



**Skagit
Council of
Governments**

Annual Listing of Federal Obligations

Calendar Year 2016

2016 ANNUAL LISTING OF FEDERAL OBLIGATIONS



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The Skagit Council of Governments (SCOG) is the federally-designated metropolitan planning organization and the state-designated regional transportation planning organization for the Skagit region.

Contact Information:
204 W. Montgomery
Mount Vernon, WA 98273
(360) 416-6678
www.scog.net

INTRODUCTION

The 2016 Annual Listing of Federal Obligations for the Skagit Council of Governments (SCOG) details the federal transportation funds that were obligated in calendar year 2016 in the Skagit region. This document is developed in partnership with Skagit Transit and the Washington State Department of Transportation (WSDOT) and demonstrates the coordination between SCOG member agencies to implement regional transportation priorities.

REQUIREMENTS

Federal regulations ([23 CFR 450.332](#)) require SCOG, in cooperation with Skagit Transit and WSDOT, to develop and publish a listing of projects within the Skagit region for which federal transportation funds were obligated during the preceding program year. The Annual Listing of Federal Obligations must be published and made available no later than 90 days after the program year concludes. In Washington State, the program year generally follows the calendar year, which means the Annual Listing of Federal Obligations must be published by the end of March each year.



FIGURE 1: SKAGIT TRANSIT OBLIGATED NEARLY \$10,000 IN TRANSPORTATION ALTERNATIVES PROGRAM FUNDING FOR THE MARCH POINT BIKE SHELTER IN 2016. PHOTO CREDIT: SKAGIT TRANSIT.

Obligation

Obligation is defined as the federal government's legal commitment to pay the federal share of a project's cost. For Federal Transit Administration (FTA) projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration (FHWA) projects, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

The listing of obligated projects must include sufficient descriptive detail (type of work, project termini, total length, etc.) to identify the project or phase. In addition to the amount of funding obligated, the listing must include the amount of federal funding that was requested in the Statewide Transportation Improvement Program and the remaining amount of federal funding available for future program years.

The Annual Listing of Federal Obligations must be made available to the public in accordance with SCOG's public participation criteria for the Regional Transportation Improvement Program. As such, the Annual Listing of Federal Obligations will be made available on SCOG's website by the end of March each year.

ASSESSMENT OF TRANSPORTATION PROJECT IMPLEMENTATION

Another purpose of the Annual Listing of Federal Obligations is to evaluate the Skagit region's effectiveness at implementing regional transportation projects. By tracking the funds obligated during the previous program year, SCOG can assess its successfulness at delivering projects in their planned timeframes.

REGIONAL TRANSPORTATION PROGRAMMING

SCOG facilitates a continuous, cooperative, and comprehensive multimodal transportation planning process through its regional transportation planning efforts. Regional transportation priorities are developed through the development of the long-range regional transportation plan. Shorter-range regional transportation priorities are programmed for implementation through the six-year Regional Transportation Improvement Program.

REGIONAL TRANSPORTATION PLAN

SCOG has developed a multimodal long-range transportation plan that is the strategic framework for meeting the Skagit region's existing and future transportation needs. Serving as a link between local agency transportation plans and the Washington State Transportation Plan, the [Skagit 2040 Regional Transportation Plan](#) has been developed to be consistent with federal and state requirements.

The regional transportation plan identifies long-range transportation priorities, including maintaining and preserving the existing transportation system as well as enhancing the transportation network through regionally significant capacity expansion projects. The transportation projects identified in the regional transportation plan are primarily developed through the local comprehensive planning processes of cities, towns, Indian tribes, and Skagit County. As projects in the long-range plan draw closer to implementation, they are often identified in SCOG's short-range implementation plan, the Regional Transportation Improvement Program.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The SCOG [Regional Transportation Improvement Program](#) includes projects that have secured federal transportation funding and/or are regionally significant and are expected to be obligated within the next six years.

Projects with federal funding programmed in the first year of the Regional Transportation Improvement Program are expected to obligate secured federal transportation funds during the current program year and should be included in the updated Annual Listing of Federal Obligations within 90 calendar days from the end of the program year. Occasionally project obligations do not occur in the year in which they were programmed. Projects that had committed to obligating funds in the current program year but fail to do so may be subject to sanctions from the granting agency. Also, projects programmed in years two through four of the Regional Transportation Improvement Program are occasionally obligated in the current program year.

Projects that SCOG approves to be included in years one through four of the Regional Transportation Improvement Program are forwarded to WSDOT for inclusion in the Statewide Transportation Improvement Program. In order for a project to obligate federal funding, it must be

included in both the Regional Transportation Improvement Program and the [Statewide Transportation Improvement Program](#).

ANNUAL LISTING OF FEDERAL OBLIGATIONS

The annual listing of federal obligations starting on page 3 includes all projects that obligated federal funds within the Skagit region in 2016. The listing also includes the total amount of federal funding that was programmed for the project in the Statewide Transportation Improvement Program (between 2016 and 2019) and the remaining amount available for future phases of the project. The listing on page 7 details the de-obligations that occurred in 2016.



FIGURE 2: WORK BEING DONE ON THE I-5 NB HILL DITCH BRIDGE TO JOE LEARY SLOUGH PAVING PROJECT. PHOTO CREDIT: WSDOT.

TABLE 1: ANNUAL LISTING OF FEDERAL OBLIGATIONS

Agency	Project	STIP ID	Federal Project #	Type of Work	Termini	Length (in miles)	Obligation Date	TIP Federal Request Amount	Obligated	Federal Funding Remaining	Phase	Fund Type
Anacortes	32nd Street and D Avenue Intersection Improvements	ANAC T-708	9929(002)	Capacity Expansion	32nd Street & D Avenue	0.00	2/19/2016	\$64,875	\$63,065	\$1,810	PE	STP (US)
Anacortes	March Point Road Shoulder Widening	WA-07097	6201(001)	Non-Motorized	Tommy Thompson Trail to 1,250 feet south of trail	0.24	8/19/2016	\$160,600	\$160,600	\$0	CN	STP (US)
Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	0020(190)	Capacity Expansion	Allen Court to Channel View Lane	0.38	3/14/2016	\$932,470	\$110,720	\$821,750	PE	STP (US)
Mount Vernon	Hoag Road - Sidewalk and Bike Lane Gap Project	WA-06515	7296(001)	Non-Motorized	Urban Avenue to 560 feet east of Urban Avenue	0.11	6/1/2016, 9/7/2016	\$205,000	\$205,000	\$0	RW, CN	TAP (US)
Sedro-Woolley	Jameson Arterial Extension to SR9	SW01	7386(001)	Capacity Expansion	SR9 MP 55.45 to Batey Road	0.32	3/4/2016, 12/9/2016	\$656,750	\$656,750	\$0	PE, CN	STP (US)
Sedro-Woolley	SR20/Cascade Trail West Extension - Phase 1A Trail Road to SR9 South	SW31A	0020(181)	Non-Motorized	MP 64.51 to MP 64.81	0.30	7/28/2016	\$269,880	\$269,880	\$0	PE, CN	STP (US)
Sedro-Woolley	SR20/Cascade Trail West Extension - Phase 1B Hodgkin Road to Trail Road	SW31A2	0020(183)	Non-Motorized	SR20 MP 64.21 to SR20 MP 64.51	0.30	7/28/2016	\$227,495	\$227,495	\$0	PE, CN	TAP (US)
Skagit County	Burlington Northern Overpass	WA-03594	M291(006)	Maintenance/Preservation	MP 1.87 to MP 2.095	0.23	10/20/2016	\$10,483,453	\$10,483,453	\$0	CN	BR
Skagit County	Cook Road Signal Advance Warning	WA-07295	M290(005)	Safety	MP 1.86 to MP 2.1	0.24	8/26/2016	\$54,400	\$54,400	\$0	CN	HSIP
Skagit County	Dodge Valley Road Barrier Protection	WA-07296	000S(422)	Safety	MP 0.79 to MP 2.76	1.97	5/3/2016	\$400,000	\$400,000	\$0	PE, CN	HSIP
Skagit County	Lower Finney Creek Bridge Repairs	WA-07233	W290(001)	Maintenance/Preservation	MP 20.4 to MP 20.5	0.10	8/19/2016	\$304,000	\$17,778	\$286,222	PE	BR
Skagit County	Old Highway 99 North Illumination Project	WA-07297	M291(009)	Safety	MP 6.19 to MP 6.63	0.44	3/22/2016, 12/21/2016	\$166,000	\$74,693	\$91,307	PE, CN	HSIP
Skagit Transit	2016 Operating Funds	WA-07305	WA-2016-006	Transit/Ferry	N/A	0.00	8/1/2016	\$7,767,963	\$1,669,493	\$6,098,470	ALL	5307
Skagit Transit	Bus Stop Seating	WA-08082	FT16(006)	Transit/Ferry	N/A	0.00	2/23/2016	\$7,638	\$7,638	\$0	ALL	TAP (US)
Skagit Transit	March Point Park and Ride Bike Shelter	WA-08081	FT16(005)	Transit/Ferry	N/A	0.00	2/23/2016, 9/9/2016	\$27,000	\$9,779	\$17,221	ALL	TAP (US)

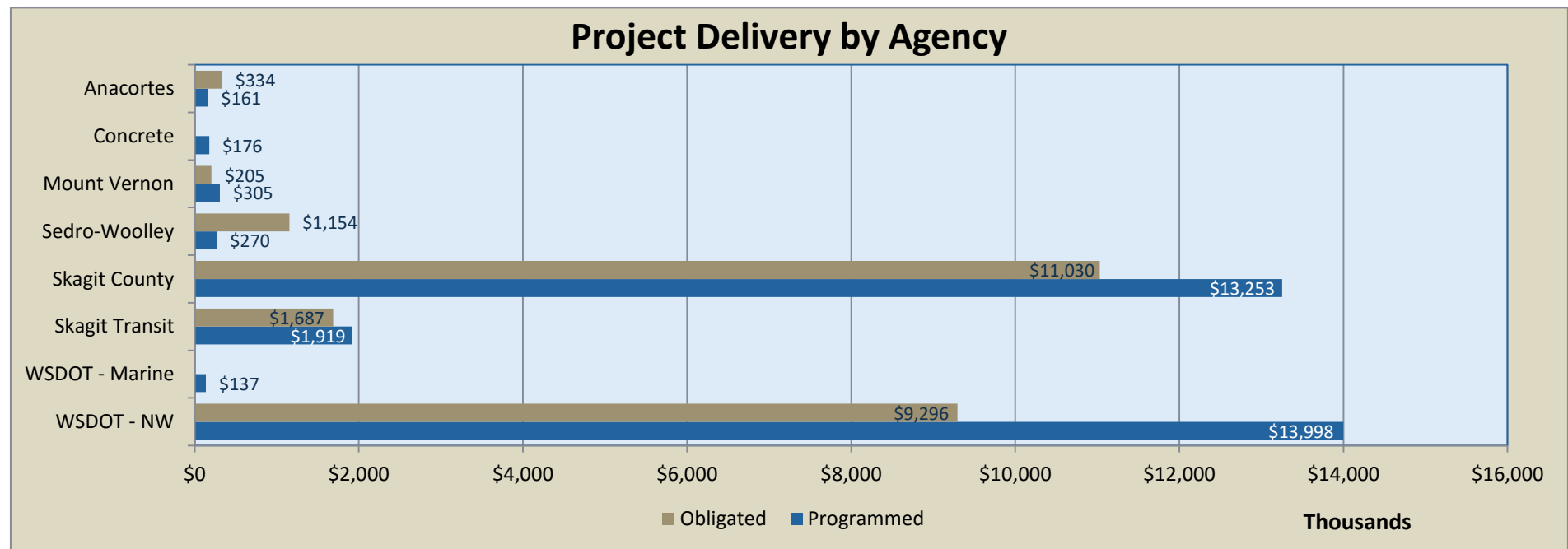
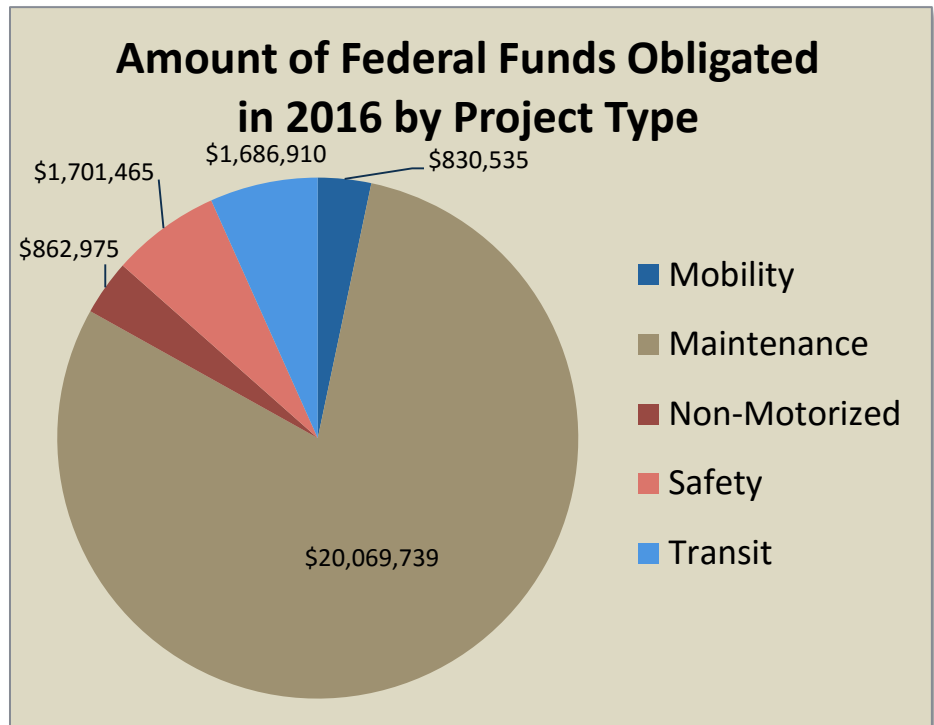
Agency	Project	STIP ID	Federal Project #	Type of Work	Termini	Length (in miles)	Obligation Date	TIP Federal Request Amount	Obligated	Federal Funding Remaining	Phase	Fund Type
WSDOT - Northwest Region	Asphalt/Chip Seal Preservation Skagit Council of Governments SCOG	WA-08601	NA	Maintenance/Preservation	N/A	0.00	2/16/2016, 2/22/2016, 3/29/2016, 4/27/2016, 5/26/2016, 12/19/2016	\$50,796,890	\$9,147,137	\$41,649,753	PE, CN	NHPP
WSDOT - Northwest Region	Concrete Roadway Preservation Skagit Council of Governments SCOG	WA-08602	NA	Maintenance/Preservation	N/A	0.00	11/2/2016	\$11,822,690	\$421,376	\$11,401,314	PE	NHPP
WSDOT - Northwest Region	I-5/SR 11 to Samish River Vic - Cable Barrier Upgrade	WA-09050	9999(778)	Safety	MP 230.90 to MP 234 .61	3.71	9/7/2016	\$1,042,558	\$446,951	\$595,607	PE	HSIP
WSDOT - Northwest Region	Northwest Region Intersection Safety Implementation (15-17)	WA-07669	9999(700)	Safety	N/A	0.00	4/7/2016, 5/25/2016, 11/9/2016	\$107,322	\$12,477	\$94,845	PE, CN	HSIP
WSDOT - Northwest Region	SR 20/Collins Road Vic to SR 9 - ADA Compliance	WA-08158	0020(189)	Safety	MP 63.02 to MP 64.79	1.77	2/8/2016	\$472,480	\$143,913	\$328,567	PE	STP(S)
WSDOT - Northwest Region	SR 536/Front Street to I-5 - ADA Compliance	WA-09158	0536(008)	Safety	MP 4.86 MP 5.35	0.49	9/22/2016	\$304,904	\$155,520	\$149,384	PE	STP(S)
WSDOT - Northwest Region	SR 536/Montgomery St - Railroad Crossing Improvements	WA-07504	0536(007)	Safety	MP 4.97 to MP 5.12	0.15	4/13/2016	\$235,200	\$192,043	\$43,157	PE	HSIP
WSDOT - Northwest Region	SR 536/SR 20 Vic to Mount Vernon - Rumblestrip Installation	WA-07338	0009(075)	Safety	MP 0.26 to MP 4.13	3.87	2/29/2016, 11/3/2016	\$135,684	\$113,756	\$21,928	PE, CN	HSIP
WSDOT - Northwest Region	SR 9/SR 20 to Park Cottage Pl - ADA Compliance	WA-08996	0020(191)	Safety	MP 57.17 to MP 58.00	0.83	9/15/2016	\$490,525	\$107,711	\$382,814	PE	STP(S)
Total								\$25,151,629				

SUMMARY OF FEDERALLY FUNDED PROJECTS

Over three-quarters of the federal funds obligated in the Skagit region in 2016 were utilized for maintenance and/or preservation projects. The majority of these obligations were from Skagit County's BNSF bridge replacement project and various WSDOT paving projects.

It is important to note that the Annual Listing of Federal Obligations does not give a full accounting of *all* funds used for transportation purposes in the Skagit region. State and local agency funds are not included in the Annual Listing of Federal Obligations. For example, the Sharpes Corner Intersection project, which was funded as part of the Washington State Legislature's Connecting Washington legislative package, has utilized state transportation dollars that are not accounted for in this report. Similarly, local transportation funds, predominantly used for maintenance of the transportation system, are also not included in the Annual Listing of Federal Obligations. If these funds were included, the chart to the right could portray an even higher proportion of funds allocated to maintenance and preservation purposes.

In 2016 SCOG member agencies obligated over \$1.2 million in re-



gionally-managed Surface Transportation Program (STP) funding. The City of Sedro-Woolley's Jameson Arterial Extension project obligated over \$650,000 in STP funding and construction was completed in the summer of 2016. The City of Anacortes obligated over \$330,000 in STP funding for intersection improvement and non-motorized infrastructure projects. Over \$2 million in STP funds are programmed to be obligated during Federal Fiscal Year 2017.

Around \$450,000 in Transportation Alternatives Program (TAP) funding was obligated in Skagit County in calendar year 2016. Skagit Transit completed two TAP-funded projects: the March Point Bike Shelter project and the Bus Stop Seating Project. The Cities of Mount Vernon and Sedro-Woolley obligated TAP funding and expect to complete their respective non-motorized infrastructure projects in 2017.

All other federal funds are allocated by WSDOT to local agency projects or projects on state routes. Occasionally WSDOT-sponsored projects obligate more federal funds than are programmed in the Regional Transportation Improvement Program. This is primarily because many WSDOT projects span multiple metropolitan planning organization planning areas. While the amount programmed and obligated within the Skagit region may not exactly reconcile, the total amount obligated for the macro-regional project is less than, or equal to, the entire amount programmed.

Refer to Table 1 for a detailed listing of the federal fund obligations that occurred in the Skagit region in 2016.

PROJECT DELIVERY

This report indicates that approximately \$25.2 million in federal funds were obligated for transportation projects in the Skagit region in 2016. However, around \$30.2 million in federal funds were programmed to be obligated during the same period. The amount obligated during a program year can differ than the amount programmed due to project delays and other administrative challenges. As an example, Skagit County's Skagit River Bridge Modification and I-5 Protection project, which was programmed to obligate \$1.2 million in federal demonstration funds, was delayed because the preliminary engineering phase was not completed soon enough to obligate funds for the construction phase in 2016.



FIGURE 3: SKAGIT COUNTY'S BNSF BRIDGE REPLACEMENT PROJECT IS EXPECTED TO BE COMPLETED IN SPRING 2018. PHOTO CREDIT: SKAGIT COUNTY.

DE-OBLIGATED FEDERAL FUNDS

When projects are completed they typically go through a closure procedure. If all of the federal funds obligated for the project were not necessary to complete it, de-obligation of federal funding may occur. De-obligation may also occur if the project is unlikely to progress toward completion. When federal funds are de-obligated they are returned to the awarding agency to be reallocated for future transportation projects. Federal funds that are returned to the Federal Highway Administration, the Federal Transit Administration, or WSDOT are not guaranteed to be reprogrammed for other Skagit region projects. Regionally managed funds such as regional Surface Transportation Program funds and Transportation Alternatives Program funds are returned to SCOG when de-obligated. SCOG can then reprogram the funds for other regional transportation priorities. Table 2 lists the de-obligations of federal funds that occurred in the Skagit region during the previous program year.

TABLE 2: SCOG CLOSURES AND DE-OBLIGATIONS IN 2016

Agency	Project	STIP ID	Project Number	Type of Work	Termini	Length (in miles)	Obligation Date	Deobligated	Phase	Fund Type	Closure Date
WSDOT - NW	I-5/300th St NW to Anderson Rd - Cable Barrier Upgrade	WA-09159	9999(778)	Safety	MP 215.12 to MP 225.48	10.36	11/22/2016	-\$162,264	PE	HSIP	N/A
WSDOT - NW	I-5/Fisher Creek - Fish Passage	WA-05982	0054(285)	Environmental	MP 218.91 to MP 219.91	1.00	4/27/2016, 5/26/2016, 9/2/2016	-\$90,585	PE, RW	NHPP	N/A
WSDOT - NW	I-5/SB Mount Vernon to Joe Leary Slough Paving	WA-05388	0055(243)	Maintenance/Preservation	MP 227.08 to MP 231.79	4.71	6/30/2016, 12/8/2016	-\$161,748	PE, CN	CBI	N/A
WSDOT - NW	Mount Vernon Siding Upgrade	WA-05694	1103(003)	Other	BNSF 65.5 to BNSF 66.1	0.60	10/12/2016	-\$362,000	PE	STP(S)	N/A
WSDOT - NW	Northwest Region Basic Safety	WA-05525	9999(671)	Safety	N/A to N/A	0.00	1/26/2016	-\$53,138	CN	HSIP	N/A
WSDOT - NW	Northwest Region Curve Warning Signs (15-17)	WA-07645	9999(698)	Safety	MP 0.00 to MP 0.00	0.00	7/19/2016, 8/5/2016	-\$50,000	CN	HSIP	N/A
WSDOT - NW	Northwest Region Preservation Signing (15-17)	WA-07648	0001(114)	Safety	NA to NA	0.00	10/18/2016	-\$30,000	CN	HSIP	N/A
WSDOT - NW	SR 20 Spur/Commercial Ave to Anacortes Ferry Terminal - ADA Compliance	WA-08334	0020(185)	Safety	MP 51.92 to MP 54.79	2.87	2/5/2016	-\$274,668	PE	NHPP	N/A
WSDOT - NW	SR 20/Frostad Road Vicinity to Sharpes Corner Vicinity Paving	WA-05518	0020(175)	Maintenance/Preservation	MP 36.54 to MP 47.82	11.28	2/5/2016, 3/10/2016	-\$257,109	PE, CN	NHPP, STP(S)	N/A
WSDOT - NW	SR 530/Sauk Prairie Vicinity to SR 20 BST	WA-07337	0530(028)	Maintenance/Preservation	MP 49.37 to MP 67.71	18.34	1/8/2016	-\$1,593	PE	STP(S)	N/A
WSDOT - NW	SR 9/Highland Drive Vicinity to Lake Cavanaugh Road BST	WA-07332	0009(074)	Maintenance/Preservation	MP 28.94 to MP 44.08	15.14	2/12/2016	-\$1,831	PE	STP(S)	N/A
Total								-\$1,444,936			