



# Skagit Regional Transportation Priorities

January 2026

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# Contents

- About SCOG
  - 2026 Legislative Priorities
  - 2026 Regional Summary
  - 2026 List of Regional Transportation Priorities
  - Project Information (available upon request)
-

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# About SCOG

The Skagit Council of Governments (SCOG) is the Metropolitan Planning Organization and Regional Transportation Planning Organization in Skagit County. SCOG works cooperatively with local and tribal governments, the Washington State Department of Transportation (WSDOT), Skagit Transit and other stakeholders to plan for all modes of transportation.

## SCOG Transportation Policy Board Consists of Representatives From:

- City of Anacortes
  - City of Burlington
  - City of Mount Vernon
  - City of Sedro-Woolley
  - Port of Anacortes
  - Port of Skagit
  - Samish Indian Nation
  - Skagit County
  - Skagit PUD
  - Swinomish Indian Tribal Community
  - Town of Concrete
  - Town of Hamilton
  - Town of La Conner
  - Town of Lyman
  - Washington State Department of Transportation
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# 2026 Legislative Priorities

Approved by the SCOG Transportation Policy Board on December 17, 2025

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## Support Increased Funding for Regional Transportation Planning Organizations

Increase the Regional Transportation Planning Organization (RTPO) program budget by a minimum of \$7 million per biennium in order to achieve the transportation planning outcomes and requirements of RCW 47.80. The original 1990 appropriation for the state-wide RTPO program began at \$3.2 million and is currently at \$4.9 million. RTPO's have an important responsibility to provide transportation planning in support of rural and tribal areas across the state. Duties outlined in RCW 47.80 include developing Long Range Transportation Plans, creating Transportation Improvement Plans and coordinating with local planning agencies. Since the creation of RTPO's, their duties have been expanded and RTPO's are struggling to keep up with the requirements at the current funding levels. SCOG supports the Washington State MPO-RTPO Coordinating Committee request to increase the biennium total to \$12 million to begin to address the RTPO workload reality.

## WSDOT Highway System Needs

Maintenance, preservation, safety, operations, seismic resilience, environmental retrofit and other needs are estimated at approximately \$61 million per year for the Skagit region. These needs are for Interstate 5 and state routes in Skagit County. Currently, 36% of these needs are funded. Environmental retrofits, principally to improve fish passage, are the highest estimated need.

## Local Roadway System Needs

The vast majority of the roadway network in the Skagit region is owned and maintained by local jurisdictions. Maintenance and preservation needs for these local facilities are estimated at \$27 million per year. Of these local needs, nearly 60% are being met with available revenues (~\$16 million) and the other 40% are unmet needs (~\$11 million). Transportation benefit districts have been utilized in recent years by local jurisdictions to provide funding for maintenance and preservation, but these districts have not provided the funding necessary to address all unmet needs. Deferred maintenance due to these unmet needs are leading to further degradation of local roadways.

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# 2026 Regional Summary

Approved by the SCOG Transportation Policy Board on December 17, 2025

## New Projects

- Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements, Anacortes
- F&S Grade Road Improvements Phase 1, Sedro-Woolley
- Garden of Eden Road Improvements, Sedro-Woolley
- SR 20/Reed Street Intersection Improvements, Sedro-Woolley

## Removed Projects

- South Commercial Avenue Corridor Plan, Anacortes
- Zero Emission Vehicles and Infrastructure, Skagit Transit

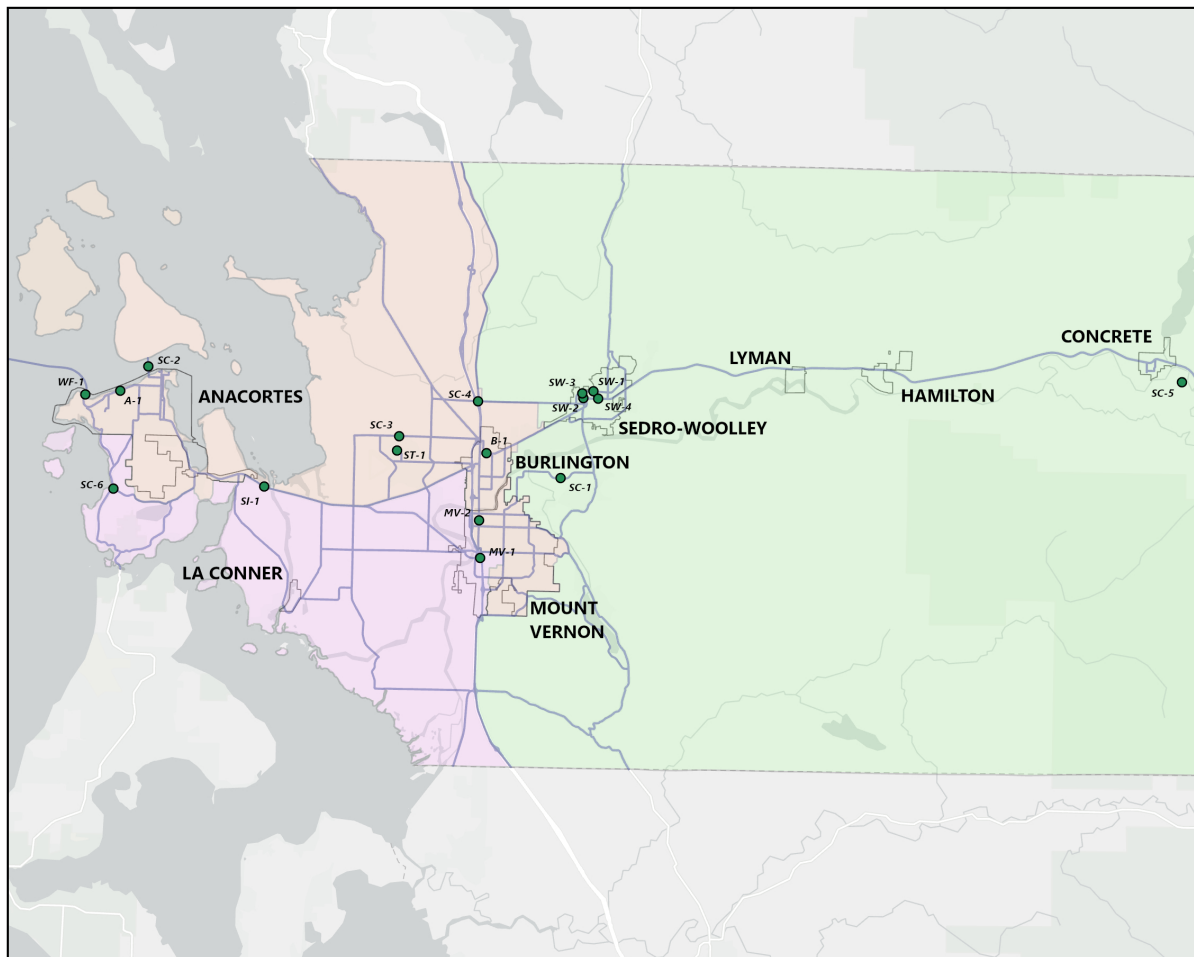
## Financial Summary

	Number of Projects	Project Cost	Existing Funds	Funding Needed
Legislative District 10	3	\$46,612,000	\$2,809,000	\$43,803,000
Legislative District 39	7	\$48,703,794	\$20,327,951	\$28,375,843
Legislative District 40	9	\$300,479,801	\$163,708,484	\$120,537,976
Skagit Region Total*	17	\$364,641,103	\$194,407,521	\$170,233,582

\* Some projects overlap Legislative District boundaries. Legislative District totals will not match Skagit Region totals

# 2026 List of Regional Transportation Priorities

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## Regional Transportation Priorities

- Priority Project
- Legislative District 10
- Legislative District 39
- Legislative District 40
- Regional Roadway Network
- City Limits



# 2026 List of Regional Transportation Priorities

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Map ID	Project Title	Agency	Leg. Dist.	Description	Total Cost	Existing Funding	Funding Needed
A-1	Oakes Avenue (SR 20 Spur) Active Transportation Safety Improvements	Anacortes	40	Construction of a 10 to 12 foot wide two-way paved multiuse pathway separated from Oakes Avenue (SR 20 Spur) between Anacopper Mine Road and A Avenue	\$6,250,000	\$0	\$6,250,000
B-1	SR 20 (Alder St to Cascade Hwy) Non-Motorized and Safety Improvements	Burlington	40	Safety improvements for multi-modal users along SR 20 within Burlington City limits from Alder Street to Cascade Highway	\$4,000,000	\$700,000	\$3,300,000
MV-1	I-5/Kincaid Interchange Vicinity Improvements	Mount Vernon	10	Corridor improvement project to improve safety, mobility, circulation and economic vitality	\$20,000,000	\$0	\$20,000,000
MV-2	Riverside Drive Improvements - 2	Mount Vernon	40	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance and underground overhead utilities	\$7,350,000	\$2,550,000	\$4,800,000
SW-1	Jones/John Liner Corridor Improvements	Sedro-Woolley	39	Four separate projects around the SR 20 corridor that consist of two new roadways, a RR undercrossing, culvert replacement and intersection improvement.	\$10,240,000	\$2,899,055	\$7,340,945
SW-2	F&S Grade Road Improvements Phase 1	Sedro-Woolley	39	Reconstruct F&S Grade Road from Edward Murrow to 700' N of Garden of Eden to Minor Arterial street standards.	\$2,527,000	\$0	\$2,527,000
SW-3	Garden of Eden Road Improvements	Sedro-Woolley	39	Reconstruct Garden of Eden Road from F&S Grade Road to Jones Road to Minor Arterial street standards.	\$2,360,000	\$0	\$2,360,000
SW-4	SR 20/Reed Street Intersection Improvements	Sedro-Woolley	39	Signalize SR 20/Reed Street intersection	\$1,350,000	\$0	\$1,350,000
SC-1	Francis Road Reconstruction (Sections 1,3 & 4)	Skagit County	39	Reconstruct Francis Road to current standards in order to provide alternate route from I-5 to SR 9	\$16,572,302	\$8,457,641	\$8,114,661
SC-2	Guemes Island Ferry Replacement	Skagit County	40	Replace the aging diesel powered Guemes Island Ferry with an all-electric ferry	\$45,102,650	\$30,133,321	\$14,969,329
SC-3	Josh Wilson Road Reconstruction (Phase 2, 2A, 3 & 4)	Skagit County	40	Reconstruct Josh Wilson Road, an alternate route to SR 20, to current standards	\$18,743,558	\$608,148	\$18,135,410

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Map ID	Project Title	Agency	Leg. Dist.	Description	Total Cost	Existing Funding	Funding Needed
SC-4	Cook Road /I-5 Interchange Improvements	Skagit County	39, 40	Adding a travel lane to the Interstate-5 / Cook Road Interchange (Exit 232) and signaling the on/off ramps to reduce collisions and alleviate congestion	\$10,154,492	\$8,471,255	\$1,683,237
SC-5	Concrete Sauk Valley Road Stabilization	Skagit County	39	Design and Construct Bank Protection measures along Concrete Sauk Valley Road due to erosion caused by the Skagit River.	\$5,500,000	\$500,000	\$5,000,000
SC-6	Rosario Road / Marine Drive Roundabout	Skagit County	10	Design and construct intersection improvements at the three intersecting roads.	\$5,612,000	\$2,609,000	\$3,003,000
ST-1	Construction of New Maintenance, Operations and Administration Facility	Skagit Transit	40	Construction of new facility to support ongoing and future transit service support activities	\$65,479,101	\$46,245,760	\$3,000,000
SI-1	SR 20 Safe Access Improvements	Swinomish Indian Tribal Community	10, 40	Project to improve safety and access on SR 20 at Casino Drive and at Long John Drive	\$21,000,000	\$200,000	\$20,800,000
WF-1	Anacortes Terminal Replacement	Washington State Ferries	40	Construct a new or enhanced ferry terminal that meets current safety, security and accessibility requirements	\$122,400,000	\$74,800,000	\$47,600,000





## **Project Information**

*AVAILABLE UPON REQUEST*

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