

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

December 7, 2023 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 538 981 465#

AGENDA

1. **Call to Order and Roll Call**
2. [October 5, 2023 Technical Advisory Committee Meeting Minutes](#)
3. **Non-Motorized Advisory Committee**
 - a. Biannual Update – *Grant Johnson*
 - b. [Proposed 2024 Work Program](#) – *Grant Johnson*
 - c. [Proposed 2024 Membership](#) – *Grant Johnson*
4. [2024 Skagit Regional Transportation Priorities](#) – *Grant Johnson*
5. [Unified Planning Work Program Amendment](#) – *Mark Hamilton*
6. [Quarterly Obligation Report](#) – *Mark Hamilton*
7. [FFY 2023 Federal Local Obligation Authority Delivery - Summary](#) – *Mark Hamilton*
8. [2023 Obligation Authority Plan](#) – *Mark Hamilton*
9. [2024 Obligation Authority Plan](#) – *Mark Hamilton*
10. **Roundtable and Open Topic Discussion**
11. **Next Meeting:** January 4, 2024, 1:30 p.m.
12. **Adjourned**

Please contact [Mark Hamilton](#) at (360) 416-7876 if there are any other items that need to be brought up for discussion.

[Meeting Packet](#)

TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

VOTING MEMBERS

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

NON-VOTING MEMBERS

Skagit PUD

QUORUM REQUIREMENT

A quorum consists of half the total votes (5), with Skagit County consisting of one seat toward the quorum calculation. Formal recommendations to the Transportation Policy Board can only be made when a quorum is present.

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SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

October 5, 2023

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Steve Lange
- City of Burlington Brian Dempsey
- City of Sedro-Woolley Mark Freiberger
- Samish Indian Nation..... Nick Dorr
- Skagit County Tom Weller
- Skagit PUD..... Mark Semrau
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation Ryan Clemens, John Shambaugh

STAFF PRESENT

- Skagit Council of Governments Kevin Murphy, Mark Hamilton, Grant Johnson

OTHERS PRESENT

No one else attended the meeting.

AGENDA

1. Call to Order: 1:33 p.m.

Roll Call: Roll was taken with a quorum present.

2. September 7, 2023 Technical Advisory Committee Meeting Minutes: Mr. Lange moved to approve the September 7, 2023 Technical Advisory Committee (TAC) meeting minutes, and Mr. Shambaugh seconded the motion. The motion carried unanimously.
3. October Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He stated that these are the final Regional Transportation Improvement Program (RTIP) amendments for the year, with one amendment from Anacortes and one amendment from Skagit County. The Anacortes amendment is to add the Q Avenue Pedestrian Crossings project to the RTIP, as it was selected for funding by the Transportation Policy Board at their July meeting. The total estimated project cost is \$511,000 and the project is fully funded. The Skagit County amendment adds \$1.75 million in federal funds to the Francis Road Section 1 project, which is already in the RTIP, and adds state funds to the project along with an updated total estimated project cost.

Mr. Dempsey motioned to recommend approval of the October Regional Transportation Improvement Program Amendments to the Transportation Policy Board, as presented. Mr. Freiberger seconded the motion and it carried unanimously.

4. 2024–2029 Regional Transportation Improvement Program: Mr. Hamilton presented this agenda item. He stated that there have been no changes to the document since September when it was presented to the TAC as a discussion item at the September TAC meeting and later sent around to the committee. He explained that the 2024–2029 RTIP is expected to go into effect in January 2024, and that adoption by the Transportation Policy Board is anticipated this October. WSDOT Local Programs review of projects has taken longer than normal, and they have recently submitted comments on several projects to SCOG, which will require some changes to projects in the draft 2024–2029 RTIP. SCOG staff will be reaching out to project sponsors shortly with these WSDOT review comments.

Mr. Shambaugh motioned to recommend approval of the 2024–2029 Regional Transportation Improvement Program to the Transportation Policy Board, as presented. Mr. Lange seconded the motion and it carried unanimously.

5. 2024 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He explained that this was a discussion item at last month’s TAC meeting, and that this is a document kept separate from the RTIP so that it can be quickly amended throughout the year as needed. He stated that there had been no changes made to the document since the September TAC meeting and reminded committee members that obligation authority procedures are contained within the RTIP and not the 2024 Obligation Authority Plan.

Mr. Freiberger motioned to recommend approval of the 2024 Obligation Authority Plan to the Transportation Policy Board, as presented. Mr. Weller seconded the motion and it carried unanimously.

6. 2023 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that there had been no changes to the document since the previous month, and that as of today SCOG had not yet received the most recent obligation reports from WSDOT through the end of the federal fiscal year that just ended. He stated that the Skagit region was not expected to deliver its obligation authority target for the year, and that expectation was communicated to WSDOT earlier this year, but Washington state likely surpassed the statewide target by the end of the federal fiscal year.

TAC members provided obligation updates for projects in the 2023 Obligation Authority Plan that have not yet obligated federal funding.

7. 2024 Skagit Regional Transportation Priorities: Mr. Johnson presented this agenda item. He stated that this is an annual list of projects created as an information item for the Washington state legislature to provide visibility for regional priority projects. SCOG staff have been reaching out to project sponsors and are updating the list based on member jurisdiction’s input. He explained that this item will be coming back to the TAC at their December 7, 2023 meeting, and it is anticipated that the Transportation Policy Board should take action on the list at their December 20, 2023 meeting.
8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
9. Next Meeting: November 2, 2023, 1:30 p.m.

10. Adjourned: 2:12 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

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NON-MOTORIZED ADVISORY COMMITTEE 2024 WORK PROGRAM

Every year, the Technical Advisory Committee (TAC) reviews and approves the work program for the Non-Motorized Advisory Committee (NMAC). The NMAC is an advisory committee to the TAC. This process for work program recommendation and approval is described in the NMAC bylaws.

The TAC approved the Non-Motorized Advisory Committee 2024 Work Program at its December 7, 2023 meeting.

1. Biannual Update to Technical Advisory Committee

Per the NMAC Bylaws that were adopted on August 3, 2023, the NMAC is required to report on progress twice a year to the TAC in June and December.

Products: An NMAC member will brief the TAC biannually, in June and December of 2024.

2. Skagit County Bike Map

In 2018, the NMAC completed preparation of the Skagit County Bike Map. The next update to the bike map should be completed in 2024. The NMAC will coordinate with staff at Skagit GIS in 2024 to update the existing bike map, as well as promote and distribute the final products.

Products: completion of Skagit Bike Map in 2024.

3. Assist Member Organizations and Volunteer Groups to Improve Non-motorized Transportation and Safety

Provide a non-motorized transportation resource to the member organizations of SCOG and volunteer groups that are actively involved with non-motorized transportation in Skagit County.

Products: no specific products have yet been identified for this work program item, but products may be added later in 2024.

No further activities were recommended by the NMAC for their 2024 work program.

NON-MOTORIZED ADVISORY COMMITTEE PROPOSED 2024 MEMBERSHIP

The Non-Motorized Advisory Committee (NMAC) is an advisory committee to the Technical Advisory Committee. Per the NMAC bylaws, membership to the NMAC will be reviewed and approved annually at the December meeting of the Technical Advisory Committee, and on an as-needed basis.

Membership proposed by the NMAC for 2024 is in the following table.

Name	Status	Notes
Liz McNett Crowl	Coordinator & Current Member	
Linda Talman	Current Member	
Marie Erbstoeszzer	Current Member	
Debra Bray	Current Member	Tribal Representative & Swinomish Planner
Julie Kinder	Current Member	
Lettie Lance	Current Member	
Wade Lance	Current Member	

ACTION ITEM X.X. – 2024 SKAGIT REGIONAL TRANSPORTATION PRIORITIES

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	10/5/2023	Discussion	Grant Johnson	(360) 416-6678
Technical Advisory Committee	12/7/2023	Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	12/20/2023	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and the Technical Advisory Committee (TAC) recommend approval of the [2024 Skagit Regional Transportation Priorities](#).

FISCAL IMPACT

There is no fiscal impact to the proposed 2024 Skagit Regional Transportation Priorities.

DISCUSSION

SCOG Staff has been working with member jurisdictions to update the Skagit Regional Transportation Priorities. One new project has been added to the Skagit Regional Transportation Priorities that were adopted by the Transportation Policy Board on December 21, 2022. The new project is:

- Cap Sante Marina T-Dock, Port of Anacortes

In addition to the new project, several other changes were made:

- The formatting of the document was completely revised, with the number of pages substantially reduced; and
- A new section titled “2024 Legislative Priorities” was added. “WSDOT Highway System Needs” and “Local Roadway System Needs” were moved to this section, and “Support Increased Funding for Regional Transportation Planning Organizations” was added; and
- Projects were combined into a table that corresponds to a map on the opposing page.

Projects have been updated based on information provided by member jurisdictions. Where applicable, programmatic funding need amounts have been updated based on best available estimates.



Skagit Regional Transportation Priorities

January 2024

SCOG 
Skagit Council of Governments

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Contents

- About SCOG
- 2024 Legislative Priorities
- 2024 Regional Summary
- 2024 List of Regional Transportation Priorities
- Project Data Sheets (available upon request)

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
-

2024 Legislative Priorities

Approved by the SCOG Transportation Policy Board on December 21, 2023

Support Increased Funding for Regional Transportation Planning Organizations

Increase the Regional Transportation Planning Organization (RTPO) program budget to \$12 million per biennium in order to achieve the transportation planning outcomes and requirements of RCW 47.80. The original biennial appropriation for the state-wide RTPO program (\$4.4 million) has not changed since the program's creation 34 years ago. 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. Funding allocations have not increased over time to meet the rising costs of operations as well as the expanded responsibilities of RTPO's. SCOG supports an effort to completely assess the amount of funding required for RTPO's to perform their duties.

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.

2024 Regional Summary

Approved by the SCOG Transportation Policy Board on December 21, 2023

New Projects

Cap Sante Marina T-Dock, Port of Anacortes, \$7,300,000 project cost, \$1,000,000 existing funds

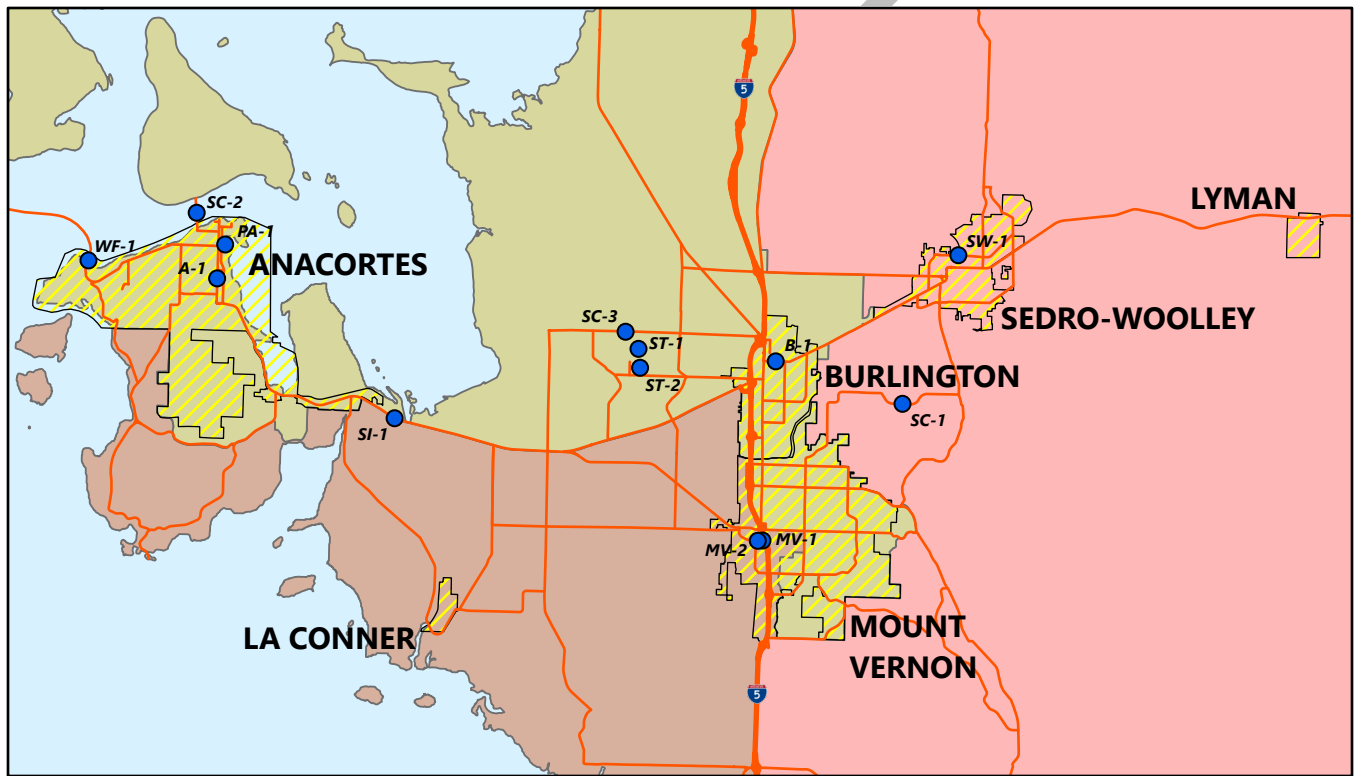
Financial Summary

	Number of Projects	Project Cost	Existing Funds	Funding Needed
Legislative District 10	5	\$113,597,629	\$32,800,000	\$80,797,629
Legislative District 39	3	\$65,605,675	\$38,892,202	\$92,319,148
Legislative District 40	10	\$344,168,257	\$153,250,000	\$190,918,257
Skagit Region Total*	13	\$444,173,932	\$205,296,101	\$238,877,831

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

2024 List of Regional Transportation Priorities

Approved by the SCOG Transportation Policy Board on December 21, 2023



Regional Transportation Priorities

- Priority Project
- Regional Transportation Network
- ▨ Incorporated Area
- Legislative District 10
- Legislative District 39
- Legislative District 40

2024 List of Regional Transportation Priorities

Approved by the SCOG Transportation Policy Board on December 21, 2023

Map ID	Project Title	Agency	Leg. Dist.	Description	Total Cost	Existing Funding	Funding Needed
A-1	South Commercial Avenue Corridor Plan	Anacortes	40	Non-motorized improvements to a combination main street and SR 20 Spur	\$56,770,628	\$3,750,000	\$53,020,628
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	\$3,000,000	\$700,000	\$2,300,000
MV-1	I-5/Kincaid Interchange Vicinity Improvements	Mount Vernon	10, 40	Corridor improvement project to improve safety, mobility, circulation and economic vitality	\$20,000,000	\$0	\$20,000,000
MV-2	Library Commons Project Regional Transportation Supporting Elements	Mount Vernon	40	Structured public parking, electric vehicle mega charging site, electric bicycle charging and transit stop.	\$53,000,000	\$46,500,000	\$6,500,000
PA-1	Cap Sante Marina T-Dock	Port of Anacortes	40	Replace Port of Anacortes' T-Dock, which is used for commercial fishing and oil spill response	\$7,300,000	\$1,000,000	\$6,300,000
SW-1	Jones/John Liner/ Trail Road Corridor Improvements	Sedro-Woolley	39	Roadway and trail transportation improvements around the SR 20 corridor	\$40,454,000	\$10,821,400	\$29,632,600
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	\$15,151,675	\$8,624,701	\$6,526,974
SC-2	Guemes Island Ferry Replacement	Skagit County	40	Replace the aging diesel powered Guemes Island Ferry with an all-electric ferry	\$32,500,000	\$26,300,000	\$6,200,000
SC-3	Josh Wilson Road Reconstruction (Phase 2, 2A, 3 & 4)	Skagit County	10, 40	Reconstruct Josh Wilson Road, an alternate route to SR 20, to current standards	\$18,197,629	\$0	\$18,197,629
ST-1	Zero Emission Vehicles and Infrastructure	Skagit Transit	10, 40, 39	Investment in infrastructure and vehicles to convert to zero emission transit fleet	\$10,000,000	\$0	\$10,000,000
ST-2	Construction of New Maintenance, Operations and Administration Facility	Skagit Transit	10	Construction of new facility to support ongoing and future transit service support activities	\$44,400,000	\$32,600,000	\$11,800,000
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
Sheets**

AVAILABLE UPON REQUEST

ACTION ITEM X.X. – UNIFIED PLANNING WORK PROGRAM AMENDMENT

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	12/07/2023	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	12/20/2023	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommends approving Resolution 2023-XX to amend the [Unified Planning Work Program for State Fiscal Year 2024](#).

Revisions made to the document appear in redline format with additions underlined in red and deletions ~~struck in red~~.

FISCAL IMPACT

The fiscal impact to update the Skagit County Bike Map this state fiscal year is estimated to be \$10,000, with \$8,650 from Federal Highway Administration formula funds (23 USC Section 134, Planning “PL” funds) received by SCOG and \$1,350 from local matching funds. The fiscal impact to begin the update to the Regional Transportation Plan this state fiscal year is estimated to be \$5,780, with \$5,000 in Federal Highway Administration discretionary funds (23 USC Section 133, Surface Transportation Block Grant funds) and \$780 in local matching funds.

A major update to the Regional Transportation Plan was selected to receive \$346,000 in Surface Transportation Block Grant funds on July 19, 2023 by the Transportation Policy Board. Federal authorization of these funds cannot occur until the project is included in SCOG’s unified planning work program (UPWP) and programmed in the Statewide Transportation Improvement Program (STIP), which should be approved by the Federal Highway Administration and Federal Transit Administration in January 2024. The project is included in the [draft STIP](#). SCOG staff anticipates that federal authorization will occur in January/February 2024 for this project and the Regional Transportation Plan is due for completion by March 2026.

DISCUSSION

SCOG is responsible for preparing a UPWP that documents the transportation planning work activities and related tasks to be accomplished during state fiscal year 2024 (July 1, 2023 through June 30, 2024). The UPWP identifies work tasks, their associated costs and applicable funding sources. The Transportation Policy Board approved the UPWP at the May 17, 2023 meeting.

This proposed amendment includes the following revisions:

- Includes amendment date of December 20, 2023 on the cover;

- Revises page 11 to reflect major update to Regional Transportation Plan beginning this state fiscal year with consultant support;
- Revises page 12 to include an update to the Skagit County Bike Map this state fiscal year, with funding to print copies of the map when the update is complete;
- Updates tables on pages 20 and 21 to reflect funding changes for Regional Transportation Plan and Skagit County Bike Map;
- Revises text and table on page 22 to reflect consultant contract for Regional Transportation Plan expected to begin this state fiscal year;
- Updates table on page 23 to show consultant contract for Regional Transportation Plan, agreement type, fund type and estimated cost for work done this state fiscal year (consultant expected to begin work in May/June 2023 right before end of state fiscal year);
- Updates table in Appendix F: Long-term Work Schedule to show Regional Transportation Plan work task continuing in state fiscal year 2025 with completion the next year; and
- Updates table in Appendix F: Long-term Work Schedule to show a consultant contract to begin in state fiscal year 2025 and conclude the following year assisting with House Bill 1181 Implementation related to new transportation planning requirements (unfunded at this time).

UNIFIED PLANNING WORK PROGRAM

State Fiscal Year

2024

July 1, 2023 – June 30, 2024

Adopted by the Transportation Policy Board on May 17, 2023

Amended December 29, 2023

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

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Cover photograph courtesy of Andy Porter Photography.

PLANNING ORGANIZATION OVERVIEW

Authorized by federal law, metropolitan planning organizations (MPOs) exist throughout the United States in all urban areas with populations greater than 50,000 people. MPOs plan, program and prioritize federal funding used on transportation projects in metropolitan planning areas.

The Skagit Council of Governments (SCOG) is the federally designated MPO in Skagit County, Washington, as enabled by federal law [23 USC 134](#) and [49 USC 5303](#). SCOG leads the development of the region's long-range regional transportation plan and short-range regional transportation improvement program in coordination with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Washington State Department of Transportation (WSDOT) and stakeholders in the Skagit region.

Washington state's Growth Management Act of 1990 authorized the creation of regional transportation planning organizations (RTPOs). Through its [governance agreement](#), SCOG is designated as the RTPO for Skagit County. As an RTPO, SCOG convenes cities, towns, Skagit County, Skagit Public Utility District, Skagit Transit, tribes, ports, private employers and WSDOT as the Skagit region plans for the future. Examples of RTPO duties include: preparing a regional transportation plan; certifying that countywide planning policies and local transportation elements are consistent with the regional transportation plan; and maintaining a six-year regional transportation improvement program.

For a listing of Transportation Policy Board membership, refer to Appendix A: Board Membership. For a graphical representation of the board and advisory committee structure, refer to Appendix B: SCOG Organizational Structure. For a map of the MPO and RTPO planning area, see Appendix C: MPO & RTPO Planning Area.

UNIFIED PLANNING WORK PROGRAM OVERVIEW

The unified planning work program (UPWP) documents the transportation planning work activities and related tasks to be accomplished during state fiscal year (SFY) 2024 – July 1, 2023 through June 30, 2024. Work activities included in the UPWP comply with regional policies, goals and objectives. SCOG's Transportation Policy Board reviews and approves the UPWP, with final approval issued by FHWA, FTA and WSDOT.

This document outlines federal and state planning requirements, then presents a work program of planning activities for SFY 2024 that address the requirements and regional priorities. The work activities in the UPWP are organized into four elements:

- Element 1: **Administration**;
- Element 2: **Multimodal Planning**;
- Element 3: **Programming & Project Selection**; and
- Element 4: **Data Collection & Analysis**.

MPO and RTPO planning activities are funded by grants from FHWA, FTA, WSDOT and dues from local and tribal governments. The UPWP is adopted annually and serves as a budget and work program for SCOG's transportation function.

For a graphical representation of the core work activities identified in the UPWP, refer to Appendix D: Core Programs and Functions.

Appendix E: Planning Projects by Other Agencies, includes planning projects conducted by other agencies within the Skagit region during the timeframe of the UPWP. Projects in this appendix are typically led by Skagit Transit, the regional public transportation operator and WSDOT, but may be from other agencies in the metropolitan planning area.

Appendix F: Long-term Work Schedule includes long-term work tasks that either begin in this UPWP and continue past the UPWP, or are anticipated for future UPWPs and have not yet begun.

AMENDING THE UPWP

As staff availability fluctuates and regional priorities change, it may become necessary to amend the UPWP. If it is determined, through discussions with the SCOG Transportation Policy Board, that an amendment is necessary, staff will prepare an updated UPWP. A draft will then be made available to the public, Technical Advisory Committee (TAC), Transportation Policy Board, and WSDOT. The Transportation Policy Board will then act on the amended UPWP. If the amendment is approved, it will then be submitted to WSDOT for final approval.

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FEDERAL AND STATE REQUIREMENTS

FEDERAL PLANNING FACTORS

Federal planning factors emphasize priorities for transportation planning through a process that is continuing, co-operative and comprehensive ([23 USC 134\(h\)](#) and [49 USC 5303\(h\)](#)). The ten factors provide for consideration of projects and strategies that will:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

Each of the federal planning factors is addressed through various work tasks selected for SFY 2024, as shown in the following table.

Unified Planning Work Program Work Task	Economic Vitality	System Safety	System Security	Accessibility and Mobility	Environment, Energy, Quality of Life and Consistency	Integration of System	Efficiency	System Preservation	System Resiliency	Enhance Tourism
1.1 – MPO and RTPO Administration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.2 – Unified Planning Work Program	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.3 – Legislator Contact										
1.4 – Title VI Annual Report				✓	✓					
1.5 – Public Participation Plan Annual Report	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.1 – Regional Transportation Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.2 – Statewide Planning Initiatives	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.3 – Local Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.4 – North Sound Transportation Alliance				✓	✓	✓				✓
2.5 – Nondiscrimination Planning				✓	✓					
2.6 – Nonmotorized Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.7 – Infrastructure Investment and Jobs Act	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.8 – Public Participation Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.9 – Regional Level of Service Review	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

Unified Planning Work Program Work Task	Economic Vitality	System Safety	System Security	Accessibility and Mobility	Environment, Energy, Quality of Life and Consistency	Integration of System	Efficiency	System Preservation	System Resiliency	Enhance Tourism
2.10 – Transportation Elements and Countywide Planning Policies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.11 – Certification Program Assessment	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.12 – Regional Transportation Resilience Improvement Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.1 – Regional Transportation Improvement Program	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.2 – Annual Listing of Obligations	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.3 – Project Selection & Prioritization	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.4 – List of Regional High Priority Projects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.1 – Regional Performance Targets	✓	✓	✓	✓	✓	✓	✓	✓		
4.2 – Travel Demand Model	✓			✓			✓			✓
4.3 – Traffic Counts	✓			✓			✓	✓		
4.4 – Geographic Information Systems	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.5 – Highway Functional Classification	✓	✓	✓	✓				✓		
4.6 – Household Travel Survey	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.7 – Growth Projections and Allocations	✓			✓		✓	✓			
4.8 – Urban Area Boundaries	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

FEDERAL PLANNING EMPHASIS AREAS

The Federal Highway Administration and the Federal Transit Administration jointly issued updated federal planning emphasis areas in 2021. SCOG is asked to identify tasks in the SFY 2024 UPWP that address the following federal planning emphasis areas:

- Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future;
- Equity and Justice40 in Transportation Planning;
- Complete Streets;
- Public Involvement;
- Strategic Highway Network/U.S. Department of Defense Coordination;
- Federal Land Management Agency Coordination;
- Planning and Environment Linkages; and
- Data in Transportation Planning.

Federal planning emphasis areas are detailed in a [December 30, 2021 letter](#) from FHWA and FTA.

STATE POLICY GOALS

The State of Washington has established policy goals for the planning, operation, performance of and investment in the state’s transportation system ([RCW 47.04.280](#)). Public investments in transportation should support achievement of these policy goals:

1. **Preservation** – To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system;

2. **Safety** – To provide for and improve the safety and security of transportation customers and the transportation system;
3. **Stewardship** – To continuously improve the quality, effectiveness, resilience and efficiency of the transportation system;
4. **Mobility** – To improve the predictable movement of goods and people throughout Washington state, including congestion relief and improved freight mobility;
5. **Economic Vitality** – To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy; and
6. **Environment** – To enhance Washington’s quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment.

Revisions were made to the policy goals in 2021 emphasizing that **Preservation** and **Safety** are priorities.

Washington state transportation system policy goals are addressed through various work activities selected for SFY 2024, as shown in the following table.

Unified Planning Work Program Work Task	Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment
1.1 – MPO and RTPO Administration	✓	✓	✓	✓	✓	✓
1.2 – Unified Planning Work Program	✓	✓	✓	✓	✓	✓
1.3 – Legislator Contact						
1.4 – Title VI Annual Report			✓	✓		✓
1.5 – Public Participation Plan Annual Report	✓	✓	✓	✓	✓	✓
2.1 – Regional Transportation Plan	✓	✓	✓	✓	✓	✓
2.2 – Statewide Planning Initiatives	✓	✓	✓	✓	✓	✓
2.3 – Local Transportation Planning	✓	✓	✓	✓	✓	✓
2.4 – North Sound Transportation Alliance	✓		✓	✓		✓
2.5 – Nondiscrimination Planning			✓	✓		✓
2.6 – Nonmotorized Transportation Planning	✓	✓	✓	✓	✓	✓
2.7 – Infrastructure Investment and Jobs Act	✓	✓	✓	✓	✓	✓
2.8 – Public Participation Plan	✓	✓	✓	✓	✓	✓
2.9 – Regional Level of Service Review	✓	✓	✓	✓	✓	
2.10 – Transportation Elements and Countywide Planning Policies	✓	✓	✓	✓	✓	
2.11 – Certification Program Assessment	✓	✓	✓	✓	✓	✓
2.12 – Regional Transportation Resilience Improvement Plan	✓	✓	✓	✓	✓	✓
3.1 – Regional Transportation Improvement Program	✓	✓	✓	✓	✓	✓
3.2 – Annual Listing of Obligations	✓	✓	✓	✓	✓	✓
3.3 – Project Selection and Prioritization	✓	✓	✓	✓	✓	✓
3.4 – List of Regional High Priority Projects	✓	✓	✓	✓	✓	✓
4.1 – Regional Performance Targets	✓	✓	✓	✓	✓	✓
4.2 – Travel Demand Model	✓		✓	✓	✓	
4.3 – Traffic Counts	✓	✓	✓	✓	✓	✓
4.4 – Geographic Information Systems	✓	✓	✓	✓	✓	✓
4.5 – Highway Functional Classification	✓	✓	✓	✓	✓	
4.6 – Household Travel Survey	✓	✓	✓	✓	✓	✓

Unified Planning Work Program Work Task	Preservation	Safety	Stewardship	Mobility	Economic Vitality	Environment
4.7 – Growth Projections and Allocations	✓		✓	✓	✓	
4.8 – Urban Area Boundaries	✓	✓	✓	✓	✓	

Among RTPO duties ([RCW 47.80.023](#)) is preparing a regional transportation plan that is consistent with countywide planning policies and county, tribal, city and town comprehensive plans. Other tasks include: preparing a regional transportation improvement program (RTIP); developing a coordinated public transit-human services transportation plan; and reviewing local level of service standards. All of these duties are addressed in work activities listed in the UPWP. For a graphical representation of some of the work activities identified in the UPWP, refer to Appendix D: Core Programs and Functions.

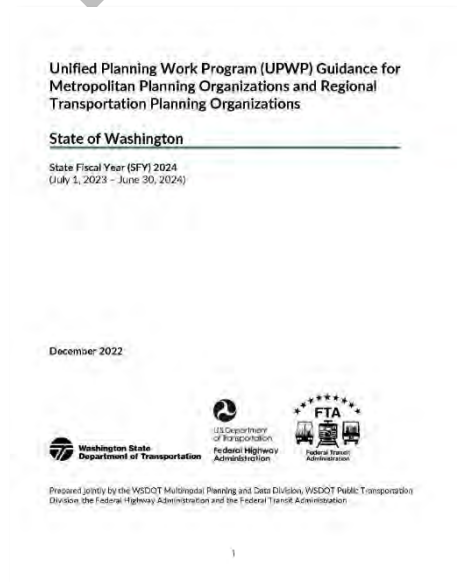
STATE PLANNING EMPHASIS AREAS

The following state planning emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources towards during state fiscal year 2024.

ADMINISTRATIVE

WSDOT requests that MPOs and RTPOs consider the following:

- **Update RTPO Duties:** The Tribal and Regional Integrated Planning Office looks forward to continuing the effort to assess, analyze, and potentially adjust the duties of RTPOs as found in RCW 47.80. We want to work closely with RTPOs to make sure that we are all aligned on what is expected of RTPOs as well as identify areas where RTPOs can more effectively enhance regional transportation planning.
- **Make Public Documents Accessible:** Governing documents should be posted online. Governance documents are public documents and should be easily accessible on the MPO/RTPO website. These include Interlocal Agreements, bylaws, and policies. This practice also allows peer MPOs and RTPOs to look for good examples to follow when developing their governance documents.
- **Make Planning Processes More Inclusive:** WSDOT is committed to combatting racism and is working to enhance diversity, equity, and inclusion efforts. We encourage MPOs and RTPOs to look for ways to make their planning processes more inclusive to members of historically underrepresented groups. Let us know how WSDOT can support your organization in these efforts.



PLANNING COLLABORATION

WSDOT will be developing multiple statewide plans during SFY 2024. MPOs and RTPOs are requested to set aside resources to collaboratively develop and/or review the plans. Plans and efforts expected to be developed during SFY 2024 include:

- **Statewide Carbon Reduction Strategy:** WSDOT will continue to coordinate with MPOs and RTPOs as it develops the statewide carbon reduction strategy into SFY 2024. The document will identify areas where WSDOT and its partners can work to reduce carbon emissions as well as provide a framework for the use of Carbon Reduction Program funding.

- **Multimodal Planning and Data Division Planning Activities:** WSDOT will be focusing on implementation of the Highway System Plan during the 23-25 biennium, public engagement for the legislatively directed performance-based project evaluation model, and an update of the statewide multimodal transportation plan. MPOs and RTPOs are requested to dedicate resources to coordinate on these efforts during the 23-25 biennium.
- **Public Transportation Division Planning Activities:** WSDOT's Public Transportation Division will be working on the State Transportation Demand Management Plan, the State Commute Trip Reduction Plan, and local Commute Trip Reduction plans, all of which will inform the development of the Statewide Public Transportation Plan. MPOs and RTPOs are encouraged to dedicate some resources to coordinate and collaborate with WSDOT's Public Transportation Division as they work on these efforts.
- **Greenhouse Gas Reduction Regulations:** The current administration is eager to implement federal greenhouse gas reduction target setting regulations. We encourage MPOs to work with WSDOT to be prepared to address the regulations if they are implemented.
- **Comprehensive Plan Updates:** Many cities and counties in Washington are ramping up efforts to update their comprehensive plans. WSDOT encourages MPOs and RTPOs to coordinate with WSDOT region planning offices in the review and support of the local agency comprehensive plan transportation elements. [WSDOT has developed a resource page for this effort.](#)
- **Land Use and Transportation:** WSDOT is also working to address the connection between land use and transportation. We encourage MPOs and RTPOs to engage in processes that address demand management and build or enhance transportation efficient communities through coordinated land use decision making.

URBAN AREAS UPDATE

In SFY 2024 WSDOT will continue to work with MPOs, RTPOs, and FHWA to smooth urban area boundaries and revisit functional classification. With new designations of urban area boundaries, we will need to designate roadways that are at the periphery of the new geographies as either urban or rural. This work is expected to be completed in SFY 2023 but it may carry over into SFY 2024. Please reserve some resources to work with WSDOT as necessary.

FINANCIAL ACCOUNTING

If consultants will be used to implement portions of the UPWP, MPOs and RTPOs should clearly identify which tasks will be supported by consultants. The funds expected to be used for consultant contracts should also be identified. WSDOT requests that a table of all expected consultant contracts also be included in the UPWP.

If an MPO or RTPO anticipates utilizing STBG funds for planning efforts, please include a table in your UPWP that indicates expected STBG obligations and what they will be used for.

PUBLIC INVOLVEMENT

Federal and state laws require MPOs and RTPOs to include provisions in the planning process to ensure the involvement of the public in the preparation of regional plans and programs. SCOG's [Public Participation Plan](#) requires that plans and documents are made available to the public online and at the SCOG office.

FUNDING SOURCES FOR PLANNING ACTIVITIES

All work, including staff time and consultant activities, listed in the unified planning work program are funded through one or more of the following funding sources.

Funding tables, including all funding sources supporting the UPWP, are located near the end of this document. For cost estimates by UPWP work task, refer to the [Expenditures by Task](#) table. For a summary of expenditures and revenue by fund type, refer to the [Expenditures & Revenue by Fund Type](#) table.

FEDERAL HIGHWAY ADMINISTRATION

23 USC SECTION 133 AND SECTION 134 GRANT FUNDS

Section 133, the Surface Transportation Block Grant Program (STBG), provides flexible funding that may be used by states and localities for projects to preserve and improve the transportation system consistent with regional priorities. STBG funds are allocated to SCOG through the regional project-selection process to support the continuous, cooperative and comprehensive transportation planning process. STBG funds can be used for up to 86.5% of a project with a required match of 13.5%.

Refer to the [Surface Transportation Block Grant Funding Breakdown](#) table in the UPWP for estimated STBG funding for SFY 2024 by project.

Section 134 federal planning funds, often referred to as “PL” funds, are allocated to MPOs by WSDOT for carrying out the metropolitan transportation planning process. These federal funds can be used for up to 86.5% of a project, with a required 13.5% match typically provided by local government dues.

FEDERAL TRANSIT ADMINISTRATION

49 USC SECTION 5303 AND 5310 GRANT FUNDS

Section 5303 funds are federal funds allocated to MPOs by WSDOT for multimodal transportation planning in metropolitan planning areas. SCOG uses a local match of 13.5% based on an agreement with WSDOT.

WSDOT allocates Section 5310 federal funds to RTPOs to aid development of local coordinated public transit-human services transportation plans. These funds do not have a local match requirement.

WASHINGTON STATE

REGIONAL TRANSPORTATION PLANNING ORGANIZATION GRANT FUNDS

Washington state allocates funds to all regional transportation planning organizations in the state to perform required state planning activities. These funds do not have a local match requirement.

ELEMENT 1: ADMINISTRATION

The Administration work program element focuses on all aspects of agency and personnel management, Transportation Policy Board support, advisory committees support, meeting coordination, budgeting, transportation and land use policy development and review, and annual work program preparation and reporting.

WORK TASKS

1.1 MPO and RTPO Administration

Description: Manage and administer the unified planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Administration will also include assuring compliance with rules and regulations of funding agencies. Supervise staff and personnel activities. Procure office supplies and furniture. Review and update contracts and agreements. Provide clerical support for general administration and other work program elements. Procure software and hardware, and other technologies and devices as needed. Maintain SCOG's website. Participate at monthly meetings of the Transportation Policy Board, Technical Advisory Committee and other committees as needed. Coordinate and consult with other MPOs and RTPOs on federal, state and regional transportation issues. Prepare 2024 operating budget. Provide continuing education and training opportunities through participation in webinars, conferences and seminars. Draft letters of support for transportation projects consistent with applicable policies, plans and programs. Prepare the annual self-certification, specifying that MPO functions are being performed in accordance with all applicable requirements. Facilitate public involvement and outreach efforts in accordance with the Title VI Plan and Public Participation Plan. Consult with tribal governments on transportation planning and programming efforts. Engage applicable federally recognized tribal governments in regional governance of SCOG, consistent with [RCW 47.80.050\(2\)](#).

Responsibilities: SCOG

Product: In October, staff will prepare the 2024 SCOG operating budget. The budget will be adopted prior to calendar year 2024. In October/November 2023, SCOG will submit its self-certification documentation.

Direct Cost: Technology-related (hardware, software, etc.) direct costs are expected to total up to \$8,900. Travel and training costs are expected to total up to \$25,000.

1.2 Unified Planning Work Program

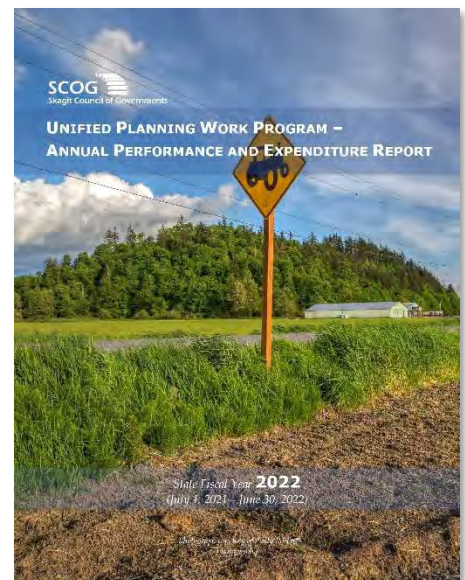
Description: Creation of the SFY 2023 UPWP Annual Performance and Expenditure Report per [23 CFR 420.117](#). SCOG will prepare the SFY 2025 UPWP in cooperation with the Federal Highway Administration, Federal Transit Administration, Skagit Transit and WSDOT.

Responsibilities: SCOG (lead), Federal Highway Administration, Federal Transit Administration, Skagit Transit, WSDOT

Product: SCOG will prepare the SFY 2023 Annual UPWP Performance and Expenditure Report in August/September 2023, and the SFY 2025 UPWP in spring 2024.

1.3 Legislator Contact

Description: Develop and submit Public Disclosure Commission Reports as required. The reports identify all contact with Washington state legislators. All expenses in meeting with federal and state elected, and administration officials are paid using local



funds. SCOG occasionally visits state legislators in the first or second month of the Washington state legislature's regular session. Other contact may occur, but it is unknown when this will happen during the UPWP timeframe.

Responsibilities: SCOG

Product: Quarterly Public Disclosure Commission Reports as necessary.

1.4 Title VI Annual Report

Description: Report on Title VI Plan implementation activities through the annual Title VI Accomplishments and Goals Report.

Responsibilities: SCOG (lead), WSDOT

Product: The Title VI annual report will be completed by November 2023.

1.5 Public Participation Plan Annual Report

Description: Report on Public Participation Plan implementation activities through an annual assessment of public participation at SCOG.

Responsibilities: SCOG

Product: The Public Participation Plan Annual Report will be completed in June 2024.

DRAFT

ELEMENT 2: MULTIMODAL PLANNING

The Multimodal Planning work program element includes regional planning efforts expected in SFY 2024. Many of the plans identified in this element are responsibilities of MPOs and RTPOs, as required by federal law and state law. Additional planning projects and coordination efforts are documented as well.

WORK TASKS

2.1 Regional Transportation Plan

Description: The Skagit 2045 Regional Transportation Plan (Skagit 2045) – the federal-compliant metropolitan transportation plan and state-compliant regional transportation plan – was adopted in March 2021. Skagit 2045 was amended in July 2022 to improve consistency with local and tribal long-range plans and transportation improvement programs. Another amendment to Skagit 2045 is expected in state fiscal year 2024, as local comprehensive plans are completed in the Skagit region. A major update to the Regional Transportation Plan is expected to begin in SFY 2024, with a consultant contract beginning in SFY 2025 and continuing through the plan due date of March 2026.



Responsibilities: SCOG (lead), WSDOT, Consultant

Product: Amendment to Skagit 2045 in SFY 2024. Begin work on major update to Regional Transportation Plan in SFY 2024 that is due by March 2026.

Direct Cost: An estimated \$5,000 of STBG (US) funds will be used for professional services in SFY 2024 for this work task.

2.2 Statewide Planning Initiatives

Description: Participate in the development and implementation of statewide transportation planning efforts led by WSDOT, and other state agencies, boards and commissions. Anticipated statewide planning initiatives that SCOG may be involved with are included in the State Planning Emphasis Areas section of the UPWP. SCOG budgets staff time and other resources every year in the UPWP to participate in these statewide efforts.

Responsibilities: WSDOT (lead), SCOG

Product: Participation in statewide planning initiatives as needs arise and staffing permits.

2.3 Local Transportation Planning

Description: Assist local agencies with transportation planning efforts. Refer to Appendix E: Planning Projects by Other Agencies for a description of major planning projects to be conducted by Skagit Transit and WSDOT within the Skagit region.

Responsibilities: SCOG

Product: SCOG will assist with local planning efforts as needed. This is an ongoing work task.

2.4 North Sound Transportation Alliance

Description: The [North Sound Transportation Alliance](#) (NSTA, formerly known as the “Farmhouse Gang”) is a macro-regional group that focuses on mobility and multimodal issues with stakeholders in Island, San Juan, Snohomish, Skagit and Whatcom counties. The Whatcom Council of Governments provides administration for NSTA, with assistance from SCOG.

Responsibilities: Whatcom Council of Governments (lead), SCOG

Product: NSTA meeting administration and attendance. Staff support for additional multimodal planning activities that NSTA performs.

2.5 Nondiscrimination Planning

Description: SCOG will review planning, programming and project selections to ensure that SCOG decisions do not have a disproportionate adverse impact on protected populations. SCOG will maintain a Title VI complaint log and implement the adopted Title VI Plan to ensure continued nondiscrimination in SCOG’s transportation program. SCOG will continue implementation of activities from the [Americans with Disabilities Act \(ADA\) Self-evaluation and Program Access Plan](#) completed in SFY 2023. SCOG will also continue implementation of activities from an upcoming Title VI Plan update, with adoption expected in May 2023. The next major updates to the Title VI Plan and ADA Self-evaluation and Program Access Plan are expected to occur in calendar year 2026.

Responsibilities: SCOG (lead), WSDOT

Product: Conduct ongoing nondiscrimination activities at SCOG during SFY 2024.

2.6 Nonmotorized Transportation Planning

Description: The Non-Motorized Advisory Committee (NMAC) is an advisory committee to the Technical Advisory Committee on non-motorized issues. The NMAC will be reviewing and recommending updated NMAC bylaws to the Technical Advisory Committee during SFY 2024. Assistance will be provided by the NMAC during SFY 2024 to SCOG member organizations and volunteer groups to improve nonmotorized transportation and safety. Other NMAC activities for SFY 2024 will be determined after their calendar year 2024 work program is approved by the TAC. [The Skagit County Bike Map will be updated and printed in SFY 2024.](#)

Responsibilities: SCOG

Product: Update to NMAC bylaws and assistance with improving nonmotorized transportation and safety during SFY 2024. [Complete and print an updated Skagit County Bike Map in SFY 2024.](#)

Direct Cost: [An estimated \\$8,650 of FHWA - PL funds will be used to print copies of the Skagit County Bike Map in SFY 2024.](#)

2.7 Infrastructure Investment and Jobs Act

Description: The federal Infrastructure Investment and Jobs Act was signed into law on November 15, 2021. Many new features of this surface transportation law affect SCOG, specifically the MPO duties that SCOG performs and the federal funding that SCOG receives. The Code of Federal Regulations should be updated during the timeframe of the SFY 2024 UPWP with regulations implementing the new law. SCOG will participate in processes related to implementing the new law and begin to address changes to MPO duties that the new law requires. Implementation activities may occur at the national, statewide and local levels.

Responsibilities: WSDOT (lead), SCOG

**North Sound
Transportation
Alliance**



Product: Participation in implementation activities related to the Infrastructure Investment and Jobs Act in SFY 2024 at the national, statewide and local levels.

2.8 Public Participation Plan

Description: The Public Participation Plan guides engagement activities at SCOG and was last updated in 2017. This 2017 update followed a major update to the plan in 2015, which included an assessment of an earlier public participation plan. Another minor update to the 2017 plan is anticipated in SFY 2024, primarily to address changes with governing bodies, advisory committees, remote meetings and new Infrastructure Investment and Jobs Act requirements. The plan update will follow changes in the Code of Federal Regulations, expected in SFY 2024.

Responsibilities: SCOG

Product: The Public Participation Plan will be amended by June 2024, pending new regulations implementing the Infrastructure Investment and Jobs Act.

2.9 Regional Level of Service Review

Description: Washington state law requires SCOG to “review level of services methodologies used by cities and counties planning under the Growth Management Act to promote a consistent regional evaluation of transportation facilities and corridors” ([RCW 47.80.023](#)). SCOG will document level of service methodologies used by cities and counties in the region and provide recommendations on how to make them more consistent.

Responsibilities: SCOG

Product: SCOG will produce a report detailing the region’s various level of service methodologies in the first quarter of SFY 2024.

2.10 Transportation Elements and Countywide Planning Policies

Description: Certify that the transportation element of city/county comprehensive plans and countywide planning policies meet the following requirements:

- a. Reflect the transportation guidelines and principles established in the adopted regional transportation plan and are consistent with other adopted plans;
- b. Conform to the requirements of [RCW 36.70A.070](#); and
- c. Are consistent with Skagit countywide planning policies adopted under [RCW 36.70A.210](#).

Responsibilities: SCOG

Product: Certification of local comprehensive plan transportation elements and countywide planning policies as necessary.

2.11 Certification Program Assessment

Description: Some elements of the regional transportation planning organization certification program are over 20 years old and were generated when Skagit County was part of the Skagit-Island Regional Transportation Planning Organization. This work task includes an in-depth review of the RTPO certification program that SCOG conducts.

Responsibilities: SCOG

Product: An assessment of the RTPO certification program will be completed by June 2024.

2.12 Regional Transportation Resilience Improvement Plan

Description: SCOG will prepare a plan to inform how SCOG may implement a resilience focus in its planning activities and investments. This plan will consider natural hazard risk and exposure on the surface

transportation system in the Skagit region, as well as pilot analysis methods for future use. The federal Infrastructure Investment and Jobs Act provides for metropolitan planning organizations, such as SCOG, to optionally prepare a resilience improvement plan as part of the new Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program (PROTECT). New rules are expected in the Code of Federal Regulations to implement PROTECT in SFY 2024, and SCOG may expand the scope of the Regional Transportation Resilience Improvement Plan to address these new federal regulations. Additionally, a notice of funding opportunity for PROTECT discretionary funds should be published in spring 2023 by FHWA, and SCOG may consider pursuing additional funding through this program to expand the scope of the project.

Responsibilities: SCOG (lead), Consultant

Product: Work on this plan began in SFY 2023, with completion expected in SFY 2025.

Direct Cost: An estimated \$35,000 of STBG (US) funds will be used for professional services in SFY 2024 for this work task.

DRAFT

ELEMENT 3: PROGRAMMING & PROJECT SELECTION

The Programming & Project Selection work program element guides how federally funded and regionally significant transportation projects are selected, prioritized and programmed. The six-year Regional Transportation Improvement Program is updated annually and amended as needed throughout the year. The RTIP is an ongoing process, where funding is programmed to meet regional planning goals as well as federal and state planning emphases. Project selection and prioritization processes typically occur every year.

WORK TASKS

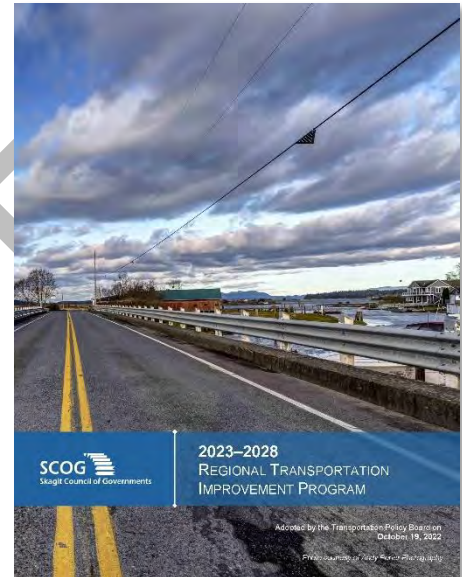
3.1 Regional Transportation Improvement Program

Description: Maintain a fiscally constrained four-year transportation improvement program – including an additional two-year list of illustrative projects – for regionally significant and federally funded transportation projects.

- a. Prepare the RTIP and transmit applicable projects to WSDOT for inclusion in the Statewide Transportation Improvement Program;
- b. As projects require revision, prepare amendments and administrative modifications to the RTIP to program federal funds that become secured or prioritized throughout the year;
- c. Develop RTIP policies and procedures with a goal of programming projects using regionally managed funds – Surface Transportation Block Grant Program, Transportation Alternatives Set-aside and Carbon Reduction Program – for all six program years;
- d. Encourage timely obligation of federal funds; and
- e. Monitor federal obligations monthly and work with partners to encourage meeting regional obligation authority target.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: The 2024–2029 Regional Transportation Improvement Program will be adopted by SCOG's Transportation Policy Board in October 2023. SCOG will process Regional Transportation Improvement Program amendments and administrative modifications as needed.



3.2 Annual Listing of Obligations

Description: Prepare an annual listing of obligated projects, showing Federal Highway Administration and Federal Transit Administration funds obligated in calendar year 2023 for the Skagit region.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: Prepare an annual listing of obligated projects by March 2024 and submit to WSDOT.

3.3 Project Selection and Prioritization

Description: SCOG will have one project selection process concluding in SFY 2024 and one project prioritization process beginning. SCOG's project selection process is for Surface Transportation Block Grant Program, Transportation Alternatives Set-aside and Carbon Reduction Program funding. Through this process, SCOG selects projects for regional funding, and later programs selected projects in the RTIP. SCOG's project prioritization process will assign regional priority to projects that will compete in the statewide WSDOT Consolidated Grant Program. Regional priorities will be considered in a statewide evaluation of projects, with WSDOT making project selection decisions – selecting which projects receive funding across Washington.

Responsibilities: SCOG (lead), WSDOT

Product: Select projects for federal Surface Transportation Block Grant Program, Transportation Alternatives Set-aside and Carbon Reduction Program funding by July 2023. Begin process to prepare a regional list of prioritized human services transportation projects in spring 2024, with the process concluding in SFY 2025.

3.4 List of Regional High Priority Projects

Description: SCOG will prepare a list of projects that are regional priorities prior to the 2024 Washington state legislative session. Projects on the list will represent the highest regional priorities for state transportation funding.

Responsibilities: SCOG

Product: Prepare a list of regional high priority projects by December 2023.



DRAFT

ELEMENT 4: DATA COLLECTION & ANALYSIS

The Data Collection & Analysis work program element focuses on the data SCOG needs for regional transportation planning, programming, project selection and prioritization processes. SCOG maintains databases of regional transportation, employment and housing data. These primarily serve as inputs to the regional travel demand model, but also as a valuable information resource in tracking performance of the regional transportation system. SCOG member organizations rely upon these data maintained by SCOG.

WORK TASKS

4.1 Regional Performance Targets

Description: In cooperation with Skagit Transit and WSDOT, SCOG will continue to develop regional performance targets.

Responsibilities: SCOG (lead), WSDOT, Skagit Transit

Product: Adopt regional performance targets in SFY 2024. FHWA regional highway safety performance targets are revisited every year by SCOG, and will be adopted by February 2024. Other regional performance targets may be revisited by SCOG in SFY 2024 if necessary.

4.2 Travel Demand Model

Description: SCOG most recently completed an update to the regional travel demand model in SFY 2021 to inform the Skagit 2045 Regional Transportation Plan, and other transportation planning efforts. The regional travel demand model is utilized by SCOG on an as-needed basis. Model updates in SFY 2024 may include outputs from a household travel survey that was completed in SFY 2022. Coordination may occur with other MPOs on travel demand modeling during SFY 2024. SCOG staff are updating traffic analysis zones for the regional travel demand model in SFY 2023, and though the work should be completed prior to SFY 2024, it may wrap up in July/August 2024.

Responsibilities: SCOG

Product: SCOG may implement regional travel demand model improvements in SFY 2024, following consultant recommendations from SFY 2021 and a completed household travel survey in SFY 2022. Conduct analyses using the regional travel demand model as necessary. Provide the model and model documentation upon request to local, regional and statewide partners. Complete update to traffic analysis zones the first quarter of SFY 2024 if work is not complete by the end of SFY 2023.

4.3 Traffic Counts

Description: This task includes a continuation of SCOG's agreement with Skagit County to perform traffic counting services for jurisdictions within Skagit County. Continue to maintain inventory of traffic and vehicle classification counts and travel time studies from all available sources; store data and make available in electronic format. Count bicycle traffic at permanent count locations in Anacortes and Sedro-Woolley. Post process and analyze traffic-count data as necessary.

Responsibilities: SCOG (lead), Consultant

Product: Maintain a library of current traffic counts for Skagit County. Counts will be done throughout the year on both a scheduled and as-needed basis. All counts and other available transportation data will be made available and maintained in an electronic library.

Direct Cost: An estimated \$31,000 of FHWA – PL funds will be used for traffic counts in SFY 2024, including a pass-through of \$30,000 for traffic counts and \$1,000 for maintenance of permanent bicycle counters.

4.4 Geographic Information Systems

Description: Maintain current demographic, roadway infrastructure and other spatial data for GIS applications. Produce maps and conduct geospatial analysis as necessary to support the work program. Maintain GIS data through ArcGIS Online and make available through SCOG’s website.

Responsibilities: SCOG

Product: Provide GIS data and maps as necessary. Conduct geospatial analysis, including geocoding of employment data used for the regional travel demand model and other purposes. Continue to increase access to SCOG data through ArcGIS Online and story maps.

4.5 Highway Functional Classification

Description: Update, review and process requests for modifications of the federal highway functional classification system within the region, as necessary. Work with WSDOT to expand federal highway freight designations. Revisit classifications following the 2020 decennial census, potentially continuing into SFY 2025, consistent with a state planning emphasis area suggesting that MPOs review unbuilt proposed routes that have been on the system for six or more years. This work product will be coordinated with work task 4.8, and the resulting adjustments to urban areas which impact how facilities are classified (i.e. urban vs. rural). Timing follows the final rulemaking process of U.S. Census Bureau for urban area boundaries, which concluded in December 2022 with designation of urban areas.

Responsibilities: WSDOT (lead), SCOG

Product: Collaboration with WSDOT on roadway classification issues. Highway functional classifications updated in the Skagit region in SFY 2024, consistent with changes to urban areas.

4.6 Household Travel Survey

Description: The household travel survey studies regional travel behavior and public sentiment for what transportation investments should be made. The project informs the regional travel demand model and provides scientifically valid representation of public preference on regional travel issues. The household travel survey was completed in SFY 2022 after several delays due to travel impacts associated with the COVID-19 pandemic. Work products for SFY 2024 using household travel survey data will be prepared on an as-needed basis.



Responsibilities: SCOG

Product: Conduct analysis of household travel survey data as needed. Integrate survey data with regional travel demand model in SFY 2024. Develop/refine tools for analyzing household travel survey data in SFY 2024.

4.7 Growth Projections and Allocations

Description: Prepare regional forecasts of population and employment growth in the Skagit region. Products of this work task will inform local comprehensive plan updates, due by June 2025, and an update to the Skagit 2045 Regional Transportation Plan, due by March 2026.

Responsibilities: SCOG (lead), Consultant

Product: Final projections and allocations of population, housing and employment prepared in SFY 2024. Horizon for products will extend to 2045 for local comprehensive plans and 2050 for the regional transportation plan.

Direct Cost: An estimated \$20,000 of FHWA – PL funds will be used for professional services in SFY 2024 for this work task. An additional \$10,000 for consultant services will support the population and employment forecasts project in SFY 2024, with funding provided through the Growth Management Act support work program – a program administered by SCOG separate from the UPWP, and funded through dues from local governments in Skagit County.

4.8 Urban Area Boundaries

Description: The U.S. Census Bureau published new urban area boundaries in December 2022, using data from the 2020 decennial census. The term “Urbanized Area” is no longer used by the U.S. Census Bureau to define some urban areas and the Mount Vernon, WA Urbanized Area is now known as the “Mount Vernon, WA Urban Area” and maintains a population of greater than 50,000, which is consistent with the 2000 and 2010 decennial censuses for what was the Mount Vernon, WA Urbanized Area. SCOG will go through a process in SFY to adjust urban areas, which also includes the Anacortes, WA Urban Area. Due to changes in federal criteria, there is no longer an urban area in La Conner.

Responsibilities: WSDOT (lead), FHWA, SCOG

Product: Adjustments to the boundaries of two urban areas in SFY 2024, consistent with statewide guidance prepared by WSDOT in cooperation with FHWA.

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EXPENDITURES BY TASK

Element	Work Task #	Work Task Title	FHWA - PL			FTA - 5303			FTA - 5310	FHWA - STBG			RTPO	Summary			Total
			Total 100.0%	Federal 86.5%	Local 13.5%	Total 100.0%	Federal 86.5%	Local 13.5%	Total 100%	Total 100.0%	Federal 86.5%	Local 13.5%	State 100.0%	Federal	State	Local	
Administration	1.1	MPO and RTPO Administration	\$67,400	\$58,300	\$9,100	\$25,200	\$21,800	\$3,400	\$0	\$45,800	\$39,600	\$6,200	\$11,500	\$119,700	\$11,500	\$18,700	\$149,900
	1.2	Unified Planning Work Program	\$9,100	\$7,900	\$1,200	\$6,200	\$5,400	\$800	\$0	\$0	\$0	\$0	\$3,800	\$13,300	\$3,800	\$2,000	\$19,100
	1.3	Legislator Contact	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	1.4	Title VI Annual Report	\$4,700	\$4,100	\$600	\$3,500	\$3,000	\$500	\$0	\$0	\$0	\$0	\$0	\$7,100	\$0	\$1,100	\$8,200
	1.5	Public Participation Plan Annual Report	\$3,200	\$2,800	\$400	\$2,400	\$2,100	\$300	\$0	\$0	\$0	\$0	\$0	\$4,900	\$0	\$700	\$5,600
	Subtotal		\$84,400	\$73,100	\$11,300	\$37,300	\$32,300	\$5,000	\$0	\$45,800	\$39,600	\$6,200	\$15,300	\$145,000	\$15,300	\$22,500	\$182,800
Multimodal Planning	2.1	Regional Transportation Plan	\$4,900	\$4,200	\$700	\$3,700	\$3,200	\$500	\$0	\$14,700 <u>19,800</u>	\$12,700 <u>17,100</u>	\$2,000 <u>700</u>	\$5,300	\$20,100 <u>24,500</u>	\$5,300	\$3,200 <u>900</u>	\$28,600 <u>33,200</u>
	2.2	Statewide Planning Initiatives	\$9,200	\$8,000	\$1,200	\$0	\$0	\$0	\$0	\$25,000	\$21,600	\$3,400	\$5,700	\$29,600	\$5,700	\$4,600	\$39,900
	2.3	Local Transportation Planning	\$900	\$800	\$100	\$0	\$0	\$0	\$0	\$2,400	\$2,100	\$300	\$2,100	\$2,900	\$2,100	\$400	\$5,400
	2.4	North Sound Transportation Alliance	\$6,100	\$5,300	\$800	\$0	\$0	\$0	\$0	\$1,900	\$1,600	\$300	\$3,600	\$6,900	\$3,600	\$1,100	\$11,600
	2.5	Nondiscrimination Planning	\$5,700	\$4,900	\$800	\$3,800	\$3,300	\$500	\$0	\$2,300	\$2,000	\$300	\$0	\$10,200	\$0	\$1,600	\$11,800
	2.6	Nonmotorized Transportation Planning	\$4,200 <u>13,600</u>	\$3,600 <u>11,800</u>	\$600 <u>1,800</u>	\$2,000	\$1,700	\$300	\$0	\$8,900	\$7,700	\$1,200	\$400	\$13,000 <u>21,200</u>	\$400	\$2,100 <u>3,300</u>	\$18,600 <u>24,300</u>
	2.7	Infrastructure Investment and Jobs Act	\$3,600	\$3,100	\$500	\$1,900	\$1,600	\$300	\$0	\$5,000	\$4,300	\$700	\$0	\$9,000	\$0	\$1,500	\$10,500
	2.8	Public Participation Plan	\$6,800	\$5,900	\$900	\$2,800	\$2,400	\$400	\$0	\$4,600	\$4,000	\$600	\$0	\$12,300	\$0	\$1,900	\$14,200
	2.9	Regional Level of Service Review	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000	\$900	\$100	\$6,400	\$900	\$6,400	\$100	\$7,400
	2.10	Transportation Elements and Countywide Planning Policies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,300	\$200	\$7,700	\$1,300	\$7,700	\$200	\$9,200
	2.11	Certification Program Assessment	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,500	\$1,300	\$200	\$7,700	\$1,300	\$7,700	\$200	\$9,200
	2.12	Regional Transportation Resilience Improvement Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$75,500	\$65,300	\$10,200	\$0	\$65,300	\$0	\$10,200	\$75,500
	Subtotal		\$41,400 <u>92,300</u>	\$35,400 <u>44,300</u>	\$6,000 <u>8,000</u>	\$14,200	\$12,200	\$2,000	\$0	\$144,300 <u>230</u>	\$124,000 <u>200</u>	\$19,000 <u>200</u>	\$38,900	\$172,000 <u>93,400</u>	\$38,900	\$27,100 <u>800</u>	\$248,800 <u>53,300</u>
Programming & Project Selection	3.1	Regional Transportation Improvement Program	\$8,300	\$7,200	\$1,100	\$3,900	\$3,400	\$500	\$0	\$28,200	\$24,400	\$3,800	\$7,000	\$35,000	\$7,000	\$5,400	\$47,400
	3.2	Annual Listing of Obligations	\$3,000	\$2,600	\$400	\$2,500	\$2,200	\$300	\$0	\$4,600	\$4,000	\$600	\$0	\$8,800	\$0	\$1,300	\$10,100
	3.3	Project Selection and Prioritization	\$5,600	\$4,800	\$800	\$2,800	\$2,400	\$400	\$0	\$8,300	\$7,200	\$1,100	\$2,900	\$14,400	\$2,900	\$2,300	\$19,600
	3.4	List of Regional High Priority Projects	\$2,300	\$2,000	\$300	\$500	\$400	\$100	\$0	\$5,900	\$5,100	\$800	\$0	\$7,500	\$0	\$1,200	\$8,700
	Subtotal		\$19,200	\$16,600	\$2,600	\$9,700	\$8,400	\$1,300	\$0	\$47,000	\$40,700	\$6,300	\$9,900	\$65,700	\$9,900	\$10,200	\$85,800
Data Collection & Analysis	4.1	Regional Performance Targets	\$4,700	\$4,100	\$600	\$3,000	\$2,600	\$400	\$0	\$4,900	\$4,200	\$700	\$0	\$10,900	\$0	\$1,700	\$12,600
	4.2	Travel Demand Model	\$4,900	\$4,200	\$700	\$0	\$0	\$0	\$0	\$22,000	\$19,000	\$3,000	\$0	\$23,200	\$0	\$3,700	\$26,900
	4.3	Traffic Counts	\$35,200	\$30,400	\$4,800	\$0	\$0	\$0	\$0	\$9,100	\$7,900	\$1,200	\$0	\$38,300	\$0	\$6,000	\$44,300
	4.4	Geographic Information Systems	\$1,100	\$1,000	\$100	\$0	\$0	\$0	\$0	\$16,600	\$14,400	\$2,200	\$0	\$15,400	\$0	\$2,300	\$17,700
	4.5	Highway Functional Classification	\$3,200	\$2,800	\$400	\$0	\$0	\$0	\$0	\$9,200	\$8,000	\$1,200	\$0	\$10,800	\$0	\$1,600	\$12,400
	4.6	Household Travel Survey	\$5,500	\$4,800	\$700	\$1,500	\$1,300	\$200	\$0	\$11,600	\$10,000	\$1,600	\$0	\$16,100	\$0	\$2,500	\$18,600
	4.7	Growth Projections and Allocations	\$33,400	\$28,900	\$4,500	\$2,500	\$2,200	\$300	\$0	\$26,100	\$22,600	\$3,500	\$7,900	\$53,700	\$7,900	\$8,300	\$69,900
	4.8	Urban Area Boundaries	\$3,400	\$2,900	\$500	\$2,500	\$2,200	\$300	\$0	\$6,100	\$5,300	\$800	\$0	\$10,400	\$0	\$1,600	\$12,000
	Subtotal		\$91,400	\$79,100	\$12,300	\$9,500	\$8,300	\$1,200	\$0	\$105,600	\$91,400	\$14,200	\$7,900	\$178,800	\$7,900	\$27,700	\$214,400
	Total		\$236,400 <u>45,800</u>	\$204,600 <u>12,800</u>	\$31,800 <u>3,000</u>	\$70,700	\$61,200	\$9,500	\$0	\$342,700 <u>7,800</u>	\$296,500 <u>300,900</u>	\$46,200 <u>900</u>	\$72,000	\$562,300 <u>47,900</u>	\$72,000	\$87,500 <u>9,400</u>	\$721,800 <u>36,300</u>

Note: Figures rounded to nearest hundred

EXPENDITURES & REVENUE BY FUND TYPE

FEDERAL FUNDS

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2023	Est. Carry Forward to 2025
SCOG	FHWA PL Federal Funds	\$73,100	\$35,600 <u>43,900</u>	\$16,600	\$79,100	\$204,400 <u>212,700</u>	\$196,200	\$224,300	\$216,100 <u>207,800</u>
	Local Match = 13.5%	\$11,400	\$5,600 <u>6,800</u>	\$2,600	\$12,300	\$31,900 <u>33,100</u>	\$31,900 <u>33,100</u>	N/A	
	FHWA STBG Federal Funds	\$39,600	\$124,800 <u>129,100</u>	\$40,700	\$91,200	\$296,300 <u>300,600</u>	\$261,200	\$127,900	\$92,800 <u>88,500</u>
	Local Match = 13.5%	\$6,200	\$19,500 <u>20,200</u>	\$6,400	\$14,200	\$46,300 <u>47,000</u>	\$46,300 <u>47,000</u>	N/A	
	FTA 5303 Federal Funds	\$32,300	\$12,300	\$8,400	\$8,200	\$61,200	\$115,200	\$300	\$54,300
	Local Match = 13.5%	\$5,000	\$1,900	\$1,300	\$1,300	\$9,500	\$9,500	N/A	
	FTA 5310 Federal Funds	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total	\$167,600	\$198,700 214,200	\$76,000	\$206,300	\$649,600 664,100	\$660,300 652,200	\$352,500	\$363,200 350,600

Note: Figures rounded to nearest hundred

STATE FUNDS

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2023	Est. Carry Forward to 2025
SCOG	RTPO	\$15,300	\$38,400	\$10,000	\$7,900	\$71,600	\$143,300	\$0	\$71,700
	Total	\$15,300	\$38,400	\$10,000	\$7,900	\$71,600	\$143,300	\$0	\$71,700

Note: Figures rounded to nearest hundred

SURFACE TRANSPORTATION BLOCK GRANT FUNDING BREAKDOWN

The following funding table is provided to show estimated Federal Highway Administration Surface Transportation Block Grant Program funds with local match during SFY 2024.

SCOG Administration occurs every state fiscal year, with the next year of funding beginning in SFY 2024. SCOG anticipates obligation of the SCOG Administration federal funding prior to start of SFY 2024. These STBG funds provide revenue to support work tasks in the SFY 2024 UPWP, as illustrated in the [Expenditures by Task](#) table. ~~The A~~ consultant contract is expected to begin in SFY 2024 and continue into SFY 2025 for the Regional Transportation Resilience Improvement Plan. Federal funds were authorized in SFY 2023 for the Regional Transportation Resilience Improvement Plan. [A consultant contract is expected to begin in SFY 2024 and continue into SFY 2026, with federal funds authorized in SFY 2024 for the major Regional Transportation Plan update.](#)

	Program Fund Source	SCOG Admin. (SFY 2024 est.)	Consultant Contract: Regional Transportation Resilience Improvement Plan (SFY 2024 est.)	<u>Consultant Contract: Regional Transportation Plan (SFY 2024 est.)</u>
SCOG	FHWA STBG (US) Federal Funds	\$0	\$35,000	<u>\$5,000</u>
	Local Match = 13.5%	\$0	\$5,462	<u>\$780</u>
	FHWA STBG (UM) Federal Funds	\$261,176	\$0	<u>\$0</u>
	Local Match = 13.5%	\$40,762	\$0	<u>\$0</u>
	Total	\$301,938	\$40,462	<u>\$5,780</u>

Notes: "STBG (US)" is federal Surface Transportation Block Grant Program – Urban Small funding; "STBG (UM)" is federal Surface Transportation Block Grant Program – Urban Medium funding.

REDISTRIBUTED OBLIGATION AUTHORITY

Washington state has a statewide process to request and receive redistributed obligation authority, which is made available nationwide by FHWA every federal fiscal year. In Washington state, requests for redistributed obligation authority are made to WSDOT through coordinated regional processes, which is administered by SCOG in the Skagit region. Authorizations of redistributed obligation authority occur at the end of each federal fiscal year, typically in September before the federal fiscal year ends on September 30.

If SCOG requests and receives redistributed obligation for use in SFY 2024 for SCOG Admin., the amount requested and received shall not exceed an additional \$261,176 in federal funds with \$40,762 local match for SCOG Admin. – potentially doubling federal funding and local match for SFY 2024. If received by SCOG, redistributed obligation authority would be used for work tasks identified in the UPWP, and the UPWP may require amendment after additional funding is authorized by FHWA to ensure the funding is adequately accounted for in the work program.

Any redistributed obligation authority received by SCOG, or other agencies in the Skagit region, neither reduces nor increases the FHWA federal funds WSDOT allocates annually for transportation projects. Most recently updated in May 2022, the [Local Agency Federal OA Policy](#) dictates the statewide process for redistributed obligation authority that the WSDOT Local Programs Division manages.

EXPECTED CONSULTANT & AGENCY AGREEMENTS

Agreements expected between SCOG and other parties related to SFY 2024 UPWP work tasks are included in the following table. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2024 only.

Work Task #	Work Task Title	Agreement Type	Fund Type	Estimated Cost
<u>2.1</u>	<u>Regional Transportation Plan</u>	<u>Professional Services</u>	<u>STBG (US)</u>	<u>\$5,000</u>
2.12	Regional Transportation Resilience Improvement Plan	Professional Services	STBG (US)	\$35,000
4.3	Traffic Counts	Interlocal	FHWA – PL	\$30,000
4.7	Growth Projections and Allocations	Professional Services	FHWA – PL	\$20,000
			Total	<u>\$35,000</u>

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CONTACT INFORMATION

For more information or to request a copy of this document, please contact:

Kevin Murphy
Executive Director
Skagit Council of Governments
315 South Third Street, Suite 100
Mount Vernon, WA 98273
(360) 416-7871
kmurphy@scog.net

SCOG STAFF

Debbie Carter
Executive Assistant and Clerk of the Board
(360) 416-7875
dcarter@scog.net

Mark Hamilton, AICP
Senior Transportation Planner
(360) 416-7876
markh@scog.net

Grant Johnson
Associate Planner
(360) 416-6678
grantj@scog.net

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Appendix A: BOARD MEMBERSHIP

The Skagit Council of Governments Transportation Policy Board has the authority to make regional transportation decisions for the MPO and RTPO. The responsibilities of the Transportation Policy Board include approving planning documents and programs, selecting projects for funding, as well as establishing regional transportation planning policies.

VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

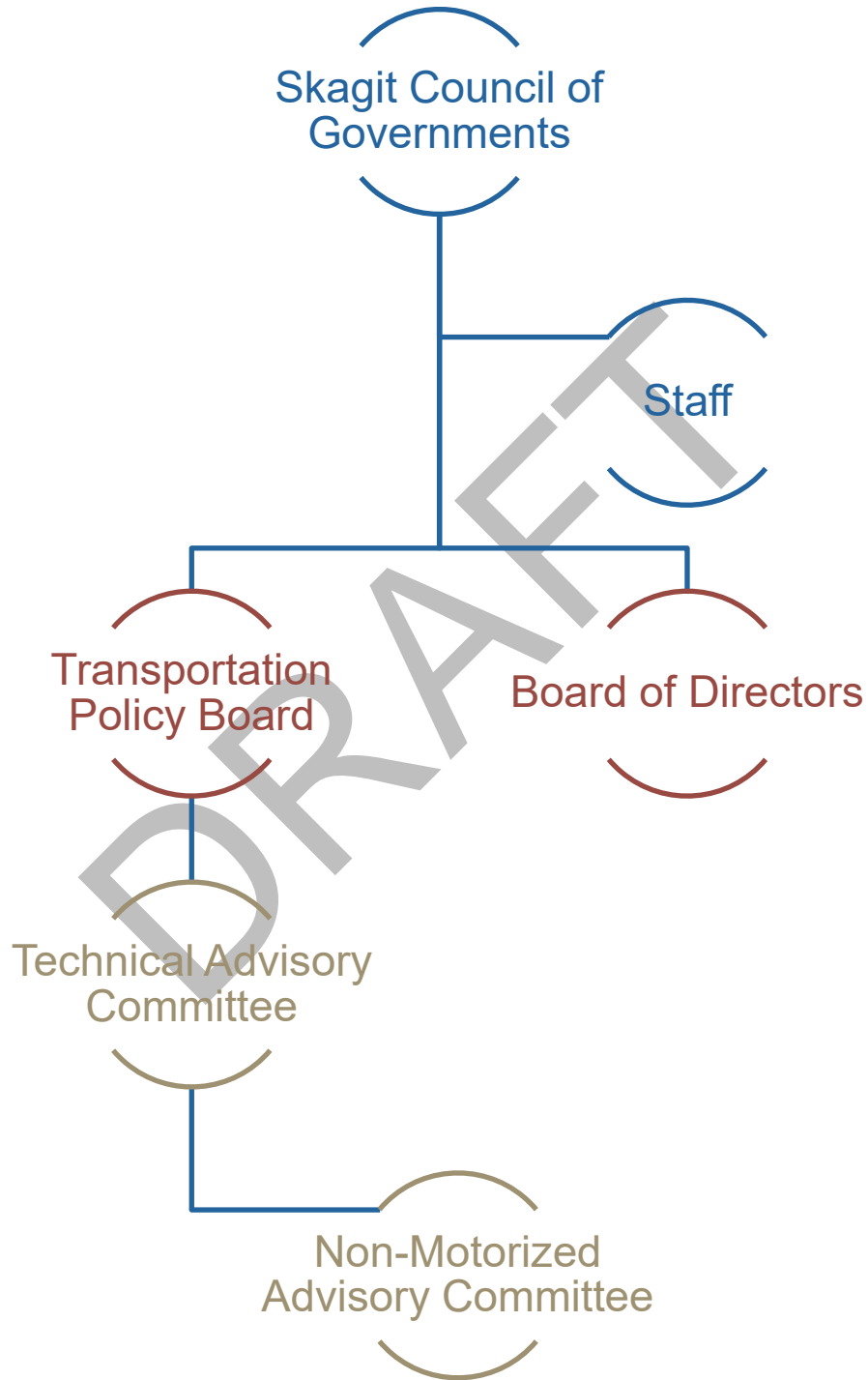
City of Anacortes	Port of Skagit	Town of Hamilton
City of Burlington	Samish Indian Nation	Town of La Conner
City of Mount Vernon	Skagit County	Town of Lyman
City of Sedro-Woolley	Swinomish Indian Tribal Community	Washington State Department of Transportation
Port of Anacortes	Town of Concrete	

NON-VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

- Major Employer Representative
- Skagit Public Utility District
- Washington State Legislative Delegation (Districts 10, 39, 40)

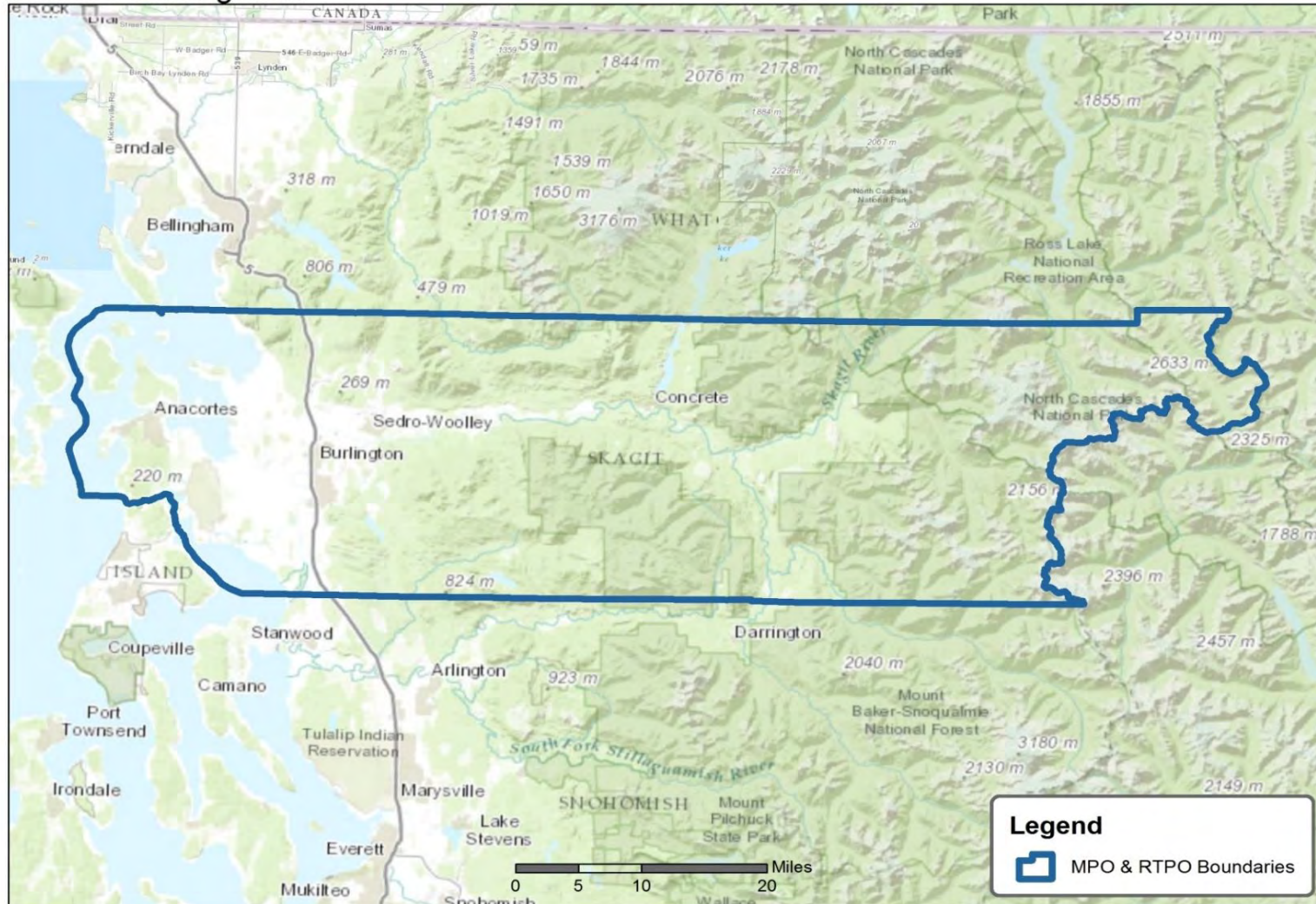
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Appendix B: ORGANIZATIONAL STRUCTURE

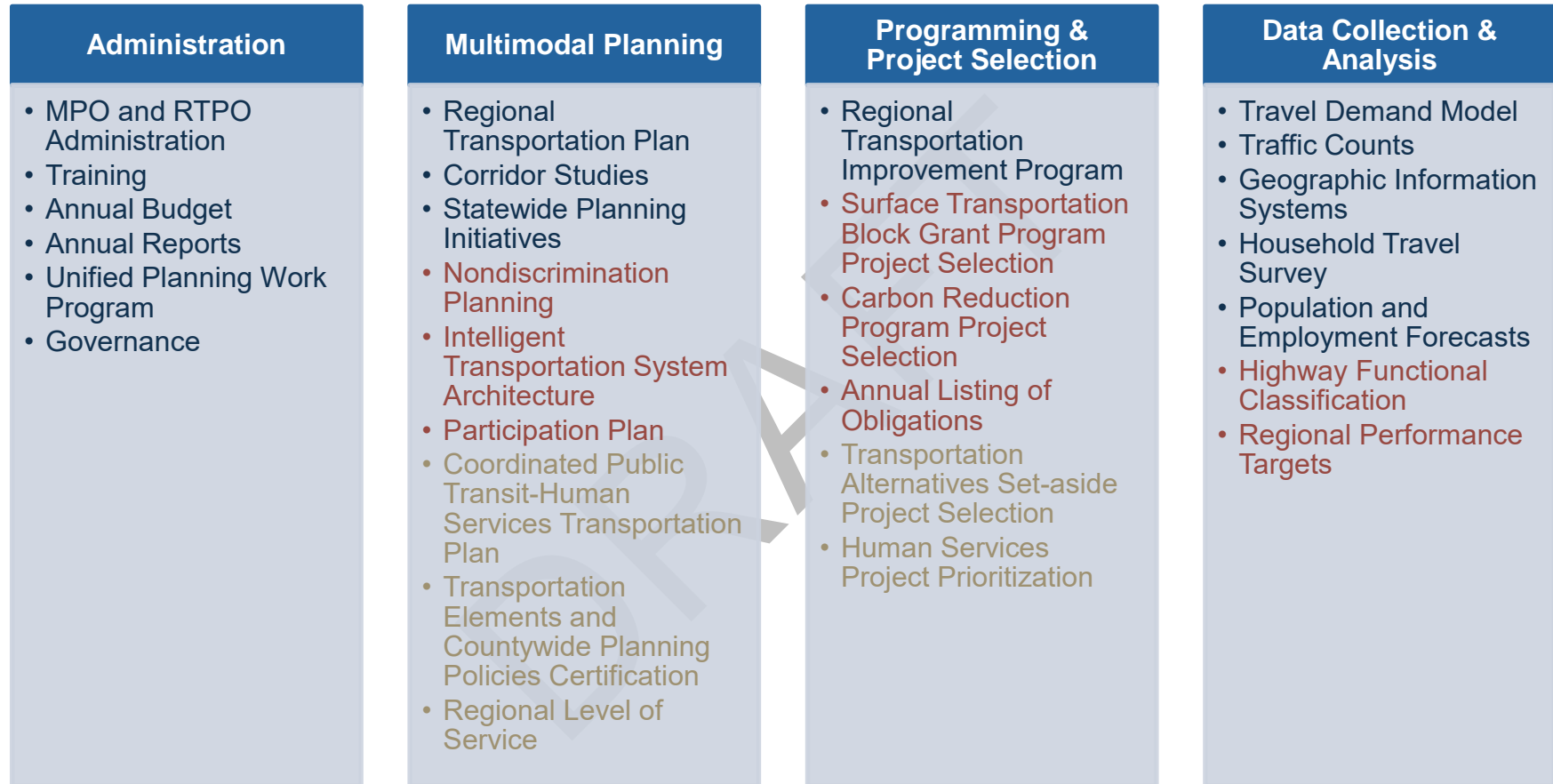


Appendix C: MPO & RTPO PLANNING AREA

SCOG Planning Area



Appendix D: CORE PROGRAMS AND FUNCTIONS



MPO (Federal)

RTPPO (State)

MPO & RTPPO

Appendix E: PLANNING PROJECTS BY OTHER AGENCIES

SKAGIT TRANSIT

2023 TRANSIT DEVELOPMENT PLAN

As per [RCW 35.58.2795](#), Skagit Transit updates a six-year Transit Development Plan (TDP) every year for submittal to WSDOT by September 1st. The TDP identifies proposed service changes and capital projects over a six-year period and provides the public an opportunity to comment on these planned activities.

Schedule: May–August 2023

Funding: Local funds

ZERO EMISSIONS FLEET TRANSITION PLAN

The Federal Transit Administration is requiring any agency that is submitting a grant under the 5339 Buses and Bus Facilities Program to purchase zero emissions vehicles, or infrastructure to support zero emissions vehicles, to submit a transition plan with their application. This transition plan is an update to Skagit Transit's previous plan, and it will provide an overview for the purchase, implementation and use of any vehicles or infrastructure purchased by the agency that are classified as zero emission. Skagit Transit will be submitting to this program in support of the construction of their new Maintenance, Operations, and Administrative facility project.

Schedule: January–June 2023

Funding: Local funds

2023 STRATEGIC PLAN

Skagit Transit will be engaging in a Strategic Planning process in 2023. The goal of this process is to help the agency chart a path forward with its services as it emerges from the pandemic. This will include a public outreach process that includes a rider satisfaction survey.

Schedule: April–November 2023

Funding: Local funds

NW WASHINGTON REGIONAL TRANSIT STUDY

The County Connector service that is currently provided in NW Washington will need to adapt to growth in the region. Skagit Transit, as part of the North Sound Transportation Alliance, which is a collective of public and private agencies serving the five counties of NW Washington, will conduct a consultant led study of intercountry travel on public transportation in our region. This study would look at expected growth in usage and make recommendations related to service levels and infrastructure necessary to meet the anticipated demand. Skagit Transit will serve as the lead agency for this project.

Schedule: Calendar years 2023–2024

Funding: WSDOT funds

MICROTRANSIT STUDY

Skagit Transit is seeking funding to develop an operational plan for deploying microtransit services in western Skagit County. Fidalgo Island is home to Indian tribes and possesses some challenging geography that makes traditional fixed-route service difficult to provide. Northwest Skagit County is a large agricultural area that uses migrant agricultural workers. Some workers live in urban areas and need access to rural worksites. Some workers

live in employer-provided housing in rural areas and need to access services available in the urban area. The flexible nature of microtransit enables it to provide service for a variety of populations such as seniors aging in place, low income and migrant workers. This plan would be crafted to allow Skagit Transit to replicate it in other areas of Skagit County as needed.

Schedule: Calendar years 2023–2024

Funding: FTA Areas of Persistent Poverty Program funds

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

I-5 OPERATIONS & DEMAND MANAGEMENT STUDY

The Washington state transportation system is evolving and growing; and to meet that need WSDOT has initiated a two-part study to identify solution alternatives to address mobility and safety issues identified during the 2021 Interstate 5 Baseline Transportation Analysis. The study will focus on an area located within the Mount Vernon and Burlington urban area, between Old Highway 99 at Exit 224 and Cook Road at Exit 232. Solutions will first consider measures that improve and enhance the operating capacity of the interstate system through the deployment of intelligent transportation systems, and second demand management strategies to help remove unnecessary trips on I-5 by enhancing opportunities for transit, biking, walking and other activities to meet near- and long-term regional objectives.

Schedule: Calendar year 2022–2024

Funding: WSDOT funds

SAN JUAN WALK-ON RIDER STUDY

A consultant study to identify and recommend cost-effective strategies to maximize walk-on passenger ridership of the Anacortes – San Juan ferry routes. The study must also identify available public funding sources to support these strategies. Reducing the need for passengers to bring their cars on the ferries will increase the capacity of each ferry run to transport more people.

Schedule: Complete by January 2024

Funding: \$300,000 from the Puget Sound ferry operations account

Appendix F: LONG-TERM WORK SCHEDULE

STATE FISCAL YEAR 2025–2028 WORK SCHEDULE

Several work tasks are anticipated past the one-year timeframe of the UPWP. Work tasks that appear on every UPWP are excluded. Some of the work tasks begin in SFY 2024 and carryover into future work programs while others begin after SFY 2024. The long-term work schedule is not intended to be a comprehensive list of all future work tasks.

Work tasks anticipated from SFY 2025–2028 are included in the following table.

Work Task	Description	Consultant Contract	State Fiscal Year			
			2025	2026	2027	2028
Major Update to Skagit 2045 Regional Transportation Plan	An update to the metropolitan-regional plan is completed every five years. This is anticipated to be a major update to the plan. The tentative completion date is March 2026.	✓	Begin	Continue		Complete
Regional Carbon Reduction Strategy	A strategy for carbon reduction in the Skagit region following federal requirements, consistent with the Infrastructure Investment and Jobs Act. This strategy would follow the WSDOT statewide carbon reduction strategy, which is due in November 2023.	✓	Begin			Complete
<u>House Bill 1181 Implementation</u>	<u>House Bill 1181 was enacted in 2023 and introduced several new transportation planning requirements, primarily to local jurisdictions. This work task provides technical support at the regional level to address new requirements for multimodal level of service, vehicle miles traveled and other new transportation planning requirements.</u>	✓	Begin			Complete
Assessment of Regional Travel Demand Model	This work task will be informed by the outcome of the Household Travel Survey, which was completed in SFY 2022. A thorough review of SCOG's existing regional travel demand model will be conducted. Recommendations may include changes to the model.	✓		Begin		Complete
Intelligent Transportation Systems Architecture	Federal regulations require that SCOG develop an intelligent transportation systems architecture to guide the development of intelligent transportation strategies and projects. SCOG adopted the <i>Skagit MPO Intelligent Transportation System Architecture</i> in December 2011. Since then, SCOG has updated its governance agreement and expanded its metropolitan planning area. As such, the intelligent transportation systems architecture should be updated to reflect the new alignment of SCOG's planning area and any existing or planned intelligent transportation systems for the Skagit region.	✓			Begin	Complete

QUARTERLY OBLIGATION REPORT 4TH QUARTER FEDERAL FISCAL YEAR 2023

As of September 30, 2023, the Skagit region obligated \$791,234 in Surface Transportation Block Grant Program (STBG) funding, \$-3,136 in Transportation Alternatives Set-aside (TA) funding and \$0 in Carbon Reduction Program (CR) funding for federal fiscal year (FFY) 2023. SCOG's obligation authority target for FFY 2023 was \$1,678,048. This target could be met by obligating federal funds from STBG, TA and CR.

An obligation summary is below:

- Obligation authority target for FFY 2023: \$1,678,048
- Total obligated in FFY 2023: \$788,098
- Remainder to obligate in FFY 2023: \$0
- Reminder programmed in FFY 2023: \$1,749,475

Contact [Mark Hamilton](#) if you have any questions on this report.

2023 SCOG Year to Date Obligations

\$788,098

STBG(R)				\$400.000
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Concrete	School Secondary Access	\$400,000	1/4/2023	
STBG(UM)				\$796.589
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Burlington	SR 20/Skagit Street Signalization Project	\$173,000	5/1/2023	
Mount Vernon	Riverside Drive Improvements - 2	\$259,500	8/18/2023	
SCOG	SCOG Admin 2022-2025	\$261,176	7/13/2023	
Sedro Woolley	John Liner Road, Reed to Township Bicycle/Pedestrian Improvements	\$102,913	5/15/2023	
STBG(US)				\$1.177.423
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Anacortes	R Avenue Long Term Improvements	\$859,087	7/14/2023	
Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	\$318,336	8/4/2023	
STP(R)				-\$1.669
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Skagit Co.	Francis Road Section 1	(\$1,669)	4/3/2023	
Skagit Co.	Josh Wilson Road, Phase 1	\$654	2/23/2023	
Skagit Co.	Josh Wilson Road, Phase 1	(\$654)	2/23/2023	
STP(US)				-\$1.581.109
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Burlington	George Hopper Interchange Improvements, Phase I	(\$1,709,823)	2/24/2023	
Burlington	George Hopper Interchange Improvements, Phase II	(\$34,710)	3/24/2023	
Mount Vernon	College Way (SR 538) @ I-5	(\$127,514)	3/15/2023	
Mount Vernon	College Way (SR 538) @ I-5	\$127,514	3/15/2023	
SCOG	Household Travel Survey	(\$13,752)	10/18/2022	
Sedro Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgins Street	\$51,900	6/9/2023	
Sedro Woolley	SR20/SR9N - Township Intersection Improvements	\$71,421	5/4/2023	
Sedro Woolley	SR20/SR9N - Township Intersection Improvements	\$53,856	5/4/2023	
TAP(R)				-\$500
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Skagit Co.	Centennial Trail (Big Rock to Clear Lake)	(\$500)	4/17/2023	
TAP(US)				-\$2.636
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Mount Vernon	Kulshan Trail Safety Lighting Project	(\$209)	3/8/2023	
Mount Vernon	Kulshan Trail Safety Lighting Project	(\$2,427)	3/8/2023	

WSDOT – Local Programs

FFY 2023 Federal Local Obligation Authority (OA) Delivery - Summary

FFY 2023 Summary

FFY 2023 Statewide Local Obligation Authority (OA) Target Delivery was the most challenging to date. Local agencies had a target of approximately \$283 million, and in June over \$140 million of OA remained available. In addition, local agencies were presented with an historic opportunity to receive a portion of the largest amount of FHWA Redistributed OA that was expected to be available. After consulting with the MPOs and County Lead Agencies, Local Programs requested and received \$71.9 million of Redistributed OA. When added to the annual target, local agencies received and delivered \$355 million in formula OA, including \$213 million in the last three months. WSDOT reviewed the OA Policy and applied the redistributed OA funds and the sanctioned funds to the applicable entities. As a reminder, these changes will be applied as part of each entity’s FFY 2024 Allocation as detailed in the table below.

Summary of Redistributed & Sanctioned Funds				
	Sanctioned Amount	Share of Sanctioned	Share of Redistributed	Change to FFY 2024 Allocation
Adams		111,778	2,167,057	2,278,835
Clallam				
Columbia		55,359	1,073,247	1,128,606
Ferry				
Garfield				
Grant		26,681		26,681
Grays Harbor COG		31,376		31,376
Island	(1,073,710)			(1,073,710)
Jefferson		4,447		4,447
Kittitas			10,782,114	10,782,114
Klickitat			2,230,000	2,230,000
Lewis		13,401	2,243,331	2,256,732
Lincoln		42,613	826,141	868,754
Mason	(138,006)			(138,006)
Okanogan		10,919		10,919
Pacific	(519,266)			(519,266)
Pend Oreille				
San Juan				
Skamania		1,130		1,130
Stevens				
Wahkiakum	(124,297)			(124,297)
Whitman		93,956	1,821,540	1,915,496
	(1,855,279)	391,660	21,143,430	19,679,811
BFCG		103,158	1,999,940	2,103,098
CDTC		65,907	2,263,846	2,329,753
CWCOG				
LCV		39,512	766,023	805,535
PSRC		605,839	4,481,353	5,087,192
RTC		309,152	19,535,483	19,844,635
SCOG				
SRTC		25,586	8,132,027	8,157,613
TRPC		25,289	1,738,250	1,763,539
WWVMPO		49,262	207,290	256,552
WCOG		132,263	3,850,567	3,982,830
YVCOG		107,651	4,857,473	4,965,124
	0	1,463,619	47,832,252	49,295,871
Managed Programs			2,893,922	2,893,922
	(1,855,279)	1,855,279	71,869,604	71,869,604

WSDOT – Local Programs

FFY 2023 Federal Local Obligation Authority (OA) Delivery - Summary

Redistributed Funds

Local Programs received \$71,869,604 of Redistributed OA in FFY 2023. MPOs and County Lead Agencies that met their FFY 2023 Target by June 30 were eligible to receive redistributed OA. Redistributed OA is received as additional allocation in FFY 2024.

To receive redistributed funds, WSDOT must provide FHWA in early July, a list of projects that could utilize redistributed funds if received. Without this list of potential projects, Local Programs wouldn't be able to request or receive redistributed funds. Local Programs received potential projects from eleven MPOs/County Lead Agencies, which made Local Programs eligible to receive redistributed funding. Therefore, the projects on this list were provided 100% redistributed funding totaling \$53.05 million.

MPO/County Lead	Redistributed OA	# of Projects
CDTC	\$986,100	1 project
PSRC	\$4,481,353	4 projects
RTC	\$13,541,899	4 projects
SRTC	\$8,132,027	10 projects
TRPC	\$1,738,250	6 projects
WCOG	\$3,850,567	3 projects
WWV	\$207,289	1 project
YVCOG	\$4,857,473	1 project
Kittitas County	\$10,782,114	3 projects
Klickitat County	\$2,230,000	1 project
Lewis County	\$2,243,331	1 project
TOTAL	\$53,050,403	

\$15.93 million of the remaining redistributed balance is distributed to all MPOs and County Lead Agencies that delivered their target by June 30. Each entity that met their target by June 30, received redistributed funds equal to their amount of over-delivery during 2023. In the case of the eleven MPOs/County Lead Agencies that received 100% redistributed OA for projects described above, those amounts were removed from the total over-delivery calculations, since they received full funding for these projects. The final \$2.89 million redistributed balance was provided to managed program projects.

	Total Redistributed OA	71,869,604
Total of Projects on MPO Redistributed Lists (Projects on this list receive 100% redistributed OA)		53,050,403
Redistributed to entities meeting target by June 30, excluding amounts from MPO Lists		15,925,279
	Balance of Redistributed to Managed Program projects	2,893,922

The details of the redistributed OA calculation are provided on the following page.

- Column B – Total delivery, as of June 30th
- Column C – FFY 2023 target
- Column D – Entity is eligible for redistributed funds. To be eligible, the total delivery in Column B must meet or exceed the target amount in Column C.
- Column E – Total delivery for FFY 2023
- Column F – FFY 2023 target [same as Column C]
- Column G – Total amount of over-delivery for the year [Column E minus Column F]
- Column H – Total amount of 100% redistributed funding provided to the eleven MPOs/County Lead Agencies.
- Column I – Amount of over-delivery used in calculating each entity's share of the \$18.82 million balance of redistributed funds.
- Column J – Total amount of redistributed funds eligible entities receive, including the 100% redistributed funds from the project list plus the over-delivery share of the remaining balance.

WSDOT – Local Programs

FFY 2023 Federal Local Obligation Authority (OA) Delivery - Summary

Redistributed Obligation Authority (OA) Details									
A	B	C	D	E	F	G	H	I	J
	Target Delivery as of 6/30/2023	FFY 2023 Target	Eligible for Redistributed Beyond Redistribution List?	Final FFY 2023 Delivery	FFY 2023 Target	Total FFY 2023 Delivery Above Target	Redistributed from MPO Lists	Over-Delivery excluding Redistributed from MPO Lists	Total Share of Redistributed
	(\$ in millions)	(\$ in millions)	(Column B > Column C)	(\$ in millions)	(\$ in millions)	(\$ in millions) (Column E - Column F)	(\$ in millions)	(\$ in millions)	
Adams	2.17	0.00	Yes	2.17	0.00	2.17		2.17	2,167,057
Clallam	0.00	0.86	No	0.00	0.86				-
Columbia	1.74	0.67	Yes	1.74	0.67	1.07		1.07	1,073,247
Ferry	0.42	0.34	No*	-0.03	0.34				-
Garfield	0.00	0.00	No	0.00	0.00				-
Grant	0.80	1.56	No	2.08	1.56	0.52			-
GHCOG	0.37	1.00	No	1.61	1.00	0.61			-
Island	0.24	1.69	No	0.62	1.69				-
Jefferson	0.35	0.79	No	0.88	0.79	0.09			-
Kittitas	0.00	0.10	No	10.88	0.10	10.79	10.78		10,782,114
Klickitat	0.05	0.60	No	2.83	0.60	2.23	2.23		2,230,000
Lewis	-0.17	1.24	No	3.75	1.24	2.50	2.24		2,243,331
Lincoln	1.45	0.62	Yes	1.45	0.62	0.83		0.83	826,141
Mason	0.59	0.73	No	0.59	0.73				-
Okanogan	1.95	2.20	No	2.41	2.20	0.21			-
Pacific	0.00	0.52	No	0.00	0.52				-
Pend Oreille	-0.13	0.00	No	-0.13	0.00				-
San Juan	0.00	0.00	No	0.00	0.00				-
Skamania	0.15	0.28	No	0.30	0.28	0.02			-
Stevens	-0.42	0.00	No	-0.42	0.00				-
Wahkiakum	0.00	0.12	No	0.00	0.12				-
Whitman	2.84	1.02	Yes	2.84	1.02	1.82		1.82	1,821,540
	12.40	14.34		33.56	14.34	22.85	15.26	5.89	21,143,430
BFCG	7.47	5.55	Yes	7.55	5.55	2.00		2.00	1,999,940
CDTC	1.14	0.00	Yes	2.26	0.00	2.26	0.99	1.28	2,263,846
CWCOG	-0.19	0.18	No	0.04	0.18				-
LCV	1.18	0.42	Yes	1.18	0.42	0.77		0.77	766,023
PSRC	36.03	97.12	No	113.34	97.12	16.23	4.48		4,481,353
RTC	6.65	6.56	Yes	26.09	6.56	19.54	13.54	5.99	19,535,483
SCOG	-0.91	1.68	No	0.79	1.68				-
SRTC	4.97	11.64	No	20.27	11.64	8.63	8.13		8,132,027
TRPC	-0.04	3.40	No	5.63	3.40	2.23	1.74		1,738,250
WWVMPO	0.00	0.77	No	1.94	0.77	1.16	0.21		207,290
WCOG	0.52	3.42	No	9.84	3.42	6.41	3.85		3,850,567
YVCOG	2.17	4.49	No	11.43	4.49	6.94	4.86		4,857,473
	59.00	135.23		200.36	135.23	66.17	37.79	10.04	47,832,252
	71.39	149.57		233.93	149.57	89.02	53.05	15.93	68,975,682
								Total Redistributed OA	71,869,604
								Total of Projects on MPO Redistributed Lists (Projects on this list receive 100% redistributed OA)	53,050,403
								Redistributed to entities meeting target by June 30, excluding amounts from MPO Lists	15,925,279
								Balance of Redistributed to Managed Program projects	2,893,922

*Although Ferry County exceeded their target on June 30, they are ineligible to receive Redistributed funds because by September 30, their delivery was less than their target.

WSDOT – Local Programs

FFY 2023 Federal Local Obligation Authority (OA) Delivery - Summary

Sanctioned Funds

A total of \$1.86 million has been sanctioned and will be distributed to eligible entities as additional allocation in FFY 2024. Entities that exceeded their FFY 2023 target by September 30th are eligible to receive sanctioned funds.

The OA policy prescribes for the sanctioning of an individual entity's funds when that entity under-delivers their target in two or more consecutive years. In 2023, Island County, Mason County, Pacific County, and Wahkiakum County under-delivered for at least the second consecutive year.

Sanctioned funds will be distributed to entities that over-delivered their target by the end of the current federal fiscal year. The amount of sanctioned funds provided to each eligible entity is based on their share of the total over-delivery, as of the end of FFY 2023. Similar to the redistributed funds distribution, the amount of 100% redistributed OA given to the entities that submitted additional projects is deducted from the over-delivery amounts.

The details of the sanction funds calculation are provided on the following page.

- Column B – Prior year's (FFY 2022) delivery.
- Column C – Prior year's (FFY 2022) target.
- Column D – Entity under-delivered in FFY 2022. Entities with a "Yes" in this column are in year one of a two-year period and are at risk of having funds sanctioned in year two if they under-deliver in FFY 2023.
- Column E – Total delivery for FFY 2023
- Column F – FFY 2023 target
- Column G – Entity under-delivered in FFY 2023. Entities with a "Yes" in this column are either:
 - In year one of a two-year period and are at risk of having funds sanctioned in year two if they under-deliver in FFY 2024. These entities met their FFY 2022 target and have a "No" in Column D.
 - In year two of a two-year period in which both years were under-delivered. These entities also have a "Yes" in Column D.
- Column H – Entity will be sanctioned.
- Column I – Amount of funds to be sanctioned from entities that under-delivered in each of the last two years.
- Column J – Total amount of 100% redistributed funding received by the eleven MPOs/County Lead Agencies that submitted project lists in July.
- Column K – indicates the amount of over-delivery to be used in calculating each entity's share of the \$1.86 million of sanctioned funds.
- Column L – Total amount of sanctioned funds eligible entities receive.

WSDOT – Local Programs

FFY 2023 Federal Local Obligation Authority (OA) Delivery - Summary

Sanctioned Funds Distribution											
A	B	C	D	E	F	G	H	I	J	K	L
	FFY 2022 Delivery	FFY 2022 Target	Under-Delivered in FFY 2022	FFY 2023 Delivery	FFY 2023 Target	Under-Delivered in FFY 2023	Sanctioned in FFY 2023	Sanctioned Amount	Redistributed from MPO Lists	Over-Delivery excluding Redistributed from MPO Lists	Share of Sanctioned
	(\$ in millions)	(\$ in millions)	(Column B < Column C)	(\$ in millions)	(\$ in millions)	(Column E < Column F)		(\$ in millions) (Column E - Column F)	(\$ in millions)	(\$ in millions)	
Adams	2.25	0.84	No	2.17	0.00	No	No			2.17	111,778
Clallam	1.23	1.14	No	0.00	0.86	Yes	No				
Columbia	0.00	0.34	Yes	1.74	0.67	No	No			1.07	55,359
Ferry	0.38	0.38	No	-0.03	0.34	Yes	No				
Garfield	0.53	0.06	No	0.00	0.00	No	No				
Grant	2.96	2.47	No	2.08	1.56	No	No			0.52	26,681
Grays Harbor COG	1.56	1.41	No	1.61	1.00	No	No			0.61	31,376
Island	0.28	1.04	Yes	0.62	1.69	Yes	Yes	1.07			
Jefferson	0.07	0.48	Yes	0.88	0.79	No	No			0.09	4,447
Kittitas	1.63	0.94	No	10.88	0.10	No	No		10.78		
Klickitat	0.25	0.20	No	2.83	0.60	No	No		2.23		
Lewis	0.93	1.18	Yes	3.75	1.24	No	No		2.24	0.26	13,401
Lincoln	1.22	0.92	No	1.45	0.62	No	No			0.83	42,613
Mason	0.85	0.90	Yes	0.59	0.73	Yes	Yes	0.14			
Okanogan	0.10	1.25	Yes	2.41	2.20	No	No			0.21	10,919
Pacific	0.00	0.28	Yes	0.00	0.52	Yes	Yes	0.52			
Pend Oreille	1.26	0.30	No	-0.13	0.00	No	No				
San Juan	0.56	0.05	No	0.00	0.00	No	No				
Skamania	0.50	0.45	No	0.30	0.28	No	No			0.02	1,130
Stevens	2.85	0.88	No	-0.42	0.00	No	No				
Wahkiakum	-0.01	0.28	Yes	0.00	0.12	Yes	Yes	0.12			
Whitman	1.10	0.77	No	2.84	1.02	No	No			1.82	93,956
								1.86		7.59	391,660
BFCG	5.38	5.69	Yes	7.55	5.55	No	No			2.00	103,158
CDTC	5.84	2.74	No	2.26	0.00	No	No		0.99	1.28	65,907
CWCOG	2.37	0.92	No	0.04	0.18	Yes	No				
LCV	0.82	0.65	No	1.18	0.42	No	No			0.77	39,512
PSRC	102.71	107.03	Yes	113.34	97.12	No	No		4.48	11.75	605,839
RTC	14.70	11.06	No	26.09	6.56	No	No		13.54	5.99	309,152
SCOG	2.52	1.95	No	0.79	1.68	Yes	No				
SRTC	12.86	12.79	No	20.27	11.64	No	No		8.13	0.50	25,586
TRPC	5.92	4.55	No	5.63	3.40	No	No		1.74	0.49	25,289
WWV/MPO	3.13	2.34	No	1.94	0.77	No	No		0.21	0.96	49,262
WCOG	3.60	3.48	No	9.84	3.42	No	No		3.85	2.56	132,263
YVCOG	5.67	4.98	No	11.43	4.49	No	No		4.86	2.09	107,651
								0.00		28.38	1,463,619
Managed Programs	128.63	127.35	No	140.65	130.55	No	No	0.00			
								1.86		35.97	1,855,279

2023 OBLIGATION AUTHORITY PLAN

The following projects¹ had to obligate federal funding before **March 1, 2023**. If the projects did not obligate by March 1, 2023, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

The following project had to obligate federal funding before **August 1, 2023**, or would have been deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
SCOG	SCOG Admin 2022-2025 ²	SCOG 22-25	PL	✓	\$261,176

The following projects had to obligate federal funding by **September 30, 2023**, or contingent funding was withdrawn for the projects on **October 1, 2023**. Project sponsors were encouraged to obligate federal funding before **July 1, 2023**.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Anacortes	R Avenue Long Term Improvements	T-1301	PE	✗	\$176,460
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	PE	✗	\$21,631
City of Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	ANAC T-140	CN	✓	\$318,336
City of Burlington	SR 20/Skagit Street Signalization Project	WA-03951	PE	✓	\$173,000
City of Mount Vernon	Riverside Drive Improvements – 2	WA-13533	PE	✓	\$259,500
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	PE	✓	\$53,856
City of Sedro-Woolley	SR 20/SR 9 - Township Intersection Improvements	SW33	CN	✓	\$71,421
City of Sedro-Woolley	SR 20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin	SW42	RW	✓	\$51,900
City of Sedro-Woolley	John Liner Road – Reed to Township Bicycle/Pedestrian Improvements	SW08A	PE	✓	\$102,913
Skagit County	Francis Road – Section 3	WA-01192	PE	✗	\$300,000

TOTAL STBG-TA OBLIGATIONS³: \$1,154,682
OBLIGATION AUTHORITY TARGET: \$1,678,048

¹ The John Liner Road, Reed to Township Bicycle/Pedestrian Improvements project’s construction phase is removed from the 2023 Obligation Authority Plan. A lower-than-expected STBG allocation to SCOG for federal fiscal year 2023, which was received on February 6, 2023, put the RTIP out of fiscal constraint by year, and Sedro-Woolley staff agreed to move the project phase out of the 2023–2026 STIP, so the \$442,015 is not included in the 2023–2026 STBG programming. It is anticipated the project phase will be reprogrammed to 2024 with the 2024–2029 RTIP.

² A lower-than-expected STBG allocation for federal fiscal year 2023 reduced funding for this project phase from \$319,595 to \$261,176, which is 15% of the regional STBG allocation. Adjusting funding for this project is consistent with RTIP Policy 13 SCOG Administration Funding.

³ Includes \$400,000 STBG obligation authorized by FHWA on January 4, 2023, which was included on 2022–2027 RTIP. Includes \$1,783,268 in STBG and TA deobligations authorized by FHWA from October 1, 2022 – November 30, 2023. Includes any Extensions, Appeals and 2023 Projects Selected for Funding that have obligated funding.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2023**. These projects will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

To be granted an extension, any extension request must have been received by SCOG no later than **February 22, 2023**. A project phase may only be granted one extension request.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
Skagit County	Francis Road Section 3	WA-01192	RW	(Not Yet)	\$75,075
Samish Indian Nation	Tommy Thompson Trail Trestle and Causeway Replacement	WA-13974	PL	✓	\$160,650
City of Anacortes	R Avenue Long Term Improvements	T-1301	CN	✓	\$859,087

TOTAL STBG-TA EXTENSIONS: \$1,094,812

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2023–2028 RTIP. The following project phase must obligate federal funding by **December 31, 2023**. This project will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

A project phase may only be appealed once to the Transportation Policy Board.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Burlington	SR 20/Skagit Street Signalization Project	WA-03951	CN	(Not Yet)	\$1,513,750

TOTAL STBG-TA APPEALS: \$1,513,750

2023 Projects Selected for Funding

The following projects were selected for funding by the Transportation Policy Board on July 19, 2023 and were programmed this year in the 2023–2028 RTIP at the request of project sponsors. The projects must obligate federal funding by **December 31, 2023**. These projects will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Mount Vernon	EV Bicycle Charging Facility - MVLC	WA-15135	CN	(Not Yet)	\$144,500
City of Mount Vernon	EV Vehicle Charging Facility - MVLC	WA-15136	CN	(Not Yet)	\$835,000
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	PE	✓	\$226,111

TOTAL 2023 PROJECTS SELECTED FOR FUNDING: \$1,205,611

2024 OBLIGATION AUTHORITY PLAN

The following projects have to obligate federal funding before **March 1, 2024**. If the projects do not obligate by March 1, 2024, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	PE	(Not Yet)	\$350,000
Skagit County	Peterson Road (Urban)	WA-11739	PE	(Not Yet)	\$880,516
Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	WA-01137	PE	(Not Yet)	\$352,957
SCOG	Skagit 2050 Regional Transportation Plan	WA-15130	PL	(Not Yet)	\$346,000
Skagit Transit	Bus Stop Amenities	WA-15126	ALL	(Not Yet)	\$157,560
Mount Vernon	River Dike Trail System - Phase 1	WA-13500	PE	(Not Yet)	\$41,000
Anacortes	Q Avenue Pedestrian Crossings	WA-15131	PE	(Not Yet)	\$46,000

The following project must obligate federal funding before **August 1, 2024**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PL	(Not Yet)	\$319,595

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS¹: \$2,493,628
ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,033,354

¹ Total 2023 obligation authority extensions and appeals outstanding as of 9/13/2023 are \$1,749,475. These extensions and appeals are not included in this estimate of STBG-TA-CR obligations.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2024**. These projects will be deprogrammed with expiration of the 2024–2029 RTIP in January 2025.

To be granted an extension, any extension request must have been received by SCOG no later than **February 28, 2024**. A project phase may only be granted one extension.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA-CR EXTENSIONS: \$0

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2024–2029 RTIP. The following project phase must obligate federal funding by **December 31, 2024**. This project will be deprogrammed with expiration of the 2024–2029 RTIP in January 2025.

A project phase may only be appealed once to the Transportation Policy Board.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA-CR APPEALS: \$0