet been authorized and remains available for obligation.



Sedro-Woolley staff submitted a letter to SCOG documenting the request and including a justification for moving the federal funding between phases, which is included in the meeting packet. Transportation Policy Board meeting minutes from July 17, 2019 memorializing the project selection follows the letter.



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

August 3, 2026

Jill Boudreau  
Skagit Council of Governments  
315 South Third Street, Suite #100  
Mount Vernon, WA 98273

**RE: John Liner Road – Reed to Township Bicycle/Pedestrian Improvements**

Ms. Boudreau:

Sedro-Woolley requests that \$34,600 in Federal funding previously awarded to the construction (CN) phase be moved and awarded to the right of way (RW) phase for the subject project. This will allow a RW phase comprised of \$34,600 in Federal STBG and \$5,400 in local funds. To keep the project fully funded, Sedro-Woolley would increase local CN funding by \$34,600.

This project is being designed concurrently with the John Liner Road Arterial Improvements Project and the City will be requesting a tied bid with both projects. If the tied bid is not approved or the Arterial Improvements project can't purchase RW for the full corridor, the requested funding change for the subject project will allow this project to meet NEPA requirements and have Independent Utility as a standalone project.

Sincerely,

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

## SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

Wednesday, July 17, 2019  
Burlington City Council Chambers  
Burlington, Washington

### MEMBERS PRESENT

Mayor Jill Boudreau, City of Mount Vernon, Chair; Jay Drye, Washington State Department of Transportation (WSDOT); Mayor Laurie Gere, City of Anacortes; Mayor Ramon Hayes, Town of La Conner; Commissioner Lisa Janicki, Skagit County; Mayor Jason Miller, Town of Concrete; Mayor Steve Sexton, City of Burlington; Assessor Dave Thomas, Skagit County; and Commissioner Ron Wesen, Skagit County.

### STAFF PRESENT

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

### MEMBERS OF PUBLIC PRESENT

Two members of the public were in attendance.

### MINUTES

1. Call to Order: Mayor Boudreau called the meeting to order at 2:50 p.m.  
Roll Call: Roll was taken with a quorum present.
2. Public Comment: There were no public comments.
3. Chair's Report: Mayor Boudreau had nothing to report.
4. Executive Director's Report: Kevin Murphy reported that in the last legislative session, the regional transportation planning organization statute was slightly revised due to Engrossed House Bill 1584. SCOG's current bylaws and agreements should cover these changes. Mr. Murphy shared that WSDOT Consolidated Block Grant Program award information is included in the meeting packet, and Skagit County did well overall in this grant process.
5. Consent Agenda
  - a. Approve June 19, 2019 Transportation Policy Board Meeting Minutes  
Commissioner Janicki moved to approve the June 19, 2019 meeting minutes as presented, and Mayor Gere seconded the motion. The motion carried unanimously.
6. Action Items
  - a. July Amendments to 2019–2024 Regional Transportation Improvement Program: Katie Bunge presented three amendments submitted during the July amendment cycle for the Regional Transportation Improvement Program (RTIP):
    - Skagit Council of Governments
      - Revise 2019–2024 Regional Transportation Improvement Program Narrative: This amendment would add language to describe how SCOG is working to

meet federal bridge and pavement condition, and travel time and freight reliability targets. Any RTIP amended on or after May 20, 2019 is required to have language addressing these targets.

- City of Anacortes
  - South Commercial Phase 1 – 12<sup>th</sup> and Commercial: This amendment would add this project to the RTIP. The project has been deemed regionally significant, as it is a capacity expansion to the regional non-motorized system.
- Skagit Transit
  - Skagit Transit's Maintenance Operations and Administration Facility Project Phase 1: This amendment changes the scope of work for construction at the facility site, and increases local match programmed and total project cost amounts.

Mayor Hayes moved to approve the July amendments to the 2019–2024 RTIP as presented, and Mayor Gere seconded the motion. The motion carried unanimously.

- b. Surface Transportation Block Grant Program Project Selection: Mark Hamilton presented background information to the Board for the Surface Transportation Block Grant Program (STBGP) Project Selection. An evaluation process was recommended by the Technical Advisory Committee (TAC), which was then discussed and approved by the Board following a public comment period. A call for projects was then issued, and thirteen project applications were submitted. Project applicants presented projects to the TAC in late May, and SCOG staff and TAC members evaluated each project. The Non-Motorized Advisory Committee (NMAC), in their role as non-motorized advisors to the TAC, reviewed and recommended projects for funding to the TAC.

There are three Surface Transportation Block Grant Program Project Selection recommendations for the Board's consideration:

1. A TAC recommendation for STBGP project selection;
2. A TAC recommendation for a prioritized contingency list; and
3. A SCOG staff recommendation continuing to award 10% of the Surface Transportation Block Grant Program regional allocation to support the transportation work program at SCOG for 2022–2025. The current award for these funds expires in 2021, and the Board would need to approve this funding for 2022–2025 to continue this practice.

Mr. Hamilton presented the list of project awards recommended by the TAC. The recommended project awards are in the following table.



| Applicant             | Project Name                                                              | Phase(s) | Recommended Award |
|-----------------------|---------------------------------------------------------------------------|----------|-------------------|
| City of Anacortes     | R Avenue Long Term Improvements                                           | PE       | \$525,488         |
| City of Burlington    | SR20 (Alder St to Cascade Hwy) Nonmotorized and Safety Improvements       | PE, ROW  | \$700,000         |
| City of Mount Vernon  | Freeway Drive Improvements (College Way to Cameron Way)                   | CN       | \$1,082,000       |
| Samish Indian Nation  | SR 20/Campbell Lake Road Intersection Improvement                         | PE, ROW  | \$657,400         |
| City of Sedro-Woolley | John Liner Road, Reed to Township Bicycle/Pedestrian Improvements Project | PE, CN   | \$500,835         |
| City of Burlington    | George Hopper Interchange Improvements Phase II                           | CN       | \$800,000*        |
| Town of Concrete      | Secondary Access Project                                                  | CN       | \$800,000*        |
| Skagit County         | Francis Road - Section 3                                                  | CN       | \$800,000*        |
| Skagit Transit        | Design and Install Speed Bumps at Skagit Station                          | PE, CN   | \$79,086          |

**Total \$5,944,809**

Notes:

\*Partial award recommended by TAC for these three projects, with remainder of request to contingency list.

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

Mr. Hamilton also presented contingency list projects recommended by the TAC. The prioritized contingency list recommended by the TAC is in the following table.

| Priority | Applicant            | Project Name                                            | Phase(s) | Funding Request |
|----------|----------------------|---------------------------------------------------------|----------|-----------------|
| 1        | Samish Indian Nation | SR 20/Campbell Lake Road Intersection Improvement       | CN       | \$1,642,600     |
| 2        | City of Burlington   | George Hopper Interchange Improvements Phase II         | CN       | \$200,000*      |
| 3        | Town of Concrete     | Secondary Access Project                                | CN       | \$450,000*      |
| 4        | Skagit County        | Francis Road - Section 3                                | CN       | \$200,000*      |
| 5        | Skagit Transit       | Bus Stop Surveys                                        | Other    | \$65,625        |
| 6        | Skagit Transit       | Design Services for Bus Pullouts along Memorial Highway | PE       | \$72,925        |
| 7        | Skagit Transit       | Solar Light Upgrade to Bus Shelters                     | Other    | \$19,463        |
| 8        | Skagit Transit       | Fixed Route Transit Coach                               | Other    | \$393,750       |
| 9        | Skagit Transit       | Digital Signage and Real Time Information               | Other    | \$105,000       |
| 10       | Skagit Transit       | Bus Stop Amenities                                      | Other    | \$56,437        |
| 11       | Skagit Transit       | Design Services Sedro Woolley Transit Stops             | PE       | \$99,475        |

**Total \$3,305,275**

Notes:

\*Remainder of request from TAC project selection recommendation. No contingency list applications were submitted for these three projects.

"PE" is preliminary engineering and "CN" is construction.

Mayor Sexton moved to approve the three Surface Transportation Block Grant Program Project Selection recommendations as presented. Mayor Hayes seconded the motion, and the motion carried unanimously.

7. Roundtable and Open Topic Discussion: Transportation Policy Board members had nothing to discuss.
8. Next Meeting: The next meeting is Wednesday, August 21, 2019, at 1:30 p.m. in the Burlington City Council Chambers.
9. Adjourned: Mayor Boudreau adjourned the meeting at 3:02 p.m.

Information Items: The Board was provided with a monthly financial update, a letter of support for a Skagit Transit grant application, and the 2019–2021 Consolidated Grant Program Regional Award List.



SKAGIT COUNCIL OF GOVERNMENTS

315 South Third Street, Suite 100 • Mount Vernon • WA • 98273

www.scog.net

Approved,

A handwritten signature in blue ink, appearing to read "Kevin Murphy", written over a horizontal line.

Kevin Murphy, Executive Director  
Skagit Council of Governments

Date 8-21-2019

A handwritten signature in blue ink, appearing to read "Jill", written over a horizontal line.

Mayor Jill Boudreau, City of Mount Vernon  
Transportation Policy Board Chair  
Skagit Council of Governments

Date 8/21/19

## ACTION ITEM 6.C. – AUTHORIZE EXECUTIVE DIRECTOR TO SUBMIT 2027–2031 MOBILITY MANAGEMENT GRANT APPLICATION

### Document History

| Meeting                     | Date       | Type of Item | Staff Contact                 | Phone          |
|-----------------------------|------------|--------------|-------------------------------|----------------|
| Transportation Policy Board | 07/15/2026 | Discussion   | <a href="#">Sarah Ruether</a> | (360) 416-6605 |
| Transportation Policy Board | 08/19/2026 | Action       | <a href="#">Sarah Ruether</a> | (360) 416-6605 |

## RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends the Transportation Policy Board authorize the Executive Director to submit a grant application for a 2027–2031 mobility management grant through the Washington State Department of Transportation Consolidated Grant Program.

## FISCAL IMPACT

This grant application would be for a “sustaining project” which is a 4-year program, since we have already been awarded a two-year grant for this work. Sustaining grant applications require a 10% match.

The estimated cost of SCOG Staff to do this work, estimated at 26 hours per week for four years in addition to the cost of printing resource guides annually for four years, is \$835,530. If awarded at the requested amount, the total match required for SCOG would be \$83,553, with the per year match requirement for SCOG at \$20,888. This includes indirect costs, fringe costs estimated, and COLA adjustments.

## DISCUSSION

On May 19, 2026, Washington State Department of Transportation published a [notice of funding opportunity](#) to solicit applications for multimodal and rural mobility grants through the Consolidated Grant Program.

In the last funding cycle for the Consolidated Grant Process two years ago, SCOG was awarded \$356,722 in 2025 to administer a regional mobility coordination and outreach, which includes administering a mobility committee to work on outreach to the community, development of a resource guide, development of mobility a webpage on the SCOG website, and building partnerships and working on an emergency management plan template for facilities that include special needs populations.

The proposed grant application is to continue the on-going work and expand on it. The request is proposed to be \$835,530 for work in years 2027-2031.

Metropolitan planning organizations, such as SCOG, are eligible applicants for the Consolidated Grant Program funding. We received this grant as a “new” project in 2025, and this application would be for a “sustaining” grant, which would fund this work for four years. The required match on a sustaining grant is 10%. This grant application would address strategy 6A of the [Coordinated Public Transit-Human Services Transportation Plan \(CTP-HSTP\)](#) to improve regional coordination among transportation providers and volunteer agencies. It would also address strategy 6B of the CTP-HSTP to



better define roles and responsibilities of private and public transportation providers in an emergency.

Regional mobility coordination would occur through consistent monthly meetings with human service and public transit providers through the continued operation of two committees.

- **Mobility Committee:** This group would work on addressing mobility gaps and provide outreach to the community through a resource guide.
  - Currently, SCOG is partnering with Community Action on resource guide development, so it will be a comprehensive resource guide, including transportation. The transportation resources will also be put on the SCOG website along with helpful mobility links. This committee would be tasked with the approval and distribution of the resource guide on an annual basis.
  - This committee would also work on building partnerships to continue to address mobility gaps.
  - SCOG Staff assists member agencies with grant writing for mobility efforts.
- **Emergency Response Mobility Committee.** This committee would assure that all facilities that have human service populations (those populations that don't have a personal vehicle or need assistance in evacuation in an emergency) have completed an emergency evacuation plan (this template will be developed in the next year as part of the current grant application).
  - SCOG will work annually to assure that emergency evacuation plans are up-to-date and on file with SCOG.
  - We will have a site visit with each of these facilities (estimated between 50-60 facilities) to assure compliance and correct information on an annual basis; and to distribute any new information.
  - We also plan to put these plans into a searchable database, like Microsoft Access.
  - The GIS map which has the location of each of these facilities, will also be updated each year and shared with Skagit County DEM.
  - This committee will also provide outreach to every facility that has an emergency evacuation plan on file to check that the plan is up-to-date and to provide an outreach flyer to all residents of these facilities that instructs them on how to pack an emergency "to go bag" for evacuations.
  - This committee will also work to do mock-emergency scenarios on an annual basis with emergency response staff to understand communication flows and test if there are any gaps in the plan and implementation.
  - This committee will also work to build cross-county partnerships and ensure any agreements needed for evacuation vehicles for facility that don't have transportation are in place.



The final deliverables during this four-year grant are: administration of committees including meeting agenda and minutes from the Mobility Committee and Emergency Mobility Committees; annual printing and distribution of a general resource guide that includes transportation resources; maintenance and updating of a mobility website that has information for each committee; GIS mapping of facilities that require an emergency evacuation plan and a library of those plans in a searchable database; annual training and certification of emergency evacuation plans for each facility that has a plan on file; annual distribution of a flyer with instructions on how to pack a “to go bag” for emergency evacuation site that have a plan on file with SCOG; copies of interlocal emergency response agreements on file and checks to ensure that they are up-to-date.

Notification of recipients to receive grant funding is estimated by WSDOT in May 2027. If SCOG does receive an award from the Consolidated Grant Program it would need to describe sufficient financial capability and resources to implement and carry out the project with July 1, 2027- June 30, 2031, project period.

Applications for this grant are due September 9, 2026.

### **Countywide Support for this Grant Application**

- Executive Director Ms. Boudreau met with Police Chief Daniel Christman who has indicated his support. He has invited SCOG staff to discuss this grant application with the Skagit County Police Chiefs and Sheriff’s group, to get their support. They have indicated they will provide a letter of support.
- The Swinomish Tribal Community has provided a letter of support for this grant application.
- We have requested letters of support from Skagit Transit, Community Action, Chinook Enterprises, the Sauk-Suiattle Tribal Community and the Samish Tribal Community.

## **ACTION ITEM 6.D. – RESOLUTION 2026-10 TO ADOPT SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE**

### Document History

| Meeting                      | Date       | Type of Item               | Staff Contact                 | Phone          |
|------------------------------|------------|----------------------------|-------------------------------|----------------|
| Technical Advisory Committee | 04/02/2026 | Discussion                 | <a href="#">Sarah Ruether</a> | (360) 416-6605 |
| Transportation Policy Board  | 06/17/2026 | Release for Public Comment | <a href="#">Sarah Ruether</a> | (360) 416-6605 |
| Technical Advisory Board     | 08/05/2026 | Review and Recommendation  | <a href="#">Sarah Ruether</a> | (360)416-6605  |
| Transportation Policy Board  | 08/19/2026 | Action                     | <a href="#">Sarah Ruether</a> | (360) 416-6605 |

## **RECOMMENDED ACTION**

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of Resolution 2026-10 to adopt the Skagit Intelligent Transportation Systems Architecture.

There was one comment received on the ITS plan that can be found in the Comment Tracker. To address this comment, redlines were made to pages 17, 21 and 54 of the ITS plan. The only changes that were made to the ITS draft were strikethrough edits to remove reference to Civic Ready alert systems.

Revisions from the draft Plan to the final Plan appear in strikethrough-underline format. Deletions appear with text struck ("~~strikethrough~~") and additions appear underlined ("additions").

## **DISCUSSION**

Skagit Council of Governments is responsible for creating and maintaining the Intelligent Transportation Systems (ITS) architecture for Skagit County. The current ITS plan was last updated in 2011. Since that time, the boundary of the Metropolitan Planning Area (MPA) has expanded to include all of Skagit County. This update to the ITS architecture includes updated geography, includes new stakeholders and updates to include new technology to be consistent with the Architecture Reference for Cooperative and Intelligent Technology (ARC-IT) version 9.2.

The draft ITS plan and ARC-IT 9.2 service packages only consider technology that is used in the public sector that is connected. The plan does not include private technology or technology that public institutions use that is not connected.

Examples of technology connection are getting a text message notification of an accident; that is a data connection on a personal device. The accident may be reported via CCTV cameras, which report the accident to a center (which for Skagit County is in Shoreline at the Dayton location through WSDOT) that center puts out the information about the accident to their accident team, emergency response if needed, and public information officers who put it on the website and that information is pushed out to anyone who is subscribed for accident notifications. These data flows are ITS systems at work. Planning

for these future data flows is the purpose of this update. Technology that is not connected or is in the private sector is not part of the scope of this plan.

The purpose of this plan is to create a shared vision between stakeholders of how technology can improve our regional transportation system, contribute to meeting regional transportation goals, including the planning priorities in the regional transportation plan, and the steps needed to implement the technology.

## **APPENDICES**

Appendices included in this document are as follows.

Appendix A: Standards for Existing Service Packages

Appendix B: List of Stakeholder Outreach

Appendix C: User needs from RAD-IT

Appendix D: Roles and Responsibilities

Appendix E: Functional Requirements/Physical Objects

Appendix F: Inventory of ITS Elements

## **RESOLUTION 2026-10**

### **TO ADOPT THE SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE**

**WHEREAS,** on December 21, 2011, Skagit Council of Governments Transportation Policy Board adopted the current version of the Skagit Intelligent Transportation Systems Architecture.

**WHEREAS,** in 2024 Skagit Council of Governments Staff began doing outreach to stakeholders and member jurisdictions and working to update the 2011 version of the Intelligent Transportation Systems Architecture.

**WHEREAS,** SCOG's Transportation Policy Board released the draft Skagit Intelligent Transportation Systems Architecture for a fourteen-day public comment period on June 19, 2026 after which all comments were addressed with redlines.

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

The Skagit Intelligent Transportation Systems Architecture, as attached herein, is hereby approved.

Adopted: August 19, 2026

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Commissioner Peter Browning, Skagit County  
Transportation Policy Board Chair

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Jill Boudreau  
Executive Director

# Comment Tracker for ITS Draft July 2026

| ID | Date      | Last Name     | First Name | Source | Organization      | Email                                                            | Page #          | Comment (Verbatim)                                                                                                                                                                                                                                                                  | Response                                                                                    | Plan Change Summary                                                |
|----|-----------|---------------|------------|--------|-------------------|------------------------------------------------------------------|-----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| 1  | 6/17/2026 | Mayor Walters | Ryan       | Email  | City of Anacortes | <a href="mailto:ryanw@anacorteswa.gov">ryanw@anacorteswa.gov</a> | Page 17, 21, 54 | In her presentation on the Intelligent Transportation Systems Architecture plan, Sarah mentioned that Anacortes has Civic Alerts. We don't anymore; we have discontinued our subscription to that service (and we never had any capability other than SMS/email with that service). | Thank you for your comments. All references to Civic Alerts will be removed from the draft. | Revise draft to remove reference to Civic Alerts on pages 17,21,54 |



# SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE

*Adopted by the Transportation Policy Board on DATE*





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

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*Cover photograph courtesy of Andy Porter Photography.*

## EXECUTIVE SUMMARY

Skagit Council of Governments is responsible for creating and maintaining the Intelligent Transportation Systems (ITS) architecture for Skagit County. The ITS was last updated in 2011. Since that time, the boundary of the Metropolitan Planning Area (MPA) has expanded to include all of Skagit County. This update to the ITS architecture includes updated geography, stakeholders and updates to include new technology to be consistent with the Architecture Reference for Cooperative and Intelligent Technology (ARC-IT) version 9.2.

ARC-IT groups together technology to achieve transportation objectives into what is called “service packages.” These service packages represent slices of the architecture and address different planning objectives such as traffic management, emergency response, traveler information and personal mobility, vehicle safety, weather, public safety and public transportation. There are over 150 different service packages as part of ARC-IT 9.2. ARC-IT is a reference architecture; it provides a way for planners and engineers with different concerns to design systems with a common language. Using this language, this plan updates the existing and planned service packages and ties it together to present a big picture view of the architecture. Components of the ITS architecture are determined by Title 23 (Highways) Chapter I, Sub-chapter K, part 940 of the United States Code of Federal Regulations (CFR).

The plan and ARC-IT service packages only consider technology that is used in the public sector that is connected. The plan does not include private technology or technology that public institutions use that is not connected. The architecture is developed to better understand how these technologies connect and to help plan for future connections by envisioning what the region will need in the future.

The timeframe for this ITS architecture update and future project list is 25 years so that it is aligned with the 2050 regional transportation plan (RTP). This longer timeframe will require regular updates with the RTP at five-year intervals so that new technology and changes to ARC-IT service packages are made so that it is aligned with current technology.

The Washington State Department of Transportation (WSDOT) owns, maintains and is responsible for a majority of the region’s ITS components, including ITS system elements (fiber, CCTV cameras, data stations, etc.) on Interstate 5 and State Route 20, which run through multiple jurisdictions in Skagit County. WSDOT also collects Road Weather Information System (RWIS) and operates the Traffic Management Center (TMC) in Shoreline. WSDOT has maintenance and operations agreements for signals in multiple jurisdictions in Skagit County. Other key ITS stakeholders are Skagit Transit, Skagit911 and Skagit County Department of Emergency Management and the cities of Skagit County.

This update of the ITS architecture includes ITS components that are currently deployed in Skagit County, with an inventory of the ITS elements as well as an inventory of the ARC-IT

service packages that are deployed or partially deployed. The planning process included reaching out to various stakeholders in the region and discussing regional planning needs related to ITS services to evaluate short-term, intermediate and long-term ITS projects that support regional transportation goals.

As part of this plan, the ITS architecture defines what standards are currently being used and suggests relevant national standards, to better align technology. This plan will list standards and equipment that share data as well as some systems that do not share data but work together to achieve regional planning goals. The architecture includes a list of data-sharing agreements within the region, to illustrate how agencies work together to operate and maintain ITS systems.

This document fulfills the requirements set forth by the U.S. Federal Highway Administration Rule requiring regions with existing ITS applications to have a regional ITS architecture. It is in alignment with the regional transportation plan. The Regional Architecture for Intelligent Transportation (RAD-IT) Version 9.3 was used to compile the ITS components in its database. In addition to this plan, a RAD-IT file with the ITS components in the database is available on request.

DRAFT

## INTRODUCTION

The purpose of this plan is to create a shared vision between stakeholders of how technology can improve our regional transportation system, contribute to meeting regional transportation goals, and the steps needed to implement the technology.

- ITS systems use technology to improve the functionality, safety and cost-effectiveness of transportation systems. As technology advances and congestion increases with population growth, technology can play an increasing role in building a more efficient and effective transportation system.
- ITS projects provide ways to implement efficient and effective solutions to the transportation system through operation and management, rather than expansion of capacity. Increasing capacity of our road system is expensive and often creates induced demand.
- ITS provides a way to add efficiency to the transportation system, reducing congestion and therefore, accommodating continued growth.

This architecture serves as a plan to illustrate the ITS systems that are currently operational in Skagit County. It will illustrate which systems are planned in the future and how they can better connect and coordinate with other regional partners.

## STAKEHOLDERS

The stakeholders for the ITS planning process are those public entities that use or have systems that would be affected by ITS projects. The private sector was not included in the list of stakeholders because this plan does not include private sector projects, and therefore, that is beyond the scope of this plan. This plan also does not consider public technology that does not require connections to other providers as part of its function. The purpose of the plan is to plan for future data connections, so no planning is needed for technology services that do not connect. Appendix B of this plan details the public involvement that was done with these stakeholders.

- Burlington Northern Santa Fe (BNSF)
- City of Anacortes
- City of Burlington
- Town of La Conner
- City of Mount Vernon
- City of Sedro-Woolley
- City of Lyman
- City of Hamilton
- City of Concrete
- Port of Skagit
- Port of Anacortes
- Skagit Council of Governments
- Skagit County Department of Public Works
- Skagit Transit- Skagit Public Transit Agency
- Skagit County Department of Emergency Management
- Samish Indian Nation
- Sauk-Suiattle Indian Tribe
- Swinomish Indian Tribal Community
- Upper Skagit Indian Tribe
- Washington State Ferries
- Washington State Department of Transportation (WSDOT)
- Whatcom Transportation Authority-(Transit)
- WA State Emergency Management Division



## ARCHITECTURE SCOPE

The ITS architecture includes all ITS projects within the boundaries of the jurisdictions included in Skagit's MPA. Skagit's MPA includes all of Skagit County. Skagit County is bordered to the north by Whatcom County, to the west by Island and San Juan Counties, to the south by Snohomish County, and to the east by Okanogan and Chelan counties. The population of Skagit County is approximately 131,000 and the region is served by one interstate (Interstate 5) and multiple state routes. Skagit County is also a hub for the Washington State Ferries (WSF) system, with services to the San Juan Islands and the mainland through WSF's facility at Anacortes.

The scope of the architecture only includes public agencies that have transportation related ITS systems that are connected. Private technology and technology that does not connect or that is not used for the transportation system are not included in the scope of this plan.

### Exhibit A – Scope of ITS Architecture



## OPERATIONAL CONCEPT / ROLES AND RESPONSIBILITIES

### OPERATIONAL CONCEPT WSDOT

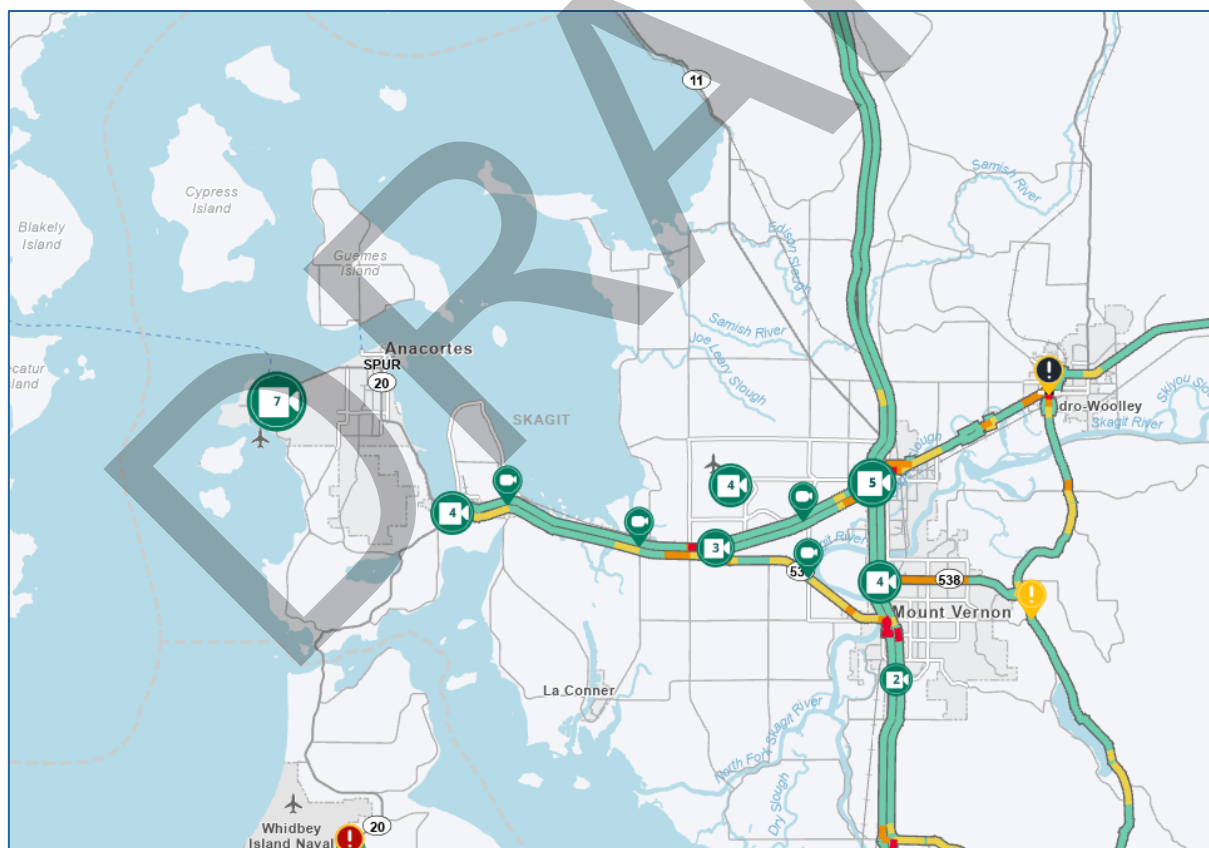
WSDOT is responsible for operating and maintaining all ITS systems along Interstate 5, the State Routes in Skagit County and Washington State, and their Associated Advanced Traveler Information systems (ATIS). Additionally, because Skagit County is rural, cities contract with WSDOT for ITS related services.

#### Existing Roles and Responsibilities:

- WSDOT has operations and maintenance agreements with the City of Anacortes, the City of Burlington, the City of Mount Vernon and unincorporated Skagit County. Sedro-Woolley's traffic lights are located on State highways, so no agreement is needed, but WSDOT operates and maintains their signals.
- Operate traffic management systems along I-5, SR20, SR9, SR11, SR530, and SR534.
- Coordinate all advanced traffic management data through the Traffic Management Center (TMC) in Shoreline.
- Shoreline TMC functions include monitoring traffic, identifying and providing travelers with information on roadway incidents using cameras located on the highways (I-5, SR20, SR536 and SR538). Shoreline TMC uses data from traffic detectors on the highway to observe traffic conditions for real-time data.
- Shoreline TMC coordinates the response of [WSDOT's Incident Response Team](#).
- Shoreline TMC coordinates responses with Washington State Patrol (WSP) and other law enforcement and emergency response crews when responding to incidents.
- Share information with WSP and Washington Fire Chiefs per [2024 JOPS agreement](#).
- Shoreline TMC coordinates with Public Information Officers (PIO's) to provide up-to-the-minute information about what is happening on the highway system, including weather conditions, travel alerts, and travel times.
- Maintain the Road Weather Information Systems (RWIS) currently in place.
- WSDOT's RWIS monitors local roadway and weather condition information and alerts public sector agencies and the traveling public about inclement weather conditions. The full menu of sensors that can be deployed by a RWIS station can allow for real-time measurement of temperature and pavement conditions. There are about a dozen different RWIS locations currently in Skagit County operated by WSDOT.
- [Traffic flow data collection and measurement is done by WSDOT along I-5 and SR20](#). Traffic flow metrics and information are measured through WSDOT automated traffic counters. These devices typically utilize induction loop detectors, which are installed directly into the pavement. This data is then made available

- through WSDOT's Traffic Count Database System (TCDS), and includes hourly or sub-hourly vehicle volume, classification, speed and weight data. The online TCDS provides daily, hourly, and 15-minute data collected at each location.
- Traffic monitoring is done by the Shoreline TMC by maintaining Closed-Circuit Television Cameras (CCTV) to provide visual coverage of roadways. In Skagit these are strategically placed on high volume corridors and near locations with high concentrations of collisions that require incident management and response. [CCTV are located on I-5, SR20 and SR536](#) and at the Anacortes Ferry terminal.
  - WSDOT uses Highway Advisory Radio (HAR) devices to communicate with the traveling public. These devices are used to inform drivers to tune into a radio station to hear important travel advisory messages.
  - WSDOT uses modular communications hubs (HUB) to support communications system operations. There is a mini-HUB utilizing cabinet near I-5 and SR20. This mini-HUB is connected to the WSDOT Burlington office through fiber.

### WSDOT Webpage with CCTV Camera Locations and Traffic Monitoring Information



### **WSDOT Future roles and Responsibilities:**

- Add more CCTV locations to increase traffic monitoring and better incident response.
- Add additional weather sensor data components along select routes in Skagit County to add to the RWIS system.
- Install additional ITS components (including but not limited to fiber, detection, cameras, ramp meters, and coordinated signals) on State Routes and I-5.
- Increase the redundancy of internet capabilities in Skagit County and install fiber along I-5 to allow for more ITS projects like ramp metering on I-5. Install additional ITS components (including but not limited to fiber, detection, variable message signs (VMS), cameras, integrated signals, HAR, RWIS, and ramp meters) on I-5 throughout Skagit County.
- Add the capability for VMS to provide drivers with crucial travel information in real time. This would allow for future service packages such as variable speed limits, queue warnings, and real-time roadway hazard warnings.
- Future ITS projects would require more real-time traffic information whether through increasing loop detectors or adding data from connected vehicles. Long-term ITS projects for safety, such as Queue Warnings and Variable Speed Limits, require real-time and connected vehicle data.
- Replace mini-Modular Communications Hubs (HUB) with full sized HUBS containing all necessary support equipment for communications operations at the SR532 and SR20 interchanges.
- Share in I-5 corridor planning to reduce congestion, including ramp metering and variable speed limits.
- Coordinate with Bellingham TMC for regional traffic management. This is a long-term project that will be needed when there are VMS in the I-5 corridor that would allow for driver warnings of congestion or hazards in Whatcom County.
- Deploy dynamic roadway warnings for fog, heavy rain or other severe weather conditions and other hazards like large animals on the roadway on parts of SR20 where this is a safety concern.
- Offer traffic signal prioritization to Skagit Transit through Shoreline TMC.
- Allow signal prioritization for freight to ease congestion and add safety through Shoreline TMC.

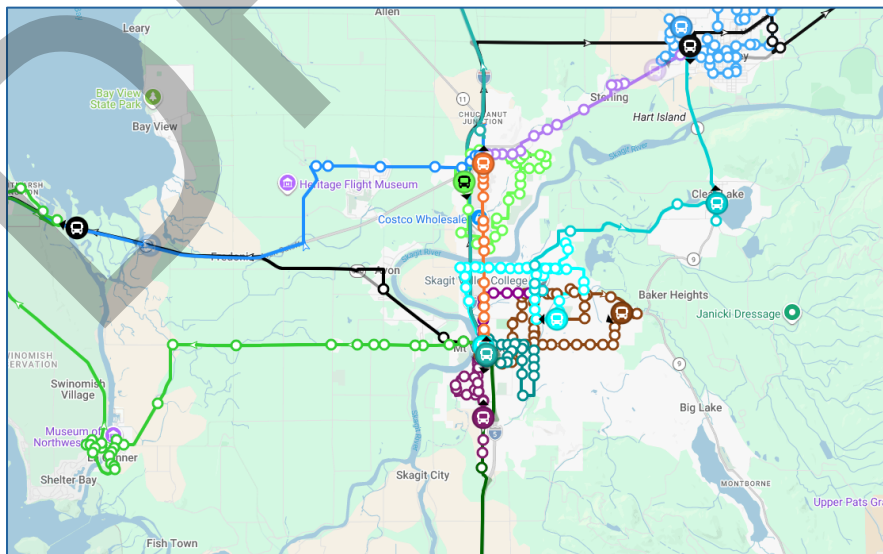
## OPERATIONAL CONCEPT SKAGIT TRANSIT

Skagit Transit operates public transportation systems which serve Skagit County, and some routes outside of the MPA that serve Whatcom County and Snohomish County.

### Existing Roles and Responsibilities:

- Maintain Advanced Vehicle Location systems (AVL) for all transit vehicles.
- Maintain camera systems on all vehicles and at some Park and Ride locations.
- Use monitoring systems for safety at the Skagit Station, South Mount Vernon Park and Ride, Chuckanut Park and Ride, Sedro-Woolley Park and Ride, and March Point Park and Ride.
- Park and Ride kiosks have 15" monitors with real-time information on location of buses at Skagit Station, Chuckanut Park and Ride, Sedro-Woolley Park and Ride, and March Point Park and Ride.
- On demand transit services are available for paratransit using Trapeese Trip Smart with NOVUS software, and Skagit Transit is investigating software solutions that will optimize paratransit.
- Electronic ticketing is done with GFI and Card/ App with UMO; currently expanding its contract with UMO to implement open payment capabilities, under this system users will have "wallets", tap to pay, or cash on coaches equipped with GFI systems as well as card and app-based transactions.
- Traveler trip planning is available on the website with real-time information.

### Skagit Transit Real Time Information for location of Buses on Routes (AVL)





### **Future Roles and Responsibilities:**

- Get on same bandwidth (800 MHz) with Skagit 911 and Skagit County DEM.
- Explore software capabilities that implement dynamic real-time manifests on vehicles to enhance efficiency for paratransit and micro transit.
- Extend Park and Ride Kiosk System with real-time information on bus times to Alger and South Mount Vernon Park and Ride locations.
- Implement a smart park and ride system that can let travelers know in advance how much parking is available at Park and Ride locations. This would complement plans to implement pay to park model for riders who are leaving their cars for longer trips.
- Coordinate trip planning and information with WA State Ferries, Whatcom Transit Authority, and other regional agencies.
- Develop transit signal priority system with local jurisdictions depending on where congestion hinders on-time performance.
- Add transit stop request, which would allow a transit passenger to send a stop request to an approaching transit vehicle with a personal device.
- Add route ID services for the visually impaired. Skagit Transit would have to prioritize which bus stops to include and install Wi-Fi at those locations (solar panels needed).
- Add transit connection protection services; this technology allows travelers to initiate a request for connection protection anytime during the trip using a personal device or on-board equipment.
- Add technology for personalized traveler information that can span multiple modes to include walking routes or other public transportation and real-time traffic information.
- Integrating Multi-Modal Payment Capability (IMMEP) service package would allow for payment of multiple modes and agencies with a single account. This allows the rider a seamless trip with multiple modes and agencies.

### **OPERATIONAL CONCEPT CITY OF ANACORTES**

---

#### **Existing Roles and Responsibilities:**

- Contract with WSDOT for signal operations and maintenance. For future signal ITS projects like freight or signal priority, use Shoreline Dayton TMC as the center.

#### **Future Roles and Responsibilities:**

- Work with Skagit Transit, WSDOT and Shoreline TMC to give signal priority to transit vehicles.
- Work with WSDOT to implement signal prioritization for freight during ferry traffic on Oaks Ave and Commercial.
- Work with WSDOT on more CCTV locations and more loop detectors to help identify congestion on SR20 to better notify the public of incidents and traffic congestion.



## **OPERATIONAL CONCEPT CITY OF MOUNT VERNON**

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The City of Mount Vernon owns 33 traffic signals, including a Hawk crosswalk signal on College Way.

### **Existing roles and responsibilities:**

- Contract with WSDOT for signal maintenance and operations. For future ITS services such as freight or bus priority for signals, or traffic metering use Shoreline Dayton TMC as the center.

### **Future roles and responsibilities:**

- Share information and control of cameras (CCTV), VMS, or other information sharing devices such as loop detectors to help with congestion by providing real-time information.
- Collaborate with I-5 corridor planning to reduce congestion in conjunction with WSDOT, including ramp metering and variable speed limits.
- Work with WSDOT on queue warning on I-5 for safety and traffic management.
- Work with WSDOT to collect more real-time traffic data on I-5 through connected vehicles or in other ways to provide data for Queue Warning and Variable Speed Limits service packages.
- Work with WSDOT on dynamic roadway warning for weather conditions and other traffic conditions as part of I-5 and Hwy 20 corridor planning.
- Offer traffic signal prioritization to Skagit Transit through Shoreline TMC.
- Work with WSDOT to implement prioritization for freight signals to ease congestion and increase safety.
- Work with WSDOT on regional traffic management to better coordinate congestion and incidents that affect traffic regionally.

## **OPERATIONAL CONCEPT CITY OF SEDRO-WOOLLEY**

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### **Existing roles and responsibilities**

- The traffic signals in Sedro-Woolley are owned and operated by WSDOT because they are on state routes. If signal operations for freight priority or signal priority are implemented, use Shoreline Dayton TMC as the center.

### **Future roles and responsibilities**

- Work with WSDOT to increase CCTV coverage on SR20, development of VMS signs on SR20, data collection via loop detectors on SR20 or data collection from connected vehicles if available.

- Offer traffic signal prioritization to Skagit Transit through the Shoreline TMC.
- Work with WSDOT to implement signal prioritization for freight through Shoreline TMC to assist with congestion reduction and safety.

## **OPERATIONAL CONCEPT CITY OF BURLINGTON**

---

### **Existing Roles and Responsibilities:**

- Contract with WSDOT for signal operations and maintenance. If signals require connection for future ITS applications use Shoreline Dayton TMC as the center.

### **Future roles and responsibilities:**

- Share control with WSDOT CCTV cameras, VMS, or other information devices like loop detectors to reduce congestion and provide better safety and accident alerts by giving drivers more real-time information.
- Collaborate with WSDOT in I-5 corridor planning to reduce congestion in conjunction with ramp metering and variable speed limits.
- Work with WSDOT to collect more real-time traffic data to support services like Queue Warnings and variable speed limits.
- Work with WSDOT on dynamic roadway warning for weather conditions like fog or extreme weather conditions.
- Give Skagit Transit signal prioritization through Shoreline TMC.
- Give signal prioritization to freight at key intersections through Shoreline TMC.
- Implement regional traffic management to better coordinate traffic congestion and incidents regionally on I-5 and State Routes.

## **OPERATIONAL CONCEPT SKAGIT COUNTY**

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### **Existing Roles and Responsibilities:**

- Contract with WSDOT for signal operations and maintenance.

### **Future Roles and Responsibilities:**

- Work with WSDOT to share control of CCTV and VMS to increase safety.
- Collaborate with WSDOT on I-5 corridor planning to reduce congestion in conjunction with ramp metering and variable speed limits.
- Collaborate with WSDOT on Queue Warning on I-5 for safety and traffic management.
- Work with WSDOT to implement signal prioritization for freight through Shoreline TMC.
- Work with WSDOT to identify locations on SR20 where dynamic roadway warning could be used to warn of wildlife on the highway and increase safety.

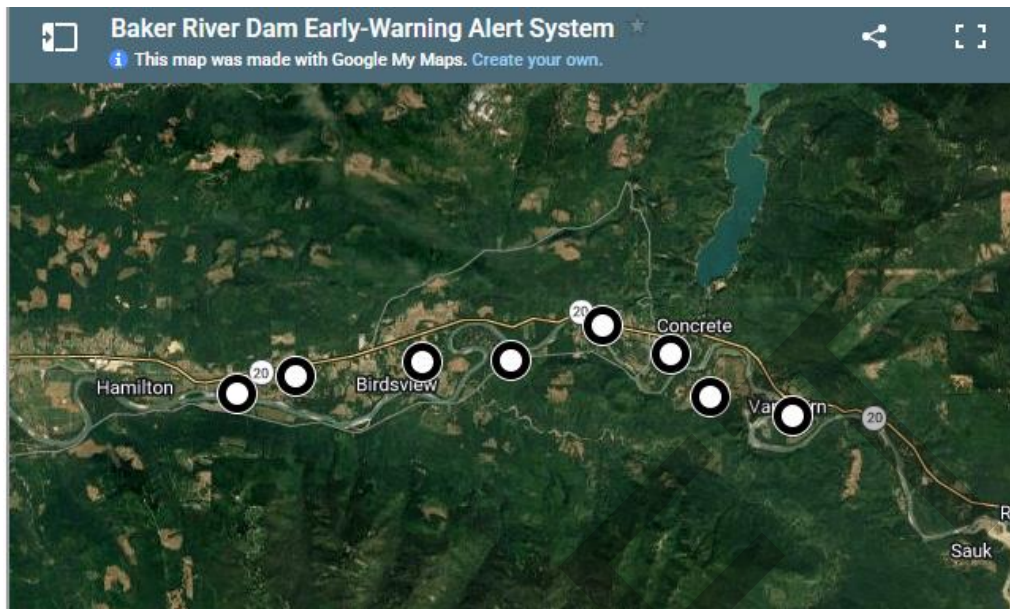
## **OPERATIONAL CONCEPT SKAGIT 911 AND EMERGENCY MANAGEMENT**

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### **Existing Roles and Responsibilities:**

- Emergency call taking and dispatching.
- Opticom is used on all signals for emergency signal preemption, except for signals with crosswalks.
- Automatic crash notification is given to Skagit 911 from connected vehicles.
- Incident pre-arrival staging guidance is partially existing, which allows real-time navigation and information about the accident, implemented through Fire Districts that have the technology.
- Skagit Ready is an alert system deployed by Skagit County DEM. The user is required to sign up and is encouraged to upload a safety profile that can be shared with 911.
- The Integrated Public Alert and Warning Systems (IPAWS) is a federal alert system that does not require sign up for notification.
- ~~City of Anacortes does alerts with Civic Ready, which can geographically sort alerts.~~
- Skagit County DEM uses Rave software, which allows alerts to be geographically sorted.
- Skagit County has an early warning system (wide area alert) managed by WA EMD as part of the Tsunami network. This has 9 sirens along the coast including the Bow/Edison area, Samish Island, multiple alarms on Fidalgo Island and an alarm at Padilla Bay near the Swinomish Chanel, and two alarms in the Shelter Bay/La Conner area, [a map of these sirens is located here.](#)
- PSE has sirens from [Concrete to Birdview for dam alerts \(8 total\).](#)
- The Anacortes Refinery has a [siren located at its facility.](#)
- Skagit County DEM acquired a Mobile Information Technology Resilience Unit (MITRU) to protect communication vulnerabilities in a disaster. A MITRU can be transported to any location needed. If there is a failure of a communication network in a disaster, this unit can be deployed to that location. The MITRU has Starlink capability to provide Wi-Fi and it has the capacity for two bands- one public and one that can be limited to emergency responders. DEM is working on a “mini” version that fits in a wheeled case to be more portable. The trailer has large rechargeable batteries and a solar panel to be more reliable in remote areas.

## Early Warning Alert Siren System-East County Locations



### Future Roles and Responsibilities:

- Add sirens in Anacortes, Hamilton, Cape Horn and Marblemount as part of wide area alerts and PSE dam warning siren system.
- Increase adoption of pre-arrival instructions for emergency responders.
- Add capability for incident scene monitoring to provide better safety for emergency responders. This is technology that would give warnings and alerts related to the incident to drivers to warn them. This also allows the TMC to respond to incidents by closing lanes or slowing traffic with variable speed limits.
- Add more capability for disaster traveler information to assist in evacuation and reentry and operation of the transportation system in a disaster, using VMS and the Shoreline Dayton TMC.
- According to Skagit 911, there is a need for better interoperability during an emergency with radios; different agencies do not have their neighboring agencies frequency programmed into their radios. Make sure that emergency responders have multi-band radios, with neighboring jurisdictions frequency programmed in.

## INVENTORY OF ITS SYSTEMS

The ITS systems in Skagit County are broken out into the ARC-IT components of centers, field devices, vehicles, and personal devices and summarized in this section. A more detailed inventory of existing and planned ITS elements can be found in Appendix F.

### CENTERS

A center is defined by ARC-IT as an entity that provides application, management, administrative, and support functions for ITS services from a fixed location not in proximity to the road network. The different centers discussed in this plan are the physical locations and organizations where the data support and administrative functions for the ITS services are accomplished. The center is a hub that provides vital links to accomplishing ITS functions.

#### Shoreline Dayton TMC (WSDOT)

WSDOT operates the Shoreline Dayton TMC. This TMC is operational 24 hours a day, every day to monitor traffic and direct and support incident response. TMC's are a critical component of coordinated response to accidents and emergencies. The Shoreline TMC monitors traffic and identifies problems using CCTV. They use data from traffic detectors to observe traffic conditions in real time. They coordinate with WSDOT incident response teams, the Washington State Patrol and other law enforcement and emergency response. They provide up-to-the-minute information about what is happening on the highway system, including weather conditions, travel alerts and travel times. They are the communication hub that provides Amber/Silver alerts to the ITS communications systems.

The Shoreline TMC is the center for the following elements and RWIS and Wide Area Alerts.

| Traffic Signals | Road Monitoring |
|-----------------|-----------------|
| Anacortes       | I-5             |
| Burlington      | SR20            |
| Mount Vernon    | SR9, SR536      |
| Sedro-Woolley   | SR534           |
| Skagit County   | SR583, SR536    |

**Skagit Transit – Transit Management Center Elements:** Skagit Transit owns and operates ITS systems for its transit fleet and at the Stations and information kiosks. Their technology department manages and maintains the following elements:

- Transit data
- Performance monitoring,
- Fixed and dynamic route operations
- Automatic vehicle location (AVL) on all vehicles except service vehicles
- Transit security systems- these feeds go to Skagit Transit Staff who then report incidents
- Passenger Counting
- Electronic Ticketing
- Traveler Information and Trip Planning

**Skagit 911 – Emergency Management Center Elements**

- Emergency call taking and dispatching
- Emergency response
- Emergency vehicle preemption
- Incident management center
- HAZMAT emergency notification to Skagit County DEM or any other agency that requires a response

**FIELD DEVICES**

| Roadway Equipment       | Security Monitoring Equipment | Weather Detection Equipment | VMS                               | Skagit Transit Vehicles                | Emergency Vehicles                                         |
|-------------------------|-------------------------------|-----------------------------|-----------------------------------|----------------------------------------|------------------------------------------------------------|
| Traffic Signals         | Cameras Skagit Station        | RWIS at a dozen locations   | WSDOT<br>Anacortes Ferry Terminal | Wi Fi Access                           | GPS location on some equipped with MTD's                   |
| Loop detectors          | Cameras Park and Ride         |                             |                                   | Security Cameras                       | Vehicle status tracked with Computer Aided Dispatch System |
| Weather data collection |                               |                             |                                   | Electronic Counting and Payment System | Communication through radios in vehicles                   |
| Opticom                 |                               |                             |                                   | AVL                                    |                                                            |
| Connected Vehicle       |                               |                             |                                   |                                        |                                                            |



## **SUPPORT**

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This category of ITS equipment includes software solutions, data solutions, communication systems and other elements needed to connect field equipment with TMC, vehicles and users.

**Transit Performance Measurement-** Skagit Transit maintains transit data to help measure performance and evaluate changes needed in operations, technology and services.

**Wide-Area Information Dissemination System-** Puget Sound Energy manages a wide area alert siren system to provide early warning of dam failure. Washington State Emergency Management Division WA EMD manages a Tsunami alert system along Skagit's coastal areas.

**Mobile Information Technology Resilience Unit -** Skagit County purchased a mobile information technology resilience unit (MITRU). This unit is an emergency communications trailer that is equipped with advanced communication technologies that enable effective primary and redundant means of communication among emergency responders, government agencies, and the public during disasters or emergencies. This unit is deployable to all Skagit County municipalities and preparedness response partners.

## **PERSONAL OBJECTS**

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This ITS component includes physical objects or systems that convey information to individual travelers either through personal devices such as smart phones, connected vehicle systems, area alert systems, or between employers and personnel.

**Skagit Transit Traveler Information:** Personalized route guidance with real-time information on bus arrival is available through trip planning available on personal devices.

**Washington State Department of Transportation Traveler Information:** Traffic information, weather information, travel alerts and amber/silver alerts are on personal devices.

**Skagit County Department of Emergency Management:** Personalized alerts are available from Skagit County DEM through Skagit Ready. The alerts are geographically sorted to only go to relevant residents on their personal devices or whatever form of communication they have chosen. Users must sign up for this service to receive the alerts.

~~**City of Anacortes Emergency Management:** Personalized alerts are available from the City of Anacortes using Civic Ready software. The alerts are geographically sorted to only broadcast relevant warnings via cell phone or email depending on the notification system the user signs up for.~~

~~**Swinomish Indian Tribal Community Emergency Management:** Currently researching using Civic Ready or similar software to provide emergency alerts.~~

## REGIONAL ITS SERVICES- INVENTORY OF ITS SYSTEMS

Categories of ITS systems, solutions and/or equipment deployed together for a purpose are called service packages by ARC IT 9.2. This provides national standards and protocols for providing different ITS services. This inventory will list what ITS services are provided and which “service package” in ARC IT 9.2 those services fit into.

ARC-IT 9.2 identifies twelve major categories of ITS systems with over 150 different individual service packages within those twelve categories.

Of those twelve categories of ITS systems in ARC IT 9.2 eight of them have existing or planned ITS services in this plan. The categories of ITS services that have ITS components deployed or planned are:

- **Commercial Vehicle Operations,**
  - One planned ITS package of ITS services.
- **Parking Management,**
  - One planned ITS package of ITS services.
- **Public Safety,**
  - Eight existing ITS packages of ITS services and two planned ITS packages of ITS services.
- **Public Transportation,**
  - Seven existing ITS packages of services and four planned ITS packages of services.
- **Traveler Information and Personal Mobility,**
  - Two existing packages of ITS services and three planned packages of ITS services.
- **Traffic Management,**
  - Four existing packages of ITS services and five planned packages of ITS services.
- **Vehicle Safety,**
  - Two planned packages of ITS services.
- **Weather,**
  - One existing package of ITS services.

The existing and planned service packages for each of these categories will be discussed in detail. Some of the ITS packages of services in ARC IT 9.2 are partially implemented or planned so the status of the implementation will be discussed as well as the description of the local implementation of these ITS services.

## COMMERCIAL VEHICLE OPERATIONS

There is one planned commercial vehicle operations service package CV006 Freight Signal Priority. This is a grouping of ITS systems and components that relate to commercial vehicle operations.

| <u>CV006 Freight Signal Priority Service Package</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                    |                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------|
| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Regional Planning Goal                                                                                                                                             | Stakeholders                                              |
| Planned                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Included as part of adaptive signal priorities in I-5 Study,</li> <li>• Congestion reduction</li> <li>• Safety</li> </ul> | WSDOT, Sedro-Woolley, Burlington, Mount Vernon, Anacortes |
| <p><b>Local Implementation:</b> The purpose of this service package is to give signal priority from the TMC to freight.</p> <p>Benefits are:</p> <ul style="list-style-type: none"> <li>• Reduction of congestion at freeway intersections.</li> <li>• Increased safety at intersections where implemented.</li> </ul> <p>This service package could be used on Highway 20 to allow a better flow of freight traffic through the towns of Sedro-Woolley and Burlington. It also could be used in Anacortes along Highway 20 for freight traffic that is going to the Ferry. This would require working with WSDOT and Shoreline TMC to give priority to freight traffic through ITS Roadway Signal Controls. This could be used in conjunction with freeway ramp metering to have better traffic flow on State Highways and I-5. It was listed as a strategy in the WSDOT I-5 study.</p> <p>It is an intermediate project as it requires high speed internet for connection to TMC and would make sense to consider doing it parallel with other ITS strategies like ramp metering.</p> |                                                                                                                                                                    |                                                           |

## PARKING MANAGEMENT

There is one planned parking management package of ITS services: PM02 Smart Park and Ride Systems. This is a grouping of ITS systems and solutions that relate to parking management.

| <u>PM02 Smart Park and Ride System</u>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                           |                                                                                                                                                                                                                                          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Regional Planning Goal                                                                                                                                                                                    | Stakeholders                                                                                                                                                                                                                             |
| <p>Planned</p> <p>A lack of parking at Skagit Station and plans to go to park and pay make this location a good candidate for implementation</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency of transportation systems by increasing transit use</li> </ul> | <p>Skagit Transit, Mount Vernon (Skagit Station), Sedro-Woolley Park and Ride (Sedro-Woolley), March Point (Anacortes), Alger Park and Ride (Bellingham), Chuckanut Park and Ride (Burlington), Cook Road Park and Ride (Burlington)</p> |
| <p><b>Local Implementation:</b> This service package offers real-time information about parking capacity at Park and Ride locations, which helps drivers understand if a lot is full and they need to find an alternative park and ride. Currently real-time locations of buses allow transit users to understand if the bus is on time, but as the population grows, drivers also will want to know if there is parking capacity in real-time to understand which Park and Ride to use. This is an intermediate term project as Skagit Transit plans to implement a pay-to-park model for Skagit Station users who are leaving their car overnight or for long-term. Having this system in place would be complementary to the pay to park system when developed.</p> |                                                                                                                                                                                                           |                                                                                                                                                                                                                                          |

## PUBLIC SAFETY

There are eight existing or partially existing packages of ITS services related to public safety and two planned packages of ITS services related to public safety. This is a grouping of ITS solutions that relate to public safety.

| <u>PS01 Emergency Call Taking and Dispatch Service Package</u>                                                                                                                                                        |                                                                                                                                                                                                                                                                                      |                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|
| Status                                                                                                                                                                                                                | Regional Planning Goal                                                                                                                                                                                                                                                               | Stakeholders                                                              |
| Existing                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries</li> <li>• Improve security,</li> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, and improve response time to accidents and emergencies</li> </ul> | Skagit 911, WSP, Emergency Responders, WSDOT TMC (depending on emergency) |
| <b>Local Implementation:</b> Skagit 911 is the emergency management center which handles the management of public safety call taking and dispatch services and coordinates emergency response among various agencies. |                                                                                                                                                                                                                                                                                      |                                                                           |

| <u>PS02 Emergency Response Service Package</u>                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                           |                                                                        |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------|
| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regional Planning Goal                                                                                                                                                                    | Stakeholders                                                           |
| Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security,</li> <li>• Enhance integration and improve efficiency and response times</li> </ul> | Skagit 911, Law Enforcement, Medical Responders, Fire Departments, DEM |
| <b>Local Implementation:</b> Skagit 911 provides emergency response information about an incident to law enforcement, fire departments and emergency response personnel. This includes information about the incident and if required Skagit 911 will contact Skagit County DEM to respond to HAZMAT or other incidents that may require incident commands to coordinate multiple agencies to response. Skagit DEM has a line open with Skagit 911 that has 24/7 monitoring. |                                                                                                                                                                                           |                                                                        |

### PS03 Emergency Vehicle Preemption Service Package

| Status                                                                                                                                                                                                                                       | Regional Planning Goal                                                                                                                                                                                                                     | Stakeholders                                             |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------|
| Existing                                                                                                                                                                                                                                     | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve response times for emergency medical personnel to an accident,</li> <li>• Improve efficiency and safety for non-emergency vehicles.</li> </ul> | Skagit 911, Emergency Vehicles that respond to accidents |
| <b>Local Implementation:</b> Signal preemption in Skagit County for emergency vehicles is done through Opticom. All signals in Skagit County except for a pedestrian crossing in Mount Vernon have Opticom for emergency vehicle preemption. |                                                                                                                                                                                                                                            |                                                          |

### PS04 Mayday Notification Service Package

| Status                                                                                                                                                                                                                                                                    | Regional Planning Goal                                                                                                             | Stakeholders                |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|-----------------------------|
| Existing                                                                                                                                                                                                                                                                  | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries.</li> <li>• Improve response times to accidents</li> </ul> | Skagit 911, Law Enforcement |
| <b>Local Implementation:</b> Skagit 911 and law enforcement receive connected vehicle information and can coordinate a response to incidents. This allows for response to remote accidents that may not be noticed and called in by bystanders and faster response times. |                                                                                                                                    |                             |

### PS05 Vehicle Emergency Response

| Status                                                                                                                                                                                                                                      | Regional Planning Goal                                                                                                     | Stakeholders                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|----------------------------------------|
| Existing                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries.</li> <li>• Improve security and safety</li> </ul> | Skagit 911, Law Enforcement, Fire, DEM |
| <b>Local Implementation:</b> Skagit 911 will determine if an incident requires HAZMAT or Skagit DEM response. Skagit DEM has an emergency line open 24/7 and coordinates a response with other agencies if needed, for any HAZMAT incident. |                                                                                                                            |                                        |



**PS06 Incident Scene Pre-Arrival Staging Guidance Service Package**

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Regional Planning Goal                                                                                                                                                 | Stakeholders                                                                                     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Partially Existing – Planned Expansion                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <ul style="list-style-type: none"> <li>• Reduce fatalities,</li> <li>• Injuries,</li> <li>• Improve security,</li> <li>• Enhance integration, connectivity.</li> </ul> | Skagit 911, Law Enforcement, Fire Department, Emergency Medical Professionals, Skagit County DEM |
| <p><b>Local Implementation:</b> Active 911 is an application on a smart phone that allows real time navigation to an accident location for emergency responders. This means they can avoid traffic congestion or other accidents that may delay response. This gives the person with the smart phone application a map and route to the call and computer aided dispatch. Skagit County has Active 911 for HAZMAT incidents. Not all emergency response districts have Active 911.</p> |                                                                                                                                                                        |                                                                                                  |

**PS07 Incident Scene Safety Monitoring Service Package**

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Regional Planning Goal                                                                                                                                                                           | Stakeholders                                                                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Planned                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency.</li> </ul> | Law Enforcement, Emergency Medical Response Teams, Fire, Emergency Management |
| <p><b>Local Implementation:</b> This is a planned service package that would use communication technologies to provide warnings and alerts relating to incident zone operations to both the emergency responders and to the vehicle approaching the incident zone. This provides safety to both the emergency responder and to the driver who may be unaware of an approaching incident. This service would provide an in-vehicle messaging of incidents to drivers to warn them that they are approaching an incident scene. It also alerts emergency personnel if a driver enters the safety zone, which gives them warning that a vehicle is not aware of the perimeter and to take caution.</p> |                                                                                                                                                                                                  |                                                                               |

### PS11 Early Warning System

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Regional Planning Goal                                                                                                                | Stakeholders                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Existing with planned expansion                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>Reduce fatalities from emergencies that have a lead time that allows for evacuation</li> </ul> | Skagit County DEM, Puget Sound Energy PSE, State Emergency Operations Center (SEOC) |
| <p><b>Local Implementation:</b> Skagit County's early warning system is managed by WA EMD as part of the tsunami network. Puget Sound Energy has sirens from Concrete to Birdsvew (8 total). For Tsunami sirens, there are 3 on Fidalgo Island, 1 in Padilla Bay area, and 1 north of Edison on Highway 11. Planned projects are to add sirens at the Port of Anacortes, Hamilton, Cape Horn and Marblemount. The Anacortes refinery has a siren system.</p> |                                                                                                                                       |                                                                                     |

### PS10 Wide Area Alert

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Regional Planning Goal                                                                                                                                                                                      | Stakeholders                                                                     |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------|
| Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <ul style="list-style-type: none"> <li>Reduce fatalities, and injuries,</li> <li>Improve security,</li> <li>Reduce congestion,</li> <li>Enhance integration and connectivity, improve efficiency</li> </ul> | WSDOT Shoreline TMC, State Emergency Operations Center (SEOC), Skagit County DEM |
| <p><b>Local Implementation:</b> WSDOT provides emergency information to personal devices and on their website, this is done through Shoreline TMC, and the State provides a reverse 911. The Alert and Warning Center (AWC) are a function of the SEOC which provides 24-hour, 7 days a week coverage for notifications, alerts and warnings of emergency events and incidents affecting Washington State. Wide area alerts are distributed locally by different agencies. Skagit County has a Skagit Ready alert notification system. Integrated Public Alert and Warning System (IPAWS) is a federal alert system that doesn't require registration to push alerts. Other alerts provided are weather emergency alert (WEA) and Emergency Alert System (EAS), amber/silver alerts and non-weather emergency messages (NWEM). The Skagit County DEM can initiate a message in those systems, that once approved can be put out. Those messages are then picked up by radio and TV stations.</p> |                                                                                                                                                                                                             |                                                                                  |

**PS14 Disaster Traveler Information**

| Status  | Regional Planning Goal                                                                                                                                                                         | Stakeholders                                                                                     |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|
| Planned | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security,</li> <li>• Enhance integration and connectivity</li> <li>• Improve efficiency</li> </ul> | WSDOT, Skagit County DEM, any cities that are on State Routes that have or will have VMS or CCTV |

**Local Implementation:** This service package would allow drivers to be alerted in real time of road closures or emergency evacuation routes or hazardous road conditions or accident locations. This would be done by putting the information on a VMS notification board on key travel routes and sending that information to a personal device. The implementation of this service package requires VMS infrastructure on key regional transportation routes of importance. It would also be helpful to have more CCTV locations so that the TMC has more real-time information to provide these alerts. It is therefore a long-term project. This service package supports the flexibility needed to have flexible evacuation routes. As these routes will vary with each emergency event. It also would aid in the deployment of information on detours, accidents and hazardous weather events by getting that information out in real-time to the public.

## PUBLIC TRANSPORTATION

There are seven existing or partially existing public transportation services packages and five planned service packages. This is a grouping of ITS systems that relate to public transportation.

### PT01 Transit Vehicle Tracking Service Package

| Status   | Regional Planning Goal                                                                                                                                                                                                                                                   | Stakeholders                  |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Existing | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency,</li> <li>• Improve resiliency and reliability, and</li> <li>• Support more transit use by making it easier to use</li> </ul> | Skagit Transit, transit users |

**Local Implementation:** Skagit Transit Automatic Vehicle Location (AVL) is on all buses and coaches for Skagit Transit. This allows Skagit Transit to offer real-time locations and lets riders know the status of their bus and if there are delays. It is used on the website and at the kiosk sites and Park and Ride locations to give real-time information. Skagit Transit is in the process of certifying the accuracy of data collected through dispatch CAD/AVL system and ensuring that all fixed-route vehicles are fully equipped with this calibrated, in-vehicle technology. Staff are evaluating alternative software solutions to meet the agency's needs.

### PT02 Transit Fixed Route Operations

| Status   | Regional Planning Goal                                                                                                                                                                                             | Stakeholders                  |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Existing | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, resiliency and reliability,</li> <li>• Support Transit Use.</li> </ul> | Skagit Transit, transit users |

**Local Implementation:** Skagit Transit performs automated dispatch and system monitoring for fixed-route and flexible-route transit services. This service monitors the transit vehicle trip performance against the schedule and provides information displays at the various kiosks that have real-time information. There are plans to expand the network of rider kiosks at transfer locations – including Skagit Station, Chuckanut, March Point and the Sedro-Woolley Park and Ride.

### PT03 Dynamic Transit Operations Service Package

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Regional Planning Goal                                                                                                                                                                                         | Stakeholders                                                                                    |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, resiliency, reliability,</li> <li>• Support transit use</li> </ul> | Skagit Transit for Para-transit, paratransit users which includes populations with disabilities |
| <p><b>Local Implementation:</b> Dynamic Transit Operations functions as a way for users of Para-transit to request trips using a personal device, phone or computer and uses computer aided dispatch/ advanced vehicle locations (CAD/AVL) systems and automated scheduling software to provide coordination functions to dynamically schedule and dispatch a Paratransit vehicle. Skagit Transit is investigating software solutions that will optimize paratransit scheduling and vehicle utilization to meet the region's growing demand for paratransit services. This includes implementing dynamic, real-time manifests on vehicles to enhance efficiency and improve service delivery.</p> |                                                                                                                                                                                                                |                                                                                                 |

### PT04 Transit Fare Collection Management

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Regional Planning Goal                                                                                                                                                                                         | Stakeholders                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, resiliency, reliability,</li> <li>• Support transit use</li> </ul> | Skagit Transit, transit users |
| <p><b>Local Implementation:</b> Electronic fare payment for Skagit Transit is done with GFI through a card or App with UMO. Skagit Transit is expanding its contract with UMO to implement open payment capabilities- moving beyond the previous system, which only supported physical fare cards and mobile fare ticketing. Under this enhanced system, passengers will be able to pay fares using mobile device "wallets", tap to pay, or cash on coaches equipped with GFI systems, as well as through card and app-based transactions with UMO. This solution was selected to strengthen regional coordination and improve rider convenience; however, Skagit Transit will continue to evaluate additional fare solutions to ensure meeting needs of riders.</p> |                                                                                                                                                                                                                |                               |

#### PT05 Transit Security

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Regional Planning Goal                                                                                                                                                                         | Stakeholders                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <ul style="list-style-type: none"> <li>• Improve security,</li> <li>• Reduce fatalities and injuries,</li> <li>• Assist users to feel safer so they are comfortable taking transit.</li> </ul> | Skagit Transit, transit users |
| <b>Local Implementation:</b> A networked security camera system is deployed across Skagit Transit facilities, including Skagit Station, MOA, Chuckanut, South Mount Vernon, March Point, and Alger; providing integrated, cloud-based video monitoring. The system supports secure, off-site digital access, real-time surveillance, and centralized data storage to enhance operational visibility, system reliability, and incident response capabilities. These cameras are not connected to law enforcement but are monitored by Skagit Transit Staff. |                                                                                                                                                                                                |                               |

#### PT07 Transit Passenger Counting

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Regional Planning Goal                                                                              | Stakeholders   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|----------------|
| Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Improve efficiency</li> </ul> | Skagit Transit |
| <b>Local Implementation:</b> Skagit Transit currently has Automatic Passenger Counters (APC's) installed on its coaches that are not yet certified; however, certification is underway and expected to be completed early 2026. In the meantime, the agency continues to utilize a combination of GFI and UMO ridership data for passenger counting. Once certified, the APC system will provide detailed stop level data to better inform planning decisions. |                                                                                                     |                |



#### PT08 Transit Traveler Information

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Regional Planning Goal                                                                                                                             | Stakeholders                  |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration, connectivity,</li> <li>• Improve efficiency</li> </ul> | Skagit Transit, transit users |
| <p><b>Local Implementation:</b> Skagit Transit offers a variety of tools to help riders access real-time information and plan their trips with ease. Their online real-time map uses AVL technology to display live bus locations, and up-to-date route information is also available and kiosks throughout the system. Riders can plan their trip directly through the Skagit Transit website or uses SMS (Short Message Service), which allows users to text a route number and receive real-time departure times for their stop. The agency is investigating options for a white labeled app that will support all transportation modes offered by the agency.</p> |                                                                                                                                                    |                               |

#### PT09 Transit Signal Priority

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Regional Planning Goal                                                                                                                                                                                                                                                          | Stakeholders                              |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|
| Proposed                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <ul style="list-style-type: none"> <li>• Improve efficiency and reliability of transit by allowing transit vehicles to get through congested intersections more efficiently.</li> <li>• This keeps transit on time and improves the reliability of transit services.</li> </ul> | Skagit Transit, transit users, WSDOT- TMC |
| <p><b>Local Implementation:</b> This service package would allow a transit vehicle to request priority at one or a series of intersections. The Shoreline TMC would be the center to give permission to the driver. The driver would get feedback from the TMC on whether the signal priority has been granted or not. As Skagit County grows and congestion increases, priority intersections that keep routes from achieving on-time schedules could be considered. This is a long-term project, to ensure that as population and traffic congestion increase, transit routes can maintain on-time service.</p> |                                                                                                                                                                                                                                                                                 |                                           |

PT15 Transit Stop Request

| Status   | Regional Planning Goal                                                                                                                                                                                | Stakeholders                  |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Proposed | <ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security, reduce congestion,</li> <li>• Improve the experience for the passenger using transit</li> </ul> | Skagit Transit, Transit users |

**Local Implementation:** This service package allows a transit passenger to send a stop request to an approaching vehicle. The transit vehicle receives the request and notifies the vehicle operator of the stop request. This would be a beneficial service for some rural fixed routes, where routes tend to have low ridership, so the bus driver is ready to stop. Currently this is not needed, as there are protocols for bus drivers to stop, but it may be evaluated in the future, as Skagit Transit's routes change.

PT16 Route ID for the Visually Impaired

| Status   | Regional Planning Goal                                                                                                                                                            | Stakeholders                                                                   |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| Proposed | <ul style="list-style-type: none"> <li>• Increase accessibility for special needs populations and make transit more accessible for all.</li> <li>• Increase ridership.</li> </ul> | Skagit Transit, special needs populations- seniors and those with disabilities |

**Local Implementation:** This service package assists visually impaired travelers to identify their bus route and provides information to bus stop infrastructure to visually impaired travelers portable devices that can be converted to audible information. It also allows the visually impaired traveler to query the portable device to identify route operations. This service would allow more people to use fixed route bus services by increasing accessibility.

**PT17 Transit Connection Protection**

| Status   | Regional Planning Goal                                                                                                                                                                                                                                                                                                            | Stakeholders                                                |
|----------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|
| Proposed | <ul style="list-style-type: none"> <li>• Make longer, cross-county trips using different modes, including multiple transit agencies, bus and ferry connections or Amtrack train.</li> <li>• These connections are easier for the rider by using technology to help the rider make the connections needed for the trip.</li> </ul> | Skagit Transit, WSF, WTA, Community Transit, transit riders |

**Local Implementation:** This service allows passengers to request connection protection for their trip. This means the rider gets notified in advance if they cannot make a connection and an alternate connection is proposed. Alternatively, if waiting time to connect is small, the connecting mode would be notified to wait for the arriving passenger. This would be useful for connections from bus service to the Anacortes Ferry terminal or connections to transit in Snohomish or Whatcom County. Some informal versions of this exist with the 80X route on Skagit Transit.

## TRAVELER INFORMATION AND PERSONAL MOBILITY

### TI01 Broadcast Traveler Information

| Status                                                                                                                                                                                                                                                                                                                                                            | Regional Planning Goal                                                                                                                  | Stakeholders         |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------|
| Existing-<br>WSDOT provides traveler information via website, 511 and Highway Advisory Radio (HAR)                                                                                                                                                                                                                                                                | Real time information for weather, emergency notifications and detours help drivers navigate the best routes which decreases congestion | WSDOT, Shoreline TMC |
| <b>Local Implementation:</b> WSDOT provides real-time traffic information on congestion, weather, and emergency notifications on their website and with 511 services. This information can also be broadcast on highway advisory radio (HAR). The radio advisory can be used for remote areas in the County that do not have good cellular communications access. |                                                                                                                                         |                      |

### TI02 Personalized Traveler Information

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Regional Planning Goal                                                                                                                                             | Stakeholders                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|
| Partially Existing                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <ul style="list-style-type: none"> <li>• With more real time information, a traveler can better plan for their trip.</li> <li>• Encourages transit use.</li> </ul> | Skagit Transit, transit users |
| <b>Local Implementation:</b> This service package is partially existing as Skagit Transit has a trip planner that can provide route guidance in real-time to riders. Expansion of this service package would include real-time interactive request/response systems and information services that “push” a tailored stream of information that could include traffic congestion, ride/share match for micro transit, parking management or other real-time information about their proposed trip. |                                                                                                                                                                    |                               |

#### TI04 Trip Planning and Payment

| Status  | Regional Planning Goal                                                                                                                                                                                                                                           | Stakeholders                                                                  |
|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------|
| Planned | <ul style="list-style-type: none"> <li>• Encourage transit use by making longer transit trips with multiple modes easier,</li> <li>• Make payment for a trip easy by allowing it to be done in advance</li> <li>• Support ridership and accessibility</li> </ul> | Skagit Transit, WTA, Community Transit, Sound Transit, Amtrak, Transit riders |

**Local Implementation:** This would allow trip planning across multiple transit agencies to be put together by a trip planning service. This helps those who have a long-distance trip figure out different ways they could accomplish their trip with different transit agencies. This service package also allows the user to pay for their trip in advance using the website. In planning for micro transit, the ability to pay in advance may be part of the application, so that portion of this service package may be implemented as part of that project.

#### TI05 Integrated Multi-Modal Electronic Payment

| Status  | Regional Planning Goal                                                                                                                                                                                                                                                        | Stakeholders                                                       |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------|
| Planned | <ul style="list-style-type: none"> <li>• Encourage transit use by making transit trips with multiple agencies easier.</li> <li>• Support ridership and accessibility by allowing riders to use one card for multiple modes of transit use with different agencies.</li> </ul> | Skagit Transit, WTA, Community Transit, Sound Transit, Amtrak, WSF |

**Local Implementation:** This project would integrate a payment system that would allow for multiple transit agencies and rideshare apps to allow one universal card that could allow multiple choices for trips with different transit agencies or other private transportation to be purchased with one payment card. It allows more flexibility for the user with only one payment card for multiple transit options. Skagit Transit will continue to evaluate additional fare solutions and payment methods to meet the evolving needs of ridership.

**TI06 Shared Use Mobility and Dynamic Ridesharing**

| Status                                                                                                                                                                                                                                                                                                                                                                                                                       | Regional Planning Goal                                                                                                                                                          | Stakeholders                   |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| Planned for Micro Transit                                                                                                                                                                                                                                                                                                                                                                                                    | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Improve efficiency,</li> <li>• Improve mobility for rural or hard-to-reach areas for transit.</li> </ul> | Skagit Transit, transit riders |
| <p><b>Local Implementation:</b> Skagit Transit has plans to acquire software that allows for more robust dynamic ridesharing capabilities for its pilot of micro transit. This service package supports software capabilities specifically for micro transit demand responsiveness; however this software may also be used for paratransit. Skagit Transit is research the options for software with these capabilities.</p> |                                                                                                                                                                                 |                                |



## TRAFFIC MANAGEMENT

### TM01 Infrastructure Based Traffic Surveillance

| Status   | Regional Planning Goal                                                                                                                                                                 | Stakeholders                                                                                                               |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|
| Existing | <ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency,</li> <li>• Support transit use.</li> </ul> | WSDOT, Burlington, Mount Vernon, and Skagit County CCTV locations. Public that uses WSDOT's real-time traffic information. |

**Local Implementation:** WSDOT operates sixteen Closed-Circuit Television Cameras (CCTV) for monitoring in Skagit County. These cameras are located along I-5 through Mount Vernon and Burlington, along Highway 20 east of Burlington, I-5, and one camera on Highway 536. There are also cameras at the Anacortes Ferry terminal. Most of these cameras are old and need to be upgraded in the future. However, these cameras provide video feed to the Shoreline TMC for passive monitoring and early detection of non-routine congestion. During incidents, CCTV cameras provide information on how an incident is being managed and allows for accurate real time dissemination of information to the public.

### TM02 Vehicle Based Traffic Surveillance

| Status             | Regional Planning Goal                                                                                                                                                                                                                                                                                        | Stakeholders      |
|--------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Partially Existing | <ul style="list-style-type: none"> <li>• Increase accessibility and mobility of people and freight;</li> <li>• Enhance the integration and connectivity of the transportation system across and between modes;</li> <li>• Promote efficient operation and management of the transportation system.</li> </ul> | WSDOT, Skagit 911 |

**Local Implementation:** Skagit 911 currently receives information from connected vehicles to notify them of an incident. However, with more connected vehicles on the road, a broader implementation of this service package in the future may include getting more data from connected vehicles to measure traffic congestion. This data could assist in implementing ITS planned services -variable speed limits and queue warnings.

### TM03 Traffic Signal Control

| Status                                                                                                                                                                                                                                                                                                                         | Regional Planning Goal                                                                                                                                     | Stakeholders                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Existing                                                                                                                                                                                                                                                                                                                       | <ul style="list-style-type: none"> <li>• Support economic vitality by reducing congestion</li> <li>• Promote an efficient transportation system</li> </ul> | Anacortes, Burlington, Mount Vernon, Sedro-Woolley, Skagit County, La Conner, WSDOT |
| <b>Local Implementation:</b> The cities of Anacortes, Burlington, and Mount Vernon have operation and maintenance agreements with WSDOT for their signals. Skagit County has an agreement that covers signals in unincorporated areas. Signals on State Routes in Sedro-Woolley and La Conner are owned and operated by WSDOT. |                                                                                                                                                            |                                                                                     |

### TM05 Traffic Metering

| Status                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Regional Planning Goal                                                                                                                                                                                                                                                        | Stakeholders                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|
| Planned                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <ul style="list-style-type: none"> <li>• Reduce congestion on I-5 and promote more efficient freeway operations.</li> <li>• Recommended as part of WSDOT I-5 study for I-5 operations.</li> <li>• Recommended as part of the WSDOT TSMO Active Traffic Management.</li> </ul> | WSDOT, Mount Vernon, Burlington |
| <b>Local Implementation:</b> This is a planned ITS element to address increasing congestion on I-5. This planned implementation is dependent on reliable high speed internet connection. This project would control arterial traffic flow on and off I-5 exits. This was recommended as part of the WSDOT I-5 study to help manage congestion on I-5 during peak hour traffic and during events. The Shoreline TMC would give priority for the traffic metering on freeway on-ramps. |                                                                                                                                                                                                                                                                               |                                 |

### TM07 Regional Traffic Management

| Status  | Regional Planning Goal                                                                                                                                                                                                                                                                                                | Stakeholders                            |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------|
| Planned | <ul style="list-style-type: none"> <li>• Support economic vitality and increase accessibility and mobility,</li> <li>• Enhance integration and connectivity of the transportation system.</li> <li>• Promote better management and operations of the system.</li> <li>• Improve reliability and resiliency</li> </ul> | WSDOT, Shoreline TMC,<br>Bellingham TMC |

**Local Implementation:** This service package would allow notification from the Bellingham TMC of accidents or other disturbances on regional routes that connect to Skagit County. This would allow for notification well in advance of an incident on Highway via VMS, which would give the driver time to plan an alternate route. This would also allow for warnings about hazardous weather events outside of Skagit County that have compromised the transportation system. This is a long-term project as it would require VMS infrastructure in place.

### TM12 Dynamic Roadway Warning

| Status  | Regional Planning Goal                                                                            | Stakeholders                                                                                    |
|---------|---------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------|
| Planned | <ul style="list-style-type: none"> <li>• Increase safety of the transportation system.</li> </ul> | WSDOT, Jurisdictions on I-5, Areas of Highway 20 that are prone to accidents with wildlife, TMC |

**Local Implementation:** This service package can dynamically warn drivers and other users of hazards on the roadway. Such hazards include weather conditions, wildlife, or other hazards. This system can be monitored and controlled by a TMC or be autonomous. There are areas of Highway 20 upriver in Skagit County that have had severe accidents due to wildlife. A system such as this one could provide the driver with a warning of wildlife ahead. This service package would be long-term as VMS infrastructure is necessary and could work in conjunction with emergency notification service packages.

### TM13 Standard Railroad Grade Crossing

| Status   | Regional Planning Goal                                                                                                                   | Stakeholders                                                        |
|----------|------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------|
| Existing | <ul style="list-style-type: none"> <li>• Increase the safety of railroad crossings for both motorized and nonmotorized users.</li> </ul> | WSDOT, BNSF, Skagit County, Sedro-Woolley, Burlington, Mount Vernon |

**Local Implementation:** This service package manages highway traffic at highway-rail intersections (HRI's). This service package is used at intersections with busy State highways and other high traffic areas to assure safety.

### TM20 Variable Speed Limits

| Status  | Regional Planning Goal                                                                                                                                                                                                                    | Stakeholders                                   |
|---------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| Planned | <ul style="list-style-type: none"> <li>• Increase safety by slowing down traffic for accident or severe weather,</li> <li>• Promote efficient system management and operations,</li> <li>• Improve resiliency and reliability.</li> </ul> | WSDOT, Burlington, Mount Vernon, Skagit County |

**Local Implementation:** This service package sets variable speed limits along a roadway to create more uniform speeds, to promote safer driving during adverse conditions such as fog, snow or hail or an upcoming accident. The system can be centrally maintained through a TMC or autonomous. This service package was recommended as part of the WSDOT I-5 study.

## VEHICLE SAFETY

### VS08 Queue Warning

| Status  | Regional Planning Goal                                                                                                                                                                                                                                                            | Stakeholders                                   |
|---------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------|
| Planned | <ul style="list-style-type: none"> <li>• Increase safety of I-5,</li> <li>• Increase mobility by decreasing congestion,</li> <li>• Promote efficient system operations and management.</li> <li>• Improve the resiliency and reliability of the transportation system.</li> </ul> | WSDOT, Burlington, Mount Vernon, Skagit County |

**Local Implementation:** This service package utilizes connected vehicle technologies, including vehicle to infrastructure (V2I) and vehicle to vehicle (V2V) communications, to enable vehicles within the queue event to automatically broadcast their queued status information. This service package was recommended in the WSDOT I-5 study and this strategy for congestion management and safety is recommended by WSDOT TSMO as part of their ITS strategies. This is a long-term project as infrastructure like VMS systems would need to be in place before it could be implemented.

## WEATHER DATA COLLECTION

### WX01 Weather Data Collection

| Status   | Regional Planning Goal                                                                                                                                                                                                                                      | Stakeholders                                          |
|----------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------|
| Existing | <ul style="list-style-type: none"> <li>• Increase the safety of the transportation system by giving real-time information on weather.</li> <li>• Enhance the integration and connectivity of the transportation system across and between modes.</li> </ul> | WSDOT, users of WSDOT website for weather information |

**Local Implementation:** WSDOT's Road Weather Information System (RWIS) has 12 weather stations in Skagit County. These stations monitor roadway weather conditions and alert public sector agencies and the traveling public about inclement weather conditions.



## PROJECT SEQUENCING

A project sequence defines the order in which ITS projects within a region should be implemented. This is important if there are interdependencies of systems being developed between multiple agencies. Projects are sequenced in the order of short-term (5-10 years), intermediate term (10-15 years), and long-term (15-20 years).

Short term projects are not dependent on other projects, and many are already partially existing, meaning the implementation of this project has already begun. Intermediate projects require infrastructure or other implementation requirements before they can be started. For example, ramp metering is dependent on reliable internet before implementation.

Long-term projects have more work needed before implementation. For instance, VMS message board infrastructure is needed on I-5 before variable speed limits and queue warnings can be implemented.

### Short Term Planned ITS Projects

#### Proposed Short Term Project

- **Incident Scene Pre-Arrival- Staging Guidance for Emergency Responders-** this is partially existing so continuing adoption for full implementation.
- **Early Warning System-** this is existing with planned expansion
- **Trip Planning and Payment-** These ITS services exist with planned addition to services.
- **Personalized Travel Information-** These ITS services exist with planned addition to services.
- **Shared Use Mobility and Dynamic Ridesharing-** Additional ITS services to support micro-transit
- **Vehicle Based Traffic Surveillance-**Partially existing, expansion of these existing ITS services to include connected vehicle data.
- **Integrated Multi-Modal Electronic Payment-** These integrated multiple payment systems from various transit agencies or modes to make it easier for riders to travel cross-county.

## Proposed Planned Intermediate ITS Projects

**Proposed  
Intermediate  
Project**

- **Freight Signal Priority-** Needs high speed fiber connection to get priority from Shoreline TMC this strategy works with other I-5 strategies.
- **Traffic Metering-** Needs high speed fiber connection to be managed by Shoreline TMC, this strategy works with other I-5 strategies.
- **Disaster Traveler Information-**The installation of VMS reader boards in Skagit County are needed before these ITS services can be deployed.
- **Transit Connection Protection-** ITS services to allow a rider that is taking a cross-County trip to have digital assistance to let connecting services and modes know if they are late or this service can provide assistance in finding another connection if transit connection is missed.
- **Smart Park and Ride System-**Skagit Station is often at parking capacity and plans to implement a pay-to-the-park model for longer-term parking. These ITS services would allow transit riders who would like to park at Skagit Station to check digitally to know if there is available parking.
- **Incident Scene Safety Monitoring-** These ITS services will allow for safety for emergency responders and drivers.

### Proposed Planned Long Term ITS Projects:

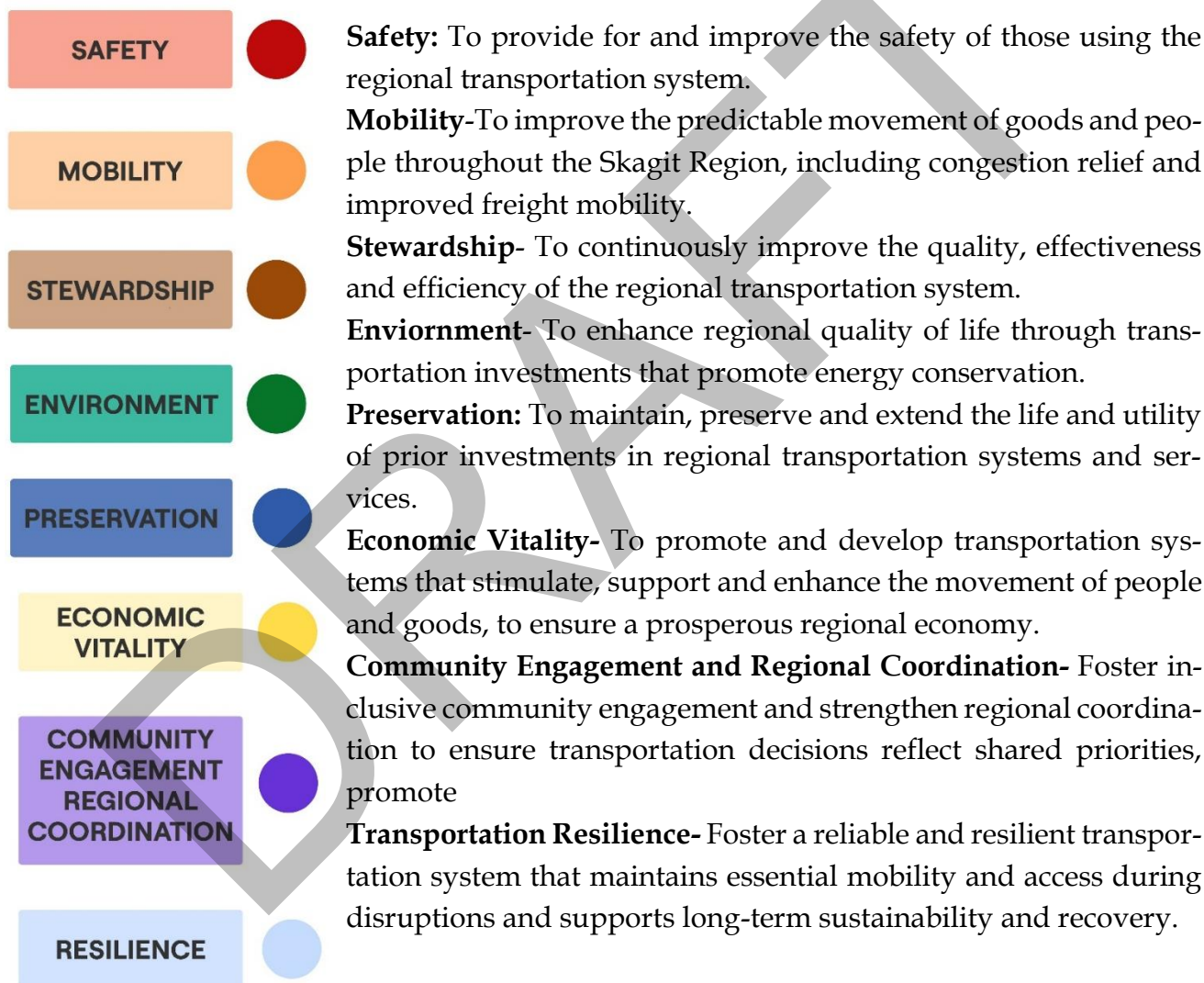
**Proposed- Long-  
Term Project**

- **Transit Stop Request-** This project would require an analysis of what rural stops would need these services and would benefit from these ITS services. This analysis needs to be done before implementation.
- **Regional Traffic Management-** This would allow for communication with Bellingham TMC to warn drivers of hazards in Whatcom County. Having VMS infrastructure is needed for implementation
- **Dynamic Roadway Warning-** This project would help increase safety in the I-5 corridor and on parts of SR 20 that have accidents with wildlife. VMS infrastructure is needed before implementation.
- **Queue Warnings-** VMS infrastructure is needed and data collection to feed into TMC or autonomous system to give real-time information is needed.
- **Variable Speed Limits-** VMS infrastructure is needed before implementation.
- **Transit Signal Priority-** This will be needed as traffic congestion grows in the area and it does not allow buses to keep their schedules.
- **Route ID for the Visually Impaired** Skagit Transit would need to prioritize which bus stops to include (as these would include Wi-Fi connections). Given that this infrastructure is needed, a priority list would need to be developed first, so analysis is needed first.

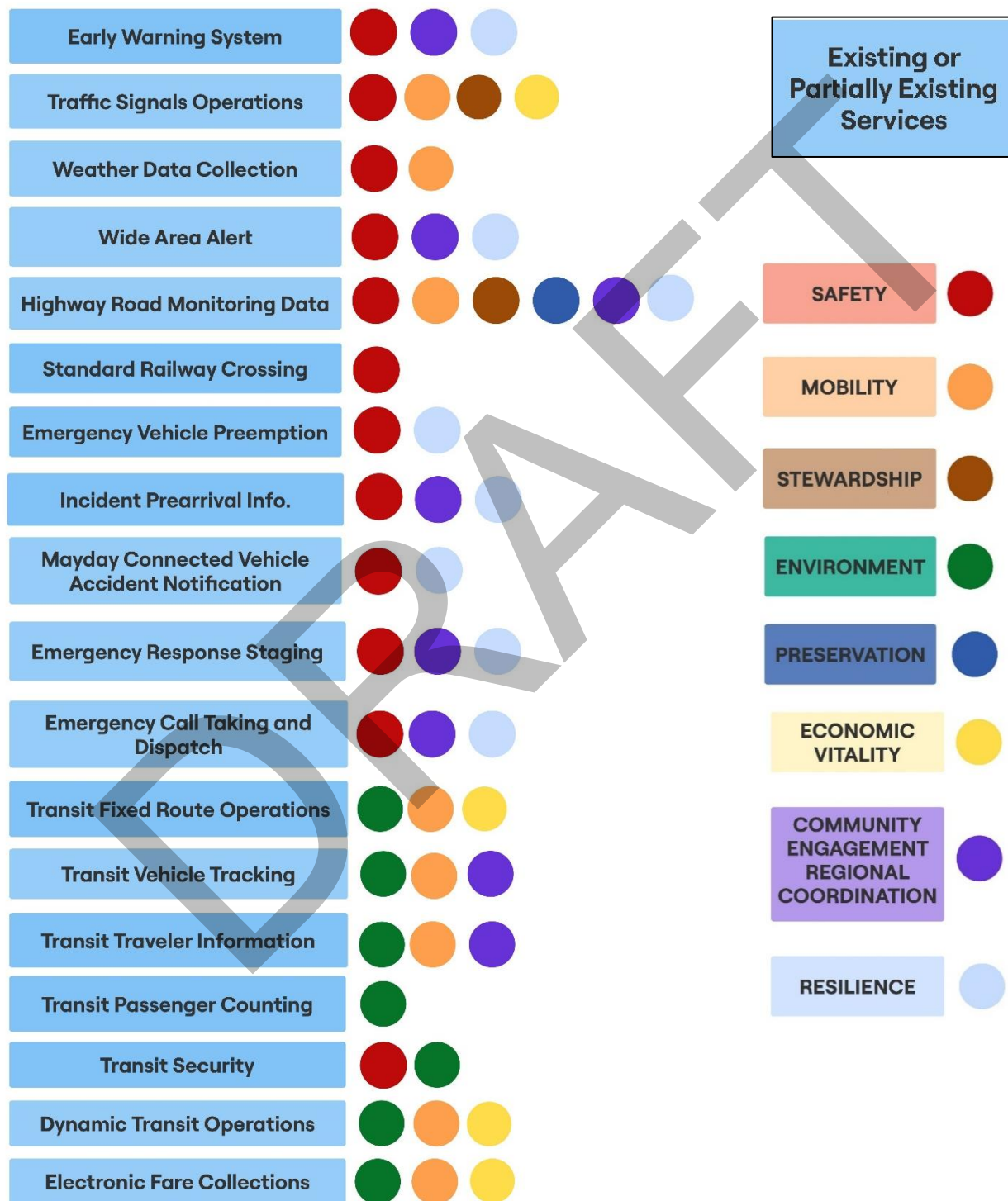
## REGIONAL PLANNING PRIORITIES

Regional transportation priorities are preservation, safety, mobility, economic vitality, environment, community engagement and regional coordination, and transportation resilience.

The ITS service packages both existing and planned work together to achieve these priorities for the transportation system. A description of the regional transportation priorities is below, and corresponding, dot to represent these priorities will be used to graphically show how ITS services that are existing and planned for future work, further regional transportation priorities.



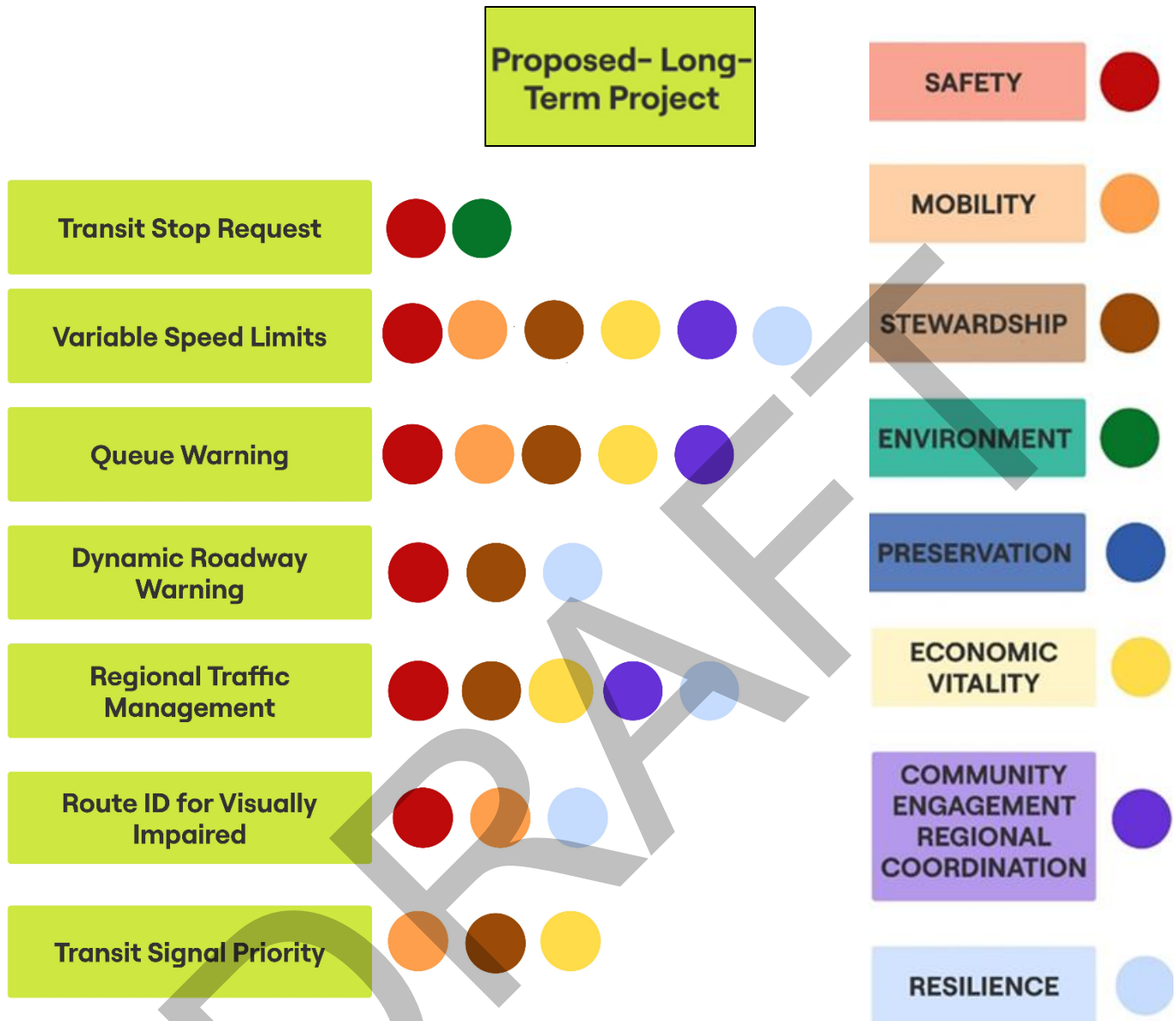
Existing ITS services are currently at work to promote regional planning priorities. Listed below are the existing ITS services in blue boxes. The dots correspond to the ways that these services accomplish regional planning priorities.



**Planned ITS Services** -both short term, intermediate term and long-term are planned to achieve Regional Planning Priorities. Listed below are planned ITS projects graphically represented by color to represent their timeframe for implementation and the dots illustrate how they contribute toward accomplishment of regional planning priorities.







## **SYSTEM INTERFACES- EMERGENCY MANAGEMENT, SKAGIT TRANSIT, SHORELINE TMC AND SUBSYSTEMS**

Mapping information flows is an important part of ITS planning. Information flows show how ITS services are connected to different centers, and how to optimize future flows to maximize efficiency.

Figure one Transit and TMC flows, illustrate the flows originating from the Shoreline TMC and transit center run by Skagit Transit. The flows for these service packages include the connection to regional transit provider Skagit County and future flow to the Bellingham TMC, once the long-term project, regional project management is implemented.

Figure two, Emergency Management flows, illustrates existing flows to and from Skagit 911, which include direct emergency call taking and dispatch, emergency response staging, and mayday notification from connected vehicles to alert the Washington State Patrol and Shoreline TMC of an accident.

A graphic representation of emergency notification flows is shown. These alerts can happen at multiple levels, the local level through a City or County or through the State or some emergency alerts are done at the federal level.

Figure 1 Shoreline WSDOT Dayton TMC and Transit TMC Flows

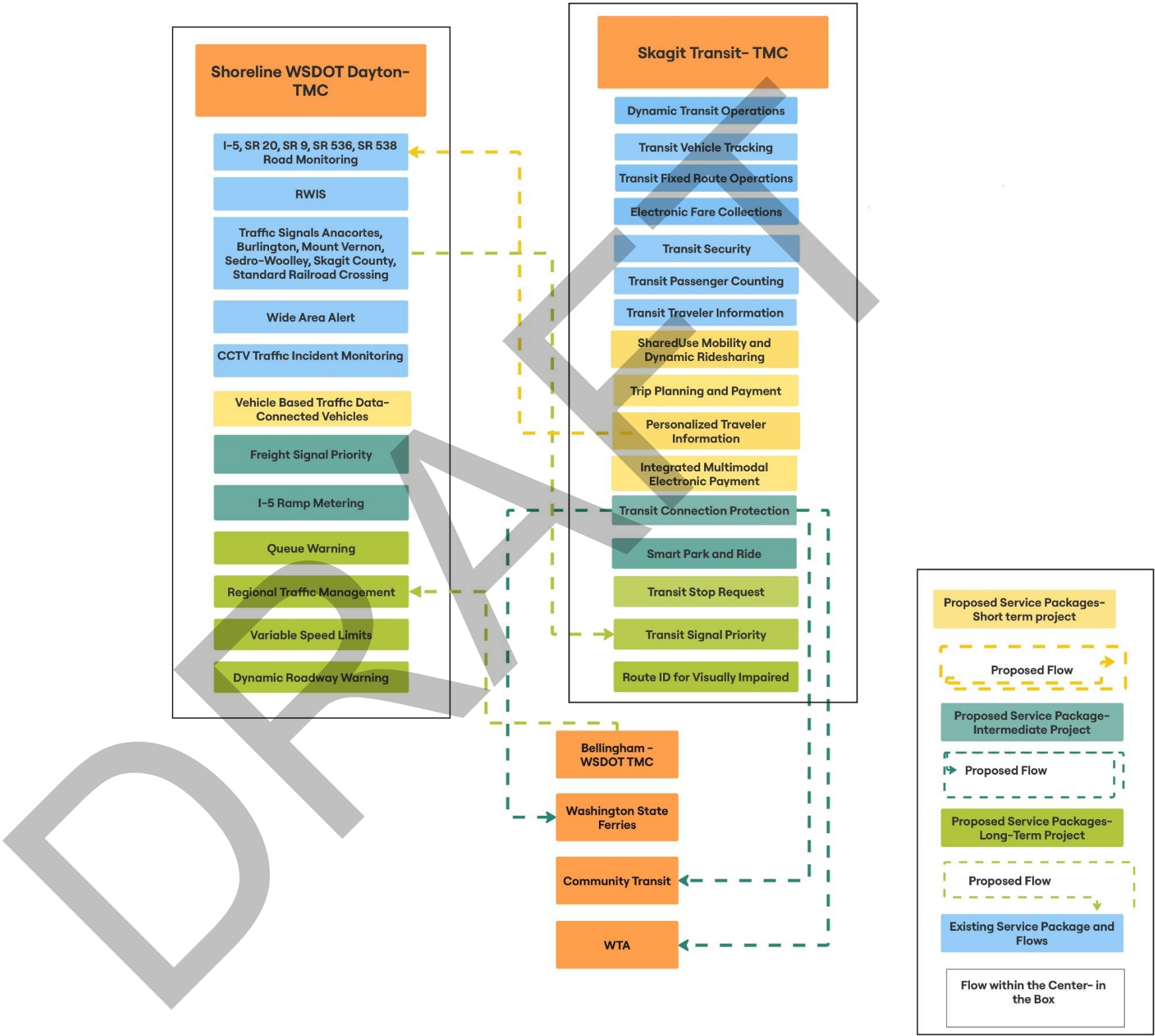


Figure 2 Emergency Management Flows

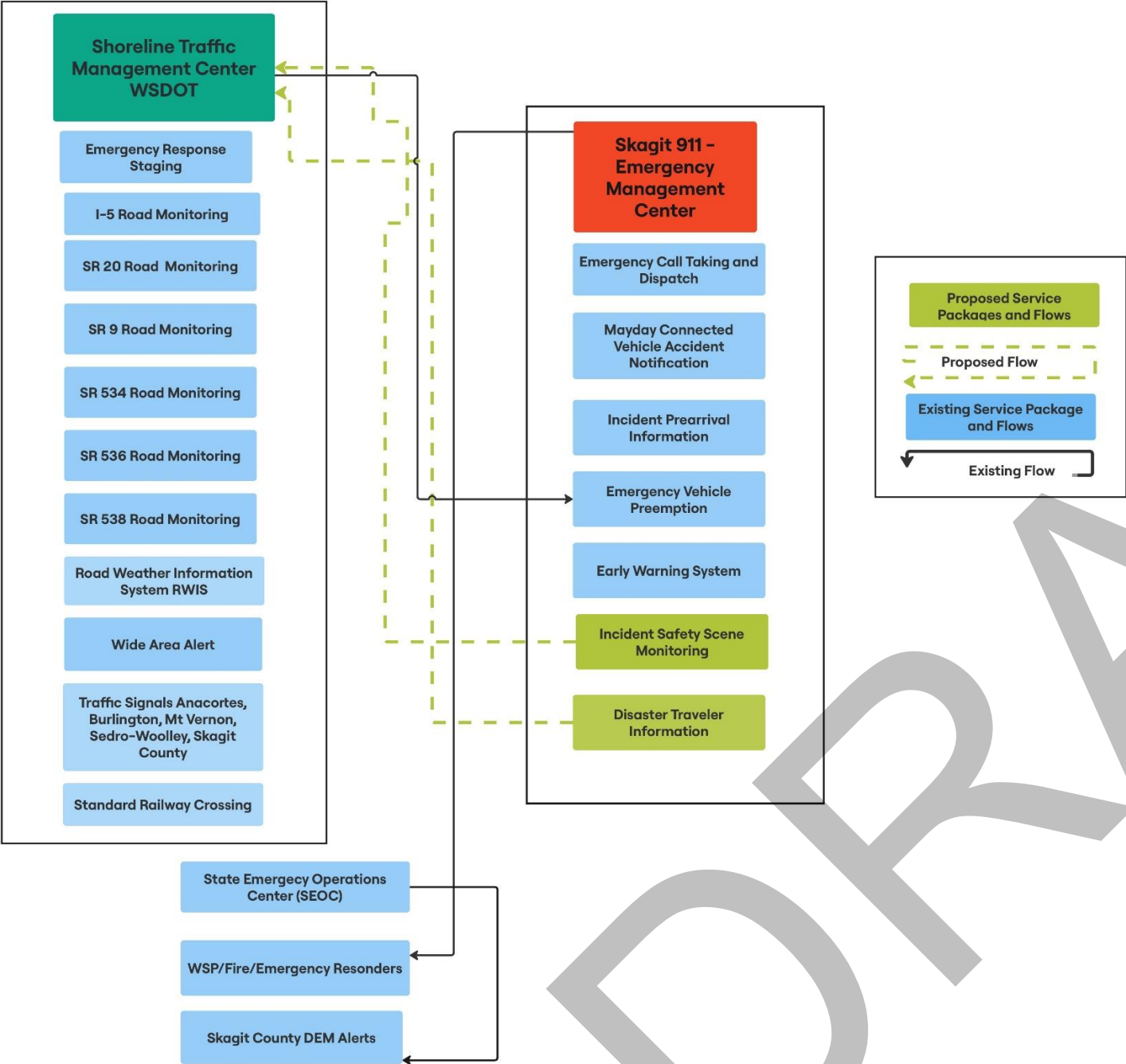
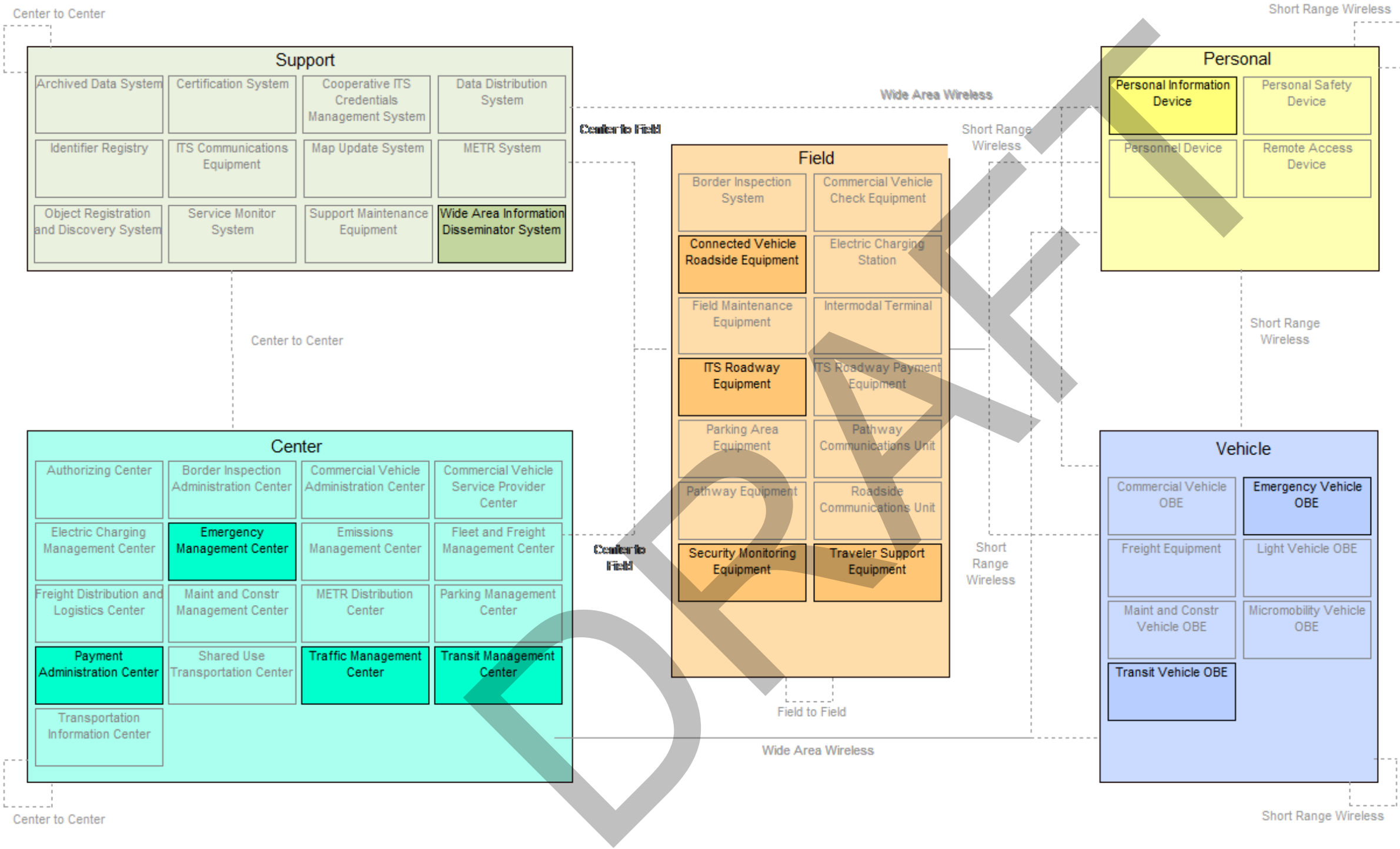


Figure 3 Graphic from Regional Architecture Development for Intelligent Transportation (RAD-IT) Software: Highlighted Boxes show active ITS components and how they connect.



## FUNCTIONAL REQUIREMENTS AND PHYSICAL OBJECTS

Functional requirements describe the activities performed by each element within the region. Given that each deployment of ITS has specific functional requirements, and associated physical objects, this is listed in the Appendix for each existing and planned service package.

## STANDARDS

ITS Standards have been developed to allow for greater interoperability and integration of ITS components, increasing the cost-effectiveness of ITS system solutions and overall functionality. Within Skagit County, all traffic signals and operations are owned and operated by WSDOT. Additionally, most other ITS systems like weather and CCTV are owned and operated by WSDOT, and therefore, ascribe to WSDOT system standards. Signal preemption for emergency vehicles is done by Opticom for all signals except one pedestrian crosswalk in Mount Vernon. This plan assumes that ARC-IT 9.2 standards will be used for future ITS services implementation.

Appendix A lists standards that ARC-IT 9.2 uses for existing ITS services. Skagit County DEM uses 800 Mhz radios as the standard for communication in an emergency event. Skagit Transit plans to match those standards for consistency.



## INTERAGENCY AGREEMENTS

The following agreements exist to allow for data sharing between stakeholder agencies:

| Stakeholder Agency | Stakeholder Agency                                 | Agency Agreement Title                                                                                                                                                                                                                    |
|--------------------|----------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WSDOT              | City of Anacortes                                  | Signal Maintenance Agreement GM 1391                                                                                                                                                                                                      |
| WSDOT              | City of Burlington                                 | Signal Maintenance Agreement GMB 1035                                                                                                                                                                                                     |
| WSDOT              | City of Mount Vernon                               | Signal Maintenance Agreement GMB 1197                                                                                                                                                                                                     |
| WSDOT              | City of Sedro-Woolley                              | None; signals are owned maintained and operated by WSDOT                                                                                                                                                                                  |
| WSDOT              | Skagit County                                      | Signal Maintenance Agreement 1393                                                                                                                                                                                                         |
| WSDOT              | Washington State Patrol and Washington Fire Chiefs | Joint Operating Policy Statement (JOPS). Updated in 2024, this document outlines data sharing and communication between the agencies.                                                                                                     |
| WSDOT              | Washington State Ferries                           | None                                                                                                                                                                                                                                      |
| Skagit Transit     | Emergency Management EOC Skagit County             | Skagit Transit acts as a support agency with guidance from other agencies in the EOC. Skagit Transit is a resource to provide damage assessments. The Inter-local agreement was updated in 2021 between Skagit County and Skagit Transit. |

## ARCHITECTURE MAINTENANCE

This architecture will be presented to the Transportation Policy Board TPB on **DATE** for approval. It will remain current until the next update of the Skagit Council of Governments Metropolitan and Regional transportation Plan (RTP). The regional ITS architecture will be updated parallel with the update of the regional transportation plan on a 5-year schedule.

## SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE APPENDICES



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*Cover photograph courtesy of Andy Porter Photography.*

## APPENDIX A STANDARDS FOR EXISTING SERVICE PACKAGES

Table 10.1 Standards and Physical Objects recommended for Existing ITS Service Packages as recommended by ARC-IT 9.2

| SP   | SP Name                            | Standard Name                          | Standard Title                                                                        | Physical Object                      |
|------|------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------|
| PT04 | Transit Fare Collection Management | NEMA TS 8 Cyber and Physical Security  | Cyber and Physical Security for Intelligent Transportation Systems                    | Payment Administration Center        |
| PT09 | Transit Signal Priority            | CTI 4001 RSU                           | Dedicated Short Range Communications Roadside Unit Specifications (FHWA-JPO-589)      | Connected Vehicle Roadside Equipment |
| PT09 | Transit Signal Priority            | ITE ATC                                | Advanced Transportation Controller                                                    | ITS Roadway Equipment                |
| PT09 | Transit Signal Priority            | ITE ATC API                            | Application Programming Interface Standard for the Advanced Transportation Controller | ITS Roadway Equipment                |
| PT09 | Transit Signal Priority            | ITE ATC ITS Cabinet                    | Intelligent Transportation System Standard Specification for Roadside Cabinets        | ITS Roadway Equipment                |
| PT09 | Transit Signal Priority            | ITE ATC Model 2070                     | Model 2070 Controller Standard                                                        | ITS Roadway Equipment                |
| PT09 | Transit Signal Priority            | NEMA TS 8 Cyber and Physical Security  | Cyber and Physical Security for Intelligent Transportation Systems                    | ITS Roadway Equipment, TMC           |
| PT09 | Transit Signal Priority            | NEMA TS2 Traffic Controller Assemblies | Traffic Controller Assemblies with NTCIP Requirements                                 | ITS Roadway Equipment                |
| PS01 | Emergency Call Taking and Dispatch | NEMA TS 8 Cyber and Physical Security  | Cyber and Physical Security for Intelligent Transportation Systems                    | Traffic Management Center TMC        |
| PS03 | Emergency Vehicle Preemption       | CTI 4001 RSU                           | Dedicated Short Range Communications Roadside Unit Specifications (FHWA-JPO-17-589)   | Connected Vehicle Roadside Equipment |
| PS03 | Emergency Vehicle Preemption       | ITE ATC                                | Advanced Transportation Controller                                                    | ITS Roadway Equipment                |
| PS03 | Emergency Vehicle Preemption       | ITE ATC API                            | Application Programming Interface Standard for the Advanced Transportation Controller | ITS Roadway Equipment                |
| PS03 | Emergency Vehicle Preemption       | ITE ATC ITS Cabinet                    | Intelligent Transportation System Standard Specification for Roadside Cabinets        | ITS Roadway Equipment                |

|      |                                           |                                         |                                                                                       |                                      |
|------|-------------------------------------------|-----------------------------------------|---------------------------------------------------------------------------------------|--------------------------------------|
| PS03 | Emergency Vehicle Preemption              | ITE ATC Model 2070                      | Model 2070 Controller Standard                                                        | ITS Roadway Equipment                |
| PS03 | Emergency Vehicle Preemption              | NEMA TS2 Traffic Controller Assemblies  | Traffic Controller Assemblies with NTCIP Requirements                                 | ITS Roadway Equipment                |
| PS03 | Emergency Vehicle Preemption              | NEMA TS 8 Cyber and Physical Security   | Cyber and Physical Security for Intelligent Transportation Systems                    | ITS Roadway Equipment, TMC           |
| PS10 | Wide Area Alert                           | ITE ATC                                 | Advanced Transportation Controller                                                    | ITS Roadway Equipment                |
| PS10 | Wide Area Alert                           | ITE ATC API                             | Application Programming Interface Standard for the Advanced Transportation Controller | ITS Roadway Equipment                |
| PS10 | Wide Area Alert                           | ITE ATC ITS Cabinet                     | Intelligent Transportation System Standard Specification for Roadside Cabinets        | ITS Roadway Equipment                |
| PS10 | Wide Area Alert                           | ITE ATC Model 2070                      | Model 2070 Controller Standard                                                        | ITS Roadway Equipment                |
| PS10 | Wide Area Alert                           | NEMA TS 8 Cyber and Physical Security   | Cyber and Physical Security for Intelligent Transportation Systems                    | ITS Roadway Equipment, TMC           |
| PS10 | Wide Area Alert                           | NEMA TS 2 Traffic Controller Assemblies | Traffic Controller Assemblies with NTCIP Requirements                                 | ITS Roadway Equipment                |
| PS10 | Wide Area Alert                           | NEMA TS4 Hardware Standards for DMS     | Hardware Standards for Dynamic Message Signs (DMS) with NTCIP Requirements            | ITS Roadway Equipment                |
| PS11 | Early Warning System                      | NEMA TS 8 Cyber and Physical Security   | Cyber and Physical Security for Intelligent Transportation Systems                    | Traffic Management Center TMC        |
| TI01 | Broadcast Traveler Information            | CTI 4001 RSU                            | Dedicated Short-Range Communications Roadside Unit Specifications (FHWA-JPO-17-589)   | Connected Vehicle Roadside Equipment |
| TM01 | Infrastructure-Based Traffic Surveillance | ITE ATC ITS Cabinet                     | Intelligent Transportation System Standard Specification for Roadside Cabinets        | ITS Roadway Equipment                |
| TM01 | Infrastructure-Based Traffic Surveillance | NEMA TS 8 Cyber and Physical Security   | Cyber and Physical Security for Intelligent Transportation Systems                    | ITS Roadway Equipment, TMC           |
| TM03 | Traffic Signal Control                    | ITE ATC                                 | Advanced Transportation Controller                                                    | ITS Roadway Equipment                |

|      |                                   |                                        |                                                                                       |                            |
|------|-----------------------------------|----------------------------------------|---------------------------------------------------------------------------------------|----------------------------|
| TM03 | Traffic Signal Control            | ITE ATC API                            | Application Programming Interface Standard for the Advanced Transportation Controller | ITS Roadway Equipment      |
| TM03 | Traffic Signal Control            | ITE ATC ITS Cabinet                    | Intelligent Transportation System Standard Specification for Roadside Cabinets        | ITS Roadway Equipment      |
| TM03 | Traffic Signal Control            | ITE ATC Model 2070                     | Model 2070 Controller Standard                                                        | ITS Roadway Equipment      |
| TM03 | Traffic Signal Control            | NEMA TS 8 Cyber and Physical Security  | Cyber and Physical Security for Intelligent Transportation Systems                    | ITS Roadway Equipment, TMC |
| TM03 | Traffic Signal Control            | NEMA TS2 Traffic Controller Assemblies | Traffic Controller Assemblies with NTCIP Requirements                                 | ITS Roadway Equipment      |
| TM06 | Traffic Information Dissemination | ITE ATC                                | Advanced Transportation Controller                                                    | ITS Roadway Equipment      |
| TM06 | Traffic Information Dissemination | ITE ATC API                            | Application Programming Interface Standard for the Advanced Transportation Controller | ITS Roadway Equipment      |
| TM06 | Traffic Information Dissemination | ITE ATS ITS Cabinet                    | Intelligent Transportation System Standard Specification for Roadside Cabinets        | ITS Roadway Equipment      |
| TM06 | Traffic Information Dissemination | ITE ATC Model 2070                     | Model 2070 Controller Standard                                                        | ITS Roadway Equipment      |
| TM06 | Traffic Information Dissemination | NEMA TS 8 Cyber and Physical Security  | Cyber and Physical Security for Intelligent Transportation Systems                    | ITS Roadway Equipment, TMC |
| TM06 | Traffic Information Dissemination | NEMA TS2 Traffic Controller Assemblies | Traffic Controller Assemblies with NTCIP Requirements                                 | ITS Roadway Equipment      |
| TM06 | Traffic Information Dissemination | NEMA TS4 Hardware Standards for DMS    | Hardware Standards for Dynamic Message Signs (DMS) with NTCIP Requirements            | ITS Roadway Equipment      |
| TM13 | Standard Railroad Grade Crossing  | ITE ATC                                | Advanced Transportation Controller                                                    | ITS Roadway Equipment      |
| TM13 | Standard Railroad Grade Crossing  | ITE ATC API                            | Application Programming Interface Standard for the Advanced Transportation Controller | ITS Roadway Equipment      |



|      |                                   |                                        |                                                                                  |                                      |
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| TM13 | Standard Rail-road Grade Crossing | ITE ATC ITS Cabinet                    | Intelligent Transportation System Standard Specification for Roadside Cabinets   | ITS Roadway Equipment                |
| TM13 | Standard Rail-road Grade Crossing | ITE ATC Model 2070                     | Cyber and Physical Security for Intelligent Transportation Systems               | ITS Roadway Equipment, TMC           |
| TM13 | Standard Rail-road Grade Crossing | NEMA TS2 Traffic Controller Assemblies | Traffic Controller Assemblies with NTCIP Requirements                            | ITS Roadway Equipment                |
| TM13 | Standard Rail-road Grade Crossing | NEMA TS 8 Cyber and Physical Security  | Cyber and Physical Security for Intelligent Transportation Systems               | ITS Roadway Equipment, TMC           |
| WX01 | Weather Data Collection           | CTI 4001 RSU                           | Dedicated Short Range Communications Roadside Unit Specifications (FHWA-JPO-589) | Connected Vehicle Roadside Equipment |
| WX01 | Weather Data Collection           | ITE ATC ITS Cabinet                    | Intelligent Transportation System Standard Specification for Roadside Cabinets   | ITS Roadway Equipment                |
| WX01 | Weather Data Collection           | NEMA TS 8 Cyber and Physical Security  | Cyber and Physical Security for Intelligent Transportation Systems               | ITS Roadway Equipment, TMC           |

## APPENDIX B LIST OF STAKEHOLDER OUTREACH

| Stakeholder Agency                                     | Outreach Meeting 7/3/24<br>Introductory Meeting | Outreach Meeting 8/12/24<br>Date- Meeting on I-5 and SR 20 Projects | Emergency Management Outreach Meeting 9/6/24 | Additional Meetings                                             |
|--------------------------------------------------------|-------------------------------------------------|---------------------------------------------------------------------|----------------------------------------------|-----------------------------------------------------------------|
| City of Anacortes                                      | No                                              | No                                                                  | N/A                                          |                                                                 |
| City of Burlington                                     | No                                              | No                                                                  | N/A                                          |                                                                 |
| City of Mount Vernon                                   | Attended                                        | Attended                                                            | N/A                                          | Check in December 2025                                          |
| City of Sedro-Woolley                                  | Attended                                        | Attended                                                            | N/A                                          |                                                                 |
| Port of Skagit/Port of Anacortes                       | Attended                                        | No                                                                  | N/A                                          |                                                                 |
| Skagit Council of Governments                          | Attended                                        | Attended                                                            | N/A                                          |                                                                 |
| Skagit County Public Works                             | Attended                                        | No                                                                  | N/A                                          |                                                                 |
| Skagit Transit                                         | Attended                                        | No                                                                  | N/A                                          | Met to discuss proposed transit related ITS projects on 7/26/24 |
| WSDOT                                                  | Attended                                        | Attended                                                            | N/A                                          | Check in December 2025                                          |
| Skagit County Emergency Management                     | Attended                                        | No                                                                  | Joan Cromley Attended from SC DEM            |                                                                 |
| Washington State Ferries                               | Attended                                        | No                                                                  | N/A                                          |                                                                 |
| Burlington Northern Santa Fe Rail                      | No                                              | Attended                                                            | N/A                                          |                                                                 |
| Skagit 911 - Mike Voss                                 | No                                              | No                                                                  | No                                           | Met to discuss emergency management and communications 7/30/24  |
| Swinomish Indian Tribal Community Emergency Management | No                                              | No                                                                  | Keri Cleary Attended                         |                                                                 |
| Samish Indian Nation                                   | No                                              | No                                                                  | Steve Lange Attended                         |                                                                 |

## APPENDIX C USER NEEDS FROM RAD-IT

| Need Area                        | Need Area Type | Need Number | Need                                                                                                                                                                                                                   |
|----------------------------------|----------------|-------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CVO06: Freight Signal Priority   | Mobility       | 1           | Traffic Management needs to collect data from freight facilities and commercial vehicle fleet management in order to support traffic signal system optimization for commercial vehicles.                               |
| CVO06: Freight Signal Priority   | Mobility       | 2           | Traffic Management needs to process traffic and commercial vehicle data in order to provide commercial vehicle signal priority for the efficient movement of freight.                                                  |
| CVO06: Freight Signal Priority   | Mobility       | 3           | Traffic Management needs to communicate with field equipment to provide commercial vehicle signal priority commands to the intersection.                                                                               |
| CVO06: Freight Signal Priority   | Mobility       | 4           | The Commercial Vehicle Driver needs to progress through their arterial route safely and efficiently.                                                                                                                   |
| PM02: Smart Park and Ride System | Mobility       | 1           | Parking operators need to be able to monitor the number of available spaces in park and ride lots.                                                                                                                     |
| PM02: Smart Park and Ride System | Mobility       | 2           | Parking operators need to be able to provide available space information to travelers requesting that information in order to assist their decision-making on where best to park and make use of transit alternatives. |
| PM02: Smart Park and Ride System | Mobility       | 3           | Parking operators need to be able to provide available space information to transit systems operating near to those spaces.                                                                                            |

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| PM02: Smart Park and Ride System         | Mobility      | 4 | Transit operations need to be able to provide transit information to nearby parking operations.                                                                                                                                               |
| PM02: Smart Park and Ride System         | Mobility      | 5 | Parking operators need to be able to provide available space information to traveler information providers.                                                                                                                                   |
| PS01: Emergency Call-Taking and Dispatch | Safety        | 1 | Emergency Management needs to provide basic public safety call-taking and dispatch of emergency vehicles in order to provide safe and rapid deployment of appropriate resources to an emergency.                                              |
| PS01: Emergency Call-Taking and Dispatch | Safety        | 2 | Emergency Management needs to coordinate with other emergency management operations in order to support emergency notification between agencies.                                                                                              |
| PS01: Emergency Call-Taking and Dispatch | Safety        | 3 | Emergency Management needs to process current and historical weather and road conditions data from multiple sources in order to generate warnings and route advisories for individual emergency responders or emergency response dispatchers. |
| PS01: Emergency Call-Taking and Dispatch | Safety        | 4 | Emergency Management needs to provide emergency responders with road weather warnings and advisories.                                                                                                                                         |
| PS01: Emergency Call-Taking and Dispatch | Safety        | 5 | Emergency Management needs to provide routing information to the emergency responders.                                                                                                                                                        |
| PS02: Emergency Response                 | Environmental | 1 | Emergency Management needs to be able to obtain information from the incident scene to support incident response.                                                                                                                             |

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| PS02: Emergency Response           | Environmental | 2 | Emergency Management needs to provide response in the field to incidents and emergency situations.                                                                                                                            |
| PS02: Emergency Response           | Environmental | 3 | Emergency Management needs to coordinate with other emergency management operations in order to support emergency response.                                                                                                   |
| PS03: Emergency Vehicle Preemption | Safety        | 1 | Emergency Management needs to be able to request signal preemption from Traffic Operations for a specific emergency vehicle.                                                                                                  |
| PS03: Emergency Vehicle Preemption | Safety        | 2 | Emergency Management needs to be able to request signal preemption locally for one or more signals the vehicle is approaching so that it may quickly and safely cross the intersections.                                      |
| PS03: Emergency Vehicle Preemption | Safety        | 3 | Traffic Management needs to be able to adjust signal timing to provide signal preemption for an emergency vehicle based upon a request from Emergency Management.                                                             |
| PS03: Emergency Vehicle Preemption | Safety        | 4 | Traffic Management needs to be able to support local adjustments to signal timing based upon a local preemption request and transition back to normal traffic signal operations after providing emergency vehicle preemption. |
| PS03: Emergency Vehicle Preemption | Safety        | 5 | Traffic Operations needs to be able to provide signal timing information to emergency vehicles to support emergency vehicle preemption.                                                                                       |

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| PS04: Mayday Notification | Mobility | 1 | Emergency Management needs to be able to determine whether a crash or emergency situation has taken place, based on on-board sensor data that detect changes in velocity, vehicle orientation, and airbag status.              |
| PS04: Mayday Notification | Mobility | 2 | Drivers need to be able to automatically or manually send a mayday alert or emergency requests and provide data about the crash and the vehicle's occupants in order to facilitate the quickest and most appropriate response. |
| PS04: Mayday Notification | Mobility | 3 | Travelers need to be able to send a mayday alert to Emergency Management or other traveler devices in order to get help from emergency services.                                                                               |
| PS04: Mayday Notification | Mobility | 4 | Drivers need to be able to rebroadcast crash alerts to remote connected vehicles as well as roadside "hotspots" in order to forward mayday requests even in areas where no vehicle to infrastructure communications exists.    |
| PS04: Mayday Notification | Mobility | 5 | Emergency Management needs to be able to route crash alerts to the appropriate emergency communications center for action.                                                                                                     |
| PS04: Mayday Notification | Mobility | 6 | Emergency management needs to verify the crash alert message and/or provide additional notification to the appropriate authorities.                                                                                            |



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| PS04: Mayday Notification                                                  | Mobility | 7 | Travelers need to be able to share information about conditions, incidents, and hazards in their vicinity in order to inform appropriate authorities and other travelers.                               |
| PS05: Vehicle Emergency Response                                           | Safety   | 1 | Emergency Response Personnel need to be able to collect information regarding a crash directly from connected vehicles in order to respond safely and effectively to the vehicle crash.                 |
| PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders | Safety   | 1 | Emergency Management needs to be able to collect information external to the incident scene to support staging of emergency responder personnel and their equipment.                                    |
| PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders | Safety   | 2 | Emergency Management needs to be able to provide situational awareness information to emergency responders about an incident to support decisions about how to stage the personnel and their equipment. |
| PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders | Safety   | 3 | Emergency Management needs to be able to provide emergency responders with real-time navigation instructions that use all available data sources to quickly and efficiently route the responder.        |

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| PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders | Safety | 4 | Emergency Management needs to be able to maintain location and situational information about the emergency vehicles responding to or on the scene of an incident in order to provide a complete picture of the response and share the status with other responding vehicles en route.   |
| PS07: Incident Scene Safety Monitoring                                     | Safety | 1 | Emergency Management needs to be able to alert drivers when they have entered an incident zone and direct them to change course (merge, change lanes) as needed in order to maintain a safe distance between them and the emergency personnel.                                          |
| PS07: Incident Scene Safety Monitoring                                     | Safety | 2 | Emergency Personnel need to be able to receive alerts whenever a vehicle is entering an incident zone and represents a potential threat to their safety.                                                                                                                                |
| PS07: Incident Scene Safety Monitoring                                     | Safety | 3 | Emergency Management needs to be able to maintain location and situational information about the emergency vehicles responding to or on the scene of an incident to be able to provide a complete picture of the response and share the status with other responding vehicles en route. |
| PS07: Incident Scene Safety Monitoring                                     | Safety | 4 | Emergency Management needs to be able to provide real-time information on the current conditions at the incident scene to arriving responders and to other information assets.                                                                                                          |

**Commented [AN1]:** This exact wording is used on the page above in the row for PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders

|                                        |        |   |                                                                                                                                                                                                                                                                                                                                                                                                                 |
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| PS07: Incident Scene Safety Monitoring | Safety | 5 | Emergency Management needs to provide remote monitoring and control of incident scene safety devices that detect vehicle intrusions in designated areas at the incident scene.                                                                                                                                                                                                                                  |
| PS10: Wide-Area Alert                  | Safety | 1 | Emergency Management needs to be able to verify the reported emergency situation in order to activate the alert system.                                                                                                                                                                                                                                                                                         |
| PS10: Wide-Area Alert                  | Safety | 2 | Emergency Management needs to be able to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property, using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information web sites. |
| PS10: Wide-Area Alert                  | Safety | 3 | Emergency Management needs to be able to broadcast emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems.                                                                                                                                                                                                             |
| PS11: Early Warning System             | Safety | 1 | Emergency Management needs to be able to collect potential threats, alerts, and advisories from various ITS systems to identify emergencies.                                                                                                                                                                                                                                                                    |

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| PS11: Early Warning System          | Safety | 2 | Emergency Management needs to be able to alert all relevant agencies of detected emergencies.                                                                                                                                     |
| PS14: Disaster Traveler Information | Safety | 1 | Emergency Management and Traveler Information need to be able to provide the general public with real-time disaster and evacuation information using ITS traveler information systems.                                            |
| PS14: Disaster Traveler Information | Safety | 2 | Traveler Information needs to be able to collect disaster related information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations. |
| PS14: Disaster Traveler Information | Safety | 3 | Emergency Management and Traveler Information need to be able to provide evacuees with information including a shelter that matches their needs, including location, availability, and routing.                                   |
| PS14: Disaster Traveler Information | Safety | 4 | Emergency Management and Traveler Information need to be able to provide information concerning roadside resources including information provided by other evacuees to help understand availability of resources.                 |
| PS14: Disaster Traveler Information | Safety | 5 | Emergency Management and Traveler Information need to be able to provide evacuees with information regarding when they can return to their area, including routes and road conditions.                                            |

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| PT01: Transit Vehicle Tracking       | Mobility | 1 | Transit Operations needs to be able to monitor the location of transit vehicles in order to improve decision making by transit operators and provide more accurate information to travelers. |
| PT01: Transit Vehicle Tracking       | Mobility | 2 | Transit Operations needs to be able to determine whether each transit vehicle is adhering to its schedule.                                                                                   |
| PT01: Transit Vehicle Tracking       | Mobility | 3 | Transit Operations needs to be able to send transit vehicle location and schedule adherence data to other centers in order to support traveler information and traffic operations.           |
| PT02: Transit Fixed-Route Operations | Mobility | 1 | Transit Operations needs to be able to create and update schedules for fixed route or flexible route transit routes in order to plan transit operations.                                     |
| PT02: Transit Fixed-Route Operations | Mobility | 2 | Transit Operations needs to be able to disseminate transit schedules for fixed route or flexible route transit routes to traveler information centers.                                       |
| PT02: Transit Fixed-Route Operations | Mobility | 3 | Transit Operations needs to be able to dispatch transit vehicles for fixed route or flexible route runs.                                                                                     |
| PT02: Transit Fixed-Route Operations | Mobility | 4 | Transit Operations needs to be able to schedule blocks (vehicle assignments) and runs (operator assignments) for fixed route or flexible route transit operations.                           |

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| PT02: Transit Fixed-Route Operations | Mobility | 5 | Transit Operations needs to be able to monitor transit vehicle schedule adherence in order to manage fixed route or flexible route transit operations.                                            |
| PT02: Transit Fixed-Route Operations | Mobility | 6 | Transit Operations needs to have real-time information about the road network in order to increase the effectiveness of operations for fixed route or flexible route transit.                     |
| PT03: Dynamic Transit Operations     | Mobility | 1 | Transit Operations needs to be able to take reservations for demand response trips that include the travelers' origin, destination, and departure time in order to do demand response scheduling. |
| PT03: Dynamic Transit Operations     | Mobility | 2 | Transit Operations needs to be able to schedule demand response transit vehicles based upon travelers' trip requests.                                                                             |
| PT03: Dynamic Transit Operations     | Mobility | 3 | Transit Operations needs to provide and update manifests to properly manage demand response transit vehicles based upon traveler requests.                                                        |
| PT03: Dynamic Transit Operations     | Mobility | 4 | Transit Operations needs to be able to monitor the real-time location of demand response transit vehicles.                                                                                        |
| PT03: Dynamic Transit Operations     | Mobility | 5 | Transit Operations needs to have real-time information about the road network in order to increase the effectiveness of operations for demand response transit.                                   |

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| PT04: Transit Fare Collection Management | Mobility | 1 | Transit Operations needs to be able to collect transit fares on-board transit vehicles using electronic payment methods in order to improve transit operation.                                 |
| PT04: Transit Fare Collection Management | Mobility | 2 | Transit Operations needs to be able to collect transit fares at transit stations using electronic payment methods in order to support bus rapid transit or train systems.                      |
| PT04: Transit Fare Collection Management | Mobility | 3 | Transit Operations needs to be able to download transit fare collection information from transit vehicles or transit fare gates at stations in order to manage the fare collection operations. |
| PT04: Transit Fare Collection Management | Mobility | 4 | Travelers need to be able to add value to payment instruments in order to use them as part of fare collection systems.                                                                         |
| PT04: Transit Fare Collection Management | Mobility | 5 | Transit Operations needs to be able to support transit fare reconciliation with other transit agencies participating in a regional fare collection system.                                     |
| PT04: Transit Fare Collection Management | Mobility | 6 | Transit operations needs to be able to share fare information with traveler information systems and other transit operations.                                                                  |
| PT05: Transit Security                   | Mobility | 1 | Transit Operations needs to be able to monitor conditions on a transit vehicle in order to provide a secure environment for travelers.                                                         |



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| PT05: Transit Security           | Mobility | 2 | Transit Operations needs to be able to monitor transit stops and transit stations in order to provide a secure environment for travelers.                                                                                          |
| PT05: Transit Security           | Mobility | 3 | Transit Operations needs to be able to monitor transit secure areas such as bus or rail yards and transit infrastructure such as tracks and tunnels in order to provide security for transit assets.                               |
| PT05: Transit Security           | Mobility | 4 | Transit Operations needs to be able to authenticate operators of transit vehicles and perform remote disabling of vehicles, if necessary, in order to ensure secure operation of the vehicles.                                     |
| PT05: Transit Security           | Mobility | 5 | Transit Operations needs to be able to alert emergency services to incidents on vehicles, at stations/stops, or other monitored assets.                                                                                            |
| PT05: Transit Security           | Mobility | 6 | Transit Operations needs to be able to inform traveler information systems or the media regarding transit-related incidents in order to keep the traveling public informed of the impacts these incidents may have on their trips. |
| PT07: Transit Passenger Counting | Mobility | 1 | Transit Operations needs to be able to count the passengers entering or exiting a transit vehicle in order to support efficient operations.                                                                                        |

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| PT08: Transit Traveler Information | Mobility | 1 | Transit Operations needs to be able to provide static and real time transit information to traveler information systems and the media in order to increase travelers' ability to plan and manage their trips.                                         |
| PT08: Transit Traveler Information | Mobility | 2 | Transit Operations needs to be able to provide static and real-time transit information directly to travelers either pre-trip or en route in order to support traveler trip decisions.                                                                |
| PT08: Transit Traveler Information | Mobility | 3 | Transit Operations needs to be able to share static and real-time transit information with other transit operations in order to facilitate multi-system trip planning.                                                                                |
| PT09: Transit Signal Priority      | Mobility | 1 | Transit Operations needs to provide approaching Transit Vehicle location and heading to the roadside signal controller so that the controller can modify signal timing in favor of the transit vehicle.                                               |
| PT09: Transit Signal Priority      | Mobility | 2 | Transit Operations needs to provide approaching Transit Vehicle location and heading to traffic operations so that they can adjust the signal controller signal timing in favor of the transit vehicle.                                               |
| PT09: Transit Signal Priority      | Mobility | 3 | Transit Operations needs to provide transit vehicle data to Traffic Operations including loading information and schedule performance in order to support decision making regarding whether to give the transit vehicle priority at the intersection. |

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| PT09: Transit Signal Priority            | Mobility | 4 | The Transit Vehicle Operator needs to progress through their arterial route safely and efficiently.                                                                                                               |
| PT14: Multi-modal Coordination           | Mobility | 1 | Transit Operations needs to be able to coordinate service information with other Transit Operations in order to improve operations.                                                                               |
| PT14: Multi-modal Coordination           | Mobility | 2 | Transit Operations needs to be able to coordinate with other transportation modes (e.g. ferry operations, airports) in order to improve service connections with these other modes.                               |
| PT14: Multi-modal Coordination           | Mobility | 3 | Transit Operations needs to coordinate with other centers (e.g. traffic, parking, and event promoters) in order to share system information.                                                                      |
| PT15: Transit Stop Request               | Mobility | 1 | Transit Operations needs to be able to accept stop requests from transit users at roadside stops or directly from their personal devices.                                                                         |
| PT15: Transit Stop Request               | Mobility | 2 | Transit Vehicle Operators need to be able to receive transit stop requests submitted from the roadside or from Transit Operations.                                                                                |
| PT16: Route ID for the Visually Impaired | Mobility | 1 | Transit Operations needs to know the location and destination of the visually impaired traveler in order to identify the correct route and stop information to provide to the traveler via their personal device. |
| PT16: Route ID for the Visually Impaired | Mobility | 2 | Transit Operations needs to be able to provide transit vehicle route and stop information to the traveler via their personal device.                                                                              |

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| PT16: Route ID for the Visually Impaired | Mobility | 3 | Transit Operations needs to provide bus arrival information at the stop to support visually impaired travelers.                                                                                                            |
| PT17: Transit Connection Protection      | Mobility | 1 | Transit Operations needs to be able to determine when connections between transit routes are in jeopardy due to late arrival of one transfer vehicle in order to develop corrective actions to prevent missed connections. |
| PT17: Transit Connection Protection      | Mobility | 2 | Transit Operations needs to be able to adjust the real time schedule of a transit vehicle in order to protect the connections made from other transit vehicles to the subject vehicle at a station or stop.                |
| PT17: Transit Connection Protection      | Mobility | 3 | Transit Travelers need to be able to provide a trip plan to Transit Operations and request they be provided with connection protection for the trip.                                                                       |
| PT17: Transit Connection Protection      | Mobility | 4 | Transit Operations needs to be able to track a specific traveler's trip through the system and provide connection protection actions to give the traveler the best chance of making their trip connections.                |
| PT17: Transit Connection Protection      | Mobility | 5 | Transit Operations needs to be able to adjust the real time schedule of a transit vehicle in order to provide connection protection for a traveler's trip.                                                                 |
| PT17: Transit Connection Protection      | Mobility | 6 | Transit Operations needs to be able to provide a traveler with updates regarding their transit trip, including connection protection actions taken by Transit Operations.                                                  |

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| TI02: Personalized Traveler Information | Mobility | 1 | Traveler Information needs to be able to collect timely, accurate, and reliable traffic, transit, and other road conditions data from multiple sources in order to inform individual travelers of the latest conditions affecting their travel. |
| TI02: Personalized Traveler Information | Mobility | 2 | Traveler Information needs to be able to inform as much of the traveling public as possible using any available interactive media to increase mobility and safety through better information.                                                   |
| TI02: Personalized Traveler Information | Mobility | 3 | Travelers, including drivers or passengers, need access to timely, accurate, and reliable traffic, transit, and other travel conditions in order to make informed decisions about their travel.                                                 |
| TI02: Personalized Traveler Information | Mobility | 4 | Travelers, including drivers or passengers, need to be able to request specific and customized information concerning current and future travel conditions in order to make decisions about their own travel.                                   |
| TI04: Trip Planning and Payment         | Mobility | 1 | Traveler Information needs access to timely, accurate, and reliable traffic, transit, and other road conditions data from multiple sources in order to generate accurate and appropriate routes for travelers.                                  |

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| TI04: Trip Planning and Payment                 | Mobility | 2 | Travelers need a complete trip plan from their origin to their destination that is timely, accurate, and reliable in order for them to arrive safely in as little time as possible. |
| TI04: Trip Planning and Payment                 | Mobility | 3 | Traveler Information needs travel parameters from a traveler in order to develop a complete multimodal trip plan for the traveler.                                                  |
| TI04: Trip Planning and Payment                 | Mobility | 4 | Travelers need to be able to set up and update account information that defines payment parameters for their multimodal trips.                                                      |
| TI04: Trip Planning and Payment                 | Mobility | 5 | Traveler Information needs payment information from a traveler in order to develop reservations for a complete multimodal trip plan for the traveler.                               |
| TI04: Trip Planning and Payment                 | Mobility | 6 | The Traveler needs to be able to perform all multi-modal trip planning and payment actions from a personal device.                                                                  |
| TI04: Trip Planning and Payment                 | Mobility | 7 | The Traveler needs to be able to perform all multi-modal trip planning and payment actions from 3rd party provided traveler support equipment                                       |
| TI05: Integrated Multi-Modal Electronic Payment | Mobility | 1 | Regional Transportation Operations needs to have an electronic payment functionality that operates across different modes or systems.                                               |
| TI05: Integrated Multi-Modal Electronic Payment | Mobility | 2 | Travelers need to be able to set up and update user accounts for a regional multi-modal payment system.                                                                             |

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| TI05: Integrated Multi-Modal Electronic Payment   | Mobility | 3 | Regional Transportation Agencies need to be able to perform payment reconciliation in order to obtain their share of payments from the regional payment system.                                                                         |
| TI05: Integrated Multi-Modal Electronic Payment   | Mobility | 4 | Travelers need to be able to pay for multi-modal trips using a variety of payment mechanisms.                                                                                                                                           |
| TI05: Integrated Multi-Modal Electronic Payment   | Mobility | 5 | Travelers need to be able to access transportation modes at a discounted rate, based on their eligibility for the services.                                                                                                             |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility | 1 | Traveler Information needs access to timely, accurate, and reliable transit and multi-modal operations data, including available parking, in order to support ride matching by locating and managing meeting and drop-off points.       |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility | 2 | Traveler Information needs to accept commuter and driver information for ridesharing, including preferences, payment options, origin/destination, arrival time, departure time, number of riders, number of available passenger spaces. |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility | 3 | Traveler Information needs to match riding commuters to drivers.                                                                                                                                                                        |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility | 4 | Traveler information needs to provide a mechanism for the confirmation of ride matching.                                                                                                                                                |



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| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility      | 5  | Travelers need to be able to request and confirm shared-use transportation, including time for pickup, as well as pickup and drop-off locations                                                    |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility      | 6  | Travelers need to be able to receive accurate, timely, and reliable information regarding shared use options that support their overall trip plan.                                                 |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility      | 7  | Travelers need to receive the location of a shared vehicle they have arranged to use.                                                                                                              |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility      | 8  | Travelers need to be able to gain access to the shared vehicle they have arranged to use.                                                                                                          |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility      | 10 | Travelers need to be able to set up and update user accounts for shared use transportation systems.                                                                                                |
| TI06: Shared Use Mobility and Dynamic Ridesharing | Mobility      | 11 | Shared Use Transportation needs to provide shared use operations status to other centers.                                                                                                          |
| TM01: Infrastructure-Based Traffic Surveillance   | Informational | 1  | Traffic Operations needs to be able to monitor the road network using infrastructure devices in order to detect and verify incidents and support implementation of traffic operational strategies. |
| TM01: Infrastructure-Based Traffic Surveillance   | Informational | 2  | Traffic Operations needs to be able to monitor the infrastructure devices used for road network monitoring in order to detect faults in equipment or communications.                               |

|                                                 |               |   |                                                                                                                                                                                      |
|-------------------------------------------------|---------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TM01: Infrastructure-Based Traffic Surveillance | Informational | 3 | Traffic Operations needs to be able to send network monitoring data to other centers in order to support traveler information.                                                       |
| TM02: Vehicle-Based Traffic Surveillance        | Mobility      | 1 | Traffic Operations and Traveler Information Providers need to be able to monitor the road network using information from connected vehicles in order to detect and verify incidents. |
| TM02: Vehicle-Based Traffic Surveillance        | Mobility      | 2 | Traffic Operations needs to be able to monitor the roadside equipment in order to detect faults in equipment or communications.                                                      |
| TM02: Vehicle-Based Traffic Surveillance        | Mobility      | 3 | Traffic Operations needs to be able to monitor the road network using probe data from connected vehicles in order to support traveler information.                                   |
| TM02: Vehicle-Based Traffic Surveillance        | Mobility      | 4 | Traffic Operations needs to be able to monitor the road network using probe data from toll or transit systems.                                                                       |
| TM03: Traffic Signal Control                    | Mobility      | 1 | Traffic Operations needs to be able to remotely control traffic signals at intersections under their jurisdiction                                                                    |
| TM03: Traffic Signal Control                    | Mobility      | 2 | Traffic Operations needs to be able to manage and implement control plans in order to coordinate signalized intersections.                                                           |
| TM03: Traffic Signal Control                    | Mobility      | 3 | Traffic Operations needs to be able to monitor and control pedestrian crossing aspects of traffic signals in order to facilitate safe pedestrian crossings at the intersection.      |
| TM03: Traffic Signal Control                    | Mobility      | 4 | Traffic Operations needs to monitor the status of traffic signal control equipment.                                                                                                  |

|                                          |            |   |                                                                                                                                                                                                                                                                                 |
|------------------------------------------|------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TM05: Traffic Metering                   | Mobility   | 1 | Traffic Operations needs to be able to monitor and control traffic metering equipment in order to regulate the flow of traffic on ramps, interchanges, and the mainline.                                                                                                        |
| TM05: Traffic Metering                   | Mobility   | 2 | Traffic Operations needs to monitor the status of traffic metering equipment.                                                                                                                                                                                                   |
| TM05: Traffic Metering                   | Mobility   | 3 | Traffic Operations needs to be able to implement control strategies utilizing the traffic metering equipment on ramps, interchanges, and on the mainline.                                                                                                                       |
| TM07: Regional Traffic Management        | Management | 1 | Traffic Operations needs to exchange traffic and incident data with other Traffic Management Centers in order to support regional coordination spanning jurisdictional boundaries.                                                                                              |
| TM07: Regional Traffic Management        | Management | 2 | Traffic Operations needs to exchange traffic control data with other traffic management centers to support inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor. |
| TM08: Traffic Incident Management System | Mobility   | 1 | Traffic Operations needs to detect and verify incidents on roadways using CCTV and field sensors.                                                                                                                                                                               |
| TM08: Traffic Incident Management System | Mobility   | 2 | Traffic Operations needs to share incident information with other ITS centers in order to coordinate incident response.                                                                                                                                                         |

|                                          |          |   |                                                                                                                                                                                          |
|------------------------------------------|----------|---|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TM08: Traffic Incident Management System | Mobility | 3 | Traffic Operations needs to obtain incident information from other ITS centers in order to coordinate incident response                                                                  |
| TM08: Traffic Incident Management System | Mobility | 4 | Emergency Operations needs to be able to dispatch emergency assets to a traffic incident.                                                                                                |
| TM08: Traffic Incident Management System | Mobility | 5 | Traffic Operations needs to coordinate requests for resources with emergency and maintenance centers in order to support cleanup after the incident.                                     |
| TM12: Dynamic Roadway Warning            | Safety   | 1 | Traffic Operations needs to be able to dynamically warn drivers approaching hazards on a roadway in order to increase the safety of a roadway by reducing the occurrence of incidents.   |
| TM12: Dynamic Roadway Warning            | Safety   | 2 | Traffic Operations needs to be able to receive and process data from multiple sources in order to generate warnings for drivers based on the collected traffic and road conditions.      |
| TM12: Dynamic Roadway Warning            | Safety   | 3 | Traffic Operations needs to detect and warn micromobility vehicle users of hazards that could affect them.                                                                               |
| TM13: Standard Railroad Grade Crossing   | Safety   | 1 | Traffic Operations needs to be able to warn drivers of crossing closures in time for the driver to take appropriate action.                                                              |
| TM13: Standard Railroad Grade Crossing   | Safety   | 2 | Traffic Operations needs to be able to modify traffic signal timing in order to allow safe movement of vehicles away or towards a highway rail intersection when a train is approaching. |

|                             |            |   |                                                                                                                                                                          |
|-----------------------------|------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TM20: Variable Speed Limits | Management | 1 | Traffic Operations needs to be able to collect data from multiple sources to actively recommend variable speed limits which can be based on environmental conditions.    |
| TM20: Variable Speed Limits | Management | 2 | Traffic Operations needs to be able to process current and historical data in order to provide recommended variable speed limits.                                        |
| TM20: Variable Speed Limits | Management | 3 | Traffic Operations needs to be able to display variable speed limits to drivers.                                                                                         |
| VS08: Queue Warning         | Safety     | 1 | Traffic Operations needs to be able to detect queue formation using both infrastructure and connected vehicle sources of information.                                    |
| VS08: Queue Warning         | Safety     | 2 | Traffic Operations needs to be able to develop predicted queue formation using both infrastructure and connected vehicle sources of information.                         |
| VS08: Queue Warning         | Safety     | 3 | Traffic Operations needs to be able to generate queue warning response strategies, including speed reduction, lane change, or diversion.                                 |
| VS08: Queue Warning         | Safety     | 4 | The Driver needs to be able to send queue information and response strategies to upstream vehicles.                                                                      |
| VS08: Queue Warning         | Safety     | 5 | The Driver needs to be able to receive queue information and queue response strategies based on information received from the infrastructure or other connected vehicles |

|                               |               |   |                                                                                                                                                                                            |
|-------------------------------|---------------|---|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| WX01: Weather Data Collection | Environmental | 1 | Traffic operations or maintenance and construction operations need to be able to collect road conditions and weather data from environmental sensors on or in the vicinity of the roadway. |
| WX01: Weather Data Collection | Environmental | 2 | Traffic operations needs to be able to collect road conditions and weather data from vehicle on-board sensors.                                                                             |
| WX01: Weather Data Collection | Environmental | 3 | Traffic operations and maintenance and construction operations need to share collected environmental data with each other.                                                                 |
| WX01: Weather Data Collection | Environmental | 4 | Traffic operations and Maintenance and construction need to be able to receive environmental data from Weather operations.                                                                 |
| WX01: Weather Data Collection | Environmental | 5 | Maintenance and construction operations need to be able to collect road conditions and weather data from maintenance vehicle on-board sensors.                                             |
| WX01: Weather Data Collection | Environmental | 6 | Weather Systems need be able to collect road conditions and weather data from environmental sensors on or in the vicinity of the roadway.                                                  |

## APPENDIX D ROLES AND RESPONSIBILITIES

| Roles and Responsibilities Area                        | Stakeholder Group Members                                  | Roles and Responsibility Description                                                                                                             |
|--------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
| Traffic Management                                     | Anacortes, WSDOT                                           | WSDOT maintains and operates their traffic signals                                                                                               |
| Traffic Management                                     | City of Burlington<br>WSDOT                                | WSDOT maintains and operates their 33 signals                                                                                                    |
| Traffic Management                                     | City of Sedro-Woolley<br>WSDOT                             | All signals in the city are owned and operated by WSDOT                                                                                          |
| Traffic Management                                     | City of Anacortes,<br>WSDOT, BNSF                          | HRI (highway rail intersections) signal coordination with flashing lights and gates                                                              |
| Traffic Management                                     | City of Burlington,<br>WSDOT, BNSF                         | HRI (highway rail intersections) signal coordination with flashing lights and gates                                                              |
| Traffic Management                                     | City of Mt Vernon,<br>WSDOT, BNSF                          | HRI (highway rail intersections) signal coordination with flashing lights and gates                                                              |
| Traffic Management                                     | City of Sedro-Woolley,<br>WSDOT, BNSF                      | HRI (highway rail intersections) signal coordination with flashing lights and gates                                                              |
| Traffic Management                                     | Skagit County<br>WSDOT<br>BNSF                             | HRI (highway rail intersections) signal coordination with flashing lights and gates                                                              |
| Emergency Call Taking and Dispatch, Emergency Response | WSDOT, Skagit911<br>Fire<br>Emergency Management- Code Red | Skagit 911 alerts Emergency Response, WSDOT, Fire, and Emergency Management, if it includes HAZMAT or another accident that needs their response |
| Emergency Vehicle Preemption                           | Skagit 911 WSDOT                                           | Opticom is used for emergency vehicle preemption on all signals in Skagit County except a crosswalk in Mount Vernon                              |
| Traffic Management                                     | WSDOT Skagit County                                        | Has an operations and maintenance agreement with WSDOT                                                                                           |



## APPENDIX E FUNCTIONAL REQUIREMENTS /PHYSICAL OBJECTS

| SP    | SP Name                            | Physical Object                                                                                                                                                                                        | Functional Object                                                                                                                                                                                                                                                                                                                                                                  |
|-------|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CVO06 | Freight Signal Priority            | Commercial Vehicle OBE, Fleet and Freight Management Center, TMC                                                                                                                                       | CV On-Board Safety and Security, CV On-Board Trip Monitoring, Fleet Administration, Fleet Maintenance Management                                                                                                                                                                                                                                                                   |
| PM02  | Smart Park and Ride System         | Connected Roadside Equipment, Light Vehicle OBE, Parking Area Equipment, Parking Management Center, Personal Information Device, Transit Management Center, Transportation Information Center, Vehicle | RSE Parking Management, Light Vehicle Interactive Traveler Information, Parking Area Park and Ride Operations, Parking Coordination, Parking Management, Personal Interactive Traveler Information, Transit Center Park and Ride Operations, TIC Data Collection, TIC Interactive Traveler Information, Vehicle Basic Safety Communication, Vehicle Traveler Information Reception |
| PS01  | Emergency Call Taking and Dispatch | Emergency Management Center, Emergency Vehicle OBE, Traffic Management Center                                                                                                                          | Emergency Call-Taking, Emergency Dispatch, Emergency Environmental Monitoring, Emergency Routing, EV On-Board En Route Support, TMC Incident Dispatch Coordination,                                                                                                                                                                                                                |
| PS02  | Emergency Response                 | Emergency Management Center, Emergency Vehicle OBE, Personal Device                                                                                                                                    | Emergency Incident Command, EV On-Board Incident Management Communication, Personnel Incident Scene Communications                                                                                                                                                                                                                                                                 |
| PS03  | Emergency Vehicle Preemption       | Connected Roadside Equipment, Emergency Management Center, Emergency Vehicle OBE, ITS Roadway Equipment, Traffic Management Center, Transportation Information Center, Vehicle                         | RSE Intersection Management, Emergency Routing, EV On-Board En Route Support, Roadway Signal Control, Roadway Signal Preemption, TMC Signal Control, TIC Traffic Control Dissemination, Vehicle Basic Safety Communication, Vehicle Intersection Warning                                                                                                                           |

|      |                                  |                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|------|----------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PS04 | Mayday Notification              | Emergency Management Center, Personal Information Device, Vehicle                                                                                                                                                                            | Emergency Call-Taking, Emergency Notification Support, Personal Emergency Notification, Vehicle Emergency,                                                                                                                                                                                                                                                                                                                                                                  |
| PS05 | Vehicle Emergency Response       | Commercial Vehicle OBE, Emergency Vehicle OBE, Vehicle                                                                                                                                                                                       | CV On-Board Cargo Monitoring, EV On-Board En Route Support, Vehicle Emergency Notification                                                                                                                                                                                                                                                                                                                                                                                  |
| PS06 | Incident Scene Prearrival        | Commercial Vehicle OBE, Emergency Management Center, Emergency Vehicle OBE, Traffic Management Center,                                                                                                                                       | CV On-Board Cargo Monitoring, Emergency Commercial Vehicle Response, Emergency Dispatch, Emergency Incident Command, Emergency Routing, EV On-Board Route Support, EV On-Board Incident Management Communication, TMC Incident Dispatch Coordination                                                                                                                                                                                                                        |
| PS07 | Incident Scene Safety Monitoring | Connected Vehicle Roadside Equipment, Emergency Management Center, Emergency Vehicle OBE, ITS Roadway Equipment, Personnel Device, Traffic Management Center, Vehicle                                                                        | RSE Incident Scene Safety, Emergency Incident Command, Emergency Incident Scene Safety Management, EV On-Board Safety Monitoring, Roadway Incident Scene Safety, Personnel Incident Scene Safety, TMC incident Dispatch Coordination, Vehicle Basic Safety Communication, Vehicle Traveler Information Reception                                                                                                                                                            |
| PS10 | Wide Area Alert                  | Emergency Management Center, ITS Roadway Equipment, Light Vehicle OBE, Personal Information Device, Traffic Management Center, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Traveler Support Equipment | Emergency Early Warning System, Roadway Traffic Information, Light Vehicle Interactive Traveler Information, Personal Interactive Traveler Information, TMC Incident Dispatch Coordination, TMC Traffic Information Dissemination, Transit Center Information Services, Transit Center Security, Transit Vehicle On-Board Information Services, TIC Data Collection, TIC Emergency Traveler Information, TIC Traveler Telephone Information, Traveler Information Reception |

|      |                                |                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                        |
|------|--------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PS11 | Early Warning System           | Emergency Management Center, Security Monitoring Equipment, Traffic Management Center                                                               | Emergency Early Warning System, Emergency Environmental Monitoring, Emergency Secure Area Sensor Management, Emergency Secure Area Surveillance, Field Secure Area Sensor Monitoring, Field Secure Area Surveillance, TMC Incident Detection, Transit Center Security                                                                                                                                  |
| PS14 | Disaster Traveler Information  | Emergency Management Center, Light Vehicle OBE, Personal Information Device, Transportation Information Center, Traveler Support Equipment, Vehicle | Emergency Evacuation Support, Emergency Response Management, Light Vehicle Interactive Traveler Information, Personal Interactive Traveler Information, Personal Traveler Information Reception, TIC Data Collection, TIC Emergency Traveler Information, TIC Traveler Telephone Information, Traveler Information Reception, Traveler Interactive Information, Vehicle Traveler Information Reception |
| PT01 | Transit Vehicle Tracking       | Transit Management Center, Transit Vehicle OBE, AVL on all Vehicles except service vehicles                                                         | Transit Center Vehicle Tracking, Transit Vehicle On-Board Trip Monitoring                                                                                                                                                                                                                                                                                                                              |
| PT02 | Transit Fixed-Route Operations | Transit Management Center, Transit Vehicle OBE                                                                                                      | Transit Center Fixed-Route Operations, Transit Center Operator                                                                                                                                                                                                                                                                                                                                         |
| PT03 | Dynamic Transit Operations     | Personal Information Device, Transit Management Center                                                                                              | Personal Trip Planning and Route Guidance, Transit Center Operator Assignment, Transit Center Paratransit Operations, Transit Vehicle On-Board Paratransit Operations, TIC Data Collection, TIC Trip Planning                                                                                                                                                                                          |

|      |                                    |                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                           |
|------|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PT04 | Transit Fare Collection Management | Payment Administration Center, Personal Information Device, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Traveler Support Equipment          | PAC Payment Administration, Personal Interactive Traveler Information, Transit Center Fare Management, Transit Vehicle On-Board Fare Management, TIC Data Collection, Traveler Fare Management                                                                                            |
| PT05 | Transit Security                   | Security Monitoring Equipment, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment                                                                          | Emergency Response Management, Emergency Secure Area Alarm Support, Emergency Secure Area Sensor Management, Emergency Secure Area Surveillance, Field Secure Area Sensor Monitoring, FeildSecure Area Surveillance, Transit Center Security, Transit Vehicle Security, Traveler Security |
| PT07 | Transit Passenger Counting         | Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment                                                                                                         | Transit Center Passenger Counting, Transit Vehicle Passenger Counting, Transit Stop Information Services                                                                                                                                                                                  |
| PT08 | Transit Traveler Information       | Personal Information Device, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Traveler Support Equipment                                         | Personal Interactive Traveler Information, Transit Center Information Services, Transit Vehicle On-Board Information Services, TIC Data Collection, TIC Interactive Traveler Information, Transit Stop Information Services                                                               |
| PT09 | Transit Signal Priority            | Connected Vehicle Roadside Equipment, ITS Roadway Equipment, Traffic Management Center, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Vehicle | RSE Intersection Management, Roadway Signal Control, TMC Multi-Modal Coordination, TMC Signal Control, Transit Center Priority Management, Transit Signal Priority, TIC Traffic Control Dissemination, Vehicle Basic Safety Communication, Vehicle Intersection Warning                   |
| PT15 | Transit Stop Request               | Connected Vehicle Roadside Equipment, Personal Information Device, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment                                      | RSE Transit User Guide, Personal Trip Planning and Route Guidance, Transit Center Information Services, Transit Vehicle On-Board Information Services, Transit Vehicle On-Board Trip Monitoring, Transit Stop Information Services                                                        |

|      |                                    |                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                             |
|------|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| PT16 | Route ID for the Visually Impaired | Connected Vehicle Roadside Equipment, Personal Information Device, Transit Management Center, Traveler Support Equipment                                                                                                                       | RSE Transit User Guidance, Personal Pedestrian Safety, Personal Trip Planning and Route Guidance, Transit Center Information Services, Transit On-Board Information Services, Transit Stop Information Services                                                                                                                                                             |
| PT17 | Transit Connection Protection      | Personal Information Device, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment                                                                                                                                        | Personal Trip Planning and Route Guidance, Transit Center Connection Protection, Transit Center Multi-Modal Coordination, Transit Center Passenger Counting, Transit Vehicle On-Board Connection Protection, Transit Vehicle Passenger Counting, Transit Stop Information Services                                                                                          |
| TI01 | Broadcast Traveler Information     | Connected Vehicle Roadside Equipment, Personal Information Device, Transportation Information Center, Traveler Support Equipment, Vehicle                                                                                                      | RSE Traveler Information Communications, Personal Traveler Information Reception, TIC Connected Vehicle Traveler Info Distribution, TIC Data Collection, TIC Traveler Information Broadcast, Traveler Information Reception, Vehicle Traveler Information Reception                                                                                                         |
| TI02 | Personalized Traveler Information  | Light Vehicle OBE, Personal Information Device, Transportation Information Center, Traveler Support Equipment                                                                                                                                  | Light Vehicle Interactive Traveler Information, Personal Interactive Traveler Information, TIC Data Collection, TIC Interactive Traveler Information, TIC Traveler Telephone Information, Traveler Interactive Information, Provide Road Use Charging Services Kiosk Interface                                                                                              |
| TI04 | Trip Planning and Payment          | Electric Charging Management Center, Light Vehicle OBE, Payment Administration Center, Personal Information Device, Shared Use Transportation Center, Transit Management Center, Transportation Information Center, Traveler Support Equipment | Electric Charging Management, Light Vehicle Trip Planning and Route Guidance, PAC Payment Administration, Personal Trip Planning and Route Guidance, Shared Use Operations, Transit Center Connection Protection, Shared Use Operations, TIC Data Collection, TIC Dynamic Ridesharing, TIC Trip Planning, Traveler Trip Planning, Update Traveler Display Map Data at Kiosk |

|      |                                             |                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TI05 | Integrated Multi-Modal Electronic Payment   | ITS Roadway Payment Equipment, Light Vehicle OBE, Parking Area Equipment, Parking Management Center, Payment Administration Center, Personal Information Device, Shared Use Transportation Center, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment | Light Vehicle Payment Service, PAC Payment Administration, Personal Interactive Traveler Information, Shared Use and Fee Management, Transit Center Fare Management, Transit Vehicle On-Board Fare Management, Traveler Fare Management                                                                                                                                                                                  |
| TI06 | Shared Use Mobility and Dynamic Ridesharing | Light Vehicle OBE, Micro-mobility Vehicle OBE, Personal Information Device, Shared Use Transportation Center, Transit Management Center, Transportation Information Center, Traveler Support Equipment                                                                        | Light Vehicle Access, Light Vehicle Trip Planning and Route Guidance, MMV Access, Personal Shared Use Planning, Personal Trip Planning and Route Guidance, Shared Use Account and Fee Management, Share Use Operations, Transit Center Paratransit Operations, Shared Use Operations, TIC Data Collection, TIC Dynamic Ridesharing, TIC Trip Planning, Traveler Trip Planning, Update Traveler Display Map Data at Kiosk |
| TM01 | Infrastructure-Based Traffic Surveillance   | ITS Roadway Equipment, Traffic Management Center                                                                                                                                                                                                                              | Roadway Basic Surveillance, Roadway Passive Monitoring, TMC Basic Surveillance, TMC Passive Surveillance                                                                                                                                                                                                                                                                                                                 |
| TM03 | Traffic Signal Control                      | ITS Roadway Equipment, Traffic Management Center                                                                                                                                                                                                                              | Roadway Basic Surveillance, Roadway Field Management Station Operation, Roadway Signal Control, TMC Basic Surveillance, TMC Roadway Equipment Monitoring, TMC Signal Control                                                                                                                                                                                                                                             |
| TM05 | Traffic Metering                            | ITS Roadway Equipment, Traffic Management Center                                                                                                                                                                                                                              | Roadway Basic Surveillance, Roadway Traffic Information Dissemination, Roadway Traffic Metering, TMC Basic Surveillance, TMC Roadway Equipment Monitoring, TMC Traffic Information Dissemination, TMC Traffic Metering                                                                                                                                                                                                   |
| TM06 | Traffic Information Dissemination           | ITS Roadway Equipment, Traffic Management Center                                                                                                                                                                                                                              | Roadway Traffic Information Dissemination, TMC Traffic Information Dissemination                                                                                                                                                                                                                                                                                                                                         |
| TM07 | Regional Traffic Management                 | Traffic Management Center                                                                                                                                                                                                                                                     | TMC Regional Traffic Management                                                                                                                                                                                                                                                                                                                                                                                          |

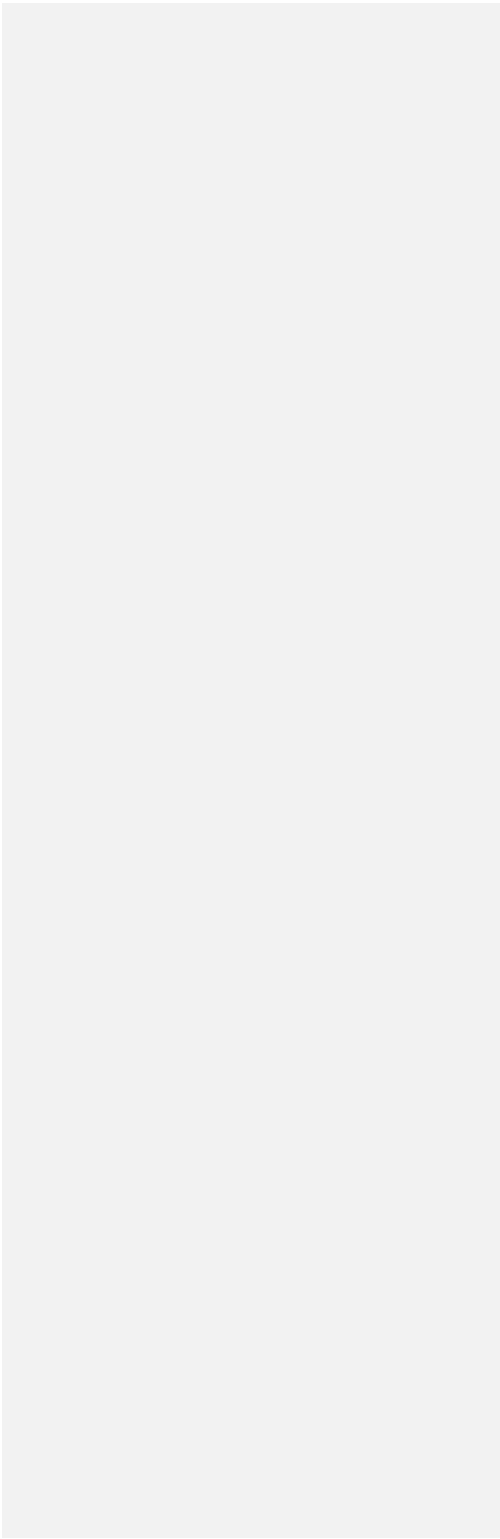
|      |                                    |                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------|------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| TM08 | Traffic Incident Management System | Emergency Management Center, ITS Roadway Equipment, Traffic Management Center                                                      | Emergency Response Management, Roadway Incident Detection, TMC Incident Detection, TMC Incident Dispatch Coordination                                                                                                                                                                                                                                                                                                                                            |
| TM12 | Dynamic Roadway Warning            | ITS Roadway Equipment, Traffic Management Center                                                                                   | Roadway Basic Surveillance, Roadway Warning, TMC Basic Surveillance, TMC Roadway Warning                                                                                                                                                                                                                                                                                                                                                                         |
| TM13 | Standard Railroad Grade Crossing   | ITS Roadway Equipment, Traffic Management Center                                                                                   | Roadway Standard Rail Crossing, TMC Standard Rail Crossing Management                                                                                                                                                                                                                                                                                                                                                                                            |
| TM20 | Variable Speed Limits              | ITS Roadway Equipment, Traffic Management Center                                                                                   | Roadway Basic Surveillance, Roadway Environmental Monitoring, Roadway Traffic Information Dissemination, Roadway Variable Speed Limits, TMC Basic Surveillance, TMC Environmental Monitoring, TMC Traffic Information Dissemination, TMC Variable Speed Limits                                                                                                                                                                                                   |
| VS08 | Queue Warning                      | Connected Vehicle Roadside Equipment, ITS Roadway Equipment, Traffic Management Center, Transportation Information Center, Vehicle | RSE Environmental Monitoring, RSE Queue Warning, RSE Traffic Monitoring, Roadway Basic Surveillance, Roadway Environmental Monitoring, Roadway Warning, TMC Basic Surveillance, TMC Environmental Monitoring, TMC Roadway Warning, TIC Situation Data, TIC Traffic Control Dissemination, Vehicle Basic Safety Communication, Vehicle Environmental Monitoring, Vehicle Queue Warning, Vehicle Situation Data Monitoring, Vehicle Traveler Information Reception |
| VS11 | Oversize Vehicle Warning           | ITS Roadway Equipment, Traffic Management Center, Vehicle                                                                          | RSE Infrastructure Restriction Warning, Roadway Restriction Monitoring and Warning, TMC Infrastructure Restriction Warning, Vehicle Traveler Information Warning                                                                                                                                                                                                                                                                                                 |
| WX01 | Weather Data Collection            | Connected Vehicle Roadside Equipment, ITS Roadway Equipment, Traffic Management Center, Transportation Information Center, Vehicle | RSE Environmental Monitoring, Roadway Environmental Monitoring, TMC Environmental Monitoring, TIC Data Collection, Vehicle Environmental Monitoring                                                                                                                                                                                                                                                                                                              |



APPENDIX F INVENTORY OF ITS ELEMENTS

| Existing Elements                                            |                                                                                   |                                                    | Planned Elements            |                                                                                          |                                                               |
|--------------------------------------------------------------|-----------------------------------------------------------------------------------|----------------------------------------------------|-----------------------------|------------------------------------------------------------------------------------------|---------------------------------------------------------------|
| Element                                                      | Description                                                                       | Stakeholder                                        | Element                     | Description                                                                              | Stakeholder                                                   |
| Shoreline TMC                                                | Traffic Operations, alerts, incident response, traveler information dissemination | WSDOT                                              | Queue Warning I-5           | Queue warnings presented to drivers when congestion is ahead so drivers can reduce speed | WSDOT, Shoreline TMC, Skagit County, Mount Vernon, Burlington |
| Emergency Call Taking and Dispatch                           | Skagit 911                                                                        | Skagit 911, DEM, WSP and other law enforcement     | Variable Speed Limits, I-5  | Traffic operations collect data to recommend speed limits                                | WSDOT, Shoreline TMC, Skagit County, Mount Vernon, Burlington |
| Emergency Response Data and Information via personal devices | Skagit 911 provides personal devices if they have the technology                  | Skagit 911, Fire Departments, Emergency Responders | Dynamic Roadway Warning     | Dynamically warn drivers of approaching hazards                                          | WSDOT, Shoreline TMC, Skagit County, Mount Vernon, Burlington |
| Emergency Vehicle Preemption                                 | Opticom                                                                           | Skagit 911, WSDOT                                  | Regional Traffic Management | Shoreline and Bellingham TMC's share information for I-5 corridor                        | WSDOT, Shoreline TMC, Bellingham TMC, Skagit County           |
| Early Warning System                                         | Siren alert system tsunami and dam failure                                        | PSE, WA SEOC                                       | Traffic Metering I-5 Ramps  | On-ramps to I-5 are regulated to manage congestion                                       | WSDOT, Mount Vernon, Burlington, Skagit County                |
| Emergency Alerts                                             | SkagitReady, IPAWS                                                                | Skagit County DEM, Skagit 911                      | Dynamic Ridesharing         | Travelers can request and confirm shared transportation                                  | WSDOT, Mount Vernon, Burlington, Skagit County                |

| Existing Elements              |                                       |                | Planned Elements                          |                                                                                       |                                                            |
|--------------------------------|---------------------------------------|----------------|-------------------------------------------|---------------------------------------------------------------------------------------|------------------------------------------------------------|
| Element                        | Description                           | Stakeholder    | Element                                   | Description                                                                           | Stakeholder                                                |
| I-5 Monitoring                 | CCTV, Traffic Counts                  | WSDOT          | Integrated Multi Modal Electronic Payment | Electronic payments system that includes multiple agencies and modes on one card      | Skagit Transit                                             |
| Traveler Information System    | CCTV, traffic counts on WSDOT website | WSDOT          | Personalized Traveler Information         | Travelers are able to request specific customized information                         | Skagit Transit                                             |
| Weather Data Collection        | RWIS                                  | WSDOT          | Transit Connection Protection             | Transit operators, when connections are in jeopardy can adjust schedule in real-time. | Skagit Transit                                             |
| Skagit Transit AVL             | On all vehicles                       | Skagit Transit | Skagit Transit Electronic Fare Management | Convert to ORCA card                                                                  | Skagit Transit                                             |
| Skagit Transit Electronic Fare | GFI/Card App UMO                      | Skagit Transit | Freight Signal Priority                   | Give freight signal priority                                                          | WSDOT, Anacortes, Burlington, Mount Vernon, Sedro-Woolley  |
| Skagit Transit Management      | Passenger Counting                    | Skagit Transit | Smart Park and Ride                       | Allow Park and Ride users to know parking capacity in real-time                       | Skagit Transit                                             |
| Skagit Transit Security        | Cameras                               | Skagit Transit | Incident Scene Safety Monitoring          | Alert drivers when entering an incident zone                                          | Skagit 911, Emergency Responders, DEM for various agencies |



Crystle Stidham  
Chief Executive Officer  
Skagit Transit  
600 County Shop Lane  
Burlington, WA 98233

August 11, 2026

**RE: WSDOT's 2027-2029 Buses & Bus Facilities Grant Application – Rehabilitation of Transit Facilities**

Mrs. Stidham,

Skagit Council of Governments supports your application to the Washington State's Department of Transportation's (WSDOT) 2027-2029 State Buses & Bus Facilities grant opportunity to enable your agency to complete crucial facility rehabilitation at the Skagit Station multimodal facility, the Chuckanut and South Mount Vernon Park & Rides in the amount of \$529,763.

The activities that will be completed with funding will include crucial building beam replacement at Skagit Station and Chuckanut, lighting fixture rebuilds at all three locations, and replacement of the heating unit & controls at Skagit Station. These rehabilitation activities support continued patron safety at these locations and recognize your need to maintain these locations in alignment with State of Good Repair (SGR) principles. We believe it is crucial we ensure the public's safety while utilizing these spaces for their transportation needs.

Skagit Council of Governments supports Skagit Transit services and recognizes the need for these vital facility repairs. It will enable Skagit Transit's to keep these spaces safe for community members utilizing public transportation for local and regional connectivity. A well-maintained public transportation system is essential in ensuring our region continues to flourish.

Sincerely,



Jill Boudreau  
Executive Director



*Washington State Joint Transportation Committee*

# **ALTERNATIVE LOCAL FUNDING OPTIONS FOR SIDEWALKS**

*June 2026*







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**Project Team**

***BERK Consulting***

Julia Tesch | Project Manager

Brian Murphy | Principal in Charge

Katherine Goetz | Financial Analyst

Bethany Hoy | Engagement Analyst

***Tracy Burrows, LLC***

Tracy Burrows | Subject Matter Expert

***MRSC (Appendix E and F only)***

Flannary Collins | Legal Director

Julie Nicoll | Legal Consultant

# Executive Summary

Sidewalks support pedestrian safety, public health, mobility, economic development, and climate resilience. Many cities and counties struggle to adequately fund maintenance, improvement, and construction of their sidewalk networks. The Joint Transportation Committee (JTC) was directed in the 2025-27 Transportation Budget ([ESSB 5161](#)) Section 204 (6) to “conduct a study and make recommendations on alternative new methods for local governments to fund sidewalk improvements...”

This study reviews funding mechanisms in other states to identify potential new mechanisms that Washington jurisdictions could use. This national scan revealed that most funding mechanisms in other states are already available in Washington or are not allowable under Washington’s constitution. A potential exception to this is a sidewalk utility, which this study evaluates alongside modifications to three existing funding mechanisms. The four mechanisms that this study evaluates are:

- **Sidewalk Utility.** A fee based on a jurisdiction’s planned annual sidewalks expenditures.
- **Modified TBD Sales Tax.** An additional sales tax levied on purchases made within the boundaries of a transportation benefit district (TBD).
- **New REET Option.** An additional real estate excise tax (REET).
- **Modified Stormwater Utility Fee.** Authorization for a jurisdiction to use stormwater fee revenues for construction and maintenance of ADA-compliant sidewalk ramps.

This study evaluates these mechanisms using five criteria:

- **Adequacy.** The extent to which the funding mechanism can generate sufficient revenue in various jurisdiction sizes to meet sidewalk maintenance and construction needs.
- **Stability.** The reliability of the funding source over time, including its resilience to economic downturns.
- **Administrative simplicity.** The level of resources needed to implement the funding mechanism, including data and systems needs; communications needs; and resulting staffing needs.
- **Non-regressivity.** Whether costs fall disproportionately on lower-resource groups, either directly (i.e., through charges or assessments) or indirectly (i.e., through rent increases or displacement).
- **Economic compatibility.** Whether the mechanism may have downstream negative impacts on business activity, development, and the broader local economy.



Based on these criteria, this study identifies key advantages and disadvantages of each mechanism, described in Exhibit 1.

**Exhibit 1. Summary of Key Advantages and Disadvantages of Each Funding Mechanism**

| Funding mechanism                      | Advantages                                                                                                                                  | Disadvantages                                                                                                                                                                  |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Sidewalk utility</b>                | <ul style="list-style-type: none"><li>▪ Adequate, scalable revenue</li><li>▪ Stable revenue</li><li>▪ High economic compatibility</li></ul> | <ul style="list-style-type: none"><li>▪ Likely to be challenged in courts</li><li>▪ Not administratively simple for some jurisdictions</li><li>▪ Somewhat regressive</li></ul> |
| <b>Modified TBD sales tax</b>          | <ul style="list-style-type: none"><li>▪ Adequate revenue</li><li>▪ Simple administration</li></ul>                                          | <ul style="list-style-type: none"><li>▪ Only moderately stable</li><li>▪ Potential for negative economic impacts</li><li>▪ Substantially regressive</li></ul>                  |
| <b>New REET option</b>                 | <ul style="list-style-type: none"><li>▪ Adequate revenue</li><li>▪ Simple administration</li><li>▪ Not regressive</li></ul>                 | <ul style="list-style-type: none"><li>▪ Unstable revenue</li><li>▪ Potential for negative economic impacts</li></ul>                                                           |
| <b>Modified stormwater utility fee</b> | <ul style="list-style-type: none"><li>▪ Stable revenue</li><li>▪ Simple administration</li><li>▪ High economic compatibility</li></ul>      | <ul style="list-style-type: none"><li>▪ Inadequate revenue</li><li>▪ Somewhat regressive</li></ul>                                                                             |

Source: BERK, 2026.

Based on these findings, this study offers the following recommendations. See Recommendations for more detail.

- Recommendation 1.** Consider authorizing a modified TBD sales tax and a new REET option as low-risk options for local jurisdictions to fund pedestrian infrastructure.

**Recommendation 2.** Consider authorizing a sidewalk utility for local jurisdictions willing to assume the legal risk of implementation.

**Recommendation 3.** In any new funding mechanism, consider authorizing all types of pedestrian safety improvements.

**Recommendation 4.** Do not revise current statutory language related to the definition of the stormwater system as it relates to sidewalks.

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# Study Overview

## Purpose

The proviso language from the 2025-2027 Transportation Budget for this study is as follows:

*“\$200,000 of the motor vehicle account—state appropriation is for the joint transportation committee to conduct a study and make recommendations on alternative new methods for local governments to fund sidewalk improvements, including but not limited to establishing a sidewalk utility. The study must review revenue options utilized in other states and make evaluations based on fairness, stability, adequacy, regressivity, simplicity, and the effect on economic vitality.”*

This directive responds to concerns raised by Washington counties and cities regarding the fiscal and policy challenges of sidewalk maintenance and construction. Many communities across the state face difficulties maintaining and expanding sidewalk networks to address community safety, accessibility, connectivity, and climate goals. In the Association of Washington Cities’ 2025 City Conditions survey, 70% of responding cities included sidewalk improvement and construction within their top five transportation needs.<sup>1</sup>

To conduct this study, the high-level elements for analysis included:

- Evaluate how cities and counties currently fund sidewalks, and
- Explore alternative funding mechanisms to meet statewide needs.

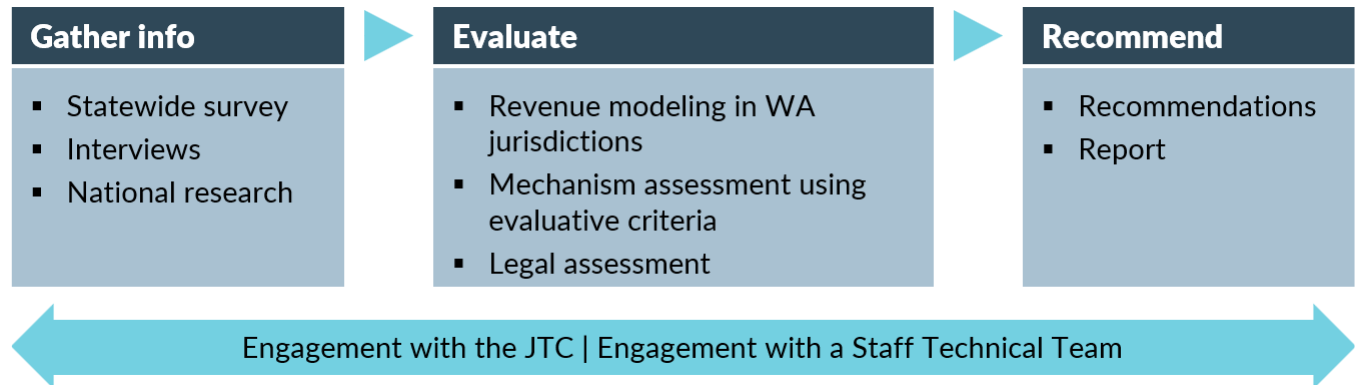
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<sup>1</sup> [Association of Washington Cities, 2026.](#)

# Methodology

This study occurred from September 2025 to June 2026 in three phases, illustrated in Exhibit 2.

## Exhibit 2. Study Methodology



Source: BERK, 2026.

Project components included:

- **Statewide survey.** This study's primary method of engaging jurisdictions in Washington was a statewide survey of all cities and counties. This survey gathered information about how jurisdictions fund sidewalks and the challenges they face. The survey was open from November 10, 2025 through December 2, 2025 and gathered responses from 55 cities of all sizes and 15 counties, both rural and urban. The Association of Washington Cities and the Washington State Association of Counties distributed the survey. For detailed findings, see Appendix A. In-Depth Survey Findings.
- **Interviews.** Early in the study, the study team interviewed individuals at local jurisdictions and state agencies in Washington to understand key context around the study. See Appendix B. Preliminary Interviewees for a list of interviewees.
- **National research.** The study team conducted a landscape scan of sidewalk funding mechanisms in other states to identify potential new approaches for consideration in Washington.
- **Revenue modeling in Washington jurisdictions.** The study team modeled potential revenues each funding mechanism could generate in eight jurisdictions across Washington. See Modeled Revenues for more information.
- **Mechanism assessment using evaluative criteria.** The study team developed a list of evaluative criteria to assess the overall utility of each mechanism. See Evaluation of Alternative Mechanisms for more information.
- **Legal assessment.** The study team evaluated the legal viability of each funding mechanism to understand potential barriers to implementation or needed changes to current law. Members of the legal team at the Municipal Research and Services Center (MRSC) reviewed the legal viability of the sidewalk utility only.
- **Engagement with a Staff Technical Team (STT).** The STT provided input to the direction of the study at key milestones and included the following members:

- Clint McCarthy | Senate Transportation Committee (STC) Fiscal Analyst
- David Munnecke | House Transportation Committee (HTC) Counsel
- Alyson Cummings | JTC Senior Policy Analyst
- Rachel Dean | JTC Policy Analyst (JTC Project Manager)

## Key Study Concepts

Based on early research and discussions, the following key concepts serve as a foundation for this study.

- **Consider sidewalks and connected pedestrian infrastructure.** Sidewalks are one component of a broader system of connected pedestrian infrastructure. Other components include safe road crossings and adequate lighting. This study assumes that any funding mechanism to support sidewalks would also support the broader system of pedestrian connectivity.
- **Include both cities and counties.** Both cities and counties maintain sidewalks, so this study will include funding mechanisms that are available to both types of jurisdictions.
- **Focus on funding mechanisms rather than funding strategies.** This study focuses on funding mechanisms, rather than funding strategies, which are defined as follows:
  - Funding mechanism: a tool that *generates city or county revenue* for sidewalk maintenance or construction.
  - Funding strategy: a method a jurisdiction can use to *facilitate* sidewalk maintenance or construction. For example, a jurisdiction could require a property-owner to repair any damage to a sidewalk abutting a property before selling that property; this strategy can facilitate maintenance but does not generate any revenue for the jurisdiction.
- **Focus on options for local jurisdictions to generate new revenue.** This study focuses on identifying funding mechanisms that local jurisdictions can choose to implement and does not assume any additional allocation of state funds.
- **Learn from what already works in Washington and supplement with models from elsewhere.** There are many existing mechanisms by which local jurisdictions can raise funds for transportation infrastructure and operations. This study will first examine opportunities to modify existing mechanisms to enable local jurisdictions to raise funds for sidewalks, recognizing that existing mechanisms are tested within Washington’s legal and financial context. This study will then consider models from jurisdictions outside Washington.
- **Per the proviso, consider options that are not authorized under current state statute.** The proviso directs this study to evaluate a sidewalk utility. Although the Washington Supreme Court previously determined a similar “street utility” to be unlawful,<sup>2</sup> this study considers the viability of a sidewalk utility as a funding mechanism. This study does not consider other mechanisms that are almost certainly in conflict with the Washington State Constitution.

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<sup>2</sup> The Washington Supreme Court decision *Covell v. City of Seattle* (1995) invalidated a “street utility” ordinance that charged residents for the use and availability of streets to fund transportation improvements. The Court found the charge to be an improperly assessed property tax rather than a legal regulatory fee.

# Context

## Overview of Sidewalks

### Definition

In Washington, a sidewalk is “property between the curb lines or the lateral lines of a roadway and the adjacent property, set aside and intended for the use of pedestrians or such portion of private property parallel and in proximity to a public highway and dedicated to use by pedestrians” (RCW 46.04.540).

### Role of Sidewalks

Sidewalks are essential public infrastructure that support a range of policy priorities, including pedestrian safety, public health, mobility, economic development, and climate resilience. Well-maintained sidewalks enable people of varying ages and abilities to move through their neighborhoods safely, connecting them to schools, jobs, transit, and community resources. Investments in sidewalk infrastructure often yield public benefits, including economic returns (e.g., increased property values and local business activity),<sup>3</sup> health returns (e.g., improved physical and mental health outcomes),<sup>4</sup> and environmental returns (e.g., lower vehicle emissions).<sup>5</sup>

Sidewalks can also serve as a core component of a jurisdiction’s ability to meet federal requirements under the Americans with Disabilities Act (ADA).<sup>6</sup> Local jurisdictions are required to develop and implement ADA Transition Plans to identify and address barriers to accessibility in the public right-of-way.

### Washington’s Sidewalk Network

As of June 2025, there were over 24,200 miles of sidewalks in the state, as determined by a legislatively-funded study implemented by the University of Washington’s Taskar Center for Accessible Technology.<sup>7</sup> While substantial sidewalk infrastructure exists, most jurisdictions nonetheless have incomplete sidewalk networks, as indicated in the jurisdiction survey conducted for this study:

- 24% of surveyed cities identify “major gaps, even in priority areas” in their sidewalk networks.
- 78% of surveyed counties identify “major gaps, even in priority areas” in their sidewalk networks or have “no coverage.”

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<sup>3</sup> Pivo, G., & Fisher, J. D. (2011). The walkability premium in commercial real estate investments. *Real estate economics*, 39(2), 185-219.

<sup>4</sup> Sallis, J. F., Cerin, E., Conway, T. L., Adams, M. A., Frank, L. D., Pratt, M., ... & Owen, N. (2016). Physical activity in relation to urban environments in 14 cities worldwide: a cross-sectional study. *The lancet*, 387(10034), 2207-2217.

<sup>5</sup> Ewing, R., & Cervero, R. (2010). Travel and the Built Environment: A Meta-Analysis. *Journal of the American Planning Association*, 76(3), 265-294. <https://doi.org/10.1080/01944361003766766>.

<sup>6</sup> U.S. Department of Justice. (2010). ADA Standards for Accessible Design. [https://www.ada.gov/2010ADAAstandards\\_index.htm](https://www.ada.gov/2010ADAAstandards_index.htm).

<sup>7</sup> As of June 2025, this study had accounted for 80% of Washington’s population and transit-adjacent areas. See [here](#) for the full report submitted to the Legislature.

## Sidewalk Maintenance

Responsibility for sidewalk maintenance varies across Washington.

- **In cities and towns.** Cities and towns may directly maintain their sidewalks or assign that responsibility to an adjacent property-owner (RCW 35.68.010; RCW 35.69.020). Some cities and towns employ a hybrid approach, in which the jurisdiction addresses certain issues (e.g., tree root damage) while property owners are responsible for all other repairs. Just under three-quarters of surveyed cities (72%) require adjacent property owners to repair sidewalks. Of those, more than half (55%) describe this policy as “not effective” and almost all remaining respondents (42%) describe it as “somewhat effective” in maintaining sidewalks in good condition.
- **In counties.** Counties maintain sidewalks in their unincorporated areas. Counties typically maintain their sidewalks directly, as they do not share cities’ explicit statutory authority to assign responsibility to adjacent property owners.

Jurisdictions’ knowledge of the condition of their sidewalk infrastructure varies widely and there is no statewide standard for assessing or reporting sidewalk conditions. Three-quarters (76%) of surveyed cities and nearly half (47%) of surveyed counties reported that they have assessed sidewalk conditions in their jurisdiction within the last 10 years.

## Sidewalk Construction

New sidewalks are commonly built by:

- **Private developers**, who are often required to construct frontage improvements as part of new developments or major redevelopment. These requirements vary by jurisdiction, including when sidewalks must be built, how they are designed, and where exceptions apply. When constructing a sidewalk is not feasible or may not make sense given the location and distance from other pedestrian infrastructure, some jurisdictions allow developers to pay into a fund instead of directly building a sidewalk.
- **Local, regional, and state governments** as part of capital improvement projects.

## Magnitude of Sidewalk Expenditures

In 2024, spending on sidewalks maintenance, improvement, and construction varied widely across surveyed jurisdictions. Across surveyed cities, 2024 maintenance expenditures ranged from \$0 to \$1.0 million and improvement and construction expenditures ranged from \$0 to \$6.4 million. Across surveyed counties, 2024 maintenance expenditures ranged from \$0 to \$0.8 million and improvements and construction expenditures ranged from \$0 to \$1.0 million.

At current funding levels, most jurisdictions will not be able to complete their networks within the near future. Nearly half of surveyed cities and most surveyed counties reported that current funding levels will not enable completion of the sidewalk network within the next 50 years.

For more information about jurisdictions’ expenditures on sidewalks and the challenges they face, see Appendix C. Sidewalks 101.



# Existing Funding Mechanisms

## Overview of Existing Funding Mechanisms

Cities and counties rely on a mix of revenue sources to fund public sidewalk investment, including sources that are and are not restricted to transportation. Some transportation-restricted revenues are further limited to capital improvements and cannot be used for routine maintenance.

All mechanisms listed below, except county road funds, are available to both counties and cities.

### *Sources Not Restricted to Transportation*

- A. **General fund.** A jurisdiction can use its general fund to fund transportation and non-transportation needs, including sidewalk maintenance and construction. A jurisdiction's general fund may include revenues from mechanisms like property taxes, sales taxes, business and occupation taxes, and utility taxes.
- B. **Real estate excise tax (REET).** REET is a tax on the sale of real property. REET revenues must be primarily spent on capital projects identified in a capital facilities plan or capital improvement plan, with a limited allowance for maintenance expenditures.
- C. **Local improvement district (LID) or county road improvement district (RID).** *This option is not restricted to transportation in cities, but is restricted in counties.* Residents in a geographic area may vote to establish an LID or a county RID through which property owners in that area finance improvements that provide a benefit to them.

### *Sources Restricted to Transportation: Available for Maintenance or Construction Purposes*

The following restricted revenue mechanisms can be used for maintenance or construction purposes.

- D. **Motor vehicle fuel tax (MVFT, or "state gas tax").** The State collects MVFT and allocates funds to cities and counties based on a formula. The funds can be used for streets, roads, and highways, including sidewalks that connect to destinations (i.e., does not include sidewalks that are primarily recreational or located within parks). Each city is required to spend at least 0.42% of its MVFT funds during each state fiscal year (July 1 to June 30) on pedestrian, equestrian, or bicycle trails.
- E. **Transportation benefit district (TBD): vehicle license fee.** A local jurisdiction that has formed a TBD may impose a vehicle license fee up to \$50 without voter approval and up to \$100 with voter approval to fund transportation maintenance, construction, and operating costs.
- F. **TBD: sales tax.** A local jurisdiction that has formed a TBD may also impose a sales tax of 0.1% without voter approval and up to 0.3% with voter approval to fund transportation maintenance, construction, and operating costs.
- G. **Voter-approved transportation levy.** Voters in a local jurisdiction may pass a property tax levy lid lift to fund transportation improvements. This may be designed to specifically fund pedestrian maintenance, construction, and improvements.
- H. **Road levy (counties only).** Counties assess a general tax levy for roads up to a maximum of \$2.25 per \$1,000 of assessed value. The road levy is imposed in unincorporated areas only. This revenue pays for road maintenance and operations and contributes to road improvement projects.

## *Sources Restricted to Transportation: Further Restricted to Construction Purposes*

The following restricted revenue mechanisms are only available for construction purposes and therefore cannot be used to fund sidewalk maintenance.

- I. **State and federal grants.**<sup>8</sup> Local jurisdictions can use some state and federal grants to fund sidewalk construction. This can include active transportation grants, which are dedicated to pedestrian and bicycle infrastructure, and other more general transportation grants, through which a local jurisdiction may fund sidewalks as a part of a larger transportation project.

Examples of active transportation grants include:

- **Washington State Department of Transportation (WSDOT)** active transportation programs fund pedestrian and bicycle infrastructure, with an allocation of over \$165M for the 2025-2027 biennium.<sup>9</sup> While some of this funding is allocated for cycling-specific projects, nearly \$131M can fund either pedestrian or bicycle improvements.
- **Transportation Improvement Board (TIB)** active transportation programs include the Urban Active Transportation Program, Small City Active Transportation Program, and Complete Streets Program. In 2024, these three programs funded 72 projects, totaling over \$41M.<sup>10</sup>

Examples of grants that are not exclusively dedicated to active transportation but which may nonetheless support sidewalks projects include the US Department of Housing and Urban Development (HUD) Community Development Block Grants (CDBG) administered by the Washington State Department of Commerce; the County Road Administration Board's Rural Arterial Program; and the Federal Highway Administration's [Transportation Alternative](#) program, which allocates grants through local planning organizations.

- J. **Transportation impact fee.** An impact fee is a fee on new development to fund infrastructure projects that support that new development. A local jurisdiction can use transportation impact fees for sidewalk improvements if the sidewalks are publicly owned or within the public right-of-way and connect two or more destinations.
- K. **Latecomer agreement.** A local jurisdiction that implements a latecomer agreement finances street improvement projects up front and is eventually reimbursed by property owners who later develop property and use those improvements. Latecomer assessments are triggered if a property owner submits an application for development that would have required similar improvements.
- L. **Developer fee-in-lieu.** A local jurisdiction may offer an option for developers to pay fees as an alternative to constructing sidewalks as part of a development project.

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<sup>8</sup> State and federal grants are typically only available for construction purposes, though there are some exceptions.

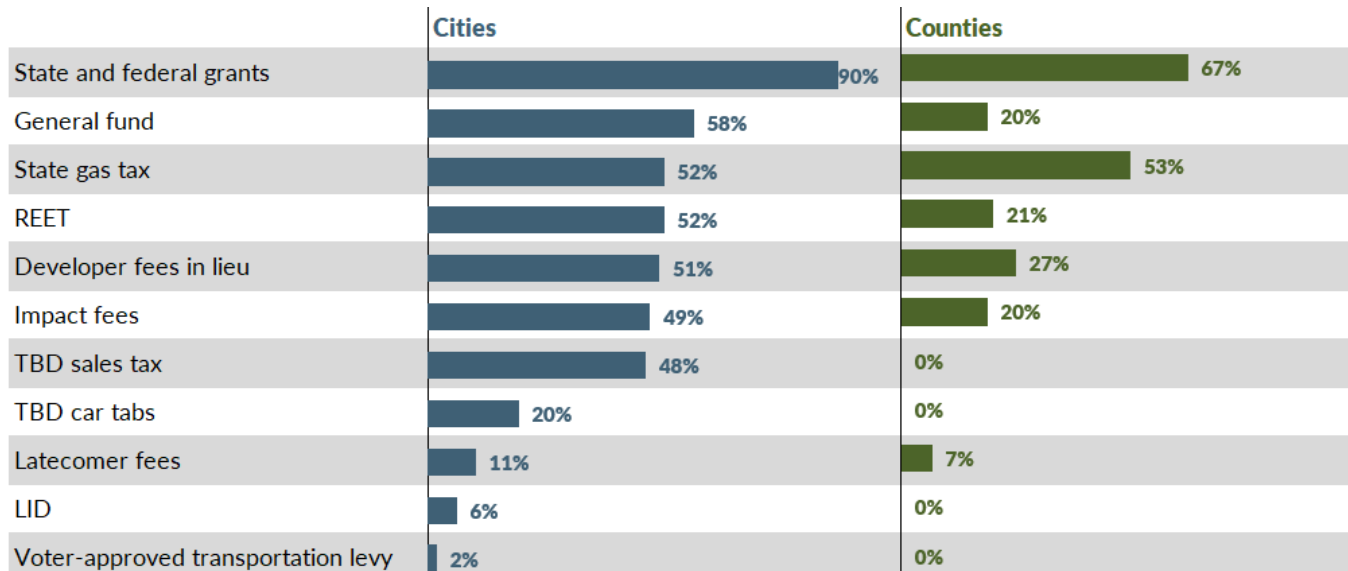
<sup>9</sup> [WSDOT](#), December 2024.

<sup>10</sup> [TIB](#), 2025.

## Use of Existing Funding Mechanisms

Exhibit 3 illustrates the extent to which jurisdictions use each mechanism to fund sidewalks, as captured in a November and December 2025 statewide survey of 55 cities and 15 counties.

**Exhibit 3. Use of Existing Sidewalk Funding Mechanisms in Washington**



Note: The survey did not ask about county use of road funds for sidewalks.  
Source: BERK, 2025.

Most jurisdictions rely on multiple revenue sources, with surveyed cities using a median of four funding sources and surveyed counties using a median of two.

Cities' and counties' most common source of sidewalks funding is state and federal grants, with almost all cities (90%) and two-thirds of counties (67%) using this funding source.

There is wide use of transportation-restricted revenue sources among cities. In addition to grants, several options are used by at least roughly half of cities: state gas tax, REET, developer fees-in-lieu, impact fees, and TBD sales tax. Fewer counties use the transportation-restricted sources available to them: only one transportation-restricted revenue source other than grants—the state gas tax—is used by at least half of counties for sidewalks.

More than half of cities (58%) use general fund revenues for sidewalks purposes, while only one in five counties (20%) use this source.

While there are many funding mechanisms available to local jurisdictions, many do not generate sufficient revenue. The most common reason for nonuse of any given funding source is that the source does not generate adequate resources. Another common reason is that the mechanism is not politically feasible. Some responding cities and counties, particularly small cities and rural counties, also note lack of staff capacity to implement some mechanisms.

# Alternative Funding Mechanisms

## Mechanisms Used in Other States

The study team conducted a scan of revenue mechanisms used in local jurisdictions across the US to fund sidewalk maintenance, construction, and improvements. Exhibit 4 provides an overview of the types of mechanisms this research identified. Many of the mechanisms focus specifically on sidewalks, such as sidewalk maintenance fees, while others support sidewalks among other transportation needs, such as transportation utility fees.

Many of the options identified in this analysis have limited application to this study because they:

- **Are already available to local jurisdictions in Washington.** Existing mechanisms include bonds (used in Kansas City, MO; Charlotte, NC; and Howard County, MD), sales taxes (used in San Antonio, TX), and property taxes (used in Ann Arbor, MI).
- **Would conflict with the Washington State Constitution.** For example, Berkeley, CA has a parcel tax that would conflict with Washington's constitutional uniformity requirements and the constitutional requirement that property taxes be based on the value of the property.
- **Do not directly generate revenue for local jurisdictions.** This study defines mechanisms that do not directly generate revenue as funding strategies rather than funding mechanisms. See Key Study Concepts for further discussion.

As a result, this research concludes that few out-of-state jurisdictions are implementing sidewalk funding mechanisms that would be new to Washington and that meet the conditions outlined in Key Study Concepts. The primary possible exception to this is a sidewalk utility. This mechanism could be implemented in Washington, but its legal viability remains uncertain given the Washington Supreme Court's decision in *Covell v. City of Seattle* (see textbox below for more information).

While national research yielded few new ideas, this study also considers modifications to existing funding mechanisms in Washington. As a result, the Overview of Alternative Mechanisms Selected for Evaluation section includes multiple options that are based on existing funding mechanisms.

### ***Covell v. City of Seattle***

*Covell v. City of Seattle* (1995) involved a state statute (former [RCW 82.80.050](#)) that had authorized cities to create a residential street utility and charge property owners for the use and availability of streets, not to exceed \$2.00 per month per housing unit. Relying on this statutory authority, Seattle adopted an ordinance that adhered to the statutory requirements and imposed a street utility charge on the property owners for the use or availability of streets.

In *Covell*, the Washington Supreme Court invalidated RCW 82.80.050 and held that Seattle's ordinance authorizing the charge was an unconstitutional property tax that violated the uniformity requirement of [Wash. Const. art. VII, § 1](#). Through this ruling, the Court created the following three-part test to determine whether a charge imposed by a local government is a tax or a regulatory fee. A regulatory fee must (1) serve a regulatory function; (2) be allocated only to the authorized regulatory purpose; and (3) have a direct relationship between the amount paid and the services provided.

See Appendix E. In-Depth Legal Analysis of a Sidewalk Utility for more information on this case.

#### Exhibit 4. Overview of Funding Mechanisms Found in Other States

| Funding Tool                      | Jurisdictions                                                                                                                                                                      | Overview                                                                                                                                                                         | Available in WA                                                                                                                                                                                               |
|-----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Bonds</b>                      | <ul style="list-style-type: none"> <li>Portland, OR (planned)</li> <li>Kansas City, MO</li> <li>Charlotte, NC</li> <li>Howard County, MD</li> <li>Montgomery County, MD</li> </ul> | Councilmanic or voter-approved financing for a project. Revenues to pay debt service on bonds typically come from general taxes.                                                 | <b>Yes.</b> Cities and counties may issue bonds with voter approval, per <a href="#">RCW 84.52.056</a> and <a href="#">Article VII Section 2(b)</a> of the state constitution.                                |
| <b>Sidewalk maintenance fee</b>   | <ul style="list-style-type: none"> <li>Denver, CO</li> <li>Syracuse, NY</li> <li>Corvallis, OR</li> <li>Ithaca, NY</li> </ul>                                                      | An annual fee collected from each property owner. Can also be imposed on all utility accounts. Ithaca collects the fee by districts, while the others collect the fees citywide. | <b>No.</b> Not currently authorized in statute and potentially unconstitutional under <i>Covell v. Seattle</i> . <i>Covell v. Seattle</i> establishes the required criteria for a constitutional utility fee. |
| <b>Transportation utility fee</b> | <ul style="list-style-type: none"> <li>Hillsboro, OR</li> <li>Portland, OR (planned)</li> </ul>                                                                                    | A charge designed to be roughly proportional to the benefit that each property receives from the transportation system. <sup>11</sup>                                            | <b>No.</b> Not currently authorized in statute and potentially unconstitutional under <i>Covell v. Seattle</i> . <i>Covell v. Seattle</i> establishes the required criteria for a constitutional utility fee. |
| <b>Local income tax</b>           | <ul style="list-style-type: none"> <li>Fort Wayne, IN</li> </ul>                                                                                                                   | A local income tax dedicated to sidewalk and alleyway repairs and riverfront development.                                                                                        | <b>No.</b> A local income tax is not constitutional in WA.                                                                                                                                                    |
| <b>Property tax</b>               | <ul style="list-style-type: none"> <li>Ann Arbor, MI</li> </ul>                                                                                                                    | A share of property tax used for sidewalk construction.                                                                                                                          | <b>Yes.</b> Local jurisdictions levy a property tax and can use these unrestricted revenues for sidewalks.                                                                                                    |
| <b>Sales tax</b>                  | <ul style="list-style-type: none"> <li>San Antonio, TX</li> </ul>                                                                                                                  | A share of sales tax used for sidewalk construction.                                                                                                                             | <b>Yes.</b> Local jurisdictions can impose up to 1% sales tax and can use these unrestricted revenues for sidewalks. Many jurisdictions also collect sales tax dedicated to transportation through TBDs.      |
| <b>Parcel tax</b>                 | <ul style="list-style-type: none"> <li>Berkeley, CA</li> </ul>                                                                                                                     | A flat property tax that is not based on the value of property.                                                                                                                  | <b>No.</b> Not allowable due to WA constitutional uniformity requirements for property tax.                                                                                                                   |

Sources: City of Ann Arbor, MI; City of Berkeley, CA; City of Charlotte, NC; City of Corvallis, OR; City of Denver, CO; City of Fort Wayne, IN; City of Hillsboro, OR; Howard County, MD; City of Ithaca, NY; City of Kansas City, MO; Montgomery County, MD; City of Portland, OR; City of San Antonio, TX; City of Syracuse, NY; McGrath, Nicole, "Footing the Bill: Evaluating Local Government Funding Mechanisms for Sidewalk Infrastructure in Austin, Texas", 2019; Bike Portland, 2025; BERK, 2025.

<sup>11</sup> Hillsboro calculates this based on the average weekday traffic that developed properties generate. To estimate traffic generation, Hillsboro uses a regional traffic model that determines that 52% of weekday trips are from residential properties and 48% from nonresidential properties. Each residential property pays the same amount, designed to recover 52% of the revenue target. Nonresidential properties pay in different categories based on their daily trip generation per the ITE trip manual, which is used in traffic impact fee studies.

# Overview of Alternative Mechanisms Selected for Evaluation

This analysis evaluates the viability of a sidewalk utility as a new funding mechanism alongside three modifications to existing funding mechanisms.

The four mechanisms evaluated include:

- Sidewalk Utility
- Modified TBD Sales Tax
- New REET Option
- Modified Stormwater Utility Fee

The following subsections provide an overview of the key attributes of each mechanism as modeled for this study. If the legislature chooses to authorize any of these options, it could modify certain modeled assumptions such as the allowable rates and the geographic reach. It would also need to determine whether an option should require voter approval or councilmanic action for adoption.

## Sidewalk Utility

**Mechanism overview.** A sidewalk utility is a fee based on the planned annual expenditures needed to provide a pedestrian system that supports the health and safety of the public. A jurisdiction would develop a fee formula that has a reasonable basis based on the benefits that accrue to the fee-payers and the burden that the property places on the pedestrian system.<sup>12</sup> The fee calculation would be based on studies, inspections, and/or rational justifications, which may include the factors identified in Exhibit 16. A deferral may be available for property-owners that have recently made private investments in sidewalks.

**Current state.** Sidewalk utilities do not appear to be currently available to local jurisdictions in Washington due to case law. See “legal viability” below for more information.

**Statutory action needed.** This option would require state enabling legislation for a sidewalk utility fee that meets the criteria for regulatory fees.

**Assumptions for revenues modeled in this study.** For analytical simplicity, this study models revenue collection using low and high flat fees per parcel (\$50 and \$200 respectively). While this analysis offers a proxy for evaluating the scale of revenue, a flat fee would not be legally viable for this option; see “legal viability” below and Appendix E. In-Depth Legal Analysis of a Sidewalk Utility for more information.

**Geographic reach modeled in this study.** This analysis assumes a city would establish its sidewalk utility boundary with its corporate boundary and a county would establish a sidewalk utility only in its Urban Growth Areas (UGAs), as those are the areas that typically have sidewalks.

**How a jurisdiction would implement it.** A jurisdiction’s implementation of this mechanism would entail the following steps:

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<sup>12</sup> See Appendix E. In-Depth Legal Analysis of a Sidewalk Utility for details about why these conditions are necessary.

- Adopt the sidewalk utility by vote or councilmanic action, depending on the legislative authorization.
- Conduct a comprehensive needs assessment and rate study.
- Establish a rate structure, including potential low-income fee reductions. Depending on the rate structure, a jurisdiction may need additional data to calculate the amount billed.
- Establish a billing system; appeals system; and method of verifying eligibility for low-income fee reductions (if applicable).
- Set up an account/fund for sidewalks and record revenues into the account.
- Communicate with and report to community about new sidewalk utility and revenues generated.

**Implications for maintenance responsibility.** For cities that currently assign maintenance responsibility to an adjacent property-owner per RCW 36.68.010 or RCW 35.69.020, this analysis assumes that responsibility would shift to the city upon implementation of a sidewalk utility fee to align with the definition of a utility as provision of a public good or service.

**Fair distribution of benefits.** Because a sidewalk utility would generate revenue through a fee, there would need to be a direct relationship between the fee charged and the service received or the burden produced by those who pay the fee. This would result in fairness by amount paid but could restrict fairness by need if communities with greater need contribute smaller amounts.

**Legal viability.** The legal viability of a sidewalk utility is uncertain. In 1995, the Washington State Supreme Court ruled a City of Seattle street utility—which served a similar function as a sidewalk utility—was unconstitutional in *Covell v. City of Seattle*. This case law, and that of subsequent cases, indicates that it may be challenging to successfully develop a sidewalk utility model. However, the following analysis draws on *Covell* and post-*Covell* court decisions in Washington and out-of-state sidewalk utility programs in Denver, CO and Syracuse, NY to identify a possible pathway.

To be legally viable, a sidewalk utility would need to meet the following three-factor *Covell* test, which Washington courts apply to determine whether a government service charge is an unconstitutional tax or a lawful regulatory fee:<sup>13</sup>

1. **Regulatory function.** The primary purpose of the charge must be to regulate;
2. **Proper allocation.** The revenue must be allocated only to the authorized regulatory purpose; and
3. **Direct relationship between amount paid and services provided.** There must be a direct relationship between the government charge and the service received or the burden produced.<sup>14</sup>

Although the *Covell* test has been refined over time, the factors remain broadly the same today as when they were adopted in 1995.

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<sup>13</sup> The full spectrum of government charges includes more than just “regulatory fees” and taxes. Government-imposed user charges can include, for example, commodity charges and burden offset charges, which, along with regulatory fees, are not considered taxes. *City of Snoqualmie v. Constantine* (2016).

<sup>14</sup> For a more in-depth discussion of the *Covell* case, see Appendix E. In-Depth Legal Analysis of a Sidewalk Utility.



Review of the post-*Covell* case law presents a common theme: the Washington Supreme Court's<sup>15</sup> application of the *Covell* test has been highly fact-specific, making it difficult to predict the outcome of future cases without closely examining the facts presented.

See Appendix E. In-Depth Legal Analysis of a Sidewalk Utility for a more detailed analysis of the legal viability of a sidewalk utility.

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<sup>15</sup> Nearly all of the seminal fee vs. tax cases have been decided by the Washington Supreme Court.

## Modified TBD Sales Tax

**Mechanism overview.** An additional sales tax levied on purchases made within the boundaries of a TBD and restricted to pedestrian improvements.

**Current state.** TBD revenues—both sales tax revenues and vehicle license fees—can fund transportation maintenance, construction, and operating costs, including but not limited to sidewalks. Currently, a local jurisdiction that has formed a TBD may impose a sales tax of 0.1% without voter approval and up to 0.3% with voter approval.

**Statutory action needed.** This option would require modifications to existing TBD statute.

**Assumptions for revenues modeled in this study.** This analysis models a 0.1% sales tax restricted to pedestrian improvements. If the legislature were to implement this option, it would need to determine (1) whether the restricted sales tax would be councilmanic or voter-approved, and (2) whether it would be an increase of the total statutory limit for TBD sales taxes.

**Geographic reach modeled in this study.** This analysis assumes a city would use an existing TBD boundary or would establish a TBD that aligns with its corporate boundary. A county would establish a TBD or multiple TBDs in its UGAs, as those are the areas that typically have sidewalks. Statute does not explicitly prohibit creation of more than one TBD in a jurisdiction.

**How a jurisdiction would implement it.** A jurisdiction's implementation of this mechanism would entail the following steps:

- If a TBD doesn't exist, establish a TBD by ordinance.
- Adopt the new TBD sales tax by vote or councilmanic action, depending on the legislative authorization.
- Set up an account/fund for sidewalks and deposit sales tax distributions into the account.
- Communicate with and report to the community about sales tax increase and revenues generated.

**Implications for maintenance responsibility.** This analysis assumes that cities could continue to assign maintenance responsibility to adjacent property-owners or could choose to assume that responsibility.

**Fair distribution of benefits.** Because a modified TBD sales tax is a tax rather than a fee, there are fewer requirements for how a jurisdiction distributes benefits. A jurisdiction could achieve distributional fairness by distributing benefits equally across its geography or by prioritizing communities with the greatest need. Because sales tax revenues are typically not associated with payers' locations, a jurisdiction would have limited ability to distribute benefits by amount paid.

**Legal viability.** TBD sales taxes are an established tool to fund transportation construction and maintenance, including sidewalks, so this alternative mechanism would align with the current intent and use of this established mechanism.

## New REET Option

**Mechanism overview.** An additional REET for construction, repair, replacement, rehabilitation, and improvements of sidewalks and other pedestrian transportation facilities.

**Current state.** Construction, repair, replacement, rehabilitation, and improvement of sidewalks is currently an eligible expenditure of both REET 1 and REET 2 funds.<sup>16</sup> This alternative models establishment of a new REET for sidewalks based on the [REET option for the acquisition and maintenance of conservation areas](#) (RCW 82.46.070),<sup>17</sup> with the distinction that both cities and counties would be eligible to implement it.

**Statutory action needed.** This option would require modifications to existing REET statute.

**Assumptions for revenues modeled in this study.** This analysis models an additional 0.25% to 1% excise tax on each sale of real property.

**Geographic reach modeled in this study.** Current statute specifies that cities may collect REET in the corporate limits and counties may collect REET in the unincorporated areas. This analysis assumes that a city that implemented a new REET option would need to do so in its full city limits and a county would need to do so in its full unincorporated areas.

**How a jurisdiction would implement it.** A jurisdiction's implementation of this mechanism would entail the following steps:

- Adopt the new REET option by vote or councilmanic action, depending on the legislative authorization.
- Set up an account/fund for sidewalks and deposit revenues into the account.
- Communicate with and report to community about new REET and revenues generated.

**Implications for maintenance responsibility.** This analysis assumes that cities could continue to assign maintenance responsibility to adjacent property-owners or could choose to assume that responsibility.

**Fair distribution of benefits.** Because a new REET option is a tax rather than a fee, there are fewer requirements for how a jurisdiction distributes benefits. A jurisdiction could achieve distributional fairness by distributing benefits equally across its geography or by prioritizing communities with the greatest need. Because REET revenues are reported at the city or county level, a jurisdiction would have limited ability to distribute benefits to a specific community by amount paid.

**Legal viability.** REET is an established tool to fund capital projects, including sidewalks, so this alternative mechanism would align with the current intent and use of this established mechanism.

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<sup>16</sup> "Maintenance," which the RCW defines as "the use of funds for labor and materials that will preserve, prevent the decline of, or extend the useful life of a capital project," is an ineligible use of REET funds (see [RCW 82.46.015](#) for REET 1 and [RCW 82.46.037](#) for REET 2). However, many jurisdictions consider sidewalk repair (e.g., addressing cracking or lifting) as a form of maintenance. This kind of "maintenance" would be eligible for REET uses under the RCW's definition of "capital projects." Examples of ineligible maintenance activities for sidewalks would include snow and debris removal.

<sup>17</sup> Currently, only San Juan County has [imposed this](#).

## Modified Stormwater Utility Fee

**Mechanism overview.** Authorization for a jurisdiction to use stormwater fee revenues to support construction and maintenance of ADA-compliant sidewalk ramps.<sup>18</sup>

**Current state.** Sidewalks are part of the stormwater management infrastructure. For example, installation of ADA-compliant sidewalk ramps typically includes stormwater improvements that could be eligible for funding through the stormwater utility. Use of stormwater utility fee revenues for projects to retrofit sidewalks for ADA compliance is neither explicitly allowed nor disallowed.

**Statutory action needed.** This alternative would benefit from amendment to the definitions of "a system of sewerage" in [RCW 35.67.010](#) and [RCW 36.94.010](#) to include "Storm or surface water drains, channels, and facilities, including the channeling of stormwater associated with ADA-compliant sidewalk ramps."

**Assumptions for revenues modeled in this study.** This analysis models potential revenues by assuming a jurisdiction would raise its current stormwater utility fees between a low of 5% and a high of 10%. The study team assumes this low level of increase to align with the fact that sidewalks are a relatively small component of stormwater infrastructure.

A jurisdiction would determine whether—and if so, by how much—to increase its current stormwater fee (if one exists) to generate revenue for eligible sidewalk improvements.

**Geographic reach modeled in this study.** This analysis assumes an increase in a jurisdiction's stormwater fee would apply to the existing stormwater utility boundary, which may or may not match the corporate boundary. If a jurisdiction does not have an existing stormwater utility, it would have to determine the appropriate boundary.

**How a jurisdiction would implement it.** A jurisdiction's implementation of this mechanism would entail the following steps:

- If a stormwater utility fee doesn't exist:
  - Conduct a comprehensive needs assessment and rate study
  - Establish a rate structure, including potential low-income fee reductions
  - Establish a billing system
  - Potentially establish a method of verifying eligibility for low-income fee reductions
  - Establish a system and staffing for appeals
- Adopt the stormwater utility fee by vote or councilmanic action, depending on the legislative authorization.
- Communicate and report to property-owners about the new fee and revenues generated.
- Disaggregate ADA-specific project expenditures.

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<sup>18</sup> An alternative option for this mechanism would be to make stormwater fee revenues available for all sidewalks purposes, not just construction and maintenance of ADA ramps. This could be reasonable given that sidewalks are designed to facilitate sheet flow drainage toward a stormwater conveyance system. However, this study models the use of stormwater fee revenues for ADA ramp purposes only because this narrower expansion more clearly aligns with the current definition of channeling and drainage.

**Implications for maintenance responsibility.** Given that uses would be restricted to a narrow component of sidewalk needs, this would likely not impact any jurisdiction's assignment of maintenance responsibility to adjacent property-owners.

**Fair distribution of benefits.** Because a stormwater utility would generate revenue through a fee, there would need to be a rational nexus between who contributes funds and how benefits are distributed. This would result in fairness by amount paid but could restrict fairness by need if communities with greater need contribute smaller amounts.

**Legal viability:** Stormwater utility fees are an established tool to fund the operations, maintenance, and construction of stormwater infrastructure. [RCW 36.94.010](#) defines a "system of sewerage" to include surface water channels. Curb ramps that are installed to align sidewalks with ADA standards have a secondary purpose of serving to channel surface water from sidewalks into the gutter pan of a roadway, and so already meet statutory definitions of a "system of sewerage"; amendment of the definitions sections of [RCW 35.67.010](#) and [RCW 36.94.010](#) would make this authorization explicit.

# Evaluation of Alternative Mechanisms

This section presents an evaluation of the four alternative mechanisms explored in this study. This section is organized into the following four sections:

- **Evaluative Criteria and Approach** defines the five<sup>19</sup> evaluative criteria this study uses to evaluate each alternative funding mechanism and outlines the approach to evaluation.
- **Modeled Revenues** presents a summary of the hypothetical revenues this study models that each alternative funding mechanism could generate within eight case study communities.
- **Detailed Evaluation of Alternative Mechanisms** offers an in-depth evaluation of each alternative funding mechanism based on the evaluative criteria established in **Evaluative Criteria and Approach**.
- **Summary Evaluation** presents a high-level summary of the assessments of each funding mechanism.

## Evaluative Criteria and Approach

### *Evaluative Criteria*

This analysis evaluates funding mechanisms based on five criteria that together answer the following questions:

#### Can the mechanism generate revenues that effectively address sidewalk needs?

1. **Adequacy.** The extent to which the funding mechanism can generate sufficient revenue in various jurisdiction sizes to meet sidewalk maintenance and construction needs.
2. **Stability.** The reliability of the funding source over time, including its resilience to economic downturns.

#### Is the mechanism simple to administer?

3. **Administrative simplicity.** The level of resources needed to implement the funding mechanism, including data and systems needs; communications needs; and resulting staffing needs.

#### Does the mechanism avoid unintended consequences?

4. **Non-regressivity.** Whether costs fall disproportionately on lower-resource groups, either directly (i.e., through charges or assessments) or indirectly (i.e., through rent increases or displacement).
5. **Economic compatibility.** Whether the mechanism may have downstream negative impacts on business activity, development, and the broader local economy.

This analysis focuses on negative economic impacts because any positive impacts would be a result of the sidewalk projects that a mechanism could fund, rather than a result of the mechanism itself.

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<sup>19</sup> The sixth criteria from the proviso, fairness, is addressed for each mechanism in the prior section, **Overview of Alternative Mechanisms Selected for Evaluation**

## Evaluative Approach

The following sections detail the evaluative approach for each criterion, including:

- **Evaluation level: jurisdiction or statewide.** Whether this analysis evaluates each funding mechanism against this criterion at a jurisdictional level or statewide.
  - **Jurisdiction level:** For some criteria, evaluation of a funding mechanism differs by a jurisdiction's geography, size, or other attributes. For these criteria, this analysis evaluates funding mechanisms across eight case study jurisdictions. See Exhibit 5 for an overview of case study jurisdictions and Appendix D. Individual Case Study Summaries for more details.
  - **Statewide:** A mechanism's alignment with some criteria is inherent to the design of the mechanism and therefore would not vary by jurisdiction. This analysis evaluates funding mechanisms against such criteria statewide.
- **Assessment.** The evaluative question used to assess each funding mechanism against the criterion and what this analysis considers to be **high**, **medium**, and **low** alignment with the criterion.

### Adequacy

**Evaluation level:** Jurisdiction. Different jurisdictions have varying sidewalk needs.

**Assessment:** Would the potential revenue from each mechanism have a minor, moderate, or substantial positive impact on the jurisdiction's ability to maintain and construct sidewalks?

- **High alignment** with criterion: **Substantial** impact.
- **Medium alignment** with criterion: **Moderate** impact.
- **Low alignment** with criterion: **No or minor** impact.

### Stability

**Evaluation level:** Statewide

**Assessment:** To what extent do market trends, such as changes in consumer activity, impact the funding source?

- **High alignment** with criterion: **Highly stable**, with no or minor impact by market trends.
- **Medium alignment** with criterion: **Moderately stable**, with some impact by market trends.
- **Low alignment** with criterion: **Not stable**, with substantial impact by market trends.

### Administrative simplicity

**Evaluation level:** Jurisdiction. Different jurisdictions have different levels of staffing, resources, and other capacity to absorb administrative needs.

**Assessment:** Would the jurisdiction require minor, moderate, or substantial additional resources (e.g., systems, data, staffing) to administer each mechanism?

- **High alignment** with criterion: **No or minor** additional resources.
- **Medium alignment** with criterion: **Moderate** additional resources.
- **Low alignment** with criterion: **Substantial** additional resources.



## Non-regressivity

**Evaluation level:** Statewide.

**Assessment:** What is the relative proportion of income that higher-resource groups (i.e., residents with high incomes and large businesses) pay compared to lower-resource groups (i.e., residents with low incomes and small businesses)?

- **High alignment** with criterion: **Not regressive**. Higher-resource groups and lower-resource groups pay an equal share of their income.
- **Medium alignment** with criterion: **Somewhat regressive**. Lower-resource groups pay a **somewhat** higher proportion of their income than higher-resource groups.
- **Low alignment** with criterion: **Very regressive**. Lower-resource groups pay a **substantially** higher proportion of their income than higher-resource groups.

## Economic compatibility

**Evaluation level:** Statewide

**Assessment:** What are the anticipated negative impacts of implementing the funding mechanism to business activity, development, and the broader local economy?

- **High alignment** with criterion: **No or minor** anticipated negative impact.
- **Medium alignment** with criterion: **Moderate** anticipated negative impact.
- **Low alignment** with criterion: **Severe** anticipated negative impact.

## Modeled Revenues

To understand the potential revenues each mechanism could generate, the study team modeled each mechanism in eight case study communities across the State. See Exhibit 5 for an overview of case study jurisdictions and the estimated revenues for each funding mechanism in each case study jurisdiction. See Overview of Alternative Mechanisms Selected for Evaluation for more details on assumptions for modeling revenues.

**Exhibit 5. Case Study Jurisdictions**

| # | Jurisdiction          | Population (2025)        | Type         | Sidewalk Utility         | TBD Sales Tax | New REET Option          | Modified Stormwater Utility Fee |
|---|-----------------------|--------------------------|--------------|--------------------------|---------------|--------------------------|---------------------------------|
| 1 | Town of Winthrop      | 605                      | Small city   | \$41,000-\$163,000       | \$72,000      | \$25,000-\$102,000       | \$700-\$1,400*                  |
| 2 | City of Snohomish     | 10,500                   | Medium city  | \$206,000-\$823,000      | \$677,000     | \$405,000-\$1,620,000    | \$75,000-\$149,000              |
| 3 | City of Battle Ground | 22,790                   | Medium city  | \$445,000-\$1,780,000    | \$608,000     | \$805,000-\$3,220,000    | \$97,000-\$195,000**            |
| 4 | City of Pasco         | 82,990                   | Large city   | \$1,186,000-\$4,744,000  | \$2,576,000   | \$1,392,000-\$5,568,000  | \$122,000-\$244,000**           |
| 5 | City of Tacoma        | 228,400                  | Large city   | \$3,620,000-\$14,481,000 | \$7,204,000   | \$4,824,000-\$19,296,000 | \$2,244,000-\$4,487,000         |
| 6 | City of Spokane       | 234,700                  | Large city   | \$4,060,000-\$16,240,000 | \$7,202,000   | \$4,199,000-\$16,798,000 | \$352,000-\$704,000**           |
| 7 | Walla Walla County    | 17,325 (unincorp. only)  | Rural County | \$121,000-\$482,000      | \$98,000      | \$780,000-\$3,122,000    | \$11,000-\$22,000               |
| 8 | Thurston County       | 146,645 (unincorp. only) | Urban County | \$1,043,000-\$4,172,000  | \$590,000     | \$3,150,000-\$12,600,000 | \$56,000-\$112,000              |

Notes: TBD sales tax revenues are based on 2024 taxable retail sales. REET revenues are based on 2024 real estate sales. Stormwater revenues are based on 2026 stormwater rates.

\*Winthrop does not currently have a stormwater fee. This analysis estimates potential revenues for implementing a stormwater fee based on revenues from nearby Tonasket, which is of a similar size.

\*\*Battle Ground, Pasco, and Spokane respectively impose a 12%, 10%, and 21.5% utility tax on stormwater. In addition to the above funds for sidewalks, this mechanism would generate between \$12,000 and \$23,000 for Battle Ground's general fund; between \$14,000 and \$27,000 for Pasco's general fund; and between \$96,000 and \$193,000 for Spokane's general fund. Sources: City of Battle Ground, 2026; City of Pasco, 2026; City of Snohomish, 2026; City of Spokane, 2026; City of Tacoma, 2026; City of Tonasket, 2026; MRSC, 2026; Thurston County, 2026; Walla Walla County, 2026; Washington State Department of Revenue, 2026; Washington State OFM, 2026; Washington Technology Solutions (WaTech), Washington State Counties, 2026; BERK, 2026.

## Detailed Evaluation of Alternative Mechanisms

The following sections provide a detailed assessment of each mechanism across the evaluative criteria. See the next section, Summary Evaluation, for a high-level summary of these detailed sections.

### *Sidewalk utility*

#### Can the mechanism generate revenues that effectively address sidewalk needs?

**Adequacy: Mid-high alignment.** Most case study jurisdictions reported that the estimated revenues would have a substantial or moderate impact on their ability to maintain and construct sidewalks. See Exhibit 6 for a jurisdiction-specific assessment of adequacy.

**Stability: High alignment.** A local jurisdiction's council or commission could update its sidewalk utility fee at any point. This enables a local jurisdiction to shelter its sidewalk utility fee revenues from inflation and other market changes.

#### Is the mechanism simple to administer?

**Administrative simplicity: Varies.** Case study jurisdictions reported needing a range of resources to implement a sidewalk utility.

- **High alignment:** Jurisdictions that reported high or mid-high alignment with simplicity of administration (i.e., a low level of resources needed) noted that they have experience charging utility fees (Battle Ground, Pasco) and identified pathways to minimizing administrative work (Spokane).
- **Mid alignment:** Jurisdictions that reported mid alignment with simplicity of administration (i.e., a moderate level of resources needed) noted the level of resources previously required to implement other fees (Thurston County), the need for a needs assessment and rate study (Tacoma), and anticipated need to field resident questions and complaints (Walla Walla County)
- **Low alignment:** Jurisdictions that reported low alignment with simplicity of administration (i.e., a high level of resources needed) noted low staff capacity (Winthrop), the resources needed to establish a rate structure and billing system (City of Snohomish)

See Exhibit 6 for a jurisdiction-specific assessment of administrative simplicity.

#### Does the mechanism avoid unintended consequences?

**Financial non-regressivity: Medium alignment.** A sidewalk utility would marginally increase the annual cost of owning property, which would directly impact homeowners with low incomes and could indirectly impact renters, if property-owners pass on those costs to their tenants. Small businesses that own or lease property could be similarly impacted. However, a local jurisdiction could establish fee exemptions for people with low incomes, small businesses, or other groups, to mitigate this impact.

**Economic compatibility: High alignment.** A sidewalk utility fee would not be linked to any other economic transactions, and so would be unlikely to have more than minor downstream negative impacts on business activity, development, and the broader local economy. See "Financial non-regressivity" for more discussion on the potential disproportionate impact on different groups and how the fee could be passed from property-owners to renters.

**Exhibit 6. Jurisdiction-Specific Assessment of a Sidewalk Utility’s Adequacy and Administrative Simplicity**

| Type         | Jurisdiction  | Adequacy | Administrative simplicity |
|--------------|---------------|----------|---------------------------|
| Small city   | Winthrop      | Mid      | Low                       |
| Medium city  | Snohomish     | High     | Low                       |
| Medium city  | Battle Ground | High     | High                      |
| Large city   | Pasco         | High     | High                      |
| Large city   | Tacoma        | High     | Mid                       |
| Large city   | Spokane       | Mid-high | High                      |
| Rural county | Walla Walla   | Mid      | Mid                       |
| Urban county | Thurston      | Mid      | Mid                       |

Sources: City of Battle Ground, 2026; City of Pasco, 2026; City of Snohomish, 2026; City of Spokane, 2026; City of Tacoma, 2026; Thurston County, 2026; Walla Walla County, 2026; Town of Winthrop, 2026; BERK, 2026.

## Modified TBD sales tax

### Can the mechanism generate revenues that effectively address sidewalk needs?

**Adequacy: Mid-high alignment.** Half of the case study jurisdictions reported that the estimated revenues would have a substantial impact on their ability to maintain and construct sidewalks, and the other half reported moderate or low impacts. See Exhibit 7 for a jurisdiction-specific assessment of adequacy.

**Stability: Medium alignment.** This mechanism is reliant upon larger economic trends: that is, sales tax revenues are a direct function of total taxable retail sales. While over time, sales tax revenues consistently trend upward, recessions or local shifts in industry performance and population growth can have a significant impact on sales tax revenues. At small and medium-sized communities, the closure or relocation of one major sales tax generating enterprise (e.g., an automobile dealership) can cause a noticeable shift in sales tax revenues.

### Is the mechanism simple to administer?

**Administrative simplicity: High alignment.** Sales taxes are a familiar revenue source for jurisdictions in Washington. All but one case study jurisdiction reported that these steps would require only minor resources to implement and thus would have high alignment with simplicity of administration. All case study jurisdictions have existing TBDs except the counties: Walla Walla County does not have one at all, and Thurston County has a countywide TBD but no TBD(s) specific to its UGA. Walla Walla reported that establishing a TBD would require only minor resources while Thurston reported that doing so would require moderate resources.

See Exhibit 7 for a jurisdiction-specific assessment of administrative simplicity.

### Does the mechanism avoid unintended consequences?

**Financial non-regressivity: Low alignment.** Sales taxes are a regressive form of taxation in which people with low incomes pay a disproportionately high percentage of their income as taxes.

**Economic compatibility: Medium alignment.** Research suggests that higher local sales tax rates can shape both economic development strategies and household behavior. One study finds that local governments may respond by engaging in “fiscal zoning,” prioritizing retail development to increase tax revenue in ways that discourage manufacturing, leading to a shift from higher-wage manufacturing jobs toward lower-wage retail employment.<sup>20</sup> At the household level, consumers respond to higher sales taxes by crossing jurisdictional borders or stockpiling storable goods.<sup>21</sup> Earlier studies document the cumulative effect of these responses, estimating that a one-percentage-point increase in the local sales tax rate reduces retail sales by 6–7% in communities adjacent to lower-tax areas.<sup>22</sup>

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<sup>20</sup> Burnes, D., Neumark, D., & White, M. J. (2014). Fiscal Zoning and Sales Taxes: Do Higher Sales Taxes Lead to More Retailing and Less Manufacturing? *National Tax Journal*. Retrieved from <https://doi.org/10.17310/ntj.2014.1.01>

<sup>21</sup> Baker, S. R., Johnson, S., & Kueng, L. (2021). Shopping for Lower Sales Tax Rates. *American Economic Journal: Macroeconomics*, 209-250. Retrieved from <https://doi.org/10.1257/mac.20190026>

<sup>22</sup> Wong, J. D. (1996). The Impact of Local Option Sales Taxes on Retail Sales, Employment, Payrolls, and Establishments: The Case for Kansas. *Review of Regional Studies*, 166-176. Retrieved from <https://doi.org/10.52324/001c.8949>

**Exhibit 7. Jurisdiction-Specific Assessment of a Modified TBD Sales Tax's Adequacy and Administrative Simplicity**

| Type         | Jurisdiction  | Adequacy | Administrative simplicity |
|--------------|---------------|----------|---------------------------|
| Small city   | Winthrop      | Mid      | High                      |
| Medium city  | Snohomish     | High     | High                      |
| Medium city  | Battle Ground | High     | High                      |
| Large city   | Pasco         | High     | High                      |
| Large city   | Tacoma        | High     | High                      |
| Large city   | Spokane       | Mid-high | High                      |
| Rural county | Walla Walla   | Low      | High                      |
| Urban county | Thurston      | Low      | Mid                       |

Sources: City of Battle Ground, 2026; City of Pasco, 2026; City of Snohomish, 2026; City of Spokane, 2026; City of Tacoma, 2026; Thurston County, 2026; Walla Walla County, 2026; Town of Winthrop, 2026; BERK, 2026.

## New REET option

### Can the mechanism generate revenues that effectively address sidewalk needs?

**Adequacy: Mid-high alignment.** Most case study jurisdictions reported that the estimated revenues would have a substantial impact on their ability to maintain and construct sidewalks. Two of the three small or medium cities reported the potential impact as moderate or low, indicating this mechanism may better serve larger jurisdictions and counties. See Exhibit 8 for a jurisdiction-specific assessment of adequacy.

**Stability: Low alignment.** This mechanism is reliant upon larger economic trends: that is, REET revenues are a direct function of total real estate sales. Total real estate sales vary widely from year to year, making this funding mechanism particularly unstable. For example, in half of our case study jurisdictions, total real estate sales decreased year-over-year by 45% or more at least once in the last five years.

### Is the mechanism simple to administer?

**Administrative simplicity: High alignment.** REET is a familiar revenue source for jurisdictions across Washington, and all case study jurisdictions impose a REET. All but one case study jurisdiction reported that these steps would require only minor resources to implement and thus would have high alignment with simplicity of administration. The only jurisdiction that reported a need for moderate resources is Thurston County, which noted that the need for voter outreach would require investment of additional outreach resources.

See Exhibit 8 for a jurisdiction-specific assessment of administrative simplicity.

### Does the mechanism avoid unintended consequences?

**Financial non-regressivity: High alignment.** Because REET is a one-time charge, it is unlikely to be passed on to renters. People with low incomes and small businesses are likely to engage in smaller real estate transactions or none at all, so would be less directly impacted by enactment of a REET.

**Economic compatibility: Medium alignment.** There is evidence that existence of REET in a real estate market reduces real estate activity, therefore impacting this sector of the economy. For example, a 2015 study of New York and New Jersey's housing transaction taxes showed that the number of sales above the price threshold were reduced significantly, leading to fewer market transactions overall.<sup>23</sup> However, because real estate is only one component of a given community's economy, the economic impact is only moderate, not severe.

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<sup>23</sup> Kopczuck, W. & Munroe, D (2015, May). Mansion Tax: The Effect of Transfer Taxes on the Residential Real Estate Market. *American Economic Journal: Economic Policy*, Vol. 7, No. 2, 214-57. Retrieved from <https://www.jstor.org/stable/24465962>.



**Exhibit 8. Jurisdiction-Specific Assessment of a New REET Option’s Adequacy and Administrative Simplicity**

| Type         | Jurisdiction  | Adequacy | Administrative simplicity |
|--------------|---------------|----------|---------------------------|
| Small city   | Winthrop      | Mid      | High                      |
| Medium city  | Snohomish     | Low      | High                      |
| Medium city  | Battle Ground | High     | High                      |
| Large city   | Pasco         | High     | High                      |
| Large city   | Tacoma        | High     | High                      |
| Large city   | Spokane       | Mid-high | High                      |
| Rural county | Walla Walla   | High     | High                      |
| Urban county | Thurston      | High     | Mid                       |

Sources: City of Battle Ground, 2026; City of Pasco, 2026; City of Snohomish, 2026; City of Spokane, 2026; City of Tacoma, 2026; Thurston County, 2026; Walla Walla County, 2026; Town of Winthrop, 2026; BERK, 2026.

## *Modified stormwater utility fee*

### Can the mechanism generate revenues that effectively address sidewalk needs?

**Adequacy: Low alignment.** Most case study jurisdictions reported that the modeled revenues (5% to 10% increase over 2024 revenues) would have a minor impact on their ability to maintain and construct sidewalks. See Exhibit 9 for a jurisdiction-specific assessment of adequacy.

**Stability: High alignment.** A local jurisdiction's council or commission can update its stormwater fee at any point. This enables a local jurisdiction to shelter its fee revenues from inflation and other market changes.

### Is the mechanism simple to administer?

**Administrative simplicity: High alignment.** Most case study jurisdictions reported that these steps would require only minor resources to implement and thus would have high alignment with simplicity of administration. All but one case study jurisdiction (Winthrop) currently have stormwater fees, and most of those jurisdictions noted that the current existence of necessary systems would make this option simple to administer. Pasco reported a need for moderate resources due to the need to track ADA expenditures from other project expenditures. Winthrop reported a need for substantial resources to establish a stormwater fee.

See Exhibit 9 for a jurisdiction-specific assessment of administrative simplicity.

### Does the mechanism avoid unintended consequences?

**Financial non-regressivity: Medium alignment.** An increase in the stormwater utility fee would marginally increase the annual cost of owning property, which would directly impact homeowners with low incomes and could indirectly impact renters, if property-owners pass on those costs to their tenants. Small businesses that own or lease property could be similarly impacted. However, the state or a local jurisdiction could establish fee exemptions for people with low incomes, small businesses, or other groups, to mitigate this impact.

**Economic compatibility: High alignment.** A stormwater utility fee would not be linked to any other economic transactions, and so would be unlikely to have more than minor downstream negative impacts on business activity, development, and the broader local economy. See "Financial non-regressivity" for more discussion on the potential disproportionate impact on different groups and how the fee could be passed from property-owners to renters.

**Exhibit 9. Jurisdiction-Specific Assessment of a Modified Stormwater Utility Fee's Adequacy and Administrative Simplicity**

| Type         | Jurisdiction  | Adequacy | Administrative simplicity |
|--------------|---------------|----------|---------------------------|
| Small city   | Winthrop      | Low      | Low                       |
| Medium city  | Snohomish     | Low      | High                      |
| Medium city  | Battle Ground | Mid      | High                      |
| Large city   | Pasco         | Low      | Mid                       |
| Large city   | Tacoma        | Low      | High                      |
| Large city   | Spokane       | Low      | Mid-High                  |
| Rural county | Walla Walla   | Low      | High                      |
| Urban county | Thurston      | Low      | High                      |

Sources: City of Battle Ground, 2026; City of Pasco, 2026; City of Snohomish, 2026; City of Spokane, 2026; City of Tacoma, 2026; Thurston County, 2026; Walla Walla County, 2026; Town of Winthrop, 2026; BERK, 2026.

## Summary Evaluation

The following subsections and Exhibit 10 offer a high-level summary of the assessments of each funding mechanism.

**Exhibit 10. Summary of Each Mechanism’s Level of Alignment (High, Mid, or Low Alignment) with Evaluative Criteria**

| Evaluative Criteria        | Sidewalk Utility | Modified TBD Sales Tax | New REET Option | Modified Stormwater Utility Fee |
|----------------------------|------------------|------------------------|-----------------|---------------------------------|
| Adequacy                   | Mid-high         | Mid-high               | Mid-high        | Low                             |
| Stability                  | High             | Mid                    | Low             | High                            |
| Administrative simplicity  | Varies           | High                   | High            | High                            |
| Financial non-regressivity | Mid              | Low                    | High            | Mid                             |
| Economic compatibility     | High             | Mid                    | Mid             | High                            |

### Sidewalk Utility

- **Advantages:** A sidewalk utility is a financially strong option: it would generate stable revenue that a jurisdiction could scale at its discretion based on need. Further, it would have high economic compatibility, creating limited negative impacts to a jurisdiction’s economy.
- **Drawbacks:** The steps to implement a sidewalk utility would be more complex than other options. In light of *Covell*, in order to be an attractive option for cities and counties, the legislature would need to authorize it in statute and there is a high likelihood of a legal challenge given that the Washington Supreme Court ruled in *Covell* that a street utility imposed was an unconstitutional tax. Further, some jurisdictions reported that implementation of a sidewalk utility would require substantial resources.

A sidewalk utility is also moderately regressive.

- **Jurisdiction Type Assessment:** Given the higher number of resources required to implement a sidewalk utility and the potential for a legal challenge for early adopters, a sidewalk utility is best suited to large cities. These jurisdictions are more likely to be able to implement a sidewalk utility using their existing resources and to have adequate legal resources to withstand a potential legal challenge. A sidewalk utility could better meet the needs of a broader range of jurisdictions should it withstand legal challenge.

### *Modified TBD Sales Tax*

- **Advantages:** A modified TBD sales tax would generate adequate revenue for jurisdictions through simple administration, building on an existing and familiar funding mechanism.
- **Drawbacks:** Sales tax funding mechanisms have downsides: they are only moderately stable in that they are subject to fluctuations in retail sales and they can have negative community impacts, as sales taxes are regressive and can change consumer behavior.
- **Jurisdiction Type Assessment:** This option would best serve jurisdictions with larger commercial bases, which could include cities of all sizes and both rural and urban counties.

### *New REET Option*

- **Advantages:** A new REET option would generate adequate revenue for jurisdictions through simple administration, building on an existing and familiar funding mechanism. It is a non-regressive option.
- **Drawbacks:** Revenues generated through a new REET option would be unstable given fluctuations in real estate markets. Further, higher REET rates may impact real estate sales in a jurisdiction.
- **Jurisdiction Type Assessment:** A new REET option is likely to be best-suited to cities that are able to pass voter-approved funding measures and that have strong real estate markets, which may offer more revenue stability. This option may not be suitable for many counties because it must be implemented countywide, while sidewalk investments typically occur in only certain areas of a given county such as in UGAs.

### *Modified Stormwater Utility Fee*

A modified stormwater utility fee is not projected to generate adequate resources for jurisdictions. While this study estimates revenues by increasing existing stormwater revenues by a relatively low amount of 5-10%, even if estimated revenues were doubled or tripled, in many cases the scale would still be substantially lower than for other mechanisms evaluated. The study team determined the increase of 5-10% would be appropriate because ADA-compliant sidewalk ramps are only one component of stormwater infrastructure, so it would likely be unbalanced to increase existing revenues more substantially for such a narrow purpose.

While this funding mechanism has many other strengths—including being a highly stable and administratively simple mechanism that has limited negative economic impacts—its inability to generate sufficient revenue makes legislative action unnecessary.

# Recommendations

This study offers the following recommendations to the Legislature based on the findings above.

**1. Consider authorizing a modified TBD sales tax and a new REET option as low-risk options for local jurisdictions to fund pedestrian infrastructure.**

Authorizing multiple options would enable a given jurisdiction to select the option that better meets their needs, as each option has distinct advantages and disadvantages.

- A modified TBD sales tax would be administratively simple, widely applicable, and based on an existing funding mechanism, though it is regressive.
- A new REET option is also based on an existing funding mechanism and is non-regressive, though it would generate less stable revenue, would not serve counties well, and would not serve jurisdictions with low-volume real estate markets.

**2. Consider authorizing a sidewalk utility for local jurisdictions willing to assume the legal risk of implementation.**

While a sidewalk utility has the potential to eventually be a scalable, widely-applicable option, its legal viability is not guaranteed. As a result, its intermediate-term usefulness would likely be limited to a large jurisdiction that has robust legal resources and is willing to serve as a test case despite the legal risk of implementation. To maximize the legal viability of this mechanism, the authorizing statute must articulate how the utility would meet the three factors outlined in the *Covell* test, as described in Appendix E. In-Depth Legal Analysis of a Sidewalk Utility.

**3. In any new funding mechanism, consider authorizing all types of pedestrian safety improvements.**

Sidewalks are only one component of a safe pedestrian experience. Other core components that work alongside sidewalks to support pedestrians include safe road crossings and adequate lighting.

**4. Do not revise current statutory language related to the definition of the stormwater system as it relates to sidewalks.**

The study revealed that expanding the statutory definition of the stormwater system to explicitly include sidewalk projects that convey stormwater would not provide adequate revenue.

## Conclusion

To expand local capacity to maintain, improve, and construct these sidewalk networks, the legislature can consider authorizing multiple local revenue mechanisms to enable jurisdictions to select the option that best meets their needs.

The recommendations in this report are intended to supplement, rather than replace, existing state support. State and federal grant programs will remain essential, especially for smaller cities and counties, for which the options explored in this study have more limited usefulness.

# Appendices

## Appendix A. In-Depth Survey Findings

### Overview

The study team conducted a survey of cities and counties in Washington to understand the current state of sidewalk funding in local jurisdictions. The survey was open from November 10, 2025 through December 2, 2025. The Association of Washington Cities and the Washington State Association of Counties distributed the survey.

The survey gathered responses from 55 cities and 15 counties, including representation from all size classifications of cities and both urban and rural counties. This summary includes insights from quantitative and qualitative data. See Exhibit 11 and Exhibit 12 for an overview of the responding jurisdictions. Responding Jurisdictions includes a detailed list of all responding jurisdictions and Full Qualitative Responses includes anonymized qualitative responses to the open-ended questions, organized by theme.

This analysis uses the terms “cities” and “counties” to refer only to those cities and counties that responded to the survey.

### Exhibit 11. Responding Cities

| Classification | # of Respondents | Total in WA | % Responding |
|----------------|------------------|-------------|--------------|
| Large          | 10               | 28          | 36%          |
| Medium         | 22               | 94          | 23%          |
| Small          | 15               | 85          | 18%          |
| Micro          | 8                | 74          | 11%          |
| <b>Total</b>   | <b>55</b>        | <b>281</b>  | <b>20%</b>   |

Source: BERK, 2025.

### Exhibit 12. Responding Counties

| Classification | # of Respondents | Total in WA | % Responding |
|----------------|------------------|-------------|--------------|
| Rural          | 10               | 29          | 34%          |
| Urban          | 5                | 10          | 50%          |
| <b>Total</b>   | <b>15</b>        | <b>39</b>   | <b>38%</b>   |

Source: BERK, 2025.



## Key Takeaways

- Many jurisdictions noted that current levels of funding are inadequate, challenging their ability to effectively maintain, construct, and improve sidewalks.
- Most cities and all counties have incomplete sidewalk networks. However, at current funding levels, most jurisdictions will not be able to complete their networks within the near future: for nearly half of cities and most counties, current funding levels will not enable completion of the sidewalk network within the next 50 years.
- Most cities and counties conduct urgent maintenance only. Three-quarters of responding cities require adjacent property-owners to repair sidewalks that pose a tripping hazard, though all but one describe it as “not effective” or “somewhat effective” as a way to address maintenance and repairs.
- Expenditures on maintenance, construction, and improvement range widely by city size and county urban or rural designation. Cities' and counties' typical cost per linear foot of sidewalk construction also ranges widely.
- Cities' and counties' most common source of funding for sidewalks is state and federal grants. There is wide use of transportation-restricted revenue sources among cities, with cities using a median of four funding mechanisms. Several options are used by at least half of cities. Counties have a more limited use of funding mechanisms, with counties using a median of two funding sources.
- The most common reasons for nonuse of any given funding option are that the mechanism does not generate adequate resources or is not politically feasible.

# Detailed Findings

## Network Overview

### Current Size of the Network

Cities' and counties' current sidewalk networks range widely in size. Cities' networks range from under 1 mile to 1,200 miles, while counties' networks range from no sidewalks to 565 miles. One city reported that they have been dissuaded from collecting data about the extent and condition of their sidewalk networks due to liability concerns.

### Completeness of the Current Network

**Most cities have incomplete sidewalk networks:** only 7% identify their networks as "mostly or fully complete." Cities noted that areas often missing sidewalks include rural areas, older parts of the city, and annexed areas from counties. Larger cities have more complete networks than their smaller counterparts:

- Large and medium cities: more than half identify their networks as at least "somewhat complete."
- Small and micro cities: most small cities (73%) and all micro cities describe their networks as "limited" or with "major gaps."

**Thirty percent of cities report a need to more than double the size of their current network to complete their network.** This is more common in smaller cities, with 50% of small and micro cities reporting this compared to 13% and 15% of large and medium cities, respectively.

**All counties have incomplete sidewalk networks:** none identify their networks as "mostly or fully complete," and more than half describe their networks as having "major gaps, even in priority areas." Despite this, most (11 counties) report a need for 20 or fewer miles to complete their network, while the remainder (four counties) report needing between 100 and 570 miles.

## *Maintenance Practices*

### Conditions Assessments

**Three-quarters of cities (76%) and half of counties (47%) have assessed the condition of their sidewalks within the last 10 years.** This proportion is higher for large and medium cities (89% and 86% respectively) than for small and micro cities (54% and 71% respectively). Similarly, this proportion is higher for urban counties (80%) than for rural counties (30%).

### Maintenance Requirements for Adjacent Property-Owners

**Three-quarters of cities (72%) require adjacent property-owners to repair sidewalks that pose a tripping hazard.** Of those, more than half (55%) describe it as "not effective" and almost all of the remaining respondents (42%) describe it as "somewhat effective." These jurisdictions describe the requirement for enforcement as cost-prohibitive, noting that this model is a burden for property owners and for the city. Only one city describes it as "highly effective."

- Micro cities use this requirement the least, with less than half using this requirement.
- A larger proportion of larger cities find it somewhat effective (56%) compared to their smaller counterparts.

Several jurisdictions reported implementing a hybrid strategy, where the property owner pays for some or all of the cost of maintenance and the jurisdiction performs the work, saving property owners the burden of hiring and pay for a licensed and bonded contractor, which is often more expensive. Some jurisdictions also noted that the requirement can vary depending on the cause of the hazard.

Counties do not have explicit statutory authority to assign maintenance responsibility to adjacent property-owners.

## *Costs and Expenditures*

### Construction Costs

**Cities' and counties' typical costs for sidewalk construction range widely.** Jurisdictions listed the following factors as influencing construction costs: whether sidewalk construction is part of a larger roadway improvement project, the existing condition of the project site, width of the sidewalk, whether ADA ramps & curb cuts are needed, and project scale (larger projects cost less per unit). Other prominent considerations were storm and drainage requirements and the competitiveness of bids for contracted work.

### Maintenance Expenditures

**Across all cities, 2024 maintenance expenditures ranged from \$0 to \$1,000,000, with substantial variations by city size.** The median expenditure was \$300,000 in large cities, \$24,000 in medium cities, \$4,400 in small cities, and \$3,000 in micro cities. Several cities identified tree root maintenance as an unsustainable and costly maintenance challenge.

**Across all counties, 2024 maintenance expenditures ranged from \$0 to \$802,000, with substantial variation by rural or urban designation.** More than half of rural counties spent \$0 on maintenance, while the median maintenance expenditure in urban counties was \$426,000.

### Construction and Improvement Expenditures

**Cities' 2024 construction and improvement expenditures ranged from \$0 to \$6,400,000, with substantial variations by city size.** The median expenditure was \$1,270,000 in large cities, \$125,000 in medium cities, \$96,500 in small cities, and \$2,500 in micro cities.

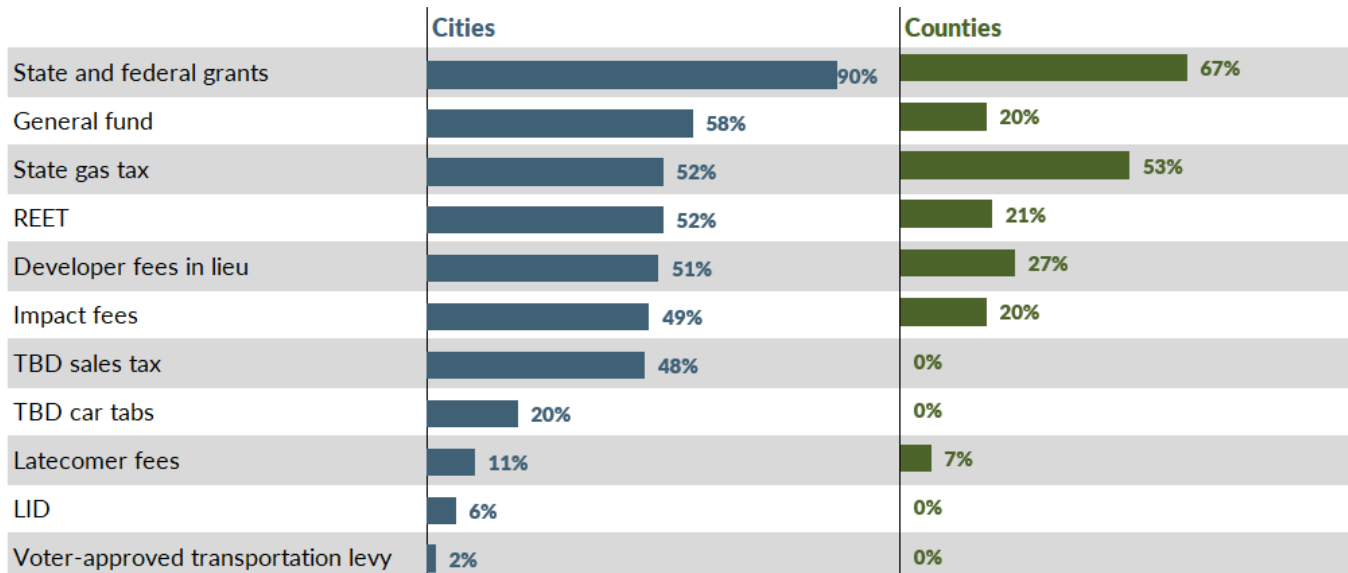
**Counties' 2024 construction and improvement expenditures ranged from \$0 to \$1,098,000, with substantial variation by rural or urban designation.** More than half of rural counties spent \$0 on construction and improvements, while the median expenditure in urban counties was \$519,000.

# Current Funding Sources

## Sources Used

Exhibit 13 shows the share of jurisdictions that use several funding sources for sidewalks.

Exhibit 13. Use of Existing Sidewalk Funding Mechanisms in Washington



Note: The survey did not ask about county use of road funds for sidewalks.  
Source: BERK, 2025.

## Sources Not Restricted to Transportation Purposes

More than half of cities (58%) use general funds for sidewalks.

Few counties (20%) report using this source for sidewalks.

## Transportation-Restricted Sources

### Cities

There is wide use of transportation-restricted revenue sources among cities, with cities using a median of four funding mechanisms. Larger cities typically use more sources than their smaller counterparts.

- Common sources:
  - The most common city funding source is state and federal grants, with 90% of cities reporting use of this source. Cities of all sizes commented on the importance of this funding source and emphasized that increasing funding for grants and making the process less competitive for small and rural jurisdictions would be beneficial.
  - Several other sources are also used by at least half of cities. Roughly half of cities use funds from each of the following mechanism types: state gas tax (52%), REET (52%), developer fees (51%), impact fees (49%), and TBD car tabs (48%).

- **Less common sources:** Fewer cities use TBD sales tax (20%) or latecomer fees (11%) and very few use LIDs (6%) or voter-approved transportation levies (2%). Except for latecomer fees, a greater proportion of large cities use each funding mechanism than their smaller counterparts.

### **Counties:**

**Counties have a more limited use of funding mechanisms, with counties using a median of two funding sources.** Urban counties typically use more sources than rural counties. Counties also have road funds, which are an unrestricted source for road maintenance and construction. This survey did not specifically ask about use of road funds for sidewalks.

- **Common sources: The most common county funding sources are state and federal grants (67%) and state gas tax funds (53%).**
- **Less common sources:** Roughly one-quarter of counties use developer fees in lieu (27%) and one-fifth use REET (21%) and impact fees (20%). Fewer counties (7%) use latecomer fees, and none report using TBDs (either car tabs or sales tax), LIDs, or voter-approved transportation levies. Except for latecomer fees, a higher proportion of urban counties use each funding mechanism than rural counties.

### **Reasons for Nonuse of Sources**

**The most common reasons for nonuse of any given funding option are that the mechanism does not generate adequate resources or is not politically feasible.** Some cities and counties, particularly small cities and rural counties, also note lack of capacity to implement a given mechanism.

- Option does not generate adequate resources: More than half of cities and counties (53%) who don't use general fund revenues for sidewalks cited this reason.
- Option is not politically feasible: Roughly half of cities and counties who don't use TBD sales tax, LID, or voter-approved transportation levies cited this reason (44%, 49%, and 41% respectively).

## *Adequacy of Current Funding Levels*

### For Maintenance

**Most cities and counties conduct urgent maintenance only.** With current levels of sidewalk funding, 11% of cities and 17% of counties report conducting proactive, routine maintenance, while the remainder conduct urgent maintenance only (78% of cities and 67% of counties) or no maintenance (12% of cities and 17% of counties).

There is no substantial difference across city sizes or counties, except that no large cities or urban counties report conducting no maintenance.

### To Complete the Network

**For nearly half of cities and most counties, current funding levels will not enable completion of the sidewalk network in the near future.** Forty-six percent of cities and 78% of counties report that it will take 50 years or more to complete their sidewalk networks under current levels of sidewalk funding. Nearly all large cities (seven out of eight) estimate this length of time, while the proportion is lower for medium (44%), small (27%), and micro (25%) cities.



## Full Qualitative Responses

The survey included several opportunities for respondents to include comments as context for their responses to questions. The survey also included two fully open-ended questions:

1. “Please share any other feedback or questions about sidewalk funding in your jurisdiction.” (n=30)
2. “Would you like the State to make any changes to the mechanisms available to local jurisdictions to fund sidewalk improvements, maintenance, and construction?” (n=40).

This document incorporates high-level findings from all open-ended responses into the main summary of findings above. This appendix includes responses that illustrate relevant themes to the two fully open-ended questions, organized as follows:

- Challenges
  - Funding Availability
  - Maintenance
    - Enforcement for Abutting Property Owners
    - Managing Tree Roots
- Liability Concerns
- Priorities
  - Sidewalk gaps
  - ADA
  - Other Priorities
- Feedback and Suggestions
  - Funding Mechanisms
  - Other Ideas

In cases where it is meaningful, this appendix disaggregates responses by jurisdiction classification.

In some cases, single comments are split into multiple comments when they include multiple distinct ideas. Quotes have been lightly edited for grammar and spelling.

## Challenges

**Primary challenges described in open-ended feedback include the need for more funds, especially those that do not compete with other priorities, navigating maintenance with abutting property owners, the continuous maintenance needed from tree root damage, and liability concerns.**

### Funding Availability

#### Micro Cities

- “More funding for TIB.”
- “Sidewalk funding is extremely competitive. More money is needed in the TIB programs to meet sidewalk needs.”

#### Small Cities

- “Small towns often lack the resources to fund sidewalk improvements without external support. Expanding state grant programs, cost sharing opportunities, or funding flexibility would help local jurisdictions address maintenance, safety, and construction needs more effectively.”
- “It is always an issue funding sidewalk construction and repair.”
- “I would like the federal government to continue to fund state projects with grants through the Washington State Transportation Improvement Fund.”
- “Sidewalk funding is difficult because it comes out of the general fund which also pays for our police, library, community building, parks, and streets. Our city council has been reluctant to increase taxes to help pay for non-grant projects.”

#### Medium Cities

- “Funding for streets, including sidewalks, is woefully inadequate. Street dollars must pay for streetlights, traffic signals, signs, pavement markings, bridges, pavement, curbs, ADA ramps, sidewalks, snowplowing, etc. Cities desperately need additional funding to support and maintain their transportation systems.”
- “Add resources to TIB for complete streets and sidewalk programs.”
- “More money available to build new and infill sidewalks.”
- “The city receives sidewalk funding through the above selected funding sources, however, these funds are scarce and in high demand. The funds can be used for all types of transportation projects including large multimillion dollar street improvement projects to small traffic signal repairs. The city desires a dedicated funding source solely for sidewalk maintenance/repairs.”
- “The City General fund contributes about \$400,000 each year to supplement street fund operations. The General Fund is in budget deficit and contributions will decrease. The pavement condition index in the city is decreasing and roads/potholes are being prioritized over sidewalk repair/construction. A separate revenue source for just sidewalk/ADA would be very beneficial.”

#### Large Cities

- “Continue to fund (and if possible, increase funding to) WSDOT Safe Routes to Schools & City Safety program as well as TIB Complete Streets programs.”

### Rural Counties

- “Right now, the only option is the Transportation Alternatives program, which has limited funding. Large sidewalk projects do not compete well against other major road and bridge improvements.”
- “Any new funding source would be welcomed as long as it did not reduce the funding available for roads.”
- “More funding needed for roads; using available funding would take away from our roads.”
- “Please no more 'strings attached' funding OR competitive grant programs (which are resource heavy to apply and implement); we all just need more general revenue in the road fund.”

### Maintenance

#### **Enforcement for Abutting Property Owners**

#### Small Cities

- “Sidewalk repairs and maintenance is costly for small jurisdictions. Most homeowners do not have the monies to keep up on repairs.”
- “City has a homeowner cost share program that installs or replaces sidewalk at a 50/50 split.”

#### Medium Cities

- “The fact that property owners are responsible for repairs is completely unrealistic and provides no protection for the city. If the city can be found even one percent at fault for a trip and fall, they become responsible for 100% of any award amount in excess of the balance after the property owner has paid. Caps should be in place about how much people can sue municipalities for. If the State is placing the burden on the property owner, that should remove the City from liability, but it does not. Also, there should be way to support property owners that do want to repair sidewalks but can't afford to. It is also expensive, and time consuming for a city to initiate and maintain a lien on a property if they have to do the repairs because the property owner doesn't, and this lien would need to be in place until the property sold for the city to be repaid for the costs. Recent state ADU laws took away our ability to require repairs when property owners' complete developments that are considered ADUs. Almost all developments in the near future are ADUs because it is an inexpensive way for a developer to create a subdivision without proper fees, infrastructure investments, and frontage improvements. All of this leaves the jurisdiction with the problem and no funding to make repairs. When a jurisdiction tries to create a program to partner with property owners to get more repairs done, it is difficult to find a contractor willing to do the work, because it is small areas, spread out, and getting the property owners to pay the bill is difficult.”

#### Large Cities

- “The policy about property owner responsibility is the hardest for us to resolve with sidewalk maintenance. Code enforcement is administratively burdensome and politically difficult. We have an inventory of sidewalk damage and are talking to our council about policy approaches for sidewalk

maintenance. We have a good Transpo Master Plan that spells out our approach to new sidewalk construction.”

- “We have a Sidewalk Repair Fee that property owners can pay to us to repair/replace damaged sidewalk caused by them instead of doing the work themselves, this does not complete gaps or new sidewalk, only repair/replacement of damaged sidewalks.”
- “Local policy changes we are considering for sidewalk repair: large property owners (based on assessed value or street frontage) must repair their sidewalks; sidewalks must be repaired at point of sale, when property transfers ownership and cash available. Not sure how the state could help with this. We use all kind of funds for new sidewalk construction, including impact fees.”

## Managing Tree Roots

### Small Cities

- “Landscaping and trees that everyone want has huge effects on the sidewalks.”

### Medium Cities

- “Tree root damage to sidewalks from city required landscape strips is becoming non-sustainable in a couple of neighborhoods will most likely require tree removal. This becomes complicated since the trees are required by city code. No solution at this point.”
- “The City of [redacted] is an old community where our sidewalks are over 70 years old. Because of this, they are in awful condition by comparison the cities which have experienced growth and development over the past 30 years.”

### Large Cities

- “There needs to be a better, affordable way to, or a different thought process about trees and sidewalks. It is certain trees and sidewalks are a conflict. We need to do a better job at making these two things live together more effectively. One hand is out grinding raised sidewalk panels and the other hand is requiring trees to be planted next to new sidewalks.”

## Liability Concerns

### Medium Cities

- “We used to inspect all sidewalks every two years and repair all known defects. After losing a lawsuit of a trip and fall, we no longer perform the survey as the stated reason for losing the case was our inspection program.... If trip and fall cases continue to rise and the judicial branch keeps awarding plaintiffs then the state will need to start funding sidewalk repairs. It is not tenable for cities to always have sidewalks in good repair, especially cities that have budget shortfalls.”

## Priorities

**Priorities described in open-ended feedback include filling sidewalk gaps, fulfilling ADA requirements, and thinking at a systems level about what costs are required to build and maintain sidewalks effectively.**

### Sidewalk gaps

#### Medium Cities

- “It would be great to have sidewalk funds outside of funds for “complete streets”. Some of the most needed sidewalks are gaps that need to be filled in and don’t qualify for the usual transportation grants.”
- “Targeted funding sources solely for the purpose of completing gaps in sidewalk are needed, but these need to include associated costs of associated stormwater system modifications.”

#### Large Cities

- “We have limited funds identified specifically for sidewalk gaps. Most new sidewalks are completed with new development as they build new roadways and improve the property frontages. Capital projects sometimes complete gaps but are more often replacing sidewalks because the road is being widened.”
- “State Grants for replacing deficient sidewalks would be beneficial.”

#### Urban Counties

- “There should be a priority placed on filling in missing gaps in jurisdictions sidewalk networks (when they have them).”

## ADA

#### Medium Cities

- “Unless done with capital construction most of what we spend is on ADA ramp replacement.”
- “I would also like to note that the cost to construct sidewalks/ADA ramps also needs to take into account design, surveying, public involvement, and right-of-way acquisition.”

### Other Priorities

#### Small Cities

- “Targeted funding sources solely for the purpose of completing gaps in sidewalk are needed, but these need to include associated costs of associated stormwater system modifications.”

#### Medium Cities

- “Sidewalk funding needs to be continued to be supported. The City has an active transportation plan with a focus on connected routes with a goal of 20% of all housing units to be directly connected to sidewalk. Active transportation is fundamental to mode shift and transit support.”

## Large Cities

- “We need to place more of an emphasis on maintaining existing sidewalks as opposed to installing new.”

## *Feedback and Suggestions*

**Jurisdictions are seeking expanded, flexible, and locally-controlled funding tools to sustainably fund sidewalk and ADA improvements amid declining traditional transportation revenues and limited maintenance capacity. The feedback and suggestions in this section are organized by funding mechanism.**

## **Funding Mechanisms**

### TBD

- “Expand the councilmanic options for TBD funds, remove the 10 year cap, and remove the limitation to arterial roadways.”
- “A separate/new revenue source for only sidewalk/ADA improvements/repairs would be very beneficial. Option 1: Cities with Transportation Benefit Districts could Councilmatically approve a 0.05% sales tax for sidewalks/ADA.” [Option 2 continues below]
- “Yes. When car tabs were originally cut to \$30 by the state, the legislature eliminated sales tax equalization. That cost the City of [redacted] \$800,000-\$1M in annual revenue. The top area cut from the budget with that loss was street and sidewalk maintenance and repair. Rural distressed communities can't burden our citizens with TPD or more taxes.”

### MVET

- “Develop a replacement for gas tax revenues that are declining.”
- “A separate/new revenue source for only sidewalk/ADA improvements/repairs would be very beneficial. [...] Option 2: Small increase to gas tax for sidewalk/ADA projects allocated to cities on a population basis.”

### Stormwater utility

- “Yes, please. Any additional tools available for local agencies would be appreciated. One idea was including sidewalks as an eligible expenditure for stormwater utilities. Worth an analysis to determine merits.”

### Sidewalk utility

- “Sidewalks should be able to be funded as an enterprise fund. Caps should be placed on how much jurisdictions can be held financially responsible for.”

### REET

- “Yes, give Growth Management Act (GMA) opt-in counties/cities the same authority mandated counties/cities have to implement REET2 – by vote of their elected officials. Our city has advocated for a fairness fix to that section of the GMA for over a decade, so its Council can implement and use

REET2 funding for sidewalk and ADA improvements. While it is an option for a jurisdiction's voters to decide, the cost to educate and place an item on the ballot is likely in the range of \$50,000-\$100,000 and would require every other one of the 39 opt-in cities to go to the same expense with no guarantee of passage. The effort alone could cost taxpayers millions and accomplish nothing."

#### Traffic cameras

- "Remove the allocation of photo enforcement revenues to the state and allow agencies that generate these funds (which are dealing with the processing of these infractions and the public complaints about the systems) to use the funds to the betterment of their cities only."

#### Grants

- "Make process easier to apply for and administer grants."
- "Take pedestrian/cyclists out of the funding score parameters. Most of these accidents, if any, occur at very low speeds and generally don't yield a reportable event to WSDOT."
- "Yes, pervious sidewalks are a poor product. They are inferior to traditional materials and grow moss. They require more maintenance than traditional and when moss grows that creates traction issues. This statement is directed towards ecology grants. Previous sidewalks plug up quickly without ongoing maintenance. Most jurisdictions to not have the resources to maintain. Most jurisdictions see ecology grants as a great opportunity up front but kick the can down the road to the most of the time understaffed maintenance groups. Ecology should have other options for grant funding that includes dense sidewalks."

#### **Other Ideas**

- "Raise the day labor limit to allow crews to perform more improvements."
- "We have used public safety funds to pay for sidewalk leveling and panel replacement".
- "Make Title 36 [[Title 36 RCW Counties](#)] to be consistent with Title 35 [[Title 36 RCW cities and Towns](#)]."



# Responding Jurisdictions

## Cities and Towns

### Micro

| Jurisdiction | Population (2025) | Length of Local Road Network (2023 Centerline Miles) |
|--------------|-------------------|------------------------------------------------------|
| Creston      | 220               | 6                                                    |
| Endicott     | 310               | 5                                                    |
| Oakesdale    | 400               | 8                                                    |
| Pateros      | 610               | 7                                                    |
| Spangle      | 285               | 5                                                    |
| Starbuck     | 120               | 3                                                    |
| Uniontown    | 400               | 5                                                    |
| Wilkeson     | 495               | 2                                                    |

Sources: OFM, 2025; FHWA, 2024; BERK, 2025.

## Small

| Jurisdiction  | Population (2025) | Length of Local Road Network (2023 Centerline Miles) |
|---------------|-------------------|------------------------------------------------------|
| Benton City   | 3,845             | 18                                                   |
| Brewster      | 2,005             | 11                                                   |
| Cashmere      | 3,420             | 17                                                   |
| Colfax        | 2,790             | 22                                                   |
| Colville      | 4,945             | 36                                                   |
| Eatonville    | 2,930             | 14                                                   |
| Entiat        | 1,520             | 14                                                   |
| Friday Harbor | 2,745             | 15                                                   |
| Kalama        | 3,165             | 24                                                   |
| Leavenworth   | 2,615             | 13                                                   |
| Montesano     | 4,135             | 26                                                   |
| Oroville      | 1,820             | 16                                                   |
| South Bend    | 1,735             | 15                                                   |
| Waitsburg     | 1,200             | 10                                                   |
| White Salmon  | 2,565             | 15                                                   |

Sources: OFM, 2025; FHWA, 2024; BERK, 2025.

## Medium

| Jurisdiction   | Population (2025) | Length of Local Road Network (2023 Centerline Miles) |
|----------------|-------------------|------------------------------------------------------|
| Airway Heights | 12,120            | 35                                                   |
| Anacortes      | 18,350            | 110                                                  |
| Battle Ground  | 22,790            | 84                                                   |
| Deer Park      | 5,135             | 37                                                   |
| DuPont         | 10,190            | 33                                                   |
| Edgewood       | 14,120            | 50                                                   |
| Fife           | 11,300            | 42                                                   |
| Hoquiam        | 8,810             | 46                                                   |
| Lynnwood       | 42,540            | 95                                                   |
| Mukilteo       | 21,600            | 63                                                   |
| Newcastle      | 13,880            | 44                                                   |
| Oak Harbor     | 24,820            | 69                                                   |
| Orting         | 9,125             | 28                                                   |
| Port Townsend  | 10,580            | 89                                                   |
| Ridgefield     | 16,290            | 63                                                   |
| Sequim         | 8,410             | 50                                                   |
| Shelton        | 10,410            | 58                                                   |
| Snohomish      | 10,500            | 43                                                   |
| Snoqualmie     | 14,550            | 46                                                   |
| Sultan         | 7,405             | 23                                                   |
| Walla Walla    | 34,850            | 147                                                  |
| West Richland  | 18,430            | 91                                                   |

Sources: OFM, 2025; FHWA, 2024; BERK, 2025.

## Large

| Jurisdiction | Population (2025) | Length of Local Road Network (2023 Centerline Miles) |
|--------------|-------------------|------------------------------------------------------|
| Auburn       | 90,320            | 239                                                  |
| Burien       | 53,320            | 135                                                  |
| Federal Way  | 102,900           | 234                                                  |
| Lacey        | 60,380            | 181                                                  |
| Olympia      | 57,970            | 223                                                  |
| Pasco        | 82,990            | 344                                                  |
| Puyallup     | 43,730            | 158                                                  |
| Renton       | 109,700           | 275                                                  |
| Spokane      | 234,700           | 983                                                  |
| Vancouver    | 205,100           | 602                                                  |

Sources: OFM, 2025; FHWA, 2024; BERK, 2025.

## Counties

### Rural

| Jurisdiction | Population (2025) | Length of Local Road Network (2023 Centerline Miles) |
|--------------|-------------------|------------------------------------------------------|
| Adams        | 21,550            | 1,758                                                |
| Asotin       | 22,750            | 395                                                  |
| Ferry        | 7,350             | 706                                                  |
| Jefferson    | 33,825            | 396                                                  |
| Lewis        | 85,550            | 1,039                                                |
| Lincoln      | 11,250            | 1,980                                                |
| San Juan     | 18,550            | 270                                                  |
| Skamania     | 12,150            | 249                                                  |
| Wahkiakum    | 4,550             | 138                                                  |
| Walla Walla  | 63,800            | 965                                                  |

Sources: OFM, 2025; FHWA, 2024; BERK, 2025.

### Urban

| Jurisdiction | Population (2025) | Length of Local Road Network (2023 Centerline Miles) |
|--------------|-------------------|------------------------------------------------------|
| Benton       | 219,625           | 865                                                  |
| Clark        | 542,400           | 1,135                                                |
| King         | 2,411,700         | 1,464                                                |
| Snohomish    | 873,800           | 1,610                                                |
| Thurston     | 309,100           | 1,026                                                |

Sources: OFM, 2025; FHWA, 2024; BERK, 2025.

## Appendix B. Preliminary Interviewees

This study's primary method of engaging jurisdictions in Washington was a statewide survey of all cities and counties, conducted in November 2025. To enable the study team to effectively design this survey, the study team interviewed individuals from some local jurisdictions and state agencies that reached out expressing interest in this study. Those interviewees are listed in Exhibit 14.

**Exhibit 14. Preliminary Interviewees**

| <b>Jurisdictions</b>                                             | <b>Interviewee(s)</b>                     |
|------------------------------------------------------------------|-------------------------------------------|
| City of Lacey                                                    | Aubrey Collier, Scott Devlin, Scott Egger |
| City of Olympia                                                  | Max DeJarnatt, Michelle Swanson           |
| Pierce County                                                    | Clint Ritter, Bekah Osterhaus             |
| City of Snohomish                                                | Heather Thomas-Murphy                     |
| City of Spokane                                                  | Jon Snyder                                |
| City of Tacoma                                                   | Jeff Jenkins                              |
| City of West Richland                                            | Roscoe Slade                              |
| <b>State Agencies</b>                                            | <b>Interviewee(s)</b>                     |
| TIB                                                              | Ashely Probart                            |
| WSDOT                                                            | Barb Chamberlain                          |
| <b>Legislature</b>                                               | <b>Interviewee(s)</b>                     |
| JTC                                                              | Co-Chair: Representative Jake Fey         |
| <b>Other Organizations</b>                                       | <b>Interviewee(s)</b>                     |
| UW Taskar Center for Accessible Technology OpenSidewalks Project | Anat Caspi, Paulo Nunes-Ueno              |

Source: BERK, 2025.

## Appendix C. Sidewalks 101

See the following pages for the Sidewalks 101 document created in December 2025.



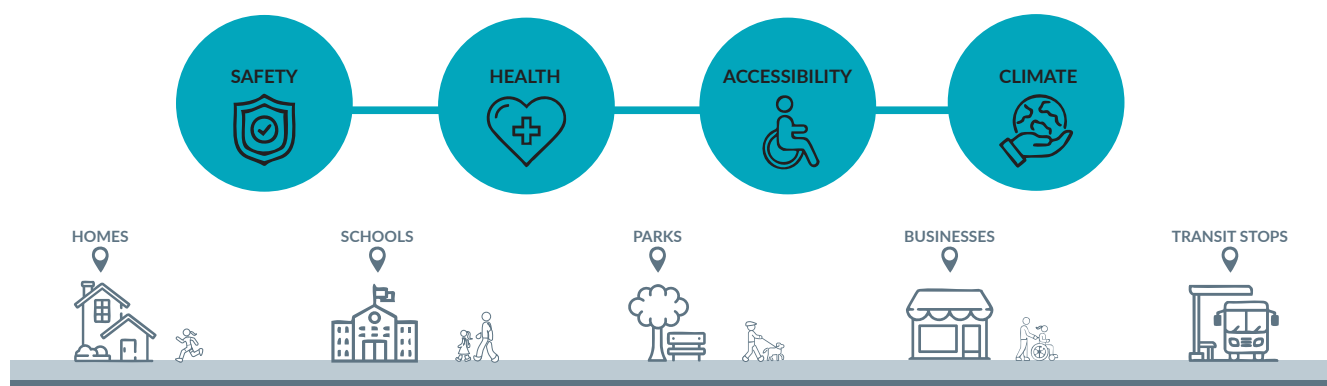
# SIDEWALKS 101

## JTC Alternative Sidewalk Funding Study | DECEMBER 2025

Sidewalks link **homes, schools, parks, businesses, and transit stops**, while supporting statewide transportation goals around **safety, health, accessibility, and climate** (see illustration below).

This document offers an overview of sidewalks in Washington, including the current state of sidewalks, how they are funded, and key funding challenges. It is part of the Joint Transportation Committee (JTC) study of alternative sidewalk funding, which will explore alternative funding mechanisms to meet statewide needs. This study will be complete in June 2026. This document draws from findings from a statewide survey of cities and counties conducted in November and December 2025, to which 55 of 281 cities and 15 of 39 counties responded.

Though most sidewalks fall under the purview of local governments, the state also plays an important supporting role. For the 2025-2027 biennium, the legislature is investing over \$213 million of state and federal funds in grant programs to help fund pedestrian and bicycle improvements through the Transportation Improvement Board (TIB) and Washington State Department of Transportation (WSDOT).<sup>1</sup>



Top Image: Sidewalk in City of Tacoma. Photo Credit: City of Tacoma

<sup>1</sup> WSDOT [Active Transportation Funding Programs Legislative Report, 2024](#); TIB [Performance Management Dashboard, 2025](#).



# The Basics

## What qualifies as a sidewalk?

In Washington, a sidewalk is “property between the curb lines or the lateral lines of a roadway and the adjacent property, set aside and intended for the use of pedestrians or such portion of private property parallel and in proximity to a public highway and dedicated to use by pedestrians” (RCW 46.04.540). A sidewalk differs from a shared-use path, which accommodates many forms of active transportation such as walking, biking, and sometimes horseback-riding (RCW 47.04.010).

## Who builds sidewalks?

New sidewalks are commonly built by:

- **Private developers**, who are often required to construct frontage improvements as part of new developments or major redevelopment. These requirements, including when sidewalks must be built, how they are designed, and where exceptions apply, vary by jurisdiction. When constructing a sidewalk is not feasible or may not make sense for a specific project, some jurisdictions allow developers to pay into a fund instead of directly building a sidewalk.
- **Local, regional, and state governments** as part of capital improvement projects.

## How many sidewalks exist in Washington?

As of June 2025, there were over 24,200 miles of sidewalks in the state, as determined by a legislatively-funded study implemented by the University of Washington’s Taskar Center for Accessible Technology.<sup>1</sup>

## How many miles of sidewalks are needed in Washington to complete the pedestrian network?

Most jurisdictions have incomplete sidewalk networks. The textboxes below describe the results of a recent statewide survey.

**24%**

of surveyed cities identify “major gaps, even in priority areas” in their sidewalk networks.

**78%**

of surveyed counties identify “major gaps, even in priority areas” in their sidewalk networks or have no coverage.

<sup>1</sup> As of June 2025, this study has accounted for 80% of Washington’s population and transit-adjacent areas. [See here](#) for the full report submitted to the Legislature.

## Who maintains sidewalks?

Responsibility for sidewalk maintenance varies across Washington.

- **In cities and towns.** Cities and towns may directly maintain their sidewalks or assign that responsibility to an adjacent property-owner (RCW 35.69.020). Some cities and towns employ a hybrid approach, in which the jurisdiction addresses certain issues (e.g., tree root damage, ADA curb ramp upgrades) while property owners are responsible for all other repairs. Just under three-quarters of surveyed cities (72%) require adjacent property owners to repair sidewalks. Of those, more than half (55%) describe it as “not effective” and almost all of the remaining respondents (42%) describe it as “somewhat effective” in maintaining sidewalks in good condition.
- **In counties.** Counties maintain sidewalks in their unincorporated areas. Counties typically maintain their sidewalks directly, as they do not share cities’ explicit statutory authority to assign responsibility to adjacent property owners.

## What is known about the current conditions of sidewalks in Washington?

Jurisdictions’ awareness of sidewalk conditions varies widely, and there is no statewide standard for assessing or reporting sidewalk conditions. Three-quarters (76%) of surveyed cities and nearly half (47%) of surveyed counties reported that they have assessed sidewalk conditions in their jurisdiction within the last 10 years.

## What are common issues with sidewalks in Washington?

In addition to incomplete sidewalk networks, common sidewalk issues include cracking, tree root damage, pooling water, and noncompliance with Americans with Disabilities Act (ADA) accessibility standards.



Sidewalk in Snohomish County. Photo Credit: Snohomish County.

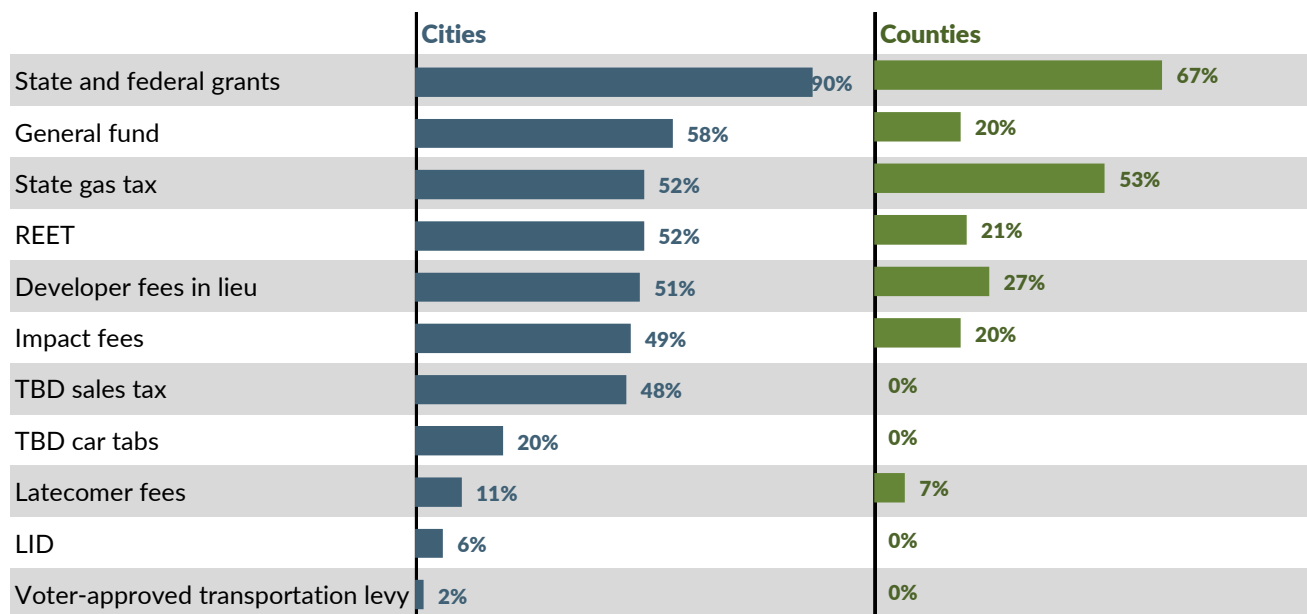
# Sidewalk Funding in Washington

Cities and counties typically don't have a dedicated funding source for sidewalk investments. As a result, sidewalk maintenance and construction must compete with other local needs, including other infrastructure and broader needs.

To fund sidewalks, local governments rely on a mix of unrestricted and restricted sources of revenue.

- **Unrestricted sources.** Jurisdictions can use their general funds, their primary source of unrestricted revenue, to fund sidewalks.
- **Transportation-restricted sources.** Jurisdictions can use restricted revenue sources such as state and federal grants, the state motor vehicle fuel tax (MVFT or "gas tax"), real estate excise taxes (REET), impact fees, developer fees-in-lieu, transportation benefit district (TBD) sales taxes or car tab fees, latecomer fees, local improvement districts (LIDs), or voter-approved levy lid lifts or bonds. Some transportation-restricted revenues are further limited to capital improvements and cannot be used for regular maintenance. Counties can also use their road funds.

The figure below illustrates the proportion of surveyed jurisdictions that use each type of funding source for sidewalks. The survey did not ask about county use of road funds for sidewalks. More information about each of these mechanisms is available in this study's preliminary report, [linked here](#).



Most jurisdictions rely on multiple revenue sources, with surveyed cities using a median of four funding sources and surveyed counties using a median of two.

Some jurisdictions struggle to use some of the funding sources currently available. The most common reasons for nonuse of any given funding source are that the source doesn't generate adequate resources or is not politically feasible. Some responding cities and counties, particularly small cities and rural counties, also note lack of staff capacity to implement a given revenue source.

In 2024, spending on sidewalks maintenance, improvement, and construction varied widely across surveyed jurisdictions. Across surveyed cities, 2024 maintenance expenditures ranged from \$0 to \$1.0 million and improvement and construction expenditures ranged from \$0 to \$6.4 million. Across surveyed counties, 2024 maintenance expenditures ranged from \$0 to \$0.8 million and improvements and construction expenditures ranged from \$0 to \$1.0 million.





# Key Funding Challenges



**Limited total funding.** As noted in the prior section, there are few dedicated funding sources for sidewalks, which means sidewalks must compete with other local needs for funding. Current levels of investment in sidewalks are insufficient to meet needs:



**Maintenance.** With current levels of sidewalk funding, 11% of cities and 17% of counties report conducting proactive, routine maintenance. The remainder conduct urgent maintenance only (78% of cities and 67% of counties) or no maintenance (11% of cities and 17% of counties), leaving routine maintenance deferred.



**Construction.** 46% of surveyed cities and 78% of surveyed counties report that it will take 50 years or more to complete their sidewalk networks under current levels of sidewalk funding. Cities' typical cost per linear foot of sidewalk construction ranges widely, with several surveyed cities reporting a typical low cost of under \$50 per linear foot and several others reporting a typical high cost of upwards of \$500 per linear foot. Surveyed counties' costs vary substantially as well, with costs typically higher than in cities.



**Extensive need for ADA retrofitting.** The ADA requires jurisdictions to ensure that sidewalks, curb ramps, and pedestrian crossings are accessible to all users. Because many sidewalks were built prior to the ADA's enactment in 1990, jurisdictions must upgrade non-compliant infrastructure to meet these requirements. This may include replacing or installing curb ramps, regrading sidewalks, widening narrow sidewalks, improving drainage, and relocating utilities or other obstructions.



**Challenges funding residential sidewalks.** Funding sidewalks in residential areas is generally more challenging than in commercial zones due to right-of-way complexities and because the available revenue sources are more limited. Many older "legacy" neighborhoods were built without sidewalks or to now-outdated standards, and retrofitting them can require costly upgrades and removal of private assets (e.g., gardens and fences) from the right-of-way. Additionally, some available tools, such as local improvement districts, rely on contributions from adjacent property owners. This may be unaffordable in communities where property owners have low incomes or politically infeasible in communities with a high percentage of renters, leaving fewer equitable options for improving residential sidewalk networks.

Top Image: Sidewalk in City of Ellensburg. Photo Credit: City of Ellensburg

# Appendix D. Individual Case Study Summaries

## Selected Jurisdictions

This study considered the following factors in selecting case study jurisdictions:

- **Jurisdiction type.** Case studies reflect both counties and cities. There are substantially more cities than counties in Washington (281 cities compared to 39 counties). To reflect this distribution, there are proportionately more case studies of cities.
- **Population size.** Case studies reflect a range of population sizes:
  - **For cities:** Case studies represent a range of small, medium, and large cities and towns based on the typology from the concurrent, in-progress 2025 update to the [2019 JTC Assessment of City Transportation Funding Needs](#). There is the widest range in population sizes in the Large category, so this study includes more cities in this category.
  - **For counties:** Case studies represent both rural and urban counties as defined by [OFM](#).
- **Geography.** Case studies represent all of WSDOT's [six transportation regions](#): Olympic, Northwest, Southwest, South Central, North Central, and Eastern.

Exhibit 15 illustrates the distribution these attributes across selected case study jurisdictions.

**Exhibit 15. Case Study Jurisdictions**

| # | Jurisdiction                                | 2025 Population | Type         | WSDOT Region  |
|---|---------------------------------------------|-----------------|--------------|---------------|
| 1 | Town of Winthrop                            | 605             | Small city   | North Central |
| 2 | City of Snohomish                           | 10,500          | Medium city  | Northwest     |
| 3 | City of Battle Ground                       | 22,790          | Medium city  | Southwest     |
| 4 | City of Pasco                               | 82,990          | Large city   | South Central |
| 5 | City of Tacoma                              | 228,400         | Large city   | Olympic       |
| 6 | City of Spokane                             | 234,700         | Large city   | Eastern       |
| 7 | Walla Walla County<br>(unincorporated only) | 17,325          | Rural County | South Central |
| 8 | Thurston County<br>(unincorporated only)    | 146,645         | Urban County | Northwest     |

Source: OFM, 2026; BERK, 2026.

# Individual Case Study Summaries: Cities and Towns

## Town of Winthrop

### Community Overview

| Community overview                       |                                                                                                                              |
|------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| Typology                                 | Small city                                                                                                                   |
| WSDOT Region                             | North Central                                                                                                                |
| 2025 population                          | As a small town, Winthrop does not have a large population base to generate substantial revenue                              |
| Financial capacity indicators            |                                                                                                                              |
| 2023 median family income                | \$88,125                                                                                                                     |
| 2024 assessed value                      | \$0.2 billion                                                                                                                |
| Sidewalks                                |                                                                                                                              |
| 2024 sidewalk expenditures: maintenance  | Less than \$1,000                                                                                                            |
| 2024 sidewalk expenditures: construction | <b>None.</b> Winthrop is dependent on grants to construct sidewalks. It is currently constructing some new sidewalks.        |
| Current length of the network            | <b>~1 mile.</b> There are wood boardwalks instead of sidewalks in some areas.                                                |
| Miles needed to complete the network     | <b>Unknown.</b> Given the limited resources available for sidewalks, Winthrop has not determined the need for new sidewalks. |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; Town of Winthrop, 2026; BERK, 2026.

### Assessment of Funding Mechanisms

|                                  | Sidewalk Utility   | TBD Sales Tax | New REET Option    | Modified Stormwater Utility Fee |
|----------------------------------|--------------------|---------------|--------------------|---------------------------------|
| <b>Estimated funds generated</b> | \$41,000-\$163,000 | \$72,000      | \$25,000-\$102,000 | \$700-\$1,400 <sup>24</sup>     |
| <b>Adequacy</b>                  | Mid                | Mid           | Mid                | Low                             |
| <b>Administrative simplicity</b> | Low                | High          | High               | Low                             |

Sources: Town of Winthrop, 2026; BERK, 2026.

<sup>24</sup> Winthrop does not currently have a stormwater fee. This analysis estimates potential revenues for implementing a stormwater fee based on revenues from nearby Tonasket, which is of a similar size. The current monthly stormwater fee for a residential unit in Tonasket is \$1.50. A 5% increase would raise that fee to \$1.58 and a 10% increase would raise it to \$1.65.

Community Overview

| Community overview                       |               |
|------------------------------------------|---------------|
| Typology                                 | Medium city   |
| WSDOT Region                             | Northwest     |
| 2025 population                          | 10,500        |
| Financial capacity indicators            |               |
| 2023 median family income                | \$107,135     |
| 2024 assessed value                      | \$2.5 billion |
| Sidewalks                                |               |
| 2024 sidewalk expenditures: maintenance  | \$200,000     |
| 2024 sidewalk expenditures: construction | None          |
| Current length of the network            | 47 miles      |
| Miles needed to complete the network     | 25 miles      |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; City of Snohomish, 2026; BERK, 2026.

Assessment of Funding Mechanisms

|                           | Sidewalk Utility    | TBD Sales Tax | New REET Option       | Modified Stormwater Utility Fee  |
|---------------------------|---------------------|---------------|-----------------------|----------------------------------|
| Estimated funds generated | \$206,000-\$823,000 | \$677,000     | \$405,000-\$1,620,000 | \$75,000-\$149,000 <sup>25</sup> |
| Adequacy                  | High                | High          | Low <sup>26</sup>     | Low                              |
| Administrative simplicity | Low                 | High          | High                  | High                             |

Sources: City of Snohomish, 2026; BERK, 2026.

<sup>25</sup> The current monthly stormwater fee for a residential unit is \$15.27. A 5% increase would raise that fee to \$16.03 and a 10% increase would raise it to \$16.80.

<sup>26</sup> While the revenues generated are similar to those modeled for other mechanisms that the City assessed as having “high” adequacy, maintenance, not construction, is the City’s priority. The restriction of this revenue source to construction purposes would limit its usefulness.

# City of Battle Ground

## Community Overview

| Community overview                       |               |
|------------------------------------------|---------------|
| Typology                                 | Medium city   |
| WSDOT Region                             | Southwest     |
| 2025 population                          | 22,790        |
| Financial capacity indicators            |               |
| 2023 median family income                | \$102,468     |
| 2024 assessed value                      | \$4.1 billion |
| Sidewalks                                |               |
| 2024 sidewalk expenditures: maintenance  | \$35,000      |
| 2024 sidewalk expenditures: construction | \$510,000     |
| Current length of the network            | 115 miles     |
| Miles needed to complete the network     | 45-50 miles   |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; City of Battle Ground, 2026; BERK, 2026.

## Assessment of Funding Mechanisms

|                           | Sidewalk Utility      | TBD Sales Tax | New REET Option       | Modified Stormwater Utility Fee  |
|---------------------------|-----------------------|---------------|-----------------------|----------------------------------|
| Estimated funds generated | \$445,000-\$1,780,000 | \$608,000     | \$805,000-\$3,220,000 | \$97,000-\$195,000 <sup>27</sup> |
| Adequacy                  | High                  | High          | High                  | Mid                              |
| Administrative simplicity | High                  | High          | High                  | High                             |

Sources: City of Battle Ground, 2026; BERK, 2026.

<sup>27</sup> Battle Ground imposes a 12% utility tax on stormwater. In addition to the above funds for sidewalks, this mechanism would generate between \$12,000 and \$23,000 for Battle Ground’s general fund. The current monthly stormwater fee for a residential unit is \$13.86. A 5% increase would raise that fee to \$14.55 and a 10% increase would raise it to \$15.25.



Community Overview

| Community overview                       |                 |
|------------------------------------------|-----------------|
| Typology                                 | Large City      |
| WSDOT Region                             | South Central   |
| 2025 population                          | 82,990          |
| Financial capacity indicators            |                 |
| 2023 median family income                | \$90,243        |
| 2024 assessed value                      | \$12.3 billion  |
| Sidewalks                                |                 |
| 2024 sidewalk expenditures: maintenance  | None tracked    |
| 2024 sidewalk expenditures: construction | \$889,355       |
| Current length of the network            | 390             |
| Miles needed to complete the network     | 300 (estimated) |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; City of Pasco, 2026; BERK, 2026.

Assessment of Funding Mechanisms

|                           | Sidewalk Utility        | TBD Sales Tax | New REET Option         | Modified Stormwater Utility Fee   |
|---------------------------|-------------------------|---------------|-------------------------|-----------------------------------|
| Estimated funds generated | \$1,186,000-\$4,744,000 | \$2,576,000   | \$1,392,000-\$5,568,000 | \$122,000-\$244,000 <sup>28</sup> |
| Adequacy                  | High                    | High          | High <sup>29</sup>      | Low                               |
| Administrative simplicity | High                    | High          | High                    | Mid                               |

Sources: City of Pasco, 2026; BERK, 2026.

<sup>28</sup> Pasco imposes a 10% utility tax on stormwater. In addition to the above funds for sidewalks, this mechanism would generate between \$14,000 and \$27,000 for Pasco’s general fund. The current monthly stormwater fee for a residential unit is \$6.85. A 5% increase would raise that fee to \$7.19 and a 10% increase would raise it to \$7.54.

<sup>29</sup> Maintenance, not construction, is the City’s priority. The City noted that restriction of this revenue source to construction purposes would limit its usefulness, but that the estimated revenue would still have a substantial impact.

Community Overview

| Community overview                       |                                                       |
|------------------------------------------|-------------------------------------------------------|
| Typology                                 | Large City                                            |
| WSDOT Region                             | Olympic                                               |
| 2025 population                          | 228,400                                               |
| Financial capacity indicators            |                                                       |
| 2023 median family income                | \$103,034                                             |
| 2024 assessed value                      | \$42.5 billion                                        |
| Sidewalks                                |                                                       |
| 2024 sidewalk expenditures: maintenance  | \$400,000 (outlier year; \$1,300,000 is more typical) |
| 2024 sidewalk expenditures: construction | \$525,000                                             |
| Current length of the network            | 1,002 miles                                           |
| Miles needed to complete the network     | 400 miles                                             |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; City of Tacoma, 2026; BERK, 2026.

Assessment of Funding Mechanisms

|                           | Sidewalk Utility         | TBD Sales Tax | New REET Option          | Modified Stormwater Utility Fee       |
|---------------------------|--------------------------|---------------|--------------------------|---------------------------------------|
| Estimated funds generated | \$3,620,000-\$14,481,000 | \$7,204,000   | \$4,824,000-\$19,296,000 | \$2,244,000-\$4,487,000 <sup>30</sup> |
| Adequacy                  | High                     | High          | High                     | Low <sup>31</sup>                     |
| Administrative simplicity | Mid                      | High          | High                     | High                                  |

Sources: City of Tacoma, 2026; BERK, 2026.

<sup>30</sup> The current monthly stormwater fee for a residential unit is \$36.43. A 5% increase would raise that fee to \$38.25 and a 10% increase would raise it to \$40.07.

<sup>31</sup> Tacoma already constructs ADA ramps in all sidewalks projects, so doesn't need funding for this purpose.

Community Overview

| Community overview                       |                     |
|------------------------------------------|---------------------|
| Typology                                 | Large City          |
| WSDOT Region                             | Eastern             |
| 2025 population                          | 234,700             |
| Financial capacity indicators            |                     |
| 2023 median family income                | \$87,791            |
| 2024 assessed value                      | \$35.0 billion      |
| Sidewalks                                |                     |
| 2024 sidewalk expenditures: maintenance  | Less than \$100,000 |
| 2024 sidewalk expenditures: construction | \$4,000,000         |
| Current length of the network            | 1,200 miles         |
| Miles needed to complete the network     | Less than 500 miles |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; City of Spokane, 2026; BERK, 2026.

Assessment of Funding Mechanisms

|                           | Sidewalk Utility         | TBD Sales Tax | New REET Option          | Modified Stormwater Utility Fee   |
|---------------------------|--------------------------|---------------|--------------------------|-----------------------------------|
| Estimated funds generated | \$4,060,000-\$16,240,000 | \$7,202,000   | \$4,199,000-\$16,798,000 | \$352,000-\$704,000 <sup>32</sup> |
| Adequacy                  | Mid-high                 | Mid-high      | Mid-high                 | Low                               |
| Administrative simplicity | High                     | High          | High                     | Mid-high                          |

Sources: City of Spokane, 2026; BERK, 2026.

<sup>32</sup> Spokane imposes a 21.5% utility tax on stormwater. In addition to the above funds for sidewalks, this mechanism would generate between \$96,000 and \$193,000 for Spokane’s general fund. The current monthly stormwater fee for a residential unit is \$5.60. A 5% increase would raise that fee to \$5.88 and a 10% increase would raise it to \$6.16.

# Individual Case Study Summaries: Counties

## Walla Walla County

### Community Overview

| Community overview                       |                                            |
|------------------------------------------|--------------------------------------------|
| Typology                                 | Rural County                               |
| WSDOT Region                             | South Central                              |
| 2025 population                          | 17,325 (unincorporated only)               |
| Financial capacity indicators            |                                            |
| 2023 median family income                | \$90,621 (unincorporated and incorporated) |
| 2024 assessed value                      | \$4.3 billion (unincorporated only)        |
| Sidewalks                                |                                            |
| 2024 sidewalk expenditures: maintenance  | \$0                                        |
| 2024 sidewalk expenditures: construction | \$50,000                                   |
| Current length of the network            | 8-9 miles                                  |
| Miles needed to complete the network     | 130 miles                                  |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; Walla Walla County, 2026; BERK, 2026.

### Assessment of Funding Mechanisms

|                                  | Sidewalk Utility    | TBD Sales Tax | New REET Option       | Modified Stormwater Utility Fee |
|----------------------------------|---------------------|---------------|-----------------------|---------------------------------|
| <b>Estimated funds generated</b> | \$121,000-\$482,000 | \$98,000      | \$780,000-\$3,122,000 | \$11,000-\$22,000 <sup>33</sup> |
| <b>Adequacy</b>                  | Mid                 | Low           | High                  | Low                             |
| <b>Administrative simplicity</b> | Mid                 | High          | High                  | High                            |

Sources: Walla Walla County, 2026; BERK, 2026.

<sup>33</sup> The current monthly stormwater fee for a residential unit is \$3.00. A 5% increase would raise that fee to \$3.15 and a 10% increase would raise it to \$3.30.

# Thurston County

## Community Overview

| Community overview                       |                                                                               |
|------------------------------------------|-------------------------------------------------------------------------------|
| Typology                                 | Urban County                                                                  |
| WSDOT Region                             | Olympic                                                                       |
| 2025 population                          | 146,645 (unincorporated only)                                                 |
| Financial capacity indicators            |                                                                               |
| 2023 median family income                | \$111,908 (unincorporated and incorporated)                                   |
| 2024 assessed value                      | \$28.1 billion (unincorporated only)                                          |
| Sidewalks                                |                                                                               |
| 2024 sidewalk expenditures: maintenance  | \$10,000                                                                      |
| 2024 sidewalk expenditures: construction | \$519,000. Most sidewalks are constructed as part of larger capital projects. |
| Current length of the network            | 107 miles                                                                     |
| Miles needed to complete the network     | Unknown                                                                       |

Sources: Office of Financial Management, 2025; American Community Survey, 2023; MRSC, 2024; Thurston County, 2026; BERK, 2026.

## Assessment of Funding Mechanisms

|                           | Sidewalk Utility        | TBD Sales Tax | New REET Option          | Modified Stormwater Utility Fee  |
|---------------------------|-------------------------|---------------|--------------------------|----------------------------------|
| Estimated funds generated | \$1,043,000-\$4,172,000 | \$590,000     | \$3,150,000-\$12,600,000 | \$56,000-\$112,000 <sup>34</sup> |
| Adequacy                  | Mid                     | Low           | High                     | Low                              |
| Administrative simplicity | Mid                     | Mid           | Mid                      | High                             |

Sources: Thurston County, 2026; BERK, 2026.

<sup>34</sup> The current monthly stormwater fee for a residential unit is \$5.83. A 5% increase would raise that fee to \$6.12 and a 10% increase would raise it to \$6.41.

# Appendix E. In-Depth Legal Analysis of a Sidewalk Utility

## Case Law in Washington

### *Foundational Ruling: Covell v. City of Seattle*

#### Covell Test

*Covell v. City of Seattle* (1995) involved a state statute (former [RCW 82.80.050](#)<sup>35</sup>) that had authorized cities to create a residential street utility and charge property owners for the use and availability of streets, not to exceed \$2.00 per month per housing unit. Relying on this statutory authority,<sup>36</sup> Seattle adopted an ordinance that adhered to the statutory requirements and imposed a street utility charge on the property owners for the use or availability of streets.

In *Covell*, the Washington Supreme Court invalidated RCW 82.80.050 and held that Seattle's ordinance authorizing the charge was an unconstitutional property tax that violated the uniformity requirement of [Wash. Const. art. VII, § 1](#). Through this ruling, the Court created the following three-part test to determine whether a charge imposed by a local government is a tax or a regulatory fee. A regulatory fee must meet all three of the following factors:

- **Regulatory function.** Under Washington law, code and first-class cities may impose regulatory fees under their broad home rule authority and general police powers to enhance and protect the public health, safety, or welfare of the people ([Wash. Const. Art. 11, § 11](#)).<sup>37</sup> Home rule authority provides code and first class cities with broad authority to regulate municipal services unless the legislature has expressly denied a specific power. As well, municipal police power is as extensive as that of the legislature, so long as the subject matter is local and the regulation does not conflict with general laws. On the other hand, cities may tax only pursuant to specific legislative or constitutional authority. The tax uniformity mandated by [Wash. Const. Art. VII, § 1](#) requires both an equal tax rate and equality in valuing the property taxed. To qualify as a regulatory fee rather than a tax, the primary purpose of the charge must be to regulate, rather than to generate revenue to support a public benefit.
- **Proper allocation.** The money collected must be allocated only to the authorized regulatory purpose.

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<sup>35</sup> This is a link to the 1991 version of the statute, which was in effect at the time of *Covell*.

<sup>36</sup> While only the legislature can grant cities the power to tax, notably, cities do not need authorization from the legislature to impose regulatory fees. A city has the authority to impose a fee under its general police powers to regulate matters relating to health, safety, and welfare. [Margola Associates v. City of Seattle](#) (1993), citing *Washington State Constitution article 11, section 11*.

<sup>37</sup> Second class cities and towns also have fairly broad powers under the state constitution and RCW 35.23.440(53) and RCW 35.27.370(16), but would need to consider whether Dillon's Rule restricts their ability to impose regulatory fees without an express grant from the legislature.

- **Direct relationship between amount paid and services provided.** There must be a direct relationship between the fee charged and the service received or the burden produced by those who pay the fee.

### Seattle's Street Utility Charge under the Covell Test

Seattle's Street Utility Charge did not meet the first and third factors of the *Covell* test:

- **Regulatory function.** The primary purpose of the charge was to generate revenue for the nonregulatory function of repairing streets for the public's benefit (including those who use the streets without paying), not for benefit for those who pay the fee.<sup>38</sup> The charge did not regulate residential housing or use of the streets.
- **Direct relationship between amount paid and services provided.** There was no direct relationship between the charge paid by the property owner and their use of the streets, i.e., an owner paid the charge regardless of whether its unit was occupied and whether the owner used the streets. Essentially, the charges were imposed regardless of the services provided and benefits received. The Court recognized that non-owners may use the streets without paying.

Although not related to the *Covell* factors, the Court was also persuaded by appellants' argument that the legislature had referred to this charge as a tax in its original statutory title and legislative reports. The Court concluded that, in adopting the authorizing statute, the legislature authorized the street utility charges as taxes and not as police power measures.

A closer look at the dissent in *Covell*, as well as Seattle's briefing, shows that the city relied on the language of the former RCW 82.80.050 to categorize its ratepayers into broad categories that reflected average use of the street facilities.<sup>39</sup> The Court was not persuaded by this analysis, finding the program's primary purpose was to raise revenue for street improvements and not to regulate the streets. The Court also held there was an insufficient relationship between the fee charged and the service provided by those paying the fee.

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<sup>38</sup> As indicated by Hugh Spitzer in [Taxes vs. Fees: A Curious Confusion](#), 38 Gonz. L. Rev. 335 (2003), while the purpose of both fees and taxes is to raise money, taxes are uniformly applied and pay for general public purposes, whereas fees raise money for a specified government service or program, with the charge allocated only to those who receive the service or cause a burden. As articulated in the Appellant's briefing, "[a] utility charge becomes a regulatory fee where it is made mandatory to achieve a valid police power purpose. For example, municipalities may require use of central sewer and garbage disposal systems to protect the public from unsanitary disposal practices."

<sup>39</sup>In establishing its rates, Seattle used residential rate trip generation statistics to conclude that the average number of vehicle trips generated each day by a single-family residence differed from the trips generated by multifamily households (with a ratio of approximately 3 to 2). Seattle did not impose the charge on unimproved land or on commercial property owners.

## Post-Covell Rulings

It is difficult to discern a consistent pattern in post-*Covell* case law. Since *Covell*, Washington courts have not clearly articulated the *Covell* factors in a way that is easy to apply in other circumstances. Some recent cases have clarified and broadened the *Covell* factors,<sup>40</sup> while others have narrowed the issue to simply whether a charge is a tax or not (as opposed to a regulatory fee). Appendix F: Case Law in Washington Relevant to a Sidewalk Utility discusses these cases in greater detail. Because the application of the *Covell* test is dependent on the specific facts of each case, extrapolating examples of allowable regulatory fees from existing case law and equating those examples to a hypothetical sidewalk utility fee is a challenging exercise.<sup>41</sup>

Examples of charges that were ruled to be unconstitutional taxes and allowable fees in Washington case law include:

- Charges that were ruled to be unconstitutional taxes
  - Fire hydrant fees charged to all water ratepayers (*Lane v. City of Seattle* (2008))
  - Streetlight fees charged to all electricity ratepayers (*Okeson v. City of Seattle* (2003))
  - Water and sewer standby charge on vacant, uninhabited lots unconnected to sewer and water (*Samis Land Co. v City of Soap Lake* (2001); *Carillo v. City of Ocean Shores* (2004))
- Charges that were ruled to be allowable fees
  - Storm- and surface water fees charged to landowners with developed, impervious surfaces (*Teter v. Clark County* (1985); *Tukwila School District v. City of Tukwila* (2007))

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<sup>40</sup> The two most recent cases applying the *Covell* test concluded the charges were valid fees (see *City of Snoqualmie v. Constantine* (2016) and *King County v. King County Water Districts* (2019)). The fees at issue in these cases are difficult to equate to a sidewalk utility charge, but the Supreme Court's broad application of the factors is an important development. For one perspective on this broadening of factors, see William Severson, *Tax or Fee? A Proposed Framework for Deciding When State Constitutional Tax Limitations Apply*, 57 Gonz. L. Rev 41 (2021).

<sup>41</sup> An additional consideration is whether a court would apply the strict *Covell* factors or the more lenient, broader factors adopted by the Washington Supreme Court in *Snoqualmie v. Constantine* to a sidewalk utility fee. However, given the similarity between the street utility considered in *Covell* and a sidewalk utility, the court would presumably apply the stricter, original *Covell* factors.



## Out-of-State Examples

Washington cities may be able to glean valuable lessons from out-of-state sidewalk utility programs. However, these programs should be reviewed with caution since they were established under state-specific laws that may not translate to Washington. This study evaluates two sidewalk fee programs currently in effect in Denver, Colorado and Syracuse, New York.

### Denver, Colorado

#### Overview

Denver, Colorado implemented a comprehensive [sidewalk program](#) in 2022, which was approved by the voters through [Ordinance 307](#). This ordinance shifted the responsibility for sidewalk construction and repair from property owners to the city, funded by a biannual sidewalk service charge on all property owners in the city based on property frontage length.<sup>42</sup> The program's goal is to deliver a connected sidewalk system that improves mobility, safety, accessibility, and quality of life for everyone.

The program represents a fundamental shift in how the city builds and maintains sidewalks. Under the program, sidewalks function more like streets, with ongoing citywide care, consistent standards, and dedicated funding.

The Colorado Constitution required voters to authorize this type of expenditure. The Colorado Constitution generally limits the amount of revenue that local governments can generate. However, in 1992, Colorado voters approved Amendment 1, adding Section 20 to Article X of the Colorado Constitution, entitled the "Taxpayer's Bill of Rights" (commonly referred to as "TABOR").<sup>43</sup> This amendment requires revenue collected in excess of the constitutional revenue limit (or TABOR limit), to be refunded to taxpayers unless voters authorize retention of the excess amount.<sup>44</sup> Accordingly, Denver obtained voter approval for its sidewalk program, authorizing the collection of revenues in excess of the constitutional limit.

Additional details about Denver's sidewalk program are included in this [presentation](#).

#### Hypothetical Applicability to Washington

Since Washington does not have a similar exception to its constitutional restrictions on revenue generation, Colorado's legal framework is not transferable to Washington. Setting aside these constitutional differences, the following bullets summarize how Denver's Sidewalk Utility Fee could be evaluated under the *Covell* test.

- **Regulatory function.** An argument can be made that the city has the regulatory authority to charge a sidewalk utility fee as a fundamental police power to promote general health and safety through:

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<sup>42</sup> Sidewalk fees include two parts: 1) access fee (flat fee of \$150 for every account); and 2) impact fee (\$3.50 per foot for every foot over 230 feet). Denver also has a [fee lookup tool](#) for its residents. See [Denver Municipal Code Article VI](#), Section 5 (Sidewalk Program and Sidewalk Fund).

<sup>43</sup> [https://content.leg.colorado.gov/sites/default/files/r21-96\\_the\\_tabor\\_revenue\\_limit-accessible\\_1.pdf](https://content.leg.colorado.gov/sites/default/files/r21-96_the_tabor_revenue_limit-accessible_1.pdf)

<sup>44</sup> *Id.*

- Implementing an integrated and accessible sidewalk network as outlined in a sidewalk master plan; and
- Assuring sidewalks are accessible and safely constructed/repared and that everyone can move about the city freely and safely.

Furthermore, the fact that the city shifted the responsibility for sidewalk maintenance from private property owners to the city is consistent with the city's regulatory responsibility for assuring safety and accessibility for all users of sidewalks.

- **Proper allocation:** The revenue is properly allocated to a fund specifically for construction, upgrades, and repair of sidewalks plus administration of the program. The fund cannot be transferred to other city accounts.
- **Direct relationship between amount paid and services provided:** Denver's program may not meet this criterion for two reasons:
  - **Flat fee for many properties.** The relationship between the fee and the property owner is based on the linear footage of property frontage, though any property with less than 230' of frontage pays a flat fee of \$150. Charging a flat fee is not reflective of the benefit received from the services provided by each property owner.
  - **Emphasis on broad community benefit.** The Denver code also recognizes that "each owner of a lot or parcel of land within the city makes use of, and is served and benefited by, sidewalks." Focusing on the broad community benefit doesn't reflect the direct relationship and benefit provided to each property owner.

## Syracuse, New York

### Overview

Syracuse, New York adopted a [Municipal Sidewalk Maintenance Program](#) in June 2021.<sup>45</sup> Similar to Denver, Syracuse's program assumes city responsibility for sidewalk repair, replacement, and maintenance instead of placing the responsibility on property owners. Syracuse's sidewalk maintenance program also requires the city to plow sidewalks. Property owners are charged an annual fee of \$100 for a residential parcel and \$300 for commercial, with the full cost phased in over six years.<sup>46</sup> The city exempts fees for property owners who completed permitted sidewalk work within 10 years from permit issuance.

New York's [Municipal Home Rule Law § 10\(1\)\(ii\)\(a\)\(9-a\)](#) specifically authorizes cities to establish "local government rentals, charges, rates or fees." According to [NY Comptroller Opinion 92-18](#): "a charge, although denominated a user fee or benefit assessment, is considered a tax when it is imposed for the support of government without regard to particular benefits received by a taxpayer." Arguably, an adjacent property owner receives a special benefit from a maintained sidewalk through access and increased property value.

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<sup>45</sup> See Chapter 18, [Sec. 18-6](#) (Streets and Sidewalks).

<sup>46</sup> [Municipal Sidewalk Fact Sheet 6.7.21](#)

The program establishes four districts within the city referred to as “sidewalk improvement and maintenance districts” (SIMD). The funding collected within each district is used in the same district. A portion of funds from each district will be dedicated to newly constructed sidewalks in that area. [Sec 18-6\(2\)\(d\)](#) further states:

*Work performed in a SIMD pursuant to this section shall be deemed a local improvement, and common council declares and finds that the assessment formula in subsection (3) assesses each property in each District in proportion to the benefit received by that property from the construction and repair of sidewalks and snow removal in its respective SIMD, and that such assessments are necessary to defray the cost of construction and repair of sidewalk and snow removal in the respective SIMDs.*

The program prioritizes the safety of pedestrians, access to schools, grocery stores and other neighborhood destinations. These efforts promote sidewalk equity and accessibility in a city where many residents lack reliable access to personal cars.

### Hypothetical Applicability to Washington

The following bullets summarize how Syracuse’s Sidewalk Maintenance Program could be evaluated under the *Covell* test.

- **Regulatory function:** The regulatory purpose is not well articulated in Syracuse’s program. The program seems to focus on local improvements rather than the city’s police powers to regulate sidewalks. However, the program does shift responsibility for sidewalk maintenance and snow removal from the property owner to the city. This shift in responsibility from the property owner to the city could be a basis for arguing a regulatory purpose as outlined in *Covell*.
- **Proper allocation:** The funds are allocated by local district via a segregated fund designated for this special purpose.
- **Direct relationship between amount paid and services provided:** [Sec 18-6\(2\)\(d\)](#) states that each property in the district is assessed in proportion to the benefit received by that property, but it is unclear how the fixed annual fee accomplishes that objective.

## Legal Viability

Given *Covell* and subsequent case law applying *Covell*, it is unclear how a court would rule on a newly proposed sidewalk utility. Since this is a highly factual legal analysis, a local jurisdiction adopting a sidewalk utility would face legal risk. Outlined below are legal considerations if a local jurisdiction seeks to develop a sidewalk utility.

### *Satisfaction of the Covell Test*

The following list describes the three *Covell* factors as they could pertain to a sidewalk utility.

- **Regulatory purpose.** The sidewalk utility must have a regulatory purpose as a police power measure and not serve solely as a funding source for general improvements. Factors involved in determining regulatory purpose could include:
  - **The local jurisdiction's role in regulating sidewalk accessibility, safety, and a connected transportation network.** Local jurisdictions must regulate safe and accessible travel for all users of sidewalks. Regulatory responsibilities related to protecting the health and safety of the public include compliance with the Americans with Disabilities Act (ADA) to enhance accessibility to residents, property-owners, and businesses and the responsibility to repair known sidewalk hazards or defects. The liability for injuries resulting from known sidewalk hazards cannot be transferred to abutting property owners (*Rivett v. Tacoma* (1994)).
  - **Maintenance responsibilities.** Current state law allows cities to require that property-owners maintain the sidewalk abutting their property. A city that assumes maintenance responsibilities for sidewalks could be regulating those sidewalks. Denver and Syracuse both assumed responsibility for sidewalk maintenance from abutting property-owners as part of their sidewalk utility programs.
- **Proper allocation.** The revenue collected must be dedicated to a specific fund for sidewalk operation, construction, maintenance and repair. Local jurisdictions often restrict funds in this way, so this would likely be an easy condition to meet.
- **Direct relationship between amount paid and services provided.** The amount charged to each property must be connected to the service received. Factors involved in determining a direct relationship between amount paid and services provided could include:
  - **Adoption of a sidewalk improvement plan.** A sidewalk improvement plan identifies specific projects and maintenance priorities. This plan could inform a fee calculation methodology, described in the next bullet.
  - **Fee calculation methodology.** Uniform flat fees would not satisfy the *Covell* test, as demonstrated by the Court's overturning of several previous charges that were flat fees (e.g., *Samis Land Co. v City of Soap Lake* (2001), *Okeson v. City of Seattle* (2003), *Carillo v. City of Ocean Shores* (2004), and *Lane v. City of Seattle* (2008)). Exhibit 16 provides examples of possible factors to consider in the development of a sidewalk utility fee.

## Exhibit 16. Potential Factors for Fee Calculation that Connect the Fee to the Benefits Received and/or the Burden Produced

| Potential Factors for Fee Calculation                                                                                                                          | Relationship Between the Fee and the Property Subject to the Fee                                                                                                                                                                                                                  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cost of planned sidewalk improvements within walking distance of the subject property                                                                          | Properties within walking distance of planned sidewalk improvements derive greater benefits.                                                                                                                                                                                      |
| Cost of planned sidewalk improvements located at major transit destinations that are easily accessible via transit from the subject property                   | Pedestrian trips are often multimodal: they commonly involve walking to a transit stop and continuing to walk upon leaving the transit destination. Properties that can easily access major transit destinations where sidewalk improvements are planned derive greater benefits. |
| Density and type of destinations (schools, transit, shopping, services) within walking distance of the property (e.g., as measured by a property's walk score) | Properties in proximity to walkable destinations benefit more from a safe-well-maintained sidewalk system                                                                                                                                                                         |
| Presence of privately-planted street trees that have aggressive root systems in proximity to the property                                                      | Private planting of unsuitable street trees presents a costly maintenance burden on the sidewalk system                                                                                                                                                                           |
| Recent sidewalk improvements that were funded by the property owner                                                                                            | Property owner could receive a discount on the sidewalk fee in acknowledgment of recent contribution to benefit the sidewalk system                                                                                                                                               |

Source: BERK, 2026.

### State Authorizing Legislation

One action that could support the legal viability and broad applicability of a sidewalk utility would be for the legislature to authorize it in statute.

Code cities, first class charter cities, and charter counties could rely on their broad, independent home rule authority to develop a sidewalk utility ([RCW 35A.11.020](#); [RCW 35.22.195](#); [Washington State Constitution Article XI Section 4](#)). However, second class cities and towns and noncharter counties only have those powers expressly or implicitly granted by the legislature; for these jurisdictions to implement a sidewalk utility, the legislature would first need to authorize it in statute. An authorizing statute would also provide uniformity in sidewalk utility programs across the state and could support a comprehensive and potentially more defensible legal strategy by eliminating the possibility of a challenge related to whether local jurisdictions have authority to implement a sidewalk utility under their home rule powers.

# Appendix F: Case Law in Washington Relevant to a Sidewalk Utility

This appendix outlines seminal Washington cases on taxes and fees in chronological order. It also applies the three *Covell* factors to the charge at issue in each case and indicates whether the charge would meet the relevant factor (using the language “Pass” and “Does Not Pass”).

## *Teter v. Clark County* (1985)

**Type of service:** Stormwater

**Description and purpose of charge:** Stormwater utility charges used to construct surface water control facilities.

**Upheld by Court?** Yes

### **Application of *Covell* factors**

- **Regulatory function:** **PASS**. To enforce regulatory schemes such as runoff control ordinances and erosion control ordinances, with adoption of a single plan for a drainage area. Charges collected from lands that were shown to be contributing to an increase in stormwater runoff were “tools or regulation” because the amount charged related to the contribution of each lot.
- **Proper Allocation:** **PASS**. All charges collected must be deposited in a special fund to be used only to pay for the costs of maintaining and operating stormwater control facilities.
- **Direct relationship between amount paid and services provided:** **PASS**. Fees were based on a landowner’s contribution to the burden as determined by formulas devised after studies of engineering reference material, aerial photographs, contour maps, and on-site examinations of some of the properties within the drainage basin.

**Clarification or broadening of *Covell* factors:** N/A. Case is pre-*Covell* but remains a foundational case for evaluating government fee structures.

## *Samis Land Co. v City of Soap Lake* (2001)

**Type of service:** Water and sewer

**Description and purpose of charge:** Flat-rate annual \$60 standby charge on vacant, uninhabited lots abutting but not connected to sewer and water lines.

**Upheld by Court?** No

### **Application of *Covell* factors**

- **Regulatory function:** **DOES NOT PASS**. The charge generated additional revenues to finance broad-based public improvements, not to regulate those entities paying the standby charge.
- **Proper allocation:** **DOES NOT PASS**. Revenues were deposited in a separate water capital improvement fund used for utility purposes, but this was for improving the citywide utility system, not for the system for those paying.

- **Direct relationship between amount paid and services provided:** **DOES NOT PASS.** Properties unconnected to sewer and water lines had no direct relationship to the city water service. The benefit to property value of being in a community with an operable water and sewer systems was insufficiently direct.

**Clarification or broadening of Covell factors:** None

## *Okeson v. City of Seattle (2003)*

**Type of service:** Streetlights

**Description and purpose of charge:** Street utility charge imposed to construct, maintain, operate, and preserve streetlights.

**Upheld by Court?** No

### **Application of Covell factors**

- **Regulatory function:** **DOES NOT PASS.** The charge increased revenue for city rather than to regulate the installed streetlights.
- **Proper allocation:** **PASS.** Revenues were deposited in a separate streetlight fund.
- **Direct relationship between amount paid and services provided:** **DOES NOT PASS.** The relationship was insufficiently direct for two reasons:
  - Flat fee. Ratepayers bore same streetlight cost no matter how much electricity they used.
  - Broad community benefit. All community members use and benefit from lighted areas.

**Clarification or broadening of Covell factors:** None

## *Carillo v. City of Ocean Shores (2004)*

**Type of service:** Water and sewer

**Description and purpose of charge:** Flat monthly water and sewer availability charges collected from owners of vacant lots unconnected to city water and sewer systems.

**Upheld by Court?** No

### **Application of Covell factors**

- **Regulatory function:** **DOES NOT PASS.** The primary purpose was to fund water and sewer capital facilities and generate revenue to fund the city utility. The city did not establish how it used the availability fee to “regulate” unconnected property owners.
- **Proper allocation:** **DOES NOT PASS.** The funds raised were not segregated for services targeted to those owners paying the fee.
- **Direct relationship between amount paid and services provided:** **DOES NOT PASS.** The city made some showing that some undeveloped lots may burden the city’s water and sewer systems but did not demonstrate how the potential, and likely erratic, burden of some owners of undeveloped or unconnected lands relates to a flat, monthly charge imposed on every unconnected owner regardless of actual use of the services.

**Clarification or broadening of Covell factors:** None

## **Tukwila School District v. City of Tukwila (2007)**

**Type of service:** Storm- and surface water

**Description and purpose of charge:** Storm and surface water fees charged only to those landowners with developed, impervious surfaces (regulating those who contribute to runoff that the city must control under its NPDES permit).

[RCW 35.67.020](#) authorizes cities to create storm and surface water systems, requires all rates be uniform, and restricts fees to inspection and maintenance. [RCW 35.67.120](#) authorizes cities to create a special fund to defray the cost of the system.

**Upheld by Court?** Yes

### **Application of Covell factors**

- **Regulatory function:** **PASS**. Based on the authorizing legislation, the court held the real purpose of the fee is to provide a service to and relieve a burden created by property owners whose impervious surfaces contribute directly to runoff and pollution problems.
- **Proper allocation:** **PASS**. Funds are deposited into a segregated single-purpose account that can only be used to regulate the entity or activity being assessed.
- **Direct relationship between amount paid and services provided:** **PASS**. While there is an overall public benefit, the fees assessed are based on the amount and rate of runoff a parcel of property generates. The rate was deemed to be directly related to the service provided because it is reasonably based on usage, i.e., how much the property contributes to the problem.

### **Clarification or broadening of Covell factors**

- **Primary purpose:** The focus of the “primary purpose” factor is not whether the purpose of the charge is to provide for revenue. Rather, the focus is the city’s purpose in collecting revenue. Charges imposed for purposes other than raising money for the public treasury, such as those used to regulate or alleviate the burden from an activity, are not taxes.
- **Direct relationship:** The rate charged need only be reasonably based on usage.

## **Lane v. City of Seattle (2008)**

**Type of service:** Fire hydrants

**Description and purpose of charge:** Flat fire hydrant fee charged to water ratepayers.

**Upheld by Court?** No

### **Application of Covell factors**

- **Regulatory function:** **DOES NOT PASS**. The charge increased revenue for city without regulating hydrants or water usage.
- **Proper allocation:** **PASS**. Funds were deposited into a single-purpose account.



- **Direct relationship between amount paid and services provided:** **DOES NOT PASS.** Ratepayers paid a fixed fee regardless of whether they use hydrants. All members of the public benefit by having water available to put out fires.

**Clarification or broadening of Covell factors:** Summarized the factors as: “the purpose of the cost, where the money raised is spent, and whether people pay the cost because they use the service.”

## *City of Snoqualmie v. Constantine (2016)*

**Type of service:** Property tax exemption

**Description and purpose of charge:** Tribe's payment to county in lieu of leasehold excise taxes as required to take advantage of property tax exemption for tribal property.

**Upheld by Court?** Yes

### **Application of Covell factors**

- **Regulatory function:** **PASS.** The charge offsets the burden caused by the tax exemption by compensating the municipality for services the Tribal-exempt land requires.
- **Proper allocation:** **PASS.** Although money is deposited into a general fund, it is a reimbursement for municipal services rendered to the tribal property.
- **Direct relationship between amount paid and services provided:** **PASS.** The negotiated payment is paid in exchange for municipal services the land receives. While it is not a direct reimbursement for services received, it is preemptive and intended to cover costs that might arise.

### **Clarification or broadening of Covell factors**

The Court determined that the Covell factors are too “limited” and “not entirely helpful” when the issue is simply whether a charge is a tax or not, as opposed to whether the charge is either a tax or a regulatory fee. When the issue is simply whether the charge is tax, court will look at less strict factors:

- **Primary purpose:** All government charges are imposed to raise revenue (both fees and taxes), so the fact that a charge raises revenue is not dispositive.
- **Allocation:** Depositing the revenue into a special fund for a particular purpose is not required, but the funds do need to be directly allocated to a particular service in order to not be a tax.

## *King County v. King County Water Districts (2019)*

**Type of service:** Franchise compensation

**Description and purpose of charge:** Utilities pay franchise compensation, which is essentially “rent” paid for use of the right-of-way.

**Upheld by Court?** Yes

### **Application of Covell factors**

- **Regulatory function:** **PASS.** The charge is in exchange for access to right-of-way. The county seeks to generate revenue but not separately from any service or property right provided to the utilities; instead, the charge is based on the value of the franchise.

- **Proper allocation: PASS.** Revenue is deposited into a general fund, but, the charge is for a valuable property right: the use of right-of-way.
- **Direct relationship between amount paid and services provided: PASS.** The amount charged is based on several factors intended to capture the value of the franchise granted.

**Clarification or broadening of *Covell* factors:** Reiterated *Snoqualmie v. Constantine*'s application of factors: "When the issue is simply whether a charge is a tax, we consider 'the purpose of the cost, where the money raised is spent, and whether people pay the cost because they use the service.'"

| Dates                   |                       | Total Funding Available | FHWA/FTA CPG (13.5%) | STBG (13.5%) | RTPO       | HSTP      | PROTECT    | Regional Mobility (5%) | 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 - 1/30/2026 | 94,623                  | 94,623               |              |            |           |            |                        |                                        |                     |                               |
| CGP                     | 7/1/2025 - 6/30/2027  | 338,888                 |                      |              |            |           |            | 338,888                |                                        |                     |                               |
| CPG                     | 1/31/2026 - 9/30/2026 | 188,397                 | 188,397              |              |            |           |            |                        |                                        |                     |                               |
| FTA                     | 10/1/2025 - 9/30/2026 | 74,993                  | 74,993               |              |            |           |            |                        |                                        |                     |                               |
|                         |                       | -                       |                      |              |            |           | -          |                        |                                        | \$ -                | -                             |
| Authorized              |                       | \$ 2,212,158            | \$ 800,534           | \$ 312,967   | \$ 143,286 | \$ 45,000 | \$ 271,082 | \$ 338,888             | \$ 38,667                              | \$ 173,253          | \$ 88,480                     |
| <b>Expenditures</b>     |                       |                         |                      |              |            |           |            |                        |                                        |                     |                               |
| July 2025               |                       | \$ 118,937              | 31,703               | 3,276        | 8,038      | -         | 8,494      | -                      | 6,967                                  | 33,247              | 27,211                        |
| August                  |                       | 101,156                 | 15,082               | 30,554       | 7,062      | -         | 17,363     | -                      | 4,451                                  | 24,557              | 2,088                         |
| September               |                       | 119,242                 | 14,648               | 29,898       | 7,062      | -         | 26,912     | -                      | 4,183                                  | 3,778               | 32,760                        |
| October                 |                       | 79,960                  | 16,031               | 44,761       | 13,476     | 242       | -          | 3,461                  | 1,321                                  | -                   | 668                           |
| November                |                       | 129,749                 | 14,500               | 44,500       | 9,524      | 1,489     | -          | 5,482                  | 1,321                                  | 52,934              | -                             |
| December                |                       | 107,446                 | 10,063               | 19,634       | 6,157      | 1,893     | 16,801     | 10,547                 | 7,268                                  | 16,736              | 18,346                        |
| January 2026            |                       | 160,266                 | 20,001               | 23,129       | 13,315     | 3,670     | 54,599     | 14,647                 | 3,343                                  | 27,561              | -                             |
| February                |                       | 119,401                 | 16,255               | 30,856       | 8,225      | 3,063     | 30,633     | 13,217                 | 4,295                                  | 5,451               | 7,406                         |
| March                   |                       | 148,473                 | 10,674               | 47,002       | 5,706      | 5,234     | 56,042     | 10,854                 | 3,972                                  | 8,988               | -                             |
| April                   |                       | 93,420                  | 10,730               | 26,389       | 7,775      | 4,194     | 31,529     | 11,257                 | 1,548                                  | -                   | -                             |
| May                     |                       | 58,631                  | 31,019               | 5,010        | -          | 717       | 6,444      | 15,440                 | -                                      | -                   | -                             |
| June                    |                       | 63,575                  | 25,285               | 7,958        | -          | 3,527     | 14,220     | 12,585                 | -                                      | -                   | -                             |
| Expenditures to Date    |                       | \$ 1,300,255            | \$ 215,992           | \$ 312,967   | \$ 86,339  | \$ 24,031 | \$ 263,037 | \$ 97,489              | \$ 38,667                              | \$ 173,253          | \$ 88,480                     |
| <b>Balances</b>         |                       | \$ 911,902              | \$ 584,542           | \$ -         | \$ 56,947  | \$ 20,969 | \$ 8,045   | \$ 241,399             | \$ -                                   | \$ -                | \$ -                          |

# 2026 OBLIGATION AUTHORITY PLAN

The following projects<sup>1</sup> had until **March 1, 2026** to obligate federal funding. If project funds did not obligate by March 1, 2026, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

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

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    | ✓               | \$343,891        |

**TOTAL EXPECTED STBG-TA-CR OBLIGATIONS<sup>2</sup>: \$972,080**  
**OBLIGATION AUTHORITY TARGET: \$381,616**

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<sup>1</sup> Skagit Transit’s Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design project removed from 2026 Obligation Authority Plan due to STBG fiscal-constraint limitation in 2026. Project should be reprogrammed in 2027 Obligation Authority Plan.

<sup>2</sup> Includes a total of \$972,080 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – June 30, 2026. Includes any Extensions and Appeals that have obligated funding.

## 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 have been 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        |
| Skagit Transit        | Skagit Station Fire Alarm System Replacement   | WA-16433 | ALL   | ✓               | \$33,211         |
| Skagit Transit        | Skagit Station Parking Lot Asphalt Maintenance | WA-16434 | ALL   | ✓               | \$50,268         |
| City of Sedro-Woolley | John Liner Road Arterial Improvements          | SW59     | PE    | ✓               | \$173,598        |

**TOTAL STBG-TA-CR EXTENSIONS: \$532,077**

## Appeals<sup>3</sup>

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**

<sup>3</sup> Two appeals were approved by the Transportation Policy Board on January 21, 2026. However, both project phases were reprogrammed to future years so do not appear as Appeals on the 2026 Obligation Authority Plan as they do not need to obligate federal funding by December 31, 2026.

## SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

August 6, 2026

Microsoft Teams Remote Meeting

### AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Mount Vernon ..... Frank Reinart
- City of Sedro-Woolley ..... Bill Bullock
- Samish Indian Nation..... Nick Dorr
- Skagit County ..... Given Kutz, Gael Fisk, Devin Willard
- Skagit Transit..... Maleah Kuzminsky, Rebekah Tuno
- Skagit PUD..... Mark Semrau
- Washington State Department of Transportation (WSDOT).. Grant Johnson, Mehrdad Moini,  
Erica Nolan

### STAFF PRESENT

- Skagit Council of Governments ..... Jill Boudreau, Mark Hamilton, Sarah Ruether

### 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. July 2, 2026 Technical Advisory Committee Meeting Minutes: Ms. Neel moved to approve the July 2, 2026 Technical Advisory Committee meeting minutes and Ms. Kuzminsky seconded the motion. Mr. Reinart noted a typo in the minutes and Mr. Hamilton committed to fixing the error. The motion carried unanimously.
3. August Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that there are four proposed Regional Transportation Improvement Program (RTIP) amendments and two administrative modifications. The proposed amendments are for: Mount Vernon's Riverside Drive Improvements - 1 project, adding this project to the RTIP; Samish Indian Nation's SR 20/Campbell Lake Road - Intersection Improvement project, adding this project to the RTIP; Skagit Transit's Purchase of Maintenance Vehicle project, adding this project to the RTIP; and WSDOT's SR 20/Childs Creek to Skagit River - Fish Passage project (this WSDOT project was withdrawn by WSDOT following the meeting, with planned resubmittal for the

September RTIP amendments). The two administrative modifications are for: Skagit County's Cook Road / I-5 Interchange Improvements and Francis Road Section 3 projects, revising these projects already programmed in the RTIP. Mr. Hamilton mentioned that several of the amendments and administrative modifications for August are due to projects expected to receive redistributed obligation authority in September, with the requirement that these additional funds are first programmed before they receive federal authorization.

Mr. Reinart moved to recommend approval of the August Transportation Improvement Program Amendments to the Transportation Policy Board as presented. Ms. Fisk seconded the motion, and it carried unanimously.

4. Skagit Intelligent Transportation Systems Architecture: Ms. Ruether presented the comments received on the draft of the Skagit Intelligent Transportation Systems Architecture. She stated the document will be going to the Transportation Policy Board for consideration of approval at their meeting on August 19.

Mr. Johnson moved to recommend approval of the Skagit Intelligent Transportation Systems Architecture to the Transportation Policy Board as presented. Mr. Reinart seconded the motion, and it carried unanimously.

5. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He reiterated that the Skagit region exceeded our regional obligation authority target for the federal fiscal year by the end of June, positioning local and tribal governments to receive redistributed obligation authority available in early September.
6. 2026 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He mentioned there is only one more project phase expected to receive federal authorization this federal fiscal year on the 2026 Obligation Authority Plan, expected to occur later this calendar year. All obligations expected to occur this federal fiscal year included on the plan have already occurred, totaling \$972,080 in regionally managed federal funds. Mr. Hamilton then thanked project sponsors and WSDOT staff for helping deliver federal funds to local and tribal projects.
7. 2027-2032 Regional Transportation Improvement Program: Mr. Hamilton presented this agenda item. He reminded project sponsors to submit projects for next year's RTIP by August 14 if possible in SecureAccess Washington. He then went over the schedule for 2027-2032 Regional Transportation Improvement Program development over September and October.
8. Critical Urban and Rural Freight Corridors Update: Mr. Hamilton presented this agenda item. Skagit County staff said they would like to speak with Mr. Hamilton following the meeting, and he committed to speaking with them after the meeting ended. Mr. Hamilton concluded his update by noting regional corridors will be sent to WSDOT by the August 10 deadline.
9. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
10. Next Meeting: September 3, 2026, 2:30 p.m. Mr. Hamilton shared that he expects the September meeting to be held in person in the SCOG conference room.
11. Adjourned: 2:17 p.m.



Attest:

\_\_\_\_\_  
Mark Hamilton, Senior Transportation Planner  
Skagit Council of Governments

Date: \_\_\_\_\_

DRAFT