

Samish Indian Nation Transportation Safety Plan and Long Range Transportation Plan



Samish Indian Nation
Anacortes, Washington

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ACRONYMS

BIA	Bureau of Indian Affairs
HCM	Highway Capacity Manual
IRR	Indian Reservation Roads
LOS	Level of Service
L RTP	Long-Range Transportation Plan
NTTFI	National Tribal Transportation Facilities Inventory
STP	Surface Transportation Program
TIB	Transportation Improvement Board
TTIP	Tribal Transportation Improvement Plan
TPT	Transportation Partnership Program
TTP	Tribal Transportation Program
V/C	Volume to Capacity ratio
WSDOT	Washington State Department of Transportation

1. INTRODUCTION

1.1 PURPOSE OF THE LONG-RANGE TRANSPORTATION PLAN

This Long-Range Transportation Plan (LRTP) is an important component of the overall Comprehensive Plan for the Samish Indian Nation. Per 25 CFR 170.409, “the purpose of long-range transportation planning is to clearly demonstrate a Tribe’s transportation needs and to develop strategies to meet these needs” and the “time horizon for a LRTP should be 20 years”. The vision, goals, and policies contained in this document are a result of participation and comments from the Nation’s members and staff to ensure that the Samish Indian Nation transportation system responds to the needs of the community. This LRTP was formed to create a plan that will address the short-term and long-term needs of Samish Indian Nation. It is formed adhering to all the regulations stipulated in 25 CFR 170, especially specific subsections 170.409-414

In 2018 The Samish Indian Nation completed work on a Samish Transportation Safety Plan, an update to the Samish Transit Plan, and an update to the Samish Long Range Transportation Plan. This work was essential to maintaining transportation plans that are required under federal law and will support the development of Samish tribal transportation services and the design and construction of Samish tribal transportation facilities. The results of the three projects were combined in the 2019 version Samish Transportation Safety Plan and Long-Range Transportation Plan. Subsequent amendments were made to the LRTP (Resolutions 2020-07-014 and 2020-09-015), specifically related to the NTTFI (formerly IRR), as new properties were acquired, and new facilities were added.

The 2022 update focuses on currently prioritized projects. These updates include proposed roadway and transit improvements; changes appear in red. No updates were made to sections on existing or future conditions.

We chose this approach based on the immediate needs of the tribe and the goal of adjusting our transportation planning cycle to fit that of Skagit Council of Governments (SCOG). A comprehensive update to this plan was slated for early 2021 to be in conjunction with SCOG but COVID-19 response altered the schedule for this goal.

1.2 TRIBAL HISTORY AND BACKGROUND

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The Samish Indian Nation is a federally recognized Indian tribe and was a signatory to the Treaty of Point Elliott of 1855. In historic times, the Samish Indian Nation’s territory included the lands and waters of the San Juan Islands, the adjoining mainland, and the watershed of the Samish River. Today, the Samish Indian Nation owns approximately 273 acres primarily in Skagit County, of which 77 acres is currently in trust status. A seven-member Tribal Council is elected by the General Council to conduct the affairs of the Samish Indian Nation, and to protect tribal citizens and tribal sovereign interests. The Samish Tribal Council and Administrative offices are in Anacortes, Washington. The Samish Indian Nation maintains more than 15 departments within its structure of government, all of which have been established to serve its citizens’ needs. As of February 2021, there are approximately 80 employees working for Samish, including government, enterprise, and services personnel.

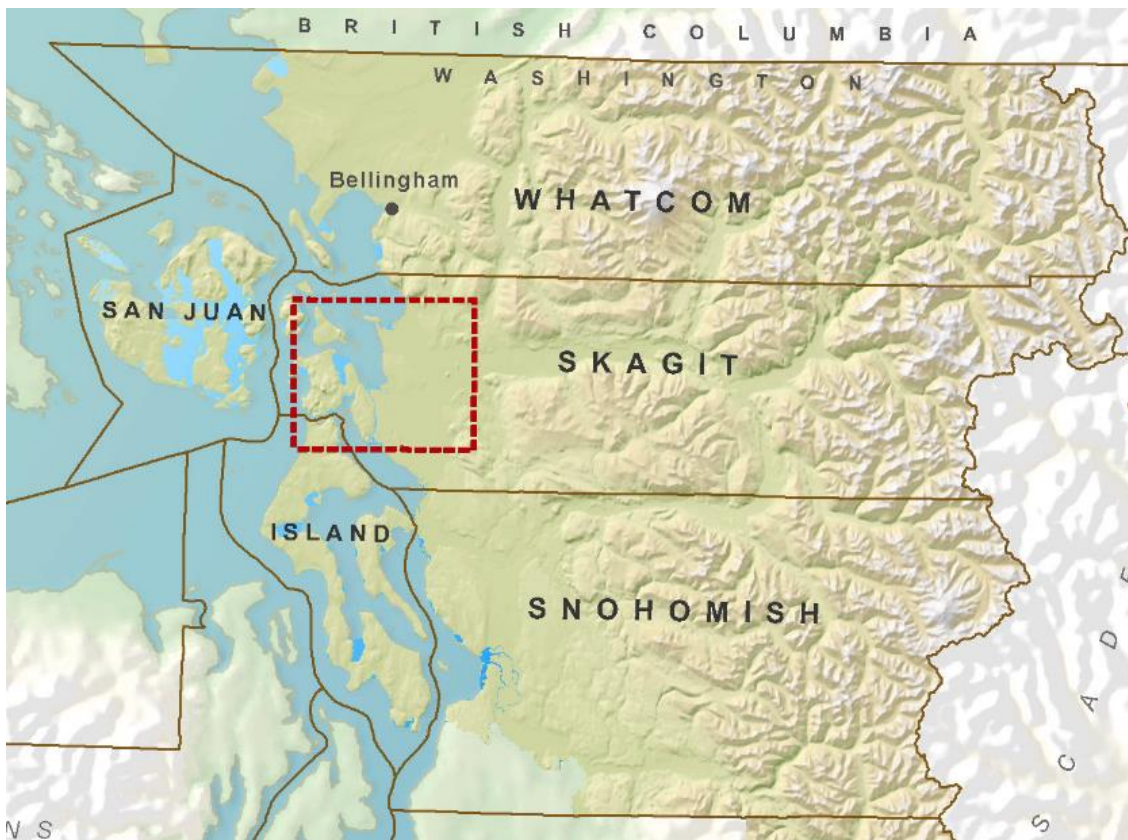
The timeline on the website provides a more comprehensive tribal history:

<https://www.samishtribe.nsn.us/who-we-are/timeline>

As of Fall 2021, there are 2,223 Samish citizens—with 481 members living near Tribal lands in the following five counties, and the remaining 1,742 members living outside the five-county areas:

- Skagit County – approximately 144 members
- Whatcom County – approximately 137 members
- Snohomish County – approximately 1566 members
- Island County – approximately 29 members
- San Juan County – approximately 5 members
-

Figure 1: Samish Indian Nation Area Map



The Samish Indian Nation owns several properties, both in Trust and fee simple, around the City of Anacortes and within Skagit County and San Juan County, as shown in Figure 1. These properties include the Administration campus on Commercial Ave., Summit Park campus, Early Learning Center (including the Longhouse and former D Avenue Nursery, the Cannery Building, Fidalgo Bay RV Resort, the convenience store (under construction) and the surrounding acreage, March’s Point property, and historical grounds. Additionally, there are undeveloped parcels and historical grounds in the surrounding areas of Skagit County. Despite the various land, parcels, and properties owned by Samish Indian Nation, there is not an area of unified Tribal lands and, therefore, the Samish Indian Nation is not considered to be “reservation-based”.

1.2.1 Land Use

Samish Indian Nation has properties in Trust and owns fee simple properties that have already been developed or are planned for development. Samish does not currently have a defined Land Use Plan but does have improvement plans for existing developed areas and several undeveloped parcels. Samish regularly improves transportation facilities around the existing developed areas described in Section 1.2. Development plans for these areas, although not finalized, could consist of a mixture of housing, commercial space, cultural space and casino/resort space.

1.2.2 Surrounding Jurisdictions

The Samish Indian Nation owns several properties within the City of Anacortes and adjacent areas of Skagit County. There are also culturally significant areas in the San Juan Islands (San Juan County). Samish coordinates with these jurisdictions and WSDOT to ensure the transportation systems are adequately maintained, improved, and planned. Samish Indian Nation has worked with the neighboring jurisdictions on road improvement projects including a dynamic project that is currently underway to construct a three-legged roundabout at Lake Campbell Road and State Route 20 to improve safety and access in that area. The information in this LRTP draws from the information on the LRTPs of these jurisdictions.

1.3 SCOPE AND CONTENT

This LRTP contains the following:

- The existing roadway, level of service, collision, transit, pedestrian, bicycle and ferry facilities and services
- National Tribal Transportation Facilities Inventory
- Future operations of roadways
- Proposed improvements
- Funding information

1.4 GOALS AND POLICIES

This LRTP identifies the basic goals and objectives of the transportation system. The Samish Indian Nation works closely with the neighboring jurisdictions to ensure there is a transportation system that provides the necessary service. The following goals and policies support this plan:

Maintenance:

T1 Ensure that the existing facilities are adequately maintained and there is funding in place for necessary future improvements.

T1a This step requires working closely with neighboring jurisdictions to ensure connections key to the Samish Indian Nation are adequately to handle the demands.

T1b Participate in the planning process with those jurisdictions.

Transit:

T2 Encourage transit use by the Nation's members.

T2a Work with the local transit agencies to ensure continued service at key locations, such as the March's Point Park and Ride..

- T2b Work with the local transit agencies to expand transit service.
- T2c Explore the option of expanding a Samish transit service

Access to the Nation's Properties:

T3 Properly design the access to the Nation's properties:

- T3a Plan for a range of uses that could change or expand over time.
- T3b Design the access and internal roadways so they can be scaled to meet the needs of expansion in the future.
- T3c Provide multi-modal opportunities when developing property, including transit, pedestrian, and bicycle facilities.

2. EXISTING CONDITIONS

This section of the LRTP describes the existing transportation system conditions. It includes a description of the roadway characteristics, functional classification, traffic volumes, collisions, transit service, and pedestrian and bicycle facilities.

The operation of the roadways significant to the Samish Indian Nation is based on data and studies of neighboring jurisdictions and agencies. The City of Anacortes and Skagit County LRTPs and data from WSDOT have been utilized in the analysis.

2.1 ROADWAY CHARACTERISTICS AND FUNCTIONAL CLASSIFICATIONS

The major roadways providing service to the Samish Indian Nation properties are owned and maintained by other jurisdictions, including the Washington State Department of Transportation (WSDOT), Skagit County and City of Anacortes. The major roadways, their functional classification and the maintenance responsibility are included in Table 1.

Table 1: Street Functional Classification & Maintenance Responsibility

Roadway	Section	Functional Classification & Maintenance Responsibility	
		Functional Class	Maintenance Responsibility
SR-20 (State Route 20)	4-lane divided highway in some areas, 2-lane undivided highway in others	Arterial	State
Commercial Avenue/SR-20	3-lane urban arterial with curb, gutter, and sidewalk	Arterial	City & State
Oakes Avenue/12 th Street/SR-20	2/3-lanes with curb, gutter and sidewalks in parts and paved shoulders in others	Arterial	State
Fidalgo Bay Road	2-lane rural road without shoulders	Rural Local	City
D Avenue	2-lane urban arterial with curb, gutter, and sidewalk	Arterial	City
Thompson Road/Stevenson Road	2-lane rural road without shoulders	Rural Local	City

SR-20 (State Route 20) is the major roadway providing access to the City of Anacortes. SR-20 is primarily an east-west roadway between the City of Anacortes and Interstate-5. The east-west section of SR-20 is primarily a separated 4-lane highway with signals spaced several miles apart. Approximately three miles east of the City of Anacortes at what is known as Sharpe’s Corner, SR-20 becomes a north-south roadway as it carries traffic to Deception Pass, Oak Harbor, south Whidbey Island and two ferries. The section of SR-20 from Sharpe’s Corner through the City of Anacortes to the WSDOT ferry terminal is known as the SR-20 “Spur.” The north-south section of SR-20 is primarily a two-lane roadway with paved shoulders with a bridge that unites Fidalgo and Whidbey Islands (Skagit and Island Counties) at Deception Pass. There are roundabouts at intersections with SR-20 from Sharpe’s Corner to the Deception Pass Bridge. This north-south section of SR-20 provides access to the Nation’s Campbell Lake properties including entrances at Homeland Road and Almida Vista Place. The Lake Campbell Roundabout project will increase driver safety along this corridor. According to SCOG’s December 2020 update to the Skagit Regional Transportation Priorities report, this route serves 19,000 vehicles and 1,000 trucks/buses a day (in 2018) meaning that the Lake Campbell intersection has seen a 20% increase in traffic over the past five years.

Commercial Avenue/SR-20 is the main north-south roadway through the City of Anacortes. The Samish Administration Campus is located on Commercial Avenue. Commercial Avenue also provides access to

the Guemes Island Ferry and connects to Oakes Avenue/12th Street, which provides access to the WSDOT ferry serving the adjacent San Juan Islands. Commercial Avenue is a three-lane roadway with one lane in each direction and a center left-turn lane. There are curbs, gutters, sidewalks, and on-street parking along Commercial Avenue. According to WSDOT, the traffic count along Commercial Avenue/SR-20 (at 28th Street) is 14,000. .

Oakes Avenue/12th Street/SR-20 is an east-west roadway that connection Commercial Avenue with the ferries serving the adjacent islands. Oakes Avenue/12th Street also provides connectivity between the Administration campus and Cannery Building and the Early Learning Center. There is a section of Oakes Avenue/12th Street that has 3-lanes, but it is primarily a two-lane roadway with paved shoulders and sidewalks. According to 2020 traffic counts, traffic along Oakes Avenue/12th Street ranges between 14,000-15,900 daily trips.

Fidalgo Bay Road is a two-lane rural roadway without any shoulders. Fidalgo Bay Road is a north-south roadway between Sharpe’s Corner and V Avenue, along the Fidalgo Bay Aquatic Reserve. This road provides access to the Samish economic development of Fidalgo Bay RV Resort. . This road could be used as an auxiliary route between Sharpe’s Corner and the City of Anacortes in the event of an emergency, for example, if SR-20 Spur is blocked by a landslide or other obstacle. According to 2020 traffic counts, the traffic along Fidalgo Bay Road is approximately 750 daily trips.

D Avenue is two-lane north-south roadway that provides access between Oakes Avenue/12th Street and the Longhouse. There are curbs, gutters, sidewalks, and on-street parking. According to 2020 traffic counts, there are approximately 5,300 daily trips along D Avenue.

Thompson Road/Stevenson Road are 2-lane rural roadways south of SR-20. The intersection of Thompson Road at SR-20 is signalized. Thompson Road and Stevenson Road are the primary access points for the March’s Point property. There are approximately 712 daily trips on Thompson Road and 569 daily trips on Stevenson Road.

2.2 LEVEL OF SERVICE

The following section provides a summary of the roadway operational methodology used for the LRTP and provides an overview of level of service.

2.2.1 Level of Service Definition

Level of service (LOS) is an estimate of the quality and performance of transportation facility operations in a community. One commonly used method is the Transportation Research Board’s *Highway Capacity Manual 2010* (HCM) LOS system. The degree of traffic congestion and delay is rated using the letter “A” for the least amount of congestion to the letter “F” for the highest amount of congestion. The following level of service categories provide general descriptions of the different levels of service defined in the HCM. The community decides what level of traffic congestion is tolerable (i.e., decides whether their standard is LOS D, LOS E, or some other level). The choice of a particular Level of Service threshold can vary by planning sub areas, roadway classification, or specific corridor or street.

2.2.2 Level of Service Categories

LOS A – A free-flow condition. Speeds are at or near the speed limit and little to no delay exists. Freedom to select desired speeds and to make turns and maneuver within the traffic stream is extremely high.

LOS B – Zone of stable flow. Drivers still have reasonable freedom to select their speed. Only minor delays of 10 to 20 seconds per vehicle at signalized intersections are experienced.

LOS C – Still in the zone of stable flow, but speeds and maneuverability are more closely controlled by the higher volumes. The selection of speed is not affected by the presence of others and maneuvering within the traffic stream requires vigilance on the part of the driver. Longer delays of 20 to 35 seconds per vehicle are experienced at signalized intersections.

LOS D – Approaches unstable flow. Speed and freedom to maneuver are somewhat restricted with average delays of 35 to 55 seconds per vehicle at signalized intersections. Small increases in traffic flow can cause operational difficulties at this level.

LOS E – Represents operating conditions at or near the capacity of the roadway. Low speeds (approaching 50 percent of normal) and average intersection delays of 55 to 80 seconds per vehicle exist at signalized intersections. Freedom to maneuver within the traffic stream is extremely difficult. Any incident can be expected to produce a breakdown in traffic flow with extensive queuing.

LOS F – Describes forced flow operation at very low speeds. Operations are characterized by stop-and-go traffic. Vehicles may progress at reasonable speeds for several hundred feet or more, then be required to stop in a cyclic fashion. Long delays of over 80 seconds per vehicle occur at signalized intersections.

A more technical method has been developed in the Highway Capacity Manual (HCM) to measure level of service, involving the calculation of the volume-to-capacity ratio (V/C) of the roadway or intersection. The V/C methodology is consistent with the methodology utilized by the City of Anacortes in their LRTP. Table 2 summarizes the V/C ranges for performing planning level operational analysis on urban and rural roadways.

Table 2: Level of Service Definitions for Urban and Rural Roadways

LOS	Volume/Capacity (V/C) Ratio	
A	Less than or equal to	0.50
B	Less than or equal to	0.50
C	Less than or equal to	0.75
D	Less than or equal to	0.85
E	Less than or equal to	0.85
F	Greater than	1.0

More detailed methodologies to calculate Level of Service at specific locations such as unsignalized or signalized intersections are also outlined in the HCM. The Level of Service experienced at specific intersection locations may not necessarily be consistent with Level of Service along adjacent roadway links, since intersection Level of Service is dependent upon a variety of other factors, including intersection traffic control, signal timing/phasing, intersection geometrics, and cross-street traffic volumes.

2.2.3 Existing Link Level of Service

The operations of the existing roadways in the vicinity of the Samish Indian Nation were analyzed in the latest version of the City of Anacortes LRTP. The operations of SR-20 not included in the City of Anacortes LRTP are based on the V/C thresholds included in the City of Anacortes LRTP. The operational results of the roadway links are summarized in Table 3.

Table 3: Existing Roadway Link Level of Service

Street	Section	Two-Way Average Daily Volume	Capacity	LOS
SR-20	Interstate-5 to North-South Section	30,000	48,900	C
	North-South Section	18,000	24,400	C
	Spur (North-South Section to Commercial Ave)	22,000	48,900	A/B
Commercial Avenue/SR-20	SR-20 to Oakes Ave/12 th St (at 28 th St)	14,000	22,200	C
	North of Oakes Ave/12 th St	5,000	13,700	A/B
Oakes Avenue/ 12 th Street/SR-20	West of Commercial Ave	13,000	22,200	C
Fidalgo Bay Road	SR-20 to Commercial Ave	750	12,200	A/B
D Avenue	South of Oakes Ave/12 th St	5,300	12,200	A/B
Thompson Road/ Stevenson Road	South of SR-20	569-712	12,200	A/B

The existing roadway link Level of Service analysis shows that the existing critical roadways are currently operating at LOS C or better. The City of Anacortes uses varying Level of Service standards, depending on the roadway classification, that range between LOS C and LOS D. All the roadways currently operate at LOS C or better and would be acceptable, according to City of Anacortes standards.

2.3 COLLISION INFORMATION

The collision history along the critical roadways is based on data provided by WSDOT Northwest Region Traffic Department. Average collisions per year may include “property-damage only” collisions, and these can oftentimes be low-speed congestion-related collisions that are not a safety concern. If there is a location that has a lot of congestion and ends up with a lot of low-speed collisions, there may be a false idea that there is a safety problem. Therefore, it is much more useful to look at total number of injury crashes, and number of fatal and serious injury crashes. “High Collision Threshold” is no longer a metric employed by WSDOT; instead WSDOT identifies locations for the Statewide safety program (I-2 Program) using a software that implements the Highway Safety Manual, or other site selection criteria such as roadway geometrics and speeds. With these criteria in mind, the following table reflects safety considerations. .

Table 4: Collision Analysis

Intersection/Location	Control	Average Injury Collisions per Year (5-year average) ¹	Number of Fatal or Serious Injury crashes (Most recent 5-years)	Identified under WSDOT’s I-2 Safety Program (CAL/CAC/IA L, etc.)
SR-20 at Commercial Ave.	Roundabout	0.4	0	No
Commercial Ave at 32 nd St.	Signal	1.0	0	NO
SR-20 at SR-20 Spur	Roundabout	4.0	1	NO

¹ 2016-2020

Intersection/Location	Control	Average Injury Collisions per Year (5-year average) ¹	Number of Fatal or Serious Injury crashes (Most recent 5-years)	Identified under WSDOT's I-2 Safety Program (CAL/CAC/IA L, etc.)
SR-20, Lunz Rd to S. Campbell Lake Rd	Segment	1.0	0	2012 CAL/CAC

2.4 TRANSIT SERVICE²

Skagit Transit currently provides transit service within and around the City of Anacortes, including close to some of the Samish Indian Nation properties, however, walking connections from bus stops to properties may not be feasible depending on riders' access or functional needs. Additionally, there is a connection with Island Transit and other transit agencies to provide service to surrounding counties. There are two primary routes within and around the City of Anacortes that provide access to Samish Indian Nation properties. These routes are Route 409 and Route 410. There are two routes, Route 513 and Island Transit Route 411W, which connect to other urban centers. A general description of these routes is included in Table 5.

Table 5: Skagit Transit Route Information

Route	Description	Hours of Service
409	<p>“Figure-eight” continuous route:</p> <p>1st loop from 10th St. & Q Ave along 6th St. to Guemes Ferry then back to 12th St. & Commercial via 8th St. and M Ave.</p> <p>2nd loop: 12th St. & Commercial Ave., south to 32nd St., north along M Ave., with stops at Island Hospital and the Senior Activity Center (on I Ave and 22nd St.) [includes access to Fidalgo Pool], before reconnecting with 12th St. Route ends at 10th St. & Q Ave.</p>	<p>Weekday – 7:25 AM to 4:45 PM</p> <p>Saturday – 8:25 AM to 4:50 PM</p>
410	<p>Between March's Point Park & Ride and WSDOT Ferry Terminal/ Skyline Marina (along SR-20 Spur, R Ave, and 12th St/Oakes Ave/SR-20 Spur/Sunset Ave).</p> <p>Includes Guemes Island Ferry (on request)</p>	<p>Weekday – 6:38 AM to 8:19 PM</p> <p>Saturday – 8:06 AM to 5:35 PM</p>
513	<p>Between March's Point P&R and Chuckanut P&R (via SR-20, Higgins Airport Way, and Peterson)</p>	<p>Weekday – 7:10 AM to 7:45 PM</p> <p>Weekends – No Service</p>
Island Transit 411W	<p>Between March's Point P&R and Harbor Station (Oak Harbor)</p>	<p>Weekday – 6:35 AM to 7:14 PM</p> <p>Weekends – No Service</p>

Note: Hours of service are based on Skagit and Island Transit's online schedules, published October 2021

These routes provide service to the Administration campus. The March's Point Park and Ride lot is located on the north side of SR-20 at Thompson Road, which is the closest transit service to the March's Point property and the Summit Park complex. There are no transit stops in the vicinity of the Campbell Lake property. The Early Learning Center campus is also not regularly served by public transit service. Skagit Transit does provide Dial-A-Ride services that may be able to provide transit service to the Early Learning Center campus based on meeting the Skagit Transit Dial-A-Ride qualifications.

² Refer to Samish Transit Study that was completed April 2021 for specific transit-related details

2.5 PEDESTRIAN AND BICYCLE FACILITIES

There are sidewalk and/or bicycle facilities that provide connectivity within the City of Anacortes. The facilities provide connectivity between such properties as the Administration campus the Early Learning Center campus (Longhouse & former D Avenue Nursery). The Tommy Thompson Trail (both trestle and causeway) are on the Samish NTTFI and provides pedestrian and bicycle access between 11th Street at Q Avenue and March's Point Road. The Tommy Thompson Trail passes through the Fidalgo Bay RV Resort property.

There are also facilities around the marina to provide access to the Guemes Channel trail. Samish is working with the City of Anacortes to support these trails to provide non-motorized commuter and recreational access to path users. There are bicycle facilities outside of the City of Anacortes downtown area that consist mainly of paved shoulders along major roadways, such as SR-20. However, there are not raised or separated pedestrian facilities along the majority of SR-20. Samish is interested in including the Cypress Island Mainline trail (and perhaps other trails) on its inventory, as this is an important island to the Nation. Skagit County is in the preliminary stages of developing the Guemes Ferry Trail from the ferry terminal north towards the cemetery.

2.6 FERRY SERVICE

There are several ferries that provide service to the surrounding islands, provided by WSDOT and Skagit County. WSDOT provides ferry service to the following islands from the Anacortes ferry terminal located at the west end of Oakes Avenue/12th Street/SR-20:

- Lopez Island
- San Juan Island (Friday Harbor)
- Orcas Island
- Shaw Island

The ferry service between Anacortes and Guemes Island is provided by Skagit County and accessed at the ferry terminal located at 6th Street. These ferry routes are important since they provide the only transit between the named islands; and there are culturally significant lands and Samish citizens who live on the islands.

2.7 ROADWAY MAINTENANCE

Regular maintenance of the public facilities is a critical piece in ensuring access to Samish properties. As owners of these facilities, the City of Anacortes, Skagit County and WSDOT are ultimately responsible for maintenance needs, however, Samish has collaborated to support these jurisdictions in roadway maintenance efforts and projects. Examples include the coordination on repaving on Fidalgo Bay Road (with City of Anacortes) and the Lake Campbell Roundabout (with Skagit County and WSDOT). The Samish Indian Nation strives to continue a cooperative relationship with these entities.

2.8

NATIONAL TRIBAL TRANSPORTATION FACILITY INVENTORY (NTTFI)

The Bureau of Indian Affairs (BIA) uses the National Tribal Transportation Facility Inventory (or NTTFI) [formerly the Tribal Indian Reservation Road (IRR) Inventory] to determine funding for planning and construction of roads critical for the Samish Indian Nation. A list of the roads that are currently on the NTTFI, need to be updated or need to be added to the NTTFI are listed in Table 6.

Table 6: Samish Indian Nation NTTFI Roads

Roadway	Length	Route-Section #	Status	Ownership
Homeland Road	0.2 Miles	1001-10	Official	BIA
D Avenue (17 th St. to 12 th St.)	0.3 Miles	1002-10	Official	City
Commercial Avenue	0.3 Miles	1002-20	Official	State
Commercial Avenue	1.0 Miles	1002-30	Official	State
Commercial Avenue	0.3 Miles	1002-40	Official	City
6 th Street	0.6 Miles	1002-50	Official	City
Guemes Island Ferry	0.7 Miles	1002-60	Official	County
Longhouse Parking Lot – Front	---	1002-100	Official	Tribe
HHS Parking Lot – Front	---	1002-200	Official	Tribe
HHS Parking Lot – Rear	---	1002-300	Official	Tribe
Oakes Avenue/SR-20/12 th Street	0.4 Miles	1004-10	Official	State
Oakes Avenue/SR-20/12 th Street	3.4 Miles	1004-20	Official	State
Lopez Island Ferry	12.0 Miles	1004-30	Official	State
Friday Harbor Ferry	7.9 Miles	1004-40	Official	State
Smeýes Run Drive	0.9 Miles	1005-10	Returned to Field	Tribe
Homeland Road	0.2 Miles	1005-20	Official	Tribe
Almida Vista Place	0.1 Miles	1005-30	Returned to Field	Tribe
Connective Route from Administration	2.0 Miles	1006-810	Official	City
	1.1 Miles	1007-810	Official	City
Fidalgo Bay Road	0.2 Miles	1007-820	Official	City
	0.3 Miles	1007-830	Official	City
	0.5 Miles	1007-840	Official	City
	0.7 Miles	1008-810	Official	County
Guemes Island Road	4.3 Miles	1008-820	Official	County
Farm to Market Road	5.1 Miles	1009-810	Official	County
D’Arcy Road	1.3 Miles	1009-820	Official	County
Bayview-Edison Road	2.0 Miles	1009-830	Official	County
Samish Island Road	3.9 Miles	1009-840	Official	County
Scott Road	0.5 Miles	1009-850	Official	County
Cypress Island Village	0.1 Miles	1010-820	Official	County
30 th Street	0.1 Miles	1011-10	Official	City
29 th Street	0.2 Miles	1011-20	Official	City
Admin Parking Lot – East	---	1011-100	Official	Tribe
Admin Parking Lot - West	---	1011-200	Official	Tribe
17 th Street	0.1 Miles	1012-10	Official	City
Longhouse Parking Lot – Rear	---	1012-100	Official	Tribe
Alaska Ave	0.2 Miles	1012-20	Official	City
16 th Street (Existing)	0.2 Miles	1012-30	Official	City
16 th Street (Proposed)	0.1 Miles	1012-40	Official	City
15 th Street	0.2 Miles	1012-50	Official	City
B Ave	0.1 Miles	1012-60	Official	City
SR-20	2.9 Miles	1020-10	Official	State
SR-20	5.0 Miles	1020-20	Official	State
SR-20	6.6 Miles	1020-30	Official	State
SR-20 Spur	2.7 Miles	1020-40	Official	State
SR-20	7.2 Miles	1020-50	Official	State

Table 6 (continued): Samish Indian Nation NTTFI Roads

Roadway	Length	Route-Section #	Status	Ownership
34 th Street	0.1 Miles	1021-10	Official	City
34 th Street	0.3 Miles	1021-20	Official	City
V Avenue	0.1 Miles	1021-30	Official	City
Weaverling Road	0.2 Miles	1022-10	Official	City
Seal Circle	0.2 Miles	1023-10	Official	Tribe
Orca Way	0.1 Miles	1023-20	Official	Tribe
Herring Avenue	0.1 Miles	1023-30	Official	Tribe
Smelt Avenue	0.1 Miles	1023-40	Official	Tribe
Otter Way	0.1 Miles	1023-50	Official	Tribe
Starfish Circle	0.2 Miles	1028-10	Official	Tribe
Jellyfish Way	0.1 Miles	1028-20	Official	Tribe
Oyster Avenue	0.1 Miles	1028-30	Official	Tribe
Heron Way	0.1 Miles	1028-40	Official	Tribe
Convention Center Parking Lot	0.1 Miles	1028-100	In-Process	Tribe
FBR Boat Ramp	0.1 Miles	1028-200	In-Process	Tribe
Meadow Creek Bridge	0.0 Miles	1032-10	In-Process	State
Thompson Road	0.1 Miles	1033-10	Official	City
Stevenson Road	0.3 Miles	1033-20	Official	City
Parking Lot	---	1033-100	To Be Added	Tribe
Summit Park Road	0.5 Miles	1033-30	Official	City
Christianson Road	0.2 Miles	1033-40	Official	City
District Line Road	2.7 Miles	1034-10	Official	County
Kelleher Road	0.5 Miles	1034-20	Official	County
32 nd Street	1.0 Miles	1035-10	Official	City
D Avenue (37 th St. to 17 th St.)	1.1 Miles	1035-20	Official	City
34 th Street	0.1 Miles	1035-30	Official	City
34 th Street	TBD	TBD	To Be Added	Tribe
Samish Village 1	TBD	TBD	To Be Added	Tribe
Samish Village 2	TBD	TBD	To Be Added	Tribe
Samish Village 3	TBD	TBD	To Be Added	Tribe
Samish Village 4	TBD	TBD	To Be Added	Tribe
Samish Village 5	TBD	TBD	To Be Added	Tribe
Samish Village 6	TBD	TBD	To Be Added	Tribe
Seafarers Way	0.2 Miles	1037-10	Official	City
Cannery Building Parking Lot (north)	0.1 Miles	1037-100	At BIADOT	Tribe
Cannery Building Parking Lot (west)	0.1 Miles	1037-200	At BIADOT	Tribe
Cannery Building Parking Lot (south)	0.1 Miles	1037-300	At BIADOT	Tribe
R Avenue	0.8 Miles	1037-20	Official	City
R Avenue (adjacent to Cannery Building)	0.1 Miles	1037-25	At BIADOT	City
Q Avenue	0.5 Miles	1037-30	Official	City
17 th Street	0.1 Miles	1037-40	Official	City
13 th Street	0.1 Miles	1037-50	Official	City
Campbell Lake Road	1.5 Miles	1038-10	Official	County
Heart Lake Road	0.1 Miles	1038-20	Official	County
Rosario Road	0.9 Miles	1038-30	Official	County
Marine Drive	1.2 Miles	1038-40	Official	County
Havekost Road	0.9 Miles	1038-50	Official	County
A Avenue	0.6 Miles	1038-60	Official	City
37 th Street	0.2 Miles	1038-70	Official	City
Cypress Island Trails	21 Miles	1039-10	Returned to Field	State

Tommy Thompson Trail (Trestle)	0.4 Miles	1040-10	Official	City
Tommy Thompson Trail (Causeway & Pavement)	2.9 Miles	1040-15	Official	City
Guemes Channel Trail	1.2 Miles	1040-20	Official	City

The routes on the NTTFI, including official routes, are intended to be updated annually to account for changes in daily trip volumes, surface wear and changes in other aspects of the roadway. In addition, routes may be updated for length and sectioning to better represent the roadway.

3. FUTURE CONDITIONS

This section of the LRTP describes future conditions in the year 2030, which has been chosen to be consistent with the City of Anacortes LRTP. Future operations and transportation system deficiencies are discussed in this section.

3.1 YEAR 2030 TRAFFIC VOLUMES

Traffic volumes for the year 2030 were forecast using model data by the City of Anacortes as part of their LRTP. The model the City of Anacortes used is based on anticipated development in the area based on data collected by the City of Anacortes and the Skagit Council of Governments (SCOG).

Utilizing the model data, the 2030 volumes anticipated at critical roadways are summarized in Table 7.

Table 7: Future 2030 Roadway Link Volumes

Street	Section	Two-Way Average Daily Volume	
		Existing	2030
SR-20	Interstate-5 to North-South Section	30,000	33,000
	North-South Section	18,000	16,000
	Spur (North-South Section to Commercial Ave)	22,000	26,500
Commercial Avenue/SR-20	SR-20 to Oakes Ave/12 th St	14,000	15,500
	North of Oakes Ave/12 th St	5,000	5,250
Oakes Avenue/ 12 th Street/SR-20	West of Commercial Ave	13,000	13,500
Fidalgo Bay Road	SR-20 to Commercial Ave	750	600
D Avenue	South of Oakes Ave/12 th St	5,300	6,000
Thompson Road/ Stevenson Road	South of SR-20	1,000	1,250

There are two potential developments by the Samish Indian Nation that could generate trips beyond what was forecast by the City of Anacortes model. These developments could occur on the Campbell Lake and/or March's Point properties. Samish is currently performing planning level analyses of potential development on these properties to ensure that the volumes created by these potential developments can be handled by the existing roadway system or to determine what potential improvements are needed.

3.2 FUTURE LINK LEVEL OF SERVICE

The future 2030 roadway link volumes were compared to the capacity of the roadway to determine if the existing capacity is sufficient for the future volumes. The future roadway link operations, based on the same V/C methodology utilized for the existing roadway link analysis, is summarized in Table 8.

Table 8: Future 2030 Roadway Link Volumes and Level of Service

Street	Section	Two-Way Average Daily Volume			LOS	
		Existing	2030	Capacity	Existing	2030
SR-20	Interstate-5 to North-South Section	30,000	33,000	48,900	C	C
	North-South Section	15,000	16,000	24,400	C	C
	Spur (North-South Section to Commercial Ave)	24,000	26,500	48,900	A/B	C
Commercial Avenue/SR-20	SR-20 to Oakes Ave/12 th St	15,000	15,500	22,200	C	C
	North of Oakes Ave/12 th St	5,000	5,250	13,700	A/B	A/B
Oakes Avenue/ 12 th Street/SR-20	West of Commercial Ave	13,000	13,500	22,200	C	C
Fidalgo Bay Road	SR-20 to Commercial Ave	500	600	12,200	A/B	A/B
D Avenue	South of Oakes Ave/12 th St	5,000	6,000	12,200	A/B	A/B
Thompson Road/ Stevenson Road	South of SR-20	1,000	1,250	12,200	A/B	A/B

The 2030 roadway link V/C analysis shows that the critical roadways in the vicinity of the Samish Indian Nation and providing access to the major facilities and properties of the Samish Indian Nation are anticipated to operate at LOS C or better.

It is important to note that these operations are based on link volumes and the operations of specific intersections may differ. It is also important to account for future developments that were likely not included in the City of Anacortes models,. However, preliminary calculations for the potential land use plans discussed for the properties owned by the Samish Indian Nation show that the expected link volumes would not result in V/C ratios beyond LOS D.

4. PROPOSED TRANSPORTATION IMPROVEMENTS

This section describes the transportation facility improvements that are planned, anticipated, or needed on the roadways owned by neighboring jurisdictions including roadway facility improvements and transit, pedestrian and bicycle improvements.. These improvements include facilities currently on or adjacent to those on the Samish NTTFI.

4.1 ROADWAY IMPROVEMENTS

There are several planned or potential improvements by neighboring jurisdictions that would improve critical roadways. These improvements include:

- .

4.1.1 City of Anacortes

- R Avenue Safety and Mobility Improvements – 30th/R Ave Roundabout, right-in-right-out at 34th, 32nd, 28th; reroute 32nd to 30th at Q Ave; install 10-foot sidewalks for both bicycle and pedestrian use. \$850,000 in 2022; \$3,500,000 in 2024.
- 12th Street and K Avenue Intersection – To alleviate dangerous left-hand turn at the busy intersection, often contending with ferry traffic, and young drivers leaving the high school. \$1,000,000 in 2024.
- SR 20 Spur (Oakes Ave) Sidewalk Improvements – Needed capacity improvements to accommodate anticipated growth and maintain level of service and implements
- 17th Street Q Ave Intersection – Intersection upgrades. \$2,000,000 in 2023.
- 32nd Street and M Avenue Improvements – Intersection Improvement-Single Lane Roundabout. \$50,000 in 2022
- South Commercial Avenue Corridor Plan -- Phase I Commercial Avenue from 11th to 13th – Improve safety: pedestrian facilities and bicycle facilities at the 12th and Commercial Avenue intersections (SR 20 Spur). \$200,000 in 2022. \$2,000,000 in 2023.
- Guemes Channel Trail Phases II, III, & VI – Design and construct a bicycle and pedestrian trail: Phase II - Ferry Terminal Road to Edwards Way Phase III - Ferry Terminal Road to Washington Park Phase VI - Hartford Ave. vicinity to 6th St. vicinity. \$3,500,000 in 2027.
- South Commercial Avenue Corridor Plan -- Phase II Commercial Avenue from 14th to 34th – Revise and redevelop Commercial Avenue to have a more user-friendly flow and atmosphere to facilitate ease of use and access of commercial and governmental entities. \$20,000,000 in 2024; \$20,000,000 in 2025; \$20,000,000 in 2026.
- South March Point Road Reconstruction – Reconstruction of South March Point Road to enhance the high-volume use road. Project will include 10-foot-wide driving lanes, 5-foot bike path, 8-foot multi-modal use path, landscaping, water quality and RRFBs. \$2,550,000 in 2027.

4.1.2 Skagit County

- Edens Road – This project will raise and widen Edens Road through a wetland area on Guemes Island due to flooding caused by native beavers. The County has installed a temporary fix raising the road, but still requires a permanent fix to meet road standards. \$172,117 in 2023; \$697,034 in 2024.
- Guemes Ferry Terminals Modifications (Electric Ferry) – This project will construct the electrical shore-side infrastructure that include a charging station, battery storage facility, charging station/hookup to the Ferry and will modify the terminal to accommodate the larger ferry. \$3,000,000 in 2022; \$3,000,000 in 2023.

- Guemes Ferry Trail – This project was vetted by the Guemes Ferry Trail Committee on Guemes Island. It will include the design and construction of a multi-use path from the Guemes Island Ferry Terminal to Schoolhouse Park. The trail will use Guemes Island Road right-of-way where available to construct the trail. There is currently no Skagit County funding budgeted for the trail at this time. However, the trail committee is collecting donations and along with Skagit County, is seeking grant funding for the design and construction cost of this trail. \$25,000 in 2022; \$100,000 in 2023; \$1,200,000 in 2024.
- Guemes Ferry Electric Ferry Project – This project will replace the current 21 vehicle Guemes Island Ferry with a new electric powered 28 vehicle ferry. \$4,335,000 in 2024; \$10,880,000 in 2025.
- Guemes Island Ferry Parking Lot Improvements and Passenger Shelter – This project will grade and make improvements to the surface condition of the parking lot. It will also replace the aging passenger shelter with a new one. \$30,000 in 2022; \$300,000 in 2023.
- Guemes Island Ferry Terminals Cathodic Protection – This project will design and install Cathodic Protection for both Guemes Ferry Terminals. \$1,000,000 in 2022.
- South Shore Road (Guemes Island) PE – This project is to continue to explore ways to stabilize and route South Shore Road. \$15,000 in 2022.

As previously discussed, the Samish Indian Nation may develop two properties, the Campbell Lake and March’s Point properties. The type of development that could occur on these properties varies and therefore the impacts to the adjacent roadways vary. The Samish Indian Nation currently is evaluating the impacts and potential improvements with various developments on these properties. The type of development could result in additional channelization, signalization, or other improvements.

4.2 PLANNED OR POTENTIAL IMPROVEMENTS AND PROJECTS

The Samish Indian Nation has identified and prioritized the following planned or potential improvements that would improve critical transportation facilities:

1. **Homeland Road**– Surveying and improvements to construction road to ensure safe access to a planned community facility. This is the section north of Lake Campbell Road.
2. **Smeýes Run** – The former “Homeland Road” section south of Lake Campbell Road, that connects with Almida Vista Place and up to the convenience store and gas station.
3. **34th Street Improvements** – Multimodal improvements near planned Samish housing development at 34th Street.
4. **Access Road to Samish Housing Development** – Construction of an access road to a planned Samish housing development on Smeýes Run above the gas station, on Trust Land.
5. **SR 20/Campbell Lake Road Intersection Safety Improvement** – Single-lane, three-legged roundabout at intersection of SR 20 and Campbell Lake Road. to ensure safe access to Homeland Road and Almida Vista Place.
6. **Early Childhood Learning Center** – Street construction and paving including curb, gutter, sidewalks, and street parking and traffic calming features and signage. City blocks impacted include B Ave, C Ave, D Ave, 15th Street, 16th Street, and 17th Street.
7. **Fidalgo Bay Road Safety Improvements** – Roadbed and surface condition improvements to ensure safe access to and from Fidalgo Bay Resort and for auxiliary emergency access if SR 20 Spur is blocked. Fidalgo Bay Road is also a signed tsunami evacuation route.
8. **SR20/Almida Vista Intersection Improvements** – Safety and other traffic measures to ensure access in and out of Almida Vista Place from or onto SR20
9. **Samish Housing Proposed Roads** – Proposed roads internal to the 34th Street housing development

10. **Summit Park Neighborhood Road Improvements** – Improvements at the intersections of Summit Park Road, Thompson Road, Stevenson Road, and Christiansen Road
11. **Commercial Avenue Improvements** – Multimodal improvements on connective routes between Samish facilities.
12. **Seafarers Way and Cannery Parking Lot Improvements** – Multimodal and paved improvements adjacent to Cannery Building campus including parking lots.
13. **Tommy Thompson Trail** –Coordinate with City of Anacortes to plan, design, and replace causeway and trestle.
14. **Guemes Channel Trail** – Coordinate with City of Anacortes to plan, design, and construct trail that connects WSDOT ferry terminal with Tommy Thompson trail, near the Cap Sante Marina.
15. **Guemes Ferry Trail** – Coordinate with Skagit County to plan, design, and construct multi-use path from the Guemes Island Ferry Terminal to Schoolhouse Park
16. **Huckleberry Island Trail** – plan, design, and improve trail.
17. **Cypress Island Mainline Trail** and other Cypress Island trails – Coordinate with Washington State Department of Natural Resources to plan, design, and improve Cypress Island trails.

4.3 TRANSIT SERVICE AND FACILITY IMPROVEMENTS

Skagit Transit has a (6-year) [Transit Development Plan 2021-2026](#). The main goals of the plan are to:

- Maintain current service levels: fixed route, growing vanpool program, ADA complementary transit service
- Modestly expand into under-served and unserved urban areas
- Improve transportation access for all persons irrespective of age, income, or physical challenges
- Transform the agency for the future: complete the relocation of its Maintenance, Operations and Administrative (MOA) base

The website is:

http://www.skagittransit.org/assets/1/7/2021-2026_TDP_-_FINAL.pdf

The Samish Indian Nation should strive to cooperate with Skagit Transit to expand or improve transit operations to meet the needs Samish citizens.

A review of the 2014 Samish Transit Plan and 2018 community needs assessment identified a need for additional support and expansion of special needs transportation services currently provided by the Samish Indian Nation. The Samish Indian Nation should build partnerships and seek additional funding to expand or improve special needs transportation in the following areas:

- Non-emergency medical transportation
- Fleet management
- Operations
- Feasibility study of opportunities to connect tribal facilities to local transit routes

A WSDOT Consolidated grant award funded an update to a Samish Transit Plan which was completed in 2021. The Samish Transit Plan presents opportunities for Samish to create its own transit program and how to coordinate with existing transit services.

4.4 PEDESTRIAN AND BICYCLE IMPROVEMENTS

The City of Anacortes is continually evaluating the needs for pedestrian and bicycle facility as part of its long-range planning. Samish coordinates with City of Anacortes to explore pedestrian and bicycle facilities that may need attention. One example is the Tommy Thompson Trail which needs to be replaced for several practical and environmental reasons. Samish is currently a partner with City of Anacortes and WA State Department of Natural Resources in the search for funding for planning for trestle and causeway replacement.³ There are other trails identified on the Samish NTTFI and in the Planned or potential improvements and projects section.

5. FINANCING AND IMPLEMENTATION PLAN

There are different ways to finance transportation or transit projects.. As owners of facilities, local jurisdictions have various means to fund these projects; Samish can coordinate with these jurisdictions and offer in-kind support or match as needed/required. The bulk of money that Samish receives is from the annual allocation of TTP formula funds. . Samish will continue to work with jurisdictions and agencies to fund the necessary improvements to critical facilities linking Samish properties.

Potential federal and state funding sources include:

Surface Transportation Block Grant

The Surface Transportation Block Grant (STBG)⁴ is more commonly known as the Surface Transportation Program (STP), which continues to be the most flexible of all the highway programs and provides the most financial support to local agencies. Projects eligible for STP funding include highway and bridge construction and repair; transit capital projects; bicycle, pedestrian, and recreational trails; and construction of ferry boats and terminals.

WSDOT allocates STP funds to Metropolitan Planning Organizations (MPO's) and County Lead Agencies for prioritizing and selecting projects that align with their regional priorities involving all entities eligible to participate in a public process. In addition, WSDOT sets delivery targets for each MPO and county lead agency. Samish is a voting member of Skagit Council of Governments, which serves as Skagit County's MPO. Samish was awarded STP funds for construction in the 2021 SCOG Project Application process for the Lake Campbell Roundabout, slated for 2026.

Transportation Alternatives Program (TAP)

³ The City, as lead manager of the project (and as owner of the facility), was awarded funding from WA Recreation and Conservation Office (RCO) that is supposed to be spent within the 2021-23 biennium. Samish was awarded TAP funds through SCOG's 2021 project application period for availability in 2024 and can be used as a match for the RCO award. Between these two funding sources, Planning for this project should be fully funded but the details are still not finalized about timelines for using the funds.

⁴ The name and acronym for this program may change after 2021 pending Federal legislation.

Since 1991, the Federal Transportation Acts have provided funding for transportation alternatives/enhancement activities, through a set-aside from the Surface Transportation program. The projects and activities encompassed smaller-scale transportation projects such as pedestrians and bicycle facilities, historic preservation, safe routes to school and other transportation-related activities. Samish was awarded TAP funds for planning in the 2021 SCOG Project Application process for the Tommy Thompson Trail replacement project, slated for 2024.

Arterial Improvement Program

These are statewide competitive grants allocated through the Transportation Improvement Board (TIB) for streets and arterials within urban areas. Funds are distributed regionally based on roadway miles, population, and needs.

Transportation Partnership Program (TPP)

The TPP is funded from the Transportation Improvement Account and is also administered through the TIB with minimum percentages to certain areas. Through its city selection process, the TIB requires multi-agency planning and coordination and public/private cooperation to further the goal of achieving a balanced transportation system in Washington State.

Tribal Transportation Program (TTP)

The purpose of the BIA Tribal Transportation Program (TTP) is to provide safe and adequate transportation and public roads that are within, or provide access to, tribal land, or are associated with a tribal government, visitors, recreational users, resource users, and others, while contributing to the economic development, self-determination, and employment of Indians and Alaska Natives. The TTP is authorized under 23 U.S.C. 202 and receives its funding through the US Department of Transportation's annual appropriations act. BIA and FHWA jointly administer the distribution of TTP funds as directed under 23 U.S.C. 202(b) and other applicable laws and regulations.

Tribal Transportation Program Safety Fund (TTPSF)

Each year under the FAST Act, 2% of the available TTP funds are set aside to address transportation safety issues in Native America. Funds are available to federally recognized Indian tribes through a competitive, discretionary program. Awarded annually, projects are chosen whose outcomes will address the prevention and reduction of death or serious injuries in transportation related incidents, such as motor vehicle crashes. Transportation fatalities and injuries severely impact the quality of life in Indian country. In 2019, Samish applied for and was awarded a Safety grant for the Lake Campbell Roundabout project in the amount of \$760,000.

Washington State Department of Transportation (WSDOT) Consolidated Grant Program

These projects improve public transportation within and between rural communities, provide transportation services between cities, purchase new buses and other equipment, and provide public transportation service for seniors and persons with disabilities.

Tribal Transit Program⁵

⁵ More fully explained in the 2021 Samish Transit Plan

Section 5311(j) of the FAST Act, Public Law 114-94 (December 4, 2015), authorizes the Public Transportation on Indian Reservations Program (Tribal Transit Program (TTP)) for Fiscal Years (FY) 2016-2020. The TTP is a set-aside from the Formula Grants for Rural Areas program that consists of a formula program and a competitive grant program. A 10-percent local match is required under the competitive program, however, there is no local match required under the formula program.

Access and Mobility Partnership Grant Program

Access and Mobility Partnership Grants seek to improve access to public transportation by building partnerships among health, transportation and other service providers. This program provides competitive funding to support innovative projects for the transportation of disadvantaged populations that will improve the coordination of transportation services and non-emergency medical transportation services.

Medicaid

The Code of Federal Regulations requires States to ensure that eligible, qualified Medicaid beneficiaries have non-emergency medical transportation (NEMT) to take them to and from providers. In Washington State, Tribes may contract with regional brokers to provide non-emergency medical transportation and receive reimbursement through Medicaid.

Safe Routes to Schools

The purpose of WSDOT's Safe Routes to Schools program is to improve safety and mobility for children by enabling and encouraging them to walk and bicycle to school.

Pedestrian and Bicycle Safety Program

WSDOT's Pedestrian and Bicycle Program objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

Other grant or funding opportunities

State and Federal agencies regularly post funding opportunities based on latest trends in data and transportation or transit needs.

6. REFERENCES

City of Anacortes Capital Facilities Plan 2022-2027, (reviewed 11/2/2021)

City of Anacortes Comprehensive Plan 2016 – Transportation Element

Skagit County 2022-2027 Transportation Improvement Program

Skagit Transit Six-Year Transit Development Plan (TDP)

Skagit 2045 Regional Transportation Plan

MetroCount Traffic Executive SCOG report, of Stevenson Rd E of Thompson Rd and Thompson Rd S of SR20, conducted by Skagit County (October 26-November 2, 2021)

7. ATTACHMENTS

7.1 SAMISH INDIAN NATION TRANSPORTATION SAFETY PLAN

Washington State has adopted Target Zero – a goal to reduce traffic fatalities and serious injuries on Washington’s roadways to zero by the year 2030. The Samish Indian Nation shares this goal and aims prevent serious injury and loss of life on facilities identified on the Samish NTTFI as the Tribe continues to implement planned community development. The Samish Indian Nation conducted a road safety review in 2018 to identify potential and planned projects to improve transportation safety for the Samish Indian Nation. The resulting report is available by request from the Samish Planning Department. The following projects were identified:

- **SR 20/Campbell Lake Road Intersection Safety Improvement** – Single-lane, three-legged roundabout at intersection of SR 20 and Campbell Lake Rd. to ensure safe access to Homeland Road. This intersection improvement will also ensure safe access to Almida Vista Place and the Samish trust property and economic developments
- **Early Childhood Learning Center Campus** – Traffic calming features and signage including road improvements like curb, gutter, sidewalk, and parking.
- **Fidalgo Bay Road Safety Improvements** – Roadbed and surface condition improvements to ensure safe access to and from Fidalgo Bay Resort