



# MOVE SKAGIT



## Move Skagit 2050 Appendix K: Financial Assessment





# Financial Assessment

This Appendix supplements RTP Chapter 8 financial plan with additional details and methodological explanations. In essence, it explains the “how” and “what assumptions” underlying the RTP’s financial plan.

## Purpose

The RTP’s financial plan constitutes a planning-level statement of how the plan will pay for its proposed transportation investments through 2050. This appendix documents how SCOG devised the financial plan, including the necessary underlying assumptions, to ensure both practical results and compliance with State and Federal law. Note that the financial data in this appendix and the RTP’s Chapter 8 are intended for planning purposes only and do not commit SCOG or any agencies to these numbers. It is also important to be aware that there is a great deal of uncertainty in any financial analysis for the future; doubly so in this case because WSDOT no longer prepares and publishes regionally-specific financial reports in ways that were helpful to the 2045 RTP.

Indeed, SCOG’s member agencies should use the content of this appendix to inform discussions about the tough choices they all face when making transportation investments rather than as a specific prescription. Jurisdictions who own and operate transportation assets and services must also face the fact that not all funding is fungible—for example, state and federal grant programs typically fund one or a few types of projects, not just anything; transit benefit district (TBD) funds are constrained by investment type and geography; and state motor fuel tax (MFT or “gas tax”) revenues expended by the state are by law limited to the roadway system (of which, also per the state constitution, the state ferry system is a part).

## Approach and Assumptions

In general terms, the financial assessment began by estimating the current-law revenue (funding from existing taxes, fees, and other sources) available for all transportation purposes for all transportation agencies with assets and services in Skagit County. Next, the assessment computed the total cost (or “need”) of all the transportation expenditures proposed in the RTP for the planning period 2026 through and including 2050. The expenditures cover transportation operating costs (e.g., providing transit service or clearing snow from roads), maintenance and preservation (e.g., resurfacing streets and replacing aging buses), and capital costs (e.g., widening or building new roads, or replacing bridges). Given that the ability to raise funds and the responsibility of applying them to transportation varies by jurisdiction type, these computations were done by four categories:

- Transit – Covers Skagit Transit;
- State – Covers WSDOT funding that would be expended in Skagit County, including...
  - Revenues and costs for state highways within the County;
  - Revenues and costs for state ferries that serve the County (essentially the Anacortes terminal, boats on runs serving Anacortes, and operating costs for that service);
- County – Covers Skagit County, which provides transportation assets in unincorporated areas outside cities and towns; and
- City and Town – Covers incorporated areas of the County with the boundaries of:
  - Anacortes;
  - Burlington;
  - Mount Vernon;
  - Sedro-Woolley;
  - Concrete;
  - Hamilton;
  - La Conner; and
  - Lyman.

Note that the RTP also took a special look at all regionally significant projects (see Appendix A for the significance criteria) both to be sure that the costs were properly accounted for and also to ensure that the plan's 2050 travel forecast modeling was appropriately informed. For the cost side, the financial assessment need summation applied the greater of either agency-supplied capital costs estimates for the RTP duration or the sum total of regionally significant project costs for each category.

Finally, the assessment compared current-law revenues to costs by category to determine if more funds would be needed to realize the RTP's proposed investments.

The following subsections describe the revenue and cost computation methods, respectively.

## **General Economic Assumptions**

### **Inflation**

Financial analysis requires accounting for the effects of inflation on costs. While these may vary by cost type (i.e., labor vs. construction materials), the Consumer Price Index provides a reasonable basis for estimation purposes. The Washington State Economic and Revenue Forecast Council

(ERFC) provided several products used by this financial assessment, including their 2029 inflation rate of 2%.<sup>1</sup>

### Future Population and Employment

Transit Benefit Districts rely on retail sales taxes within Skagit County, future estimates of which are based on population and the number of retail businesses within the region. Employment in retail-related sectors serves as a proxy for the latter. SCOG obtained projections of future total population for the county, total employment, and employment by sector from Washington’s Office of Financial Management and the state’s Employment Security Department.<sup>2</sup> SCOG extrapolated the state estimates into the future when necessary. The table below summarizes the data used for the financial assessment.

### Debt Service

The RTP financial analysis removes debt service from both the cost and revenue sides of the ledger, given that debt has the first claim on public agency revenues.

Table 1: Future Population and Employment Projections

Year	Population	Total Employment	Retail Sector Employment	FIRES Employment *
2022	128,635	59,572	12,927	10,151
2045	158,268	80,096	17,349	13,478
2050	163,664	85,076	18,494	14,327
2050/2022 percent chg	27%	43%	43%	41%
Average annual change	1.0%	1.5%	1.5%	1.5%

Note: \*Financial, insurance, real estate, and services employment

### Reference Year

All financial computations and comparisons are in 2025 dollars (2025\$) to support direct comparisons of costs and revenues regardless of year. Year-of-expenditure (YOE) summaries by category and year appear below to illustrate how the RTP projects that costs and revenues will flow over time in YOE (nominal) dollars.

<sup>1</sup> Washington Economic and Revenue Forecast Council. *Washington State Economic and Revenue Forecast*. Volume LVII, No. 2. June 2025.

<sup>2</sup> <https://ofm.wa.gov/data-research/population-demographics/forecasts-projections/>  
and  
<https://esd.wa.gov/jobs-and-training/labor-market-information/employment-and-wages/projections>

## Revenues

### Transit Revenues

Skagit Transit receives revenue from three sources:

- Local revenues, specifically a local option sales tax increment to transactions within Skagit County; and transit fares;
- State contributions; and
- Federal contributions.

To compute future current-law transit revenues, the financial assessment obtained recent historical funding for these categories from the WSDOT public transit summaries report series.<sup>3</sup> The assessment then projected the latest year's (2023) observed data forward per the following assumptions:

1. Local sales-tax-generated revenues grow at an annual rate of 1.5% in real terms to account for the combination of project population growth; growth in retail employment; and growth in financial, insurance, real estate, and services employment taken altogether;
2. State and federal contributions remain constant in real terms; and
3. All future (2026 onward) revenues are discounted in real terms at the assumed inflation rate of 2%.

### State Revenues

WSDOT receives revenues from several sources:

- State Motor Fuel Tax (MFT or "gas tax");
- Other state sources (these include licensing and registration fees, ferry fares, and so on); and
- Federal allocations.

The state is now benefiting from the *Move Ahead Washington* bill (SB 5974) that increased state transportation revenues by as much as 25% on a biennial basis. The Washington 2025 legislative session further modified the original 2022 bill. The latest version of *Move Ahead Washington* plus

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<sup>3</sup> WSDOT. 2023 *Summary of Public Transportation*. M 3079.17. October 2024.  
<https://ftp.wsdot.wa.gov/public/PubTranSummaries/2023%20-%20Summary%20of%20Public%20Transportation.pdf>. p. 26.

its companions SB 5975 and the *Climate Commitment Act* (CCA-SB 5126) added transportation revenues by:

- Increasing the MFT to 55.4 cents per gallon in FY 2026 and indexing it to inflation at the rate of 2% each year after and increasing diesel fuel taxes by 3 cents per gallon;
- Channeling 0.1% of the state's Sales and Use Tax to the transportation budget;
- Increasing a variety of vehicle fees including the truck weight fee; passenger vehicle weight fee; the filing, title, and registration fees; and the abandoned recreational vehicle fee;
- Increasing a variety of Sales and Use Tax rates on motor vehicle sales, car rentals, car sharing, and luxury vehicles;
- Raising a variety of non-vehicle fees and charges, for example tire disposal and large event facility fees;
- Increasing surcharges supporting ferry vessel capital revenues; and
- Authorizing tolling on the entire SR 520 corridor<sup>4</sup>.

At the time of the RTP adoption, WSDOT was not able to provide county-specific estimates of how much of this revenue stream would be allocated to state transportation expenditures in Skagit County. The RTP financial plan estimated future state revenues available to the Skagit region by:

- Starting with the Washington Economic and Revenue Forecast Council September 26, 2025 forecast of total statewide transport revenues from 2024 through 2035<sup>5</sup>;
- Linearly extrapolating the statewide ERFC forecast through 2050;
- Computing Skagit's historic share of statewide transportation revenues using historic data from the Washington Transportation Forecast Council *Economic and Revenue Forecasts of Transportation Revenue*<sup>6</sup>; and
- Removing fish barrier revenues (the state's I4 program) from the Skagit share for years 2029 onward. This accounts for SCOG staff knowledge that the fish passage money will not be available beyond that date.

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<sup>4</sup> Puget Sound Regional Council. *2025-2027 Washington Transportation Budget*.

<sup>5</sup> Washington Economic and Revenue Forecast Council. *Transportation Revenue Review*. September 26, 2025. <https://erfc.wa.gov/sites/default/files/2025-09/trans20250926.pdf>. The RTP assumes this forecast is in 2025 constant dollars.

<sup>6</sup> Washington Transportation Forecast Council. *Economic and Revenue. Forecasts of Transportation Revenue*. Volume II: Detailed Forecast Tables. March 2019. <https://ofm.wa.gov/wp-content/uploads/sites/default/files/public/budget/info/transpo/March2019VolumnII.pdf>

## County Revenues

Skagit County receives revenues from three sources:

- Local taxes and fees purposed to transportation;
- Distributions from the state; and
- Federal contributions.

As with the state revenues, at the time of RTP adoption state data sources for County recent historical finances were not available for enough years upon which to base a forecast. County revenues were therefore forecasted by these means:

- Local: started with state-reported county local revenues in year 2024, grown into the future in real terms by the County's maximum allowed annual increase of 1%, then deflated for inflation effects by the assumed 2% inflation rate;
- State: used the ERFC Sep 26, 2025 state total distribution forecasted from 2025 through 2035 as the basis. Extrapolated the statewide totals to 2050 linearly, then applied the Skagit County 2025 share of the 2025 statewide total distribution to counties in years 2026 through 2050; and
- Federal: extrapolated available historic data (pre 2020) to 2025, then assumed constant in nominal terms by deflating annually using the assumed 2% inflation rate.

## City and Town Revenues

Cities and towns within the Skagit County receive transportation revenues in three forms:

- Local revenues;
- State contributions; and
- Federal contributions.

City and town revenue forecasts for the RTP were based on three primary sources: 2020-2024 historical data summarized by WSDOT,<sup>7</sup> the ERFC September 26, 2025 statewide revenue forecast, and SCOG forecasts of regional population and employment through 2050.

- The forecast grows local revenues by the average of the population and employment grow rates (see Table 1) at an average annual growth of 1.25%, discounted by the assumed inflation rate of 2%;

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<sup>7</sup> WSDOT staff communication to SCOG staff September 2025.



- State contributions assume that the Skagit cities and towns will continue to receive their total 2025 proportion of statewide transportation revenue distributions for the life of the plan. Those distributions are assumed to be those forecast in the ERFC September 26, 2025 statewide 2024-2035 forecast (linearly extrapolated to 2050)<sup>8</sup>; and
- Federal contribution forecasts assume that the WSDOT-reported total sum city and town federal revenues for Skagit County will remain constant in nominal terms, so the forecast discounts that sum into the future by the assumed 2% inflation rate.

## Costs (Needs)

### Transit Costs

Skagit Transit expends its revenue in two broad categories: operations and capital. The former includes the cost of service operations and basic maintenance (e.g., vehicle repair, transit center everyday maintenance, and the like) while the latter includes major capital replacements (e.g., replacement buses), major facility renovations, and new vehicles and facilities to support new services. The RTP financial plan projected costs in these categories by starting with the WSDOT *2023 Summary of Public Transportation*<sup>9</sup> report. That report characterizes expenditures as “Operating Investments” plus Local, State, Federal, and Other capital investments. The RTP financial plan forecasts transit expenditures starting with the WSDOT reported 2021-2023 expenditures in those categories as follows:

- Operating expenses grow beyond 2023 by the regional population growth rate minus the CPI-based assumed inflation of 2% minus an extra inflation factor to account for the fact that transit operating costs exceed the secular inflation rate. The “extra” operating cost inflation rate of 1.56% was derived from WSDOT-reported 2014-2018 Skagit Transit operating costs to provide a five-year basis for the estimate without pandemic distortions; and
- The Local, State, Federal, and Other capital categories grow similarly but without the extra operation cost inflation increment.

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<sup>8</sup> Op. Cit.

<sup>9</sup> WSDOT—*2023 Summary of Public Transportation*. M 3079.17. October 2024.

<https://ftp.wsdot.wa.gov/public/PubTranSummaries/2023%20-%20Summary%20of%20Public%20Transportation.pdf>



## State Costs

WSDOT expends transportation funds in Skagit County on roads and ferries. The financial plan treats each of those separately.

## State Roads

WSDOT expends roadway transportation revenues within Skagit County across several program areas plus major capital investments. To estimate future state needs within the County SCOG first obtained 2018-2024 historical biennial data from WSDOT. The table below shows the *biennial* 2024 programs and expenditures from that source (note that these were divided by two to produce an annual number).

Table 2: WSDOT-reported 2024 State Transportation Roadway Programmatic Expenditures within Skagit County

Program	Program Code	2024 Biennial Expenditures in Skagit Council of Governments Region (\$ millions)
Targeted Safety Investments	I2	\$3.9
Highway Maintenance Program	M	\$7.8
Pavement/Roadway Preservation	P1	\$7.8
National Highway System	P1	\$5.2
Non-National Highway System	P1	\$2.6
Bridge Preservation	P2	\$14.3
National Highway System	P2	\$7.2
Non-National Highway System	P2	\$7.2
Other Highway Assets	P3	\$5.2
Seismic Resilience	P2, P3	\$2.6
Traffic Operations Program	Q	\$0.1
Environmental Retrofit	I4	\$32.5
Total		\$74,342,807

The RTP financial plan projects the 2018-2024 roadway programmatic history to 2050 assuming that each year of the biennium receives half the biennial amount then growing each program cost into the future at the average annual population growth rate for Skagit County (see Table 1 above), discounted for secular inflation at 2% and extra operating cost inflation of 1.56%, as with transit operating costs.

The RTP assumes that all future WSDOT roadway capital costs within the County are covered by the RTP project list.

## State Ferries

As with state roads, the ferry system expends funds to cover operational and capital expenditures. The former include the cost of operating ferry services (fuel, labor, and normal maintenance on boats and facilities) while the latter covers the cost of major capital preservation such as replacement boats and terminal renovations/rebuilds plus new capital asset acquisition (e.g., new boats to support new service provision). The RTP financial plan bases its ferry system future cost assumptions on information from the *Washington State Ferries 2040 Long Range Plan*.<sup>10</sup> The RTP assumes that the basis year for financial data in the ferry plan is 2019.

The ferry plan estimates total operating cost and capital needs for the entire ferry system from 2020 through 2040. Since it does not specify details of how much of those totals would be spent on service for Skagit County (the Anacortes terminal and routes serving it), the RTP assumes the following proportions of statewide ferry operations and capital expenditures would accrue in Skagit County:

- Anacortes serves one of seven ferry route systems or 14% of the routes served. Applying this share to the total statewide operating cost over the life of the ferry plan produces a Skagit annual cost of \$53,653,595 in 2025. Since this was based on a 20-year total that the RTP assumes accounted for inflation, the RTP projects that value forward as-is through 2050. This should account reasonably for inflation effects covered by the ferry plan; and
- Anacortes is one of 18 system terminals and homeports two of the four boats serving Anacortes-based runs. Those two boats are 13% of the system's sixteen boat total. The average Anacortes share of capital costs from these numbers would be 9%. However, that percentage of the ferry plan's systemwide projected capital expenditures is more than the sum of the discrete boat and terminal projects listed in the RTP project list, so the RTP financial plan assumes that all Skagit-related ferry capital expenditures are accounted for by explicit RTP projects.

## County, City and Town Costs

Similar to County local revenues, County and City/Town needs for the RTP were based on 2020-2024 historical data summarized by WSDOT.<sup>11</sup> The WSDOT data breaks local expenditures into three bins: construction, maintenance and preservation, and operations. The RTP financial plan assumes that for the local agencies, the "construction" costs cover local preservation capital needs

<sup>10</sup> WSDOT. *Washington State Ferries 2040 Long Range Plan*. January 2019.

<sup>11</sup> WSDOT staff communication to SCOG staff September 2025.

and that local projects explicitly listed in the RTP are *in addition* to those construction expenditures because they fall on regionally significant facilities (and tend to be more costly).

The RTP forecasts local construction, maintenance/preservation, and operating costs forward from 2024 by the annual average population growth rate from Table 1 above, discounted by the assumed 2% inflation rate. Note that local operations forecasts do not use the “extra” operations inflation applied to transit and ferries. Again, regionally significant local projects in the RTP *add* to the above costs, accounted for in the estimated completion year of the project.

## Revenue Forecast 2026 To 2050

The future revenue prognosis varies by category, as shown in the table below.

Table 3: Projected Revenues Available to Move Skagit 2050 from 2026 through 2050 (2025\$)

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

## Revenue Discussion

### Federal

The federal component of gas taxes is the primary element of federal transportation funding distributed to Washington. Skagit Transit would be eligible for FTA Small or New Starts grants, but does not propose such new service additions (the future of those programs is uncertain anyway as the current federal administration re-examines funding priorities). The latest federal legislation on transportation funding after *Moving Ahead for Progress in the 21st Century* (MAP-21) was the Bipartisan Infrastructure Law (BIL) of 2021. The BIL re-authorized prior funding through federal fiscal year 2026. That law also created new federal grant programs for electric vehicle infrastructure, safety, and resiliency investments, among others. However, the current federal administration has slowed or halted the pace of most of these grant programs pending further review. Thus, the RTP assumes that federal distributions to Skagit County will remain constant in nominal terms and decline in real terms by inflation effects.



## State

According to an analysis by the Puget Sound Regional Council of the 2025-2027<sup>12</sup> time period, the state's 2022 transportation funding bill *Move Ahead Washington* profoundly altered the future picture of state transportation revenues. In general, it greatly increased transportation funding for a sixteen-year period. There are several notable features of that law and its companion the *Climate Commitment Act*:<sup>13</sup>

- The gas tax will increase to 55.4 cents per gallon in FY 2026 and will be indexed to inflation at the rate of 2% each year afterward;
- Diesel fuel taxes will increase by 3 cents per gallon;
- The state will channel 0.1% of its Sales and Use Tax to the transportation budget;
- Sales and Use Tax rates on motor vehicle sales, car rentals, car sharing, and luxury vehicles will increase;
- Vehicle fees including the truck weight fee; passenger vehicle weight fee; the filing, title, and registration fees; and the abandoned recreational vehicle fee will increase;
- Several non-vehicle fees and charges that fund transportation (for example tire disposal and large event facility fees) will increase;
- Surcharges supporting ferry vessel capital revenues will increase; and
- The Climate Commitment Act raises the potential for additional future funding via the creation of a cap-and-trade limit on greenhouse gas emissions (GHGs) and auctions of emissions permits. Note that such funds would only be applicable to investments that reduce emissions.

These new laws created a series of new grant programs, many of which support transit services (see the RTP Chapter 8).

In summary, current law state transportation revenues in Washington will, for the period of *Move Ahead Washington* (16 years) be about 25% higher each biennium than before that law. In summary, this provides a considerably greater pool of *statewide* transportation funding than ever before. However, these revenue estimates depend on applying the historic proportion of statewide transportation revenues disburseable to Skagit County needs to forecasts of statewide transportation revenues. This is at best an approximation of what might happen in the future—both the roadway and ferry branches of WSDOT and the state legislature would have to take

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<sup>12</sup> Puget Sound Regional Council. *2025-2027 Washington Transportation Budget*.

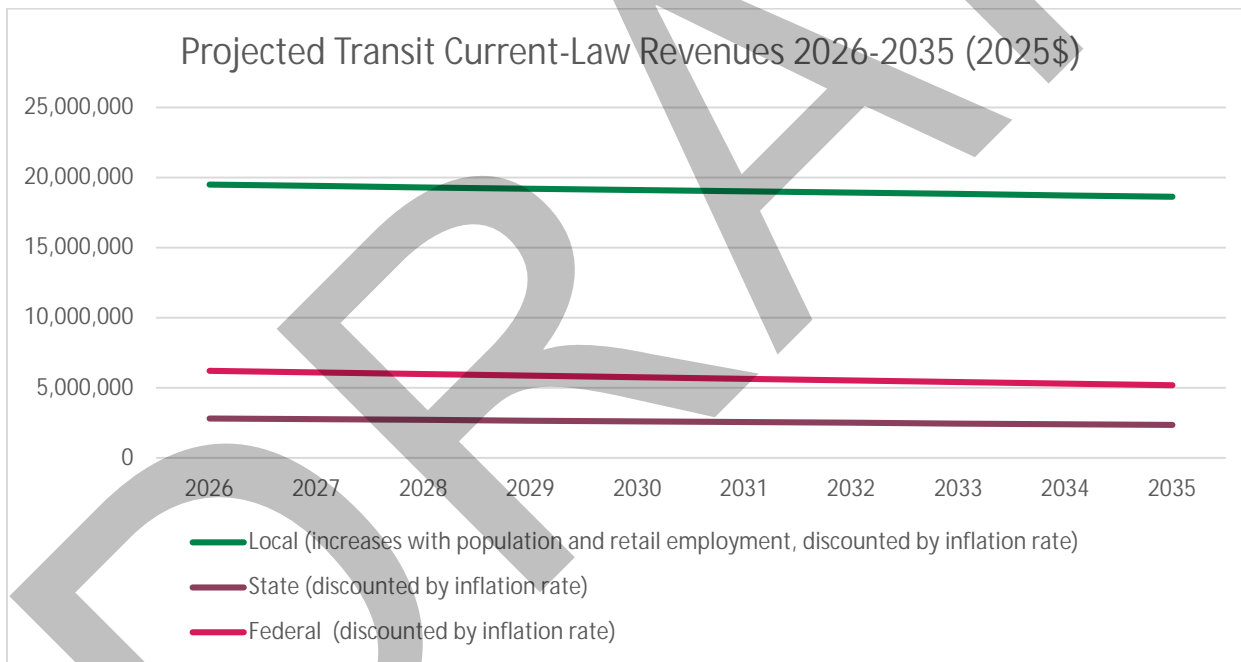
<sup>13</sup> Washington Department of Ecology. *Climate Commitment Act*. <https://ecology.wa.gov/air-climate/climate-commitment-act>

specific actions to fund investments within the County. The WSDOT revenue line shown above should thus be thought of more as the current-law maximum amount the state could spend on RTP needs rather than a committed sum.

## Transit

The bulk of Skagit Transit funding—two thirds in calendar 2023—come from the County’s Public Transportation Benefit Area. State and federal contributions together make up only one third of the agency’s funding, and as already remarked the federal contributions are unlikely to increase. State contributions to transit may increase given transit-focused grant programs enabled by new laws, but these will require transit agencies to craft proposals rather than simply be given a formulaic ongoing amount. Overall, as shown in the graph below, transit revenues for Skagit county will likely decline in the future in real terms given inflation effects absent new funding initiatives. The Skagit County PBTA and pursuing the new state grant programs are the logical and more feasible avenues for doing so.

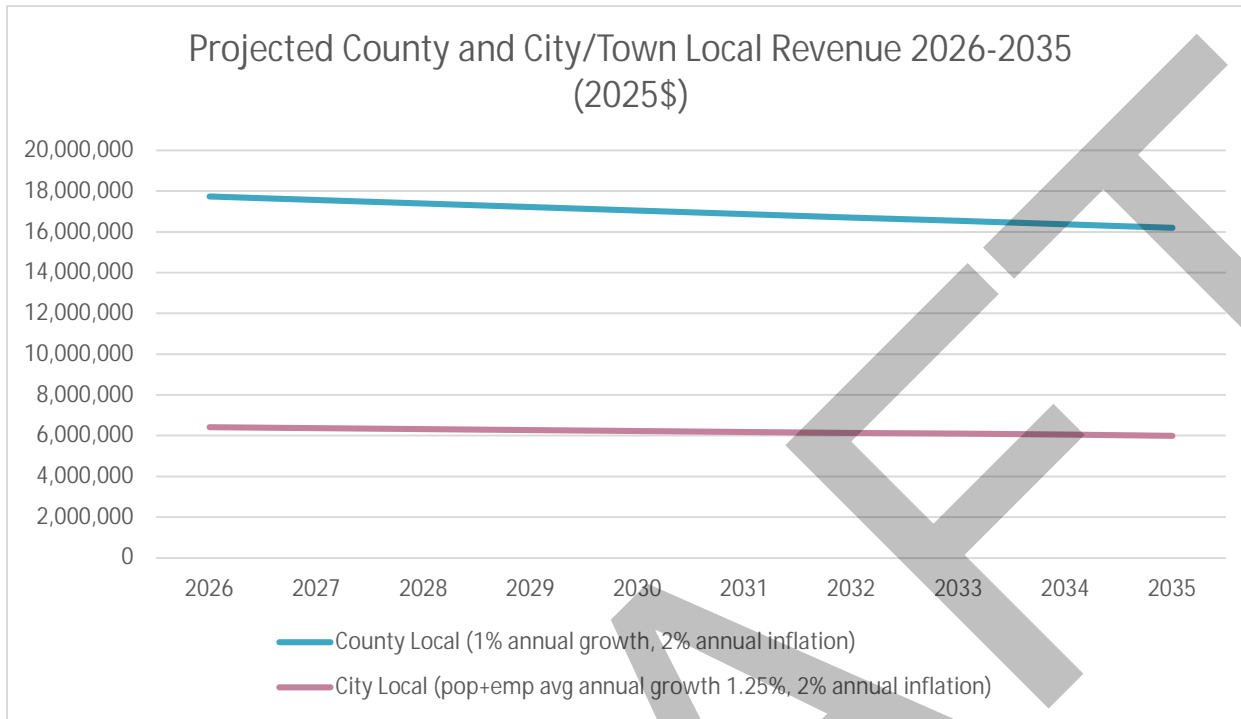
Figure 1: Projected Transit Current-Law Revenues 2026-2035 (2025\$)



## County, City and Town

The RTP assumes that Skagit County will increase its local revenues by the maximum allowable rate of 1% per year, but inflation at an assumed 2% more than wipes out real growth from that source. Cities’ local revenues resist inflation erosion slightly better given their basis in population and employment growth, but not significantly so. This suggests that local agencies should take steps to raise revenues and overcome inflation effects.

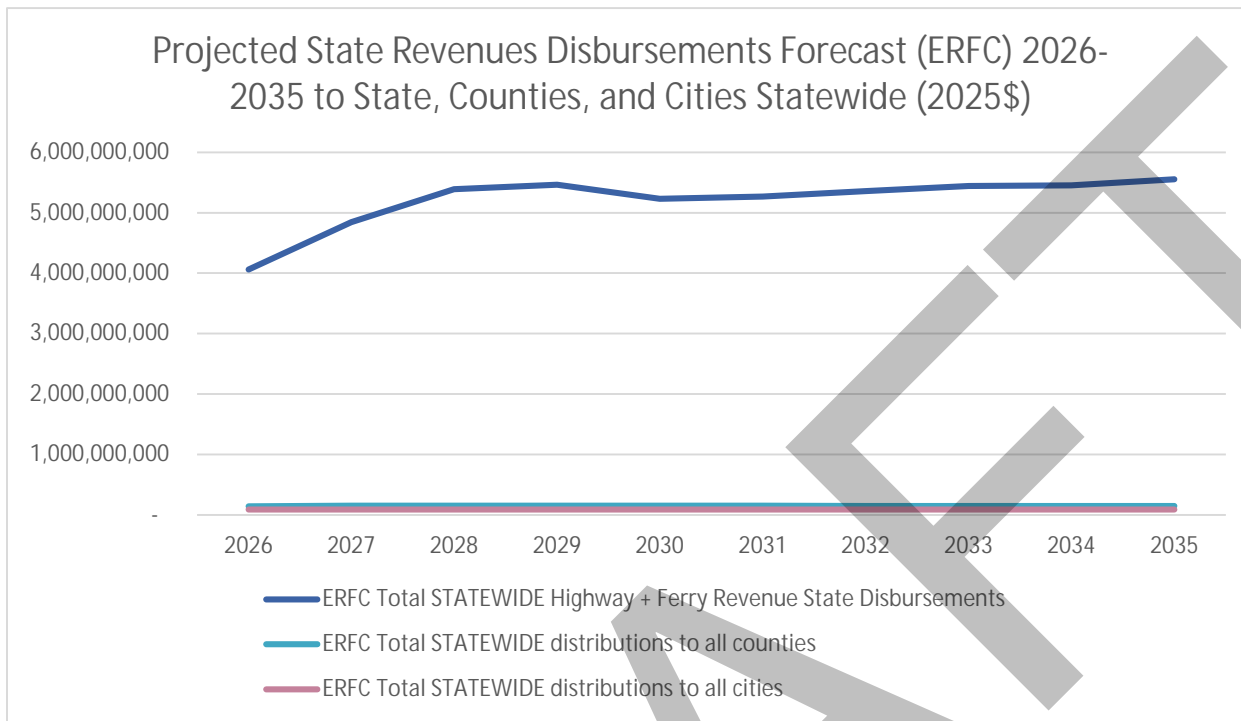
Figure 2: County and City Local Current-Law Revenues Forecast through 2035



State disbursements to counties and cities under current law remain flat in real terms (see chart below). This is unfortunate given that *Move Ahead Washington* indexed the major contributor to this revenue—the gas tax—to inflation. There may be opportunities for SCOG and local agencies to alter the local disbursement shares going forward.



Figure 3: ERFC-projected State, Counties, and Cities Transportation Revenue Disbursements 2026-2035 (2025\$)



## Expenditures Forecast 2026 to 2050

The RTP makes maintaining and preserving existing transportation assets and services its number one goal. If all agencies owning and operating infrastructure and delivering services receive revenues sufficient for their maintenance and operations needs, then they can maintain current levels of services. On the roadway front this would mean sustaining bridges' current load capacity, maintaining roadway posted speeds, and operating traffic signals and other supportive programs at their current levels. The table below shows the total expenditures projected for all maintenance, preservation, operations, and capital by agency category, including "illustrative" investments that are not part of the financially constrained RTP.

Table 4: Projected RTP Total Transportation Expenditures 2026-2050, including Illustrative (2025\$)

Program Area	2026-2035	2036-2050	Totals
Transit	\$262,102,000	\$425,780,200	\$687,882,200
WSDOT	\$1,020,493,600	\$2,088,809,700	\$3,109,303,400
County	\$480,225,000	\$578,544,900	\$1,058,769,900
City/Town	\$333,629,400	\$470,026,300	\$803,655,700
<b>Totals</b>	<b>\$2,096,450,100</b>	<b>\$3,563,161,200</b>	<b>\$5,659,611,200</b>

The illustrative investments in the above table consist of major state ferry system capital replacement projects for the Anacortes terminal and boats serving it plus local street extensions, railway grade separations, and bridge replacements. Note that the ferry preservation projects are tagged as illustrative because there is no explicit state commitment to fund them at the time of RTP adoption. The total expenditures of the financially constrained RTP appear in the table below.

Table 5: Projected RTP Total Transportation Constrained Expenditures 2026-2050, excluding Illustrative (2025\$)

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

## Additional Revenue

As the table below shows, no category has sufficient current-law revenue over the life of the RTP to find the constrained needs. In proportional terms the county and city/town categories will need to make larger efforts to create new revenues—the County shortfall is over 35% of its constrained needs while the City/Town shortfall is about 59% of the cities’ constrained needs. Furthermore, while the WSDOT category appears to have less proportionl ground to cover to meet the state’s constrained needs, WSDOT revenues for expenditure in Skagit County are subject to great uncertainty. More specifically, while *Move Ahead Washington* did create substantial new transportation revenues, the state has made no specific commitments to expending those on state needs within SCOG’s planning area. SCOG and its member agencies will need to make considerable effort to fill these gaps, as discussed in *Move Skagit 2050* Chapter 8.

Table 6: Projected RTP Revenue Shortfalls (Costs minus Revenues) for Constrained Expenditures 2026-2050, excluding Illustrative (2025\$)

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

As shown in Figure 3 above, state revenues across all of Washington have the potential to help fund state needs within Skagit County, given *Move Ahead Washington’s* indexing of the gas tax to inflation. As already mentioned, though, there is no explicit state commitment to do so. In the case of state disbursements, then, SCOG’s strategy will need to focus on making the case that the state should proceed to implement the projects that are important to the region and to make good on the Washington Ferry Plan’s prioritization of boat and terminal replacements for the Anacortes lines.

Finally, the table below shows the shortfalls by category and total that the region and state would need to make up to fund both the RTP’s constrained investments and illustrative investments.

Table 7: Projected RTP Added Transportation Revenue Needs for All Expenditures 2026-2050, including Illustrative (2025\$)

Program Area	2026-2035	2036-2050	Totals
Transit	\$11,245,800	-\$60,576,000	-\$49,330,200
WSDOT	-\$419,095,600	-\$709,909,400	-\$1,129,005,000
County	-\$184,062,300	-\$188,040,000	-\$372,102,300
City/Town	-\$216,410,700	-\$305,430,500	-\$521,841,200
Totals	-\$808,322,800	-\$1,263,955,900	-\$2,072,278,700



# Year-of-Expenditure Accounting

Federal regulations require the RTP to report revenues and costs in year-of-expenditure (YOE) dollars in addition to the constant 2025 dollars used in the rest of this Appendix and the main RTP body. Constant dollars enable “apples to apples” financial comparison regardless of timing whereas YOE accounting gives a sense of cash flow over time and in any given year.

Table 8: Move Skagit 2050 Revenues by Category and Year of Expenditure

Program Area	2026	2027	2028	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Transit	\$28,539,700	\$28,826,500	\$29,117,700	\$30,327,100	\$30,641,000	\$30,959,500	\$31,282,900	\$31,611,100	\$31,944,300	\$32,282,500	\$32,625,800	\$32,974,300	\$33,328,000	\$33,687,000	\$34,051,500	\$34,421,400	\$34,796,900	\$35,178,000	\$35,564,900	\$35,957,600	\$36,356,200	\$36,760,800
WSDOT	\$47,132,100	\$64,222,100	\$95,931,400	\$63,088,400	\$66,308,500	\$69,752,900	\$73,442,500	\$84,419,400	\$90,135,100	\$96,045,700	\$102,156,700	\$108,473,700	\$115,002,500	\$121,749,100	\$128,719,600	\$135,920,100	\$143,357,200	\$151,037,400	\$158,967,500	\$167,154,400	\$175,605,100	\$184,327,100
County	\$30,841,300	\$31,429,900	\$31,708,600	\$32,798,500	\$33,079,500	\$33,373,100	\$33,675,000	\$34,054,400	\$34,377,200	\$34,704,300	\$35,035,800	\$35,371,700	\$35,712,100	\$36,057,000	\$36,406,500	\$36,760,700	\$37,119,700	\$37,483,500	\$37,852,100	\$38,225,700	\$38,604,300	\$38,988,000
City/Town	\$12,002,000	\$12,196,600	\$12,375,900	\$13,083,100	\$13,263,900	\$13,450,200	\$13,639,100	\$13,869,300	\$14,072,700	\$14,279,200	\$14,488,800	\$14,701,700	\$14,917,700	\$15,137,100	\$15,359,900	\$15,586,000	\$15,815,600	\$16,048,700	\$16,285,400	\$16,525,800	\$16,769,800	\$17,017,600
Total	\$118,515,100	\$136,675,100	\$169,133,600	\$139,297,100	\$143,292,900	\$147,535,700	\$152,039,500	\$163,954,200	\$170,529,300	\$177,311,700	\$184,307,100	\$191,521,400	\$198,960,300	\$206,630,200	\$214,537,500	\$222,688,200	\$231,089,400	\$239,747,600	\$248,669,900	\$257,863,500	\$267,335,400	\$277,093,500

Table 9: Move Skagit 2050 Costs (Needs) for the Financially Constrained RTP by Category and Year of Expenditure

Program Area	2026	2027	2028	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050
Transit	\$25,487,600	\$26,156,800	\$26,844,100	\$29,786,300	\$30,572,700	\$31,380,600	\$32,210,600	\$33,063,300	\$33,939,400	\$34,839,400	\$35,764,000	\$36,714,000	\$37,690,100	\$38,692,800	\$39,723,100	\$40,781,700	\$41,869,300	\$42,986,800	\$44,135,000	\$45,314,700	\$46,526,900	\$47,772,400
WSDOT	\$96,172,700	\$108,003,500	\$95,095,600	\$84,818,300	\$86,643,000	\$321,863,900	\$90,412,400	\$241,563,800	\$94,347,800	\$96,380,100	\$98,456,700	\$100,578,600	\$102,746,900	\$104,962,400	\$107,226,300	\$109,539,600	\$111,903,500	\$114,319,000	\$116,787,300	\$119,309,500	\$121,886,900	\$124,520,700
County	\$34,916,600	\$43,430,600	\$128,094,600	\$40,629,700	\$41,678,500	\$42,757,100	\$43,866,300	\$45,007,200	\$46,180,500	\$47,387,300	\$48,628,500	\$49,905,200	\$51,218,300	\$52,569,100	\$53,958,500	\$55,387,800	\$56,858,100	\$58,370,600	\$59,926,500	\$61,527,200	\$63,173,900	\$64,868,100
City/Town	\$26,866,700	\$37,914,400	\$36,013,600	\$28,114,000	\$28,461,400	\$43,679,700	\$29,169,200	\$30,189,400	\$29,894,600	\$30,264,000	\$30,638,000	\$31,016,700	\$31,400,000	\$31,788,000	\$32,180,800	\$32,578,500	\$67,391,000	\$33,388,700	\$33,801,300	\$34,219,000	\$34,641,900	\$35,070,000
Total	\$183,443,600	\$215,505,300	\$286,047,900	\$183,348,300	\$187,355,600	\$439,681,300	\$195,658,500	\$349,823,700	\$204,362,300	\$208,870,800	\$213,487,200	\$218,214,500	\$223,055,300	\$228,012,300	\$233,088,700	\$238,287,600	\$278,021,900	\$249,065,100	\$254,650,100	\$260,370,400	\$266,229,600	\$272,231,200