

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

April 3, 2025 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 907 021 761#

AGENDA

1. **Call to Order and Roll Call**
2. [March 6, 2025 Technical Advisory Committee Meeting Minutes](#)
3. [Unified Planning Work Program for State Fiscal Year 2026](#) – *Mark Hamilton*
4. [Federal Update](#) – *Kevin Murphy*
5. **Multimodal Level of Service** – *Grant Johnson*
6. [2025 Obligation Authority Plan](#) – *Mark Hamilton*
7. **April 17, 2025 In-person Project Presentations** – *Mark Hamilton*
8. **May 1, 2025 In-person Technical Advisory Committee Meeting** – *Mark Hamilton*
9. **Roundtable and Open Topic Discussion**
10. **Next Meeting:** May 1, 2025, 1:30 p.m.
11. **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.

Title VI Notice to the Public: The Skagit Council of Governments fully complies with Title VI of the federal Civil Rights Act of 1964 and related statutes, and does not discriminate on the basis of race, color or national origin. For more information, or to obtain a Title VI Complaint Form, visit SCOG’s website at <http://scog.net/about/nondiscrimination/>.

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SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

March 6, 2025
Skagit Council of Governments Conference Room
315 South Third Street, Suite 100, Mount Vernon, WA 98273

AGENCIES REPRESENTED

- City of Anacortes..... Andy Rheaume, Sidney Neel
- City of Mount VernonFrank Reinert
- City of Sedro-Woolley Kyle Anderson
- Samish Indian Nation.....Nick Dorr
- Skagit County Tom Weller, Forrest Jones
- Skagit PUD.....Mark Semrau
- Skagit Transit.....Crystle Stidham, Rebekah Tuno
- Washington State Department of Transportation (WSDOT)..... John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

No one else attended the meeting.

AGENDA

1. Call to Order: 1:31 p.m.

Roll Call: Roll was taken with a quorum present.
2. February 6, 2025 Technical Advisory Committee Meeting Minutes: Mr. Anderson moved to approve the February 6, 2025 Technical Advisory Committee meeting minutes, and Mr. Reinert seconded the motion. The motion carried unanimously.
3. March Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. One amendment and one administrative modification were submitted for the month. He explained that Skagit County had submitted an amendment for the Guemes Island Ferry Operating Cost project. The amendment adds the project to the Regional Transportation Improvement Program (RTIP). Total estimated project cost is \$1,683,900, which includes \$604,964 in federal Ferry Boat Program funds and a local match. The administrative modification was submitted by WSDOT for the SR 20/Burlington to Sedro-Woolley - Corridor Improvements project. Administrative modifications do not require action by the Transportation Policy Board and are

presented for informational purposes only. The modification revises a project already programmed in the RTIP by increasing the total estimated cost and programmed funding.

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

4. Obligation Authority Gap Strategies: Mr. Hamilton presented this agenda item. He explained that five project phases were granted extensions and now have until the end of the calendar year to obligate federal funding, which has created a regional obligation authority gap. The RTIP contains procedures that SCOG goes through every March if there is an obligation authority gap. The current gap is approximately \$2.3 million, with approximately \$300,000 in total expected obligations this federal fiscal year. He then went over the gap strategy procedures used to fill the gap.

Under Gap Strategy #1, Mr. Anderson committed Sedro-Woolley's John Liner Road Arterial Improvements right-of-way phase (\$210,089) and SR20/Cascade Trail West Extension 2B Hospital Drive to Holtcamp Road preliminary engineering phase (\$104,665) to move forward.

Under Gap Strategy #2, no projects were able to advance.

Mr. Hamilton explained that for Gap Strategy #3, the contingency list of projects, approved by the Transportation Policy Board on July 19, 2023, will be utilized in accordance with gap strategy procedures. He stated that projects moving forward using this gap strategy require an RTIP amendment prior to obligation. Mr. Rheume committed Anacortes to move forward with the 12th Street and K Avenue Intersection Improvements preliminary engineering phase (\$224,000). Ms. Stidham committed Skagit Transit to move forward with the following construction phases: (1) Construction of Ancillary Maintenance Buildings (\$275,000); (2) Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase (\$275,000); and (3) Skagit Transit's Maintenance Operations and Administration Facility Replacement (\$3,000,000).

Mr. Hamilton stated that SCOG staff will prepare and distribute letters to those moving projects forward by March 20, consistent with gap strategy procedures. Project phases committed to moving forward total \$4,088,754 in federal funds. With all expected federal obligations, the Skagit region is expected to exceed the obligation authority target this federal fiscal year.

5. 2025 Regional Project Selection Evaluation Process: Mr. Hamilton presented this agenda item. He gave an update to the Technical Advisory Committee and explained that the public comment period on the process ends March 7. SCOG staff anticipates the Transportation Policy Board will take action on the selection process later this month. He then reminded committee members that there will be an in-person meeting in April for project presentations.
6. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
7. Next Meeting: April 3, 2025, 1:30 p.m.
8. Adjourned: 2:40 p.m.



Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

DISCUSSION ITEM X.X – UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEAR 2026

Document History

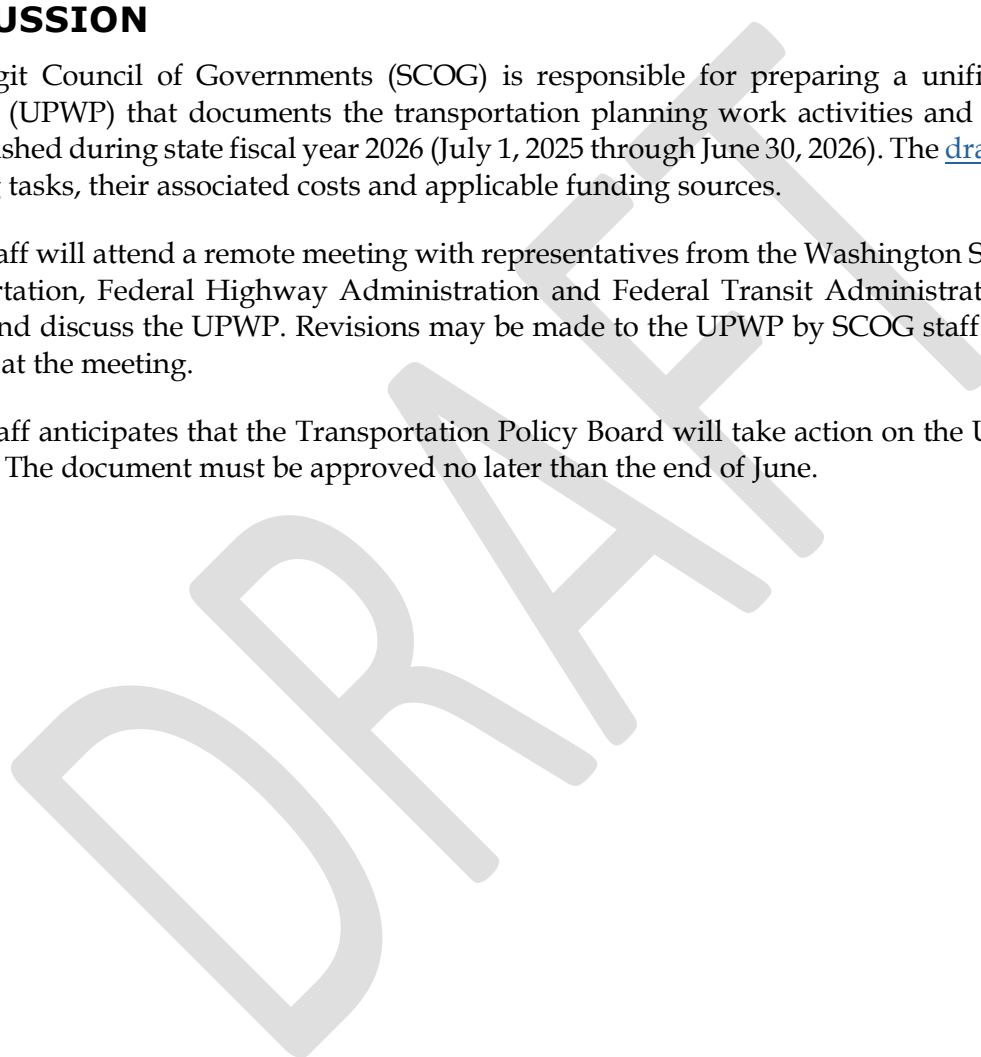
MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	04/03/2025	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	04/16/2025	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

The Skagit Council of Governments (SCOG) is responsible for preparing a unified planning work program (UPWP) that documents the transportation planning work activities and related tasks to be accomplished during state fiscal year 2026 (July 1, 2025 through June 30, 2026). The [draft UPWP](#) identifies planning tasks, their associated costs and applicable funding sources.

SCOG staff will attend a remote meeting with representatives from the Washington State Department of Transportation, Federal Highway Administration and Federal Transit Administration on April 17 to review and discuss the UPWP. Revisions may be made to the UPWP by SCOG staff based on feedback received at the meeting.

SCOG staff anticipates that the Transportation Policy Board will take action on the UPWP at their May meeting. The document must be approved no later than the end of June.



UNIFIED PLANNING WORK PROGRAM

Adopted by the Transportation Policy Board on May 21, 2025

DRAFT

State Fiscal Year

2026

July 1, 2025 – June 30, 2026

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DRAFT

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 other stakeholders.

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 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.

SCOG's planning boundaries are the same as Skagit County boundaries and are often referred to as the "Skagit region". These boundaries are the metropolitan planning area under federal law for MPOs – also the Mount Vernon-Anacortes, WA metropolitan statistical area – and planning area under state law for RTPOs. In addition to planning within the Skagit region, many projects extend beyond these boundaries to other parts of northwest Washington and statewide.

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) 2026 – July 1, 2025 through June 30, 2026. 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 2026 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 Skagit region.

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, 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, and WSDOT will coordinate with FHWA and FTA on final approval.

FEDERAL AND STATE REQUIREMENTS

FEDERAL REQUIREMENTS

FEDERAL PLANNING FACTORS

Federal planning factors emphasize priorities for transportation planning through a process that is continuing, cooperative 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 storm-water impacts of surface transportation; and
10. Enhance travel and tourism.

These federal planning factors were considered as the SFY 2026 UPWP was prepared to ensure consistency between federal priorities and the work program.

FEDERAL PLANNING EMPHASIS AREAS

The Federal Highway Administration and the Federal Transit Administration jointly issued federal planning emphasis areas in 2021. Updated guidance for the SFY 2026 UPWP from WSDOT suggests SCOG should no longer follow this 2021 guidance due to recent changes at the federal level. New federal planning emphasis areas may be prepared and released by federal partners in the near future. SCOG will continue to track changes at the federal level that may impact the SFY 2026 UPWP.

INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

The 2021 Infrastructure Investment and Jobs Act introduced a requirement that MPOs utilize not less than 2.5% of funds provided under 23 USC 104(d) be utilized on activities described in federal law that improve safe and accessible transportation options, which primarily focus on active transportation and public transportation modes. There is an exemption to this requirement for MPOs that have Complete Streets standards and policies in place, along with an updated Complete Streets prioritization plan. SCOG does not qualify for this Complete Streets exemption.

In Washington state, FHWA and WSDOT ask MPOs to identify which UPWP work tasks address these requirements, for the MPOs that do not meet the Complete Streets exemption. The following work tasks

have been identified in the SFY 2026 UPWP that address these federal Increasing Safe and Accessible Transportation Options requirements:

- 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 Multimodal Level of Service
- 2.10 - Transportation Elements and Countywide Planning Policies
- 2.11 - Regional Planning Duties
- 2.12 - Regional Transportation Resilience Improvement Plan
- 2.13 - Regional Safety Action Plan
- 2.14 - Intelligent Transportation Systems Architecture

All **Multimodal Planning** element work tasks in the SFY 2026 UPWP address these federal requirements for Increasing Safe and Accessible Transportation Options, in whole or in part, as activities that are identified for the 2.5% of funding.

STATE REQUIREMENTS

WASHINGTON 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.

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.

WASHINGTON 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 2026.

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. They want to work closely with RTPOs to ensure alignment 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.

Planning Collaboration

MPOs and RTPOs are requested to set aside resources to collaboratively develop and/or review planning efforts. WSDOT plans and efforts expected to be developed during SFY 2026 include:

- **Comprehensive Plan Updates:** Many cities and counties in Washington are updating their comprehensive plans for the [periodic update](#). MPOs and RTPOs should coordinate with WSDOT region planning offices in the review and support of the local agency comprehensive plan transportation elements and draft Environmental Impact Statements for those local agencies adopting categorical exemptions for infill housing, per [RCW 43.21C.229](#). As well, per RCW 47.80, RTPOs should certify that transportation elements are consistent with the adopted regional transportation plan.
- **Multimodal Planning and Data Division Planning Activities:** WSDOT will be scoping the update to the Statewide Multimodal Transportation Plan, refining and implementing the legislatively directed performance-based project evaluation model, and addressing updates to legislation related to vehicle miles of travel reduction, land use/housing, and multimodal level of service. MPOs and RTPOs are requested to dedicate resources to coordinate on these efforts during SFY 2026.
- **Active Transportation Division Planning Activities:**
 - MPOs and RTPOs are requested to coordinate with WSDOT on Complete Streets, Cycle Highways and project identification for the Sandy Williams Connecting Communities program.
 - If the MPO/RTPO is supporting active transportation plans or working on this, please coordinate with ATD. WSDOT's Active Transportation Assistance Program may have resources available to assist smaller jurisdictions in developing plans, particularly in overburdened communities, affecting tribal lands or vulnerable

Unified Planning Work Program (UPWP) Guidance for Metropolitan Planning Organizations and Regional Transportation Planning Organizations

State of Washington

State Fiscal Year (SFY) 2026
(July 1, 2025 - June 30, 2026)

December 2024



Prepared jointly by the WSDOT Multimodal Planning and Data Division, the Federal Highway Administration and the Federal Transit Administration

- populations.
- If the MPO/RTPO plans to conduct active transportation data collection, please coordinate with ATD. WSDOT has identified infrastructure data and network connectivity as significant needs; local data is still needed.
 - MPOs and RTPOs are requested to identify opportunities for active transportation facilities and services to be incorporated into long-term resiliency plans and into emergency response and disaster relief plans, along with planning for evacuation of nondrivers.
 - Public Transportation Division Planning Activities: The Statewide Public Transportation Plan update is underway and MPOs and RTPOs are encouraged to dedicate resources to coordinate and collaborate with WSDOT's Public Transportation Division as they work on these efforts. The state and local Commute Reduction Plans will be finalized by July 1, 2025, and there will be a four-year plan implementation period. Updates to the next plan will begin two years into this four-year period. The due date for the next update to the coordinated public transit-human services transportation plans (CPT-HSTPs) is December 1, 2026. The funding letters for the 25-27 biennium CPT-HSTP grant agreements are expected to be issued by the spring of 2025. Please check [WSDOT's public transportation plans webpage](#) in early 2025 for details on an update to the CPT-HSTP guidebook.
 - Rail, Freight, and Ports Division Planning Activities:
 - MPOs and RTPOs are requested to incorporate truck parking needs into local and regional planning efforts.
 - WSDOT will update the State Rail Plan in 2025 and the State Freight Plan in 2026. MPOs and RTPOs should reserve resources to coordinate with WSDOT.

Federal Functional Classification Update

Following the designations of new urban area boundaries, WSDOT will work with MPOs, RTPOs, and local agencies, as necessary, to update the [federal functional classification designations](#) by December 2025.

Transportation Asset Management Plan Reporting

WSDOT requests that MPOs and RTPOs work with the local agencies in their regions to develop estimates (% by lane mile) for preservation and maintenance needs and planned spending of pavement and bridge over 10 years on the locally managed National Highway System. WSDOT will need to provide financial information during the update to the [Transportation Asset Management Plan](#) update during SFY 2026.

Washington state planning emphasis areas are addressed through various work activities selected for SFY 2026.

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 Work 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%.

NEW FOR SFY 2026

WSDOT will begin packaging FHWA Section 134 funds and FTA Section 5303 funds that are distributed to MPOs into FHWA-FTA Consolidated Planning Grant (CPG) funds in SFY 2026. Funds from these two federal sources will no longer be authorized and tracked separately in Washington state. The UPWP reflects this new combined funding source and no longer differentiates between FHWA Section 134 and FTA Section 5303 funds. Consolidating federal funding in this way had been anticipated by WSDOT to begin in SFY 2025, but was delayed to SFY 2026.

Refer to the [Surface Transportation Block Grant Funding Breakdown](#) table in the UPWP for estimated STBG funding for SFY 2026 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.

The Safe Streets and Roads for All Grant Program (SS4A) is a discretionary grant program created through the 2021 Infrastructure Investment and Jobs Act. SCOG applied for a grant in July 2023 under this program and was notified in December 2023 that the Regional Safety Action Plan was selected for funding by FHWA. SS4A funds can be used for up to 80.0% of a project with a required match of 20.0%.

The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) includes a discretionary grant program created through the 2021 Infrastructure Investment and Jobs Act. SCOG applied for a grant in August 2023 under this program and was notified in April 2024 that the Regional Transportation Resilience Improvement Plan was selected for funding by FHWA. PROTECT funds can be used for up to 100.0% of a project with no required match.

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.

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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 2026 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 (lead), Consultant

Product: 2026 SCOG operating budget completed and adopted prior to calendar year 2026. Self-certification documentation completed in October 2025. Though not in SFY 2026, by the second quarter of calendar year 2027, SCOG will provide a reasonable opportunity for voting membership to all federally recognized tribes that hold reservation or trust lands within the Skagit region. SCOG's website updated in SFY 2026 with consultant assistance.

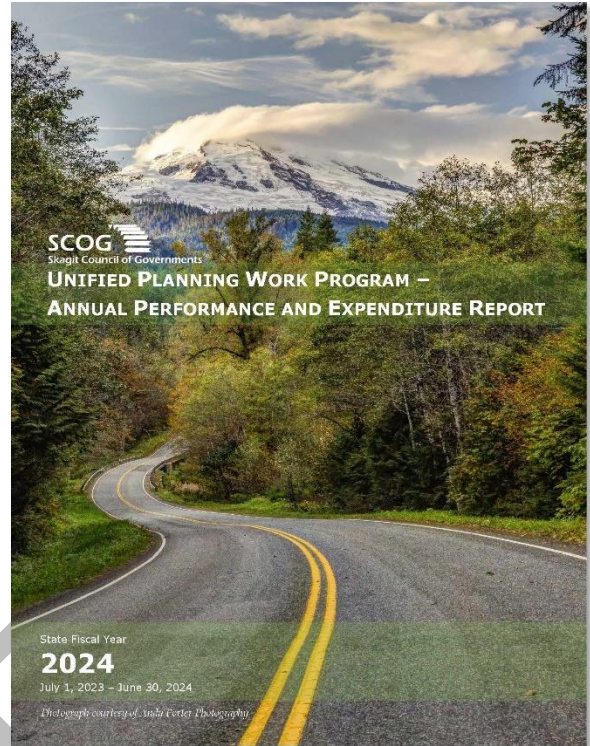
Direct Cost: Technology-related (hardware, software, etc.) direct costs are expected to total up to \$3,500. Travel and training costs are expected to total up to \$20,000. Any consultant costs for the website update are expected to be indirect, not direct costs.

1.2 Unified Planning Work Program

Description: Creation of the SFY 2025 UPWP Annual Performance and Expenditure Report per [23 CFR 420.117](#). SCOG will prepare the SFY 2027 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: SFY 2025 Annual UPWP Performance and Expenditure Report completed in September 2025, and SFY 2027 UPWP in spring 2026.



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: Title VI annual report completed in November 2025.

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: Public Participation Plan annual report completed in June 2026.

1.6 Metropolitan Planning Agreement

Description: Prepare and execute an updated [Metropolitan Planning Agreement](#) between SCOG, Skagit Transit and WSDOT. The agreement, meeting the requirements of [23 CFR 450.314](#), was

executed by SCOG, Skagit Transit and WSDOT in 2017. WSDOT staff requested that this work task be added to the UPWP and has committed to leading the update process.

Responsibilities: WSDOT (lead), SCOG, Skagit Transit

Product: Metropolitan Planning Agreement updated in SFY 2026.

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ELEMENT 2: MULTIMODAL PLANNING

The **Multimodal Planning** work program element includes regional planning efforts. 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 was completed in July 2024, as local comprehensive plans were completed in the Skagit region. A



major update to the Regional Transportation Plan began in SFY 2024, with a consultant contract that started in September 2024 and will continue through the plan due date of March 2026.

Responsibilities: SCOG (lead), WSDOT, Consultant

Product: Major update to Regional Transportation Plan completed in SFY 2026.

Direct Cost: An estimated \$132,926 of STBG funds will be used for professional services in SFY 2026 for this work task. Direct cost for this work tasks also includes work done under the Travel Demand Model work task, which is not separately identified in that work task to avoid double counting.

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, through this work task and other work tasks, to participate in these statewide efforts.

Responsibilities: WSDOT (lead), SCOG

Product: Participation in statewide planning initiatives as needs arise and staffing permits in SFY 2026.

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 City of Sedro-Woolley, Skagit Transit and WSDOT within the Skagit region.

Responsibilities: SCOG

Product: SCOG will assist with local planning efforts as needed in SFY 2026.

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.

**North Sound
Transportation
Alliance**



Responsibilities: Whatcom Council of Governments (lead), SCOG

Product: NSTA meeting administration and attendance in SFY 2026. 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 adopted in July 2022. SCOG will also continue implementation of activities from the most recent Title VI Plan update, adopted in May 2023 and amended in April 2025. The next major updates to the Title VI Plan and ADA Self-evaluation and Program Access Plan are expected to occur in SFY 2026. Each plan is on a three-year update cycle.

Responsibilities: SCOG (lead), WSDOT

Product: Conduct ongoing nondiscrimination activities at SCOG throughout SFY 2026. Major update to Title VI Plan completed by May 2026. Major update to ADA Self-evaluation and Program Access Plan completed by July 2026.

2.6 Nonmotorized Transportation Planning

Description: The Non-Motorized Advisory Committee (NMAC) is an advisory committee to the Technical Advisory Committee on nonmotorized issues. NMAC activities are determined on a

calendar year basis with preparation and adoption of their work program. The calendar year 2025 NMAC work program was approved in December 2024 and the calendar year 2026 NMAC work program should be approved in December 2025. The Skagit County Walking Trail Guide and Skagit County Bike Map will continue to be distributed in SFY 2026.

Responsibilities: SCOG

Product: Distribution of bike maps and walking trail guides in SFY 2026. Other nonmotorized products consistent with approved NMAC work programs.

2.7 Infrastructure Investment and Jobs Act

Description: The federal Infrastructure Investment and Jobs Act (IIJA) 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. There are also many discretionary grant programs created through the law, two of which SCOG applied for funding through in SFY 2024 to assist with regional plans: the Regional Transportation Resilience Improvement Plan; and Regional Safety Action Plan. Both grants were awarded by FHWA. The Code of Federal Regulations may be updated during the timeframe of the SFY 2026 UPWP with regulations implementing the new law. SCOG will continue to participate in processes related to implementing the IIJA and begin to address changes to MPO duties that the 2021 law requires. Implementation activities may occur at the national, statewide and local levels.

Responsibilities: WSDOT (lead), SCOG

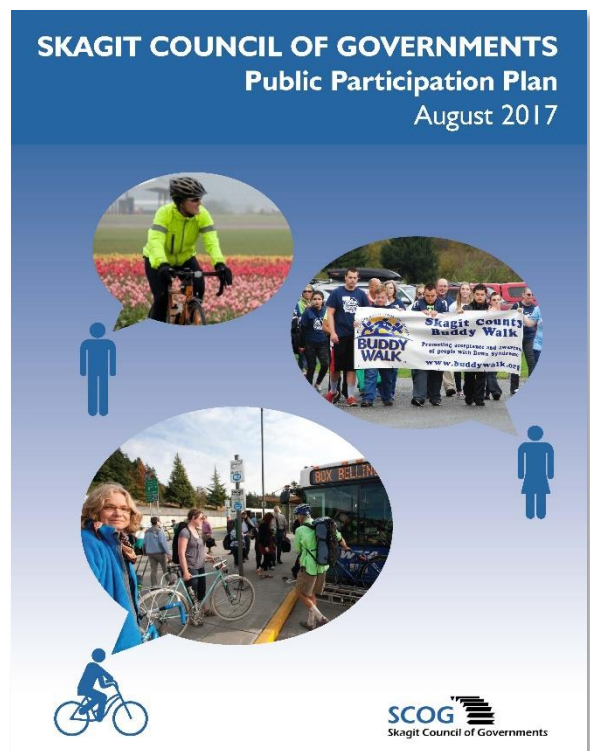
Product: Participation in implementation activities related to the Infrastructure Investment and Jobs Act in SFY 2026 at the national, statewide and local levels.

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 may occur in SFY 2026, 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, which may occur in SFY 2026.

Responsibilities: SCOG

Product: Public Participation Plan amended in SFY 2026, pending new regulations implementing the Infrastructure Investment and Jobs Act.



2.9 Regional Multimodal Level of Service

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 documented level of service methodologies used by cities, towns and Skagit County in the Skagit region in April/May 2024 and provided recommendations on how to make them more consistent. House Bill 1181 introduced new multimodal level of service requirements for local governments, beginning with 2025 periodic updates to local comprehensive plans. Consistent with RCW 47.80.023, SCOG will “work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures”. This work on developing level of service standards, including multimodal, is expected to continue in SFY 2026. SCOG will also be jointly establishing level of service standards for state highways and ferry routes with WSDOT, pursuant to [RCW 47.80.030](#), as work is underway for the major Regional Transportation Plan update, due in March 2026.

Responsibilities: SCOG (lead), cities, towns, Skagit County, Skagit Transit, WSDOT

Product: SCOG will work with other government agencies – including WSDOT, cities, towns, Skagit County, and Skagit Transit – as they continue to develop multimodal level of services standards in SFY 2026. SCOG will also work on jointly establishing level of service standards with WSDOT for state highways and state ferry routes in SFY 2026.

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 in SFY 2026.

2.11 Regional Planning Duties

Description: Some elements of SCOG’s regional transportation planning organization certification processes were over 20 years old and were generated when Skagit County was part of the Skagit-Island Regional Transportation Planning Organization, which dissolved in 2015. SCOG conducted an in-depth review of the RTPO certification processes and other RTPO duties in March–April 2024, leading to several recommended revisions to refresh certain regional planning duties in SFY 2025. Regional planning duties were updated in October–December 2024 with approval of a new Regional Transportation Strategy and Transportation Element Certification Review Manual. Further revisions to regional planning duties may occur in SFY 2026 if necessary.

Responsibilities: SCOG

Product: Regional planning duties updated if necessary in SFY 2026.

2.12 Regional Transportation Resilience Improvement Plan

Description: SCOG began the process in SFY 2025 to 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. SCOG applied for funding through the PROTECT discretionary grant program in August 2023, and was notified in April 2024 that the project was selected for these federal funds to expand the scope of this project to meet federal requirements. SCOG began the consultant procurement projects in SFY 2025 and expects to have a professional services agreement executed before SFY 2026 begins. Plan-development process should occur throughout SF 2026.

Responsibilities: SCOG (lead), Consultant

Product: Regional Transportation Resilience Improvement Plan completed in SFY 2026.

Direct Cost: An estimated \$249,623 of PROTECT funds will be used for professional services in SFY 2026 for this work task.

2.13 Regional Safety Action Plan

Description: SCOG was notified in December 2023 that the Federal Highway Administration selected SCOG to receive a Safe Streets and Roads for All discretionary grant to prepare a Regional Safety Action Plan. Once finalized, the plan will help create a safer transportation system for the Skagit region's residents and visitors, while also making jurisdictions eligible for implementation grants for safety projects. The procurement process to hire a consultant to assist with this planning process began in June 2024, with a professional services agreement executed in November 2024. Plan completion is expected in December 2025.

Responsibilities: SCOG (lead), Consultant

Product: Work on this plan began in SFY 2024, with completion of Regional Safety Action Plan expected in December 2025.

Direct Cost: An estimated \$142,725 of SS4A funds will be used for professional services in SFY 2026 for this work task.

2.14 Intelligent Transportation Systems Architecture

Description: Federal regulations require that SCOG develop an intelligent transportation systems architecture to guide the development of intelligent transportation strategies and projects. SCOG adopted the Skagit MPO Intelligent Transportation System Architecture 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 boundaries and any existing or planned intelligent transportation

systems for the Skagit region. SCOG began the process to update the Intelligent Transportation Systems Architecture in SFY 2025 with expected completion by June 2025.

Responsibilities: SCOG

Product: Implement activities from Intelligent Transportation Systems Architecture as necessary in SFY 2026.

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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 incorporation into 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, Carbon Reduction Program and Transportation Alternatives Set-aside - 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: 2026–2031 Regional Transportation Improvement Program adopted by SCOG’s Transportation Policy Board in October 2025. Regional Transportation Improvement Program amendments and administrative modifications as needed in SFY 2026.



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 2025 for the Skagit region.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: Annual listing of obligated projects completed in March 2026.

3.3 Project Selection and Prioritization

Description: SCOG will have one project prioritization process beginning in SFY 2026. 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 in SFY 2027 – selecting which projects receive funding across Washington. SCOG is awaiting a WSDOT decision on the Consolidated Grant Program for the 2025–2027 cycle that may lead to a UPWP amendment, if a regional mobility management project is funded through this program. SCOG also has a project selection process that occurs every two years for the following federal sources: Surface Transportation Block Grant Program, Carbon Reduction Program; and Transportation Alternatives Set-aside. Through this process, SCOG selects projects for federal funding, and later programs selected projects in the RTIP. The next project selection process for these federal funding sources is expected to occur in SFY 2027.

Responsibilities: SCOG (lead), WSDOT

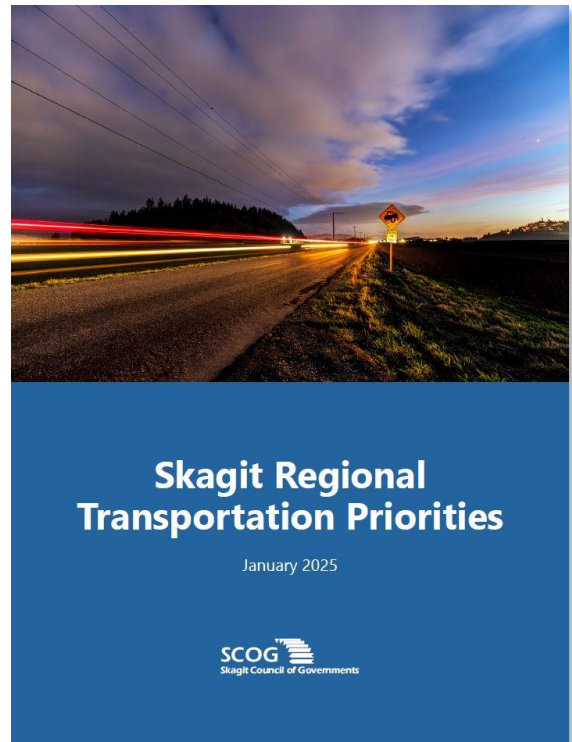
Product: Begin the process to prepare a regional list of prioritized human services transportation projects in SFY 2026.

3.4 List of Regional High Priority Projects

Description: SCOG will prepare a list of projects that are regional priorities prior to the 2026 Washington state legislative session. Projects on the list will represent the highest regional priorities for state transportation funding.

Responsibilities: SCOG

Product: List of regional high priority projects adopted in December 2025.



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 project 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 Management

Description: In cooperation with Skagit Transit and WSDOT, SCOG will continue to develop regional performance targets. In SFY 2026, SCOG will continue to assist WSDOT with obtaining local National Highway System information to inform the statewide Transportation Asset Management Plan. Other regional performance targets may be revisited by SCOG in SFY 2026 if necessary, including regional FTA targets for transit asset management and transit safety, in consultation with Skagit Transit and WSDOT.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: Regional performance targets updated in SFY 2026 as necessary. FHWA regional highway safety performance targets are revisited every year by SCOG, and will be adopted in February 2026. Other regional performance targets, such as FTA targets, may be revisited by SCOG in SFY 2026.

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 began in SFY 2025, continuing in SFY 2026, incorporating outputs from a household travel survey that was completed in SFY 2022, and interim modifications to make the model more useful for 2025 local comprehensive plan updates. Additional revisions to the model are expected in SFY 2026, occurring with the major update to the Regional Transportation Plan. A consultant is under contract to assist with updating the Regional Transportation Plan and regional travel demand model.

Responsibilities: SCOG (lead), Consultant

Product: Provide the model and model documentation upon request to local, regional and statewide partners in SFY 2026. Complete interim model updates in 2025 for utilization in 2025 local comprehensive plan updates. Continue model updates from SFY 2025 and finalize in SFY 2026, in alignment with major update to Regional Transportation Plan due in March 2026.

Direct Cost: This work task involves direct cost which is integrated into the Regional Transportation Plan work task, expected to have one consultant contract with professional services under both work tasks. No additional direct cost is listed here to avoid double counting.

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. A new agreement began on January 1, 2025 after the expiration of the previous agreement, following negotiation of the new agreement to continue traffic count services with Skagit County. The agreement expires on January 1, 2030. 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), Skagit County

Product: Maintain the regional clearinghouse of traffic counts for Skagit County in SFY 2026. Counts will be done throughout the year on both a scheduled and as-needed basis.

Direct Cost: An estimated \$35,865 of RTPO funds will be used for traffic counts in SFY 2026, including a pass-through of \$35,000 for traffic counts and \$865 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 in SFY 2026. 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 Skagit region, as necessary. In SFY 2026, revisit classifications consistent with a past state planning emphasis area suggesting that MPOs review unbuilt proposed routes that have been on the system for six or more years. Resulting adjustments to urban areas, completed in SFY 2025, will impact how facilities are classified (i.e. urban vs. rural). WSDOT will lead the highway functional classification process statewide and has made this an area of emphasis in SFY 2025 and SFY 2026.

Responsibilities: WSDOT (lead), SCOG

Product: Collaboration with WSDOT on roadway classification issues in SFY 2026. Highway functional classifications updated in the Skagit region in SFY 2026, 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 2026 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 in SFY 2026. Integrate survey data with regional travel demand model. Develop/refine tools for analyzing household travel survey data.



DRAFT

EXPENDITURES BY WORK TASK

Element	Work Task #	Work Task Title	FHWA-FTA CPG			FTA - 5310	FHWA - STBG			FHWA - SS4A			FHWA - PROTECT	RTPO	Summary			Total
			Total 100.0%	Federal 86.5%	Local 13.5%	Federal 100%	Total 100.0%	Federal 86.5%	Local 13.5%	Total 100.0%	Federal 80.0%	Local 20.0%	Federal 100%	State 100.0%	Federal	State	Local	
Administration	1.1	MPO and RTPO Administration	\$83,400	\$72,100	\$11,300	\$0	\$99,300	\$85,900	\$13,400	\$0	\$0	\$0	\$0	\$6,600	\$158,000	\$6,600	\$24,700	\$189,300
	1.2	Unified Planning Work Program	\$8,600	\$7,400	\$1,200	\$0	\$12,800	\$11,100	\$1,700	\$0	\$0	\$0	\$0	\$2,700	\$18,500	\$2,700	\$2,900	\$24,100
	1.3	Legislator Contact	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	1.4	Title VI Annual Report	\$4,500	\$3,900	\$600	\$0	\$3,500	\$3,000	\$500	\$0	\$0	\$0	\$0	\$0	\$6,900	\$0	\$1,100	\$8,000
	1.5	Public Participation Plan Annual Report	\$3,700	\$3,200	\$500	\$0	\$3,500	\$3,000	\$500	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$1,000	\$7,200
	1.6	Metropolitan Planning Agreement	\$7,900	\$6,800	\$1,100	\$0	\$12,800	\$11,100	\$1,700	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$2,800	\$20,700
	Subtotal		\$108,100	\$93,400	\$14,700	\$0	\$131,900	\$114,100	\$17,800	\$0	\$0	\$0	\$0	\$9,300	\$207,500	\$9,300	\$32,500	\$249,300
Multimodal Planning	2.1	Regional Transportation Plan	\$60,300	\$52,200	\$8,100	\$0	\$192,700	\$166,700	\$26,000	\$0	\$0	\$0	\$0	\$4,700	\$218,900	\$4,700	\$34,100	\$257,700
	2.2	Statewide Planning Initiatives	\$13,200	\$11,400	\$1,800	\$0	\$21,600	\$18,700	\$2,900	\$0	\$0	\$0	\$0	\$2,600	\$30,100	\$2,600	\$4,700	\$37,400
	2.3	Local Transportation Planning	\$6,900	\$6,000	\$900	\$0	\$2,500	\$2,200	\$300	\$0	\$0	\$0	\$0	\$1,500	\$8,200	\$1,500	\$1,200	\$10,900
	2.4	North Sound Transportation Alliance	\$8,700	\$7,500	\$1,200	\$0	\$5,700	\$4,900	\$800	\$0	\$0	\$0	\$0	\$2,000	\$12,400	\$2,000	\$2,000	\$16,400
	2.5	Nondiscrimination Planning	\$13,100	\$11,300	\$1,800	\$0	\$8,600	\$7,400	\$1,200	\$0	\$0	\$0	\$0	\$0	\$18,700	\$0	\$3,000	\$21,700
	2.6	Nonmotorized Transportation Planning	\$11,600	\$10,000	\$1,600	\$0	\$13,500	\$11,700	\$1,800	\$0	\$0	\$0	\$0	\$0	\$21,700	\$0	\$3,400	\$25,100
	2.7	Infrastructure Investment and Jobs Act	\$8,300	\$7,200	\$1,100	\$0	\$6,500	\$5,600	\$900	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$2,000	\$14,800
	2.8	Public Participation Plan	\$29,500	\$25,500	\$4,000	\$0	\$17,100	\$14,800	\$2,300	\$0	\$0	\$0	\$0	\$0	\$40,300	\$0	\$6,300	\$46,600
	2.9	Regional Multimodal Level of Service	\$0	\$0	\$0	\$0	\$2,300	\$2,000	\$300	\$0	\$0	\$0	\$0	\$4,600	\$2,000	\$4,600	\$300	\$6,900
	2.10	Transportation Elements and Countywide Planning Policies	\$0	\$0	\$0	\$0	\$16,200	\$14,000	\$2,200	\$0	\$0	\$0	\$0	\$4,400	\$14,000	\$4,400	\$2,200	\$20,600
	2.11	Regional Planning Duties	\$0	\$0	\$0	\$0	\$3,100	\$2,700	\$400	\$0	\$0	\$0	\$0	\$3,000	\$2,700	\$3,000	\$400	\$6,100
	2.12	Regional Transportation Resilience Improvement Plan	\$17,000	\$14,700	\$2,300	\$0	\$37,700	\$32,600	\$5,100	\$0	\$0	\$0	\$249,600	\$0	\$296,900	\$0	\$7,400	\$304,300
	2.13	Regional Safety Action Plan	\$44,400	\$38,400	\$6,000	\$0	\$0	\$0	\$0	\$170,200	\$136,200	\$34,000	\$0	\$0	\$174,600	\$0	\$40,000	\$214,600
2.14	Intelligent Transportation Systems Architecture	\$8,300	\$7,200	\$1,100	\$0	\$7,500	\$6,500	\$1,000	\$0	\$0	\$0	\$0	\$0	\$13,700	\$0	\$2,100	\$15,800	
	Subtotal		\$221,300	\$191,400	\$29,900	\$0	\$335,000	\$289,800	\$45,200	\$170,200	\$136,200	\$34,000	\$249,600	\$22,800	\$867,000	\$22,800	\$109,100	\$998,900
Programming & Project Selection	3.1	Regional Transportation Improvement Program	\$9,400	\$8,100	\$1,300	\$0	\$26,000	\$22,500	\$3,500	\$0	\$0	\$0	\$0	\$2,100	\$30,600	\$2,100	\$4,800	\$37,500
	3.2	Annual Listing of Obligations	\$6,500	\$5,600	\$900	\$0	\$4,600	\$4,000	\$600	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$1,500	\$11,100
	3.3	Project Selection and Prioritization	\$9,400	\$8,100	\$1,300	\$0	\$34,600	\$29,900	\$4,700	\$0	\$0	\$0	\$0	\$1,400	\$38,000	\$1,400	\$6,000	\$45,400
	3.4	List of Regional High Priority Projects	\$3,600	\$3,100	\$500	\$0	\$6,900	\$6,000	\$900	\$0	\$0	\$0	\$0	\$0	\$9,100	\$0	\$1,400	\$10,500
	Subtotal		\$28,900	\$24,900	\$4,000	\$0	\$72,100	\$62,400	\$9,700	\$0	\$0	\$0	\$0	\$3,500	\$87,300	\$3,500	\$13,700	\$104,500
Data Collection & Analysis	4.1	Regional Performance Management	\$5,000	\$4,300	\$700	\$0	\$10,500	\$9,100	\$1,400	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$2,100	\$15,500
	4.2	Travel Demand Model	\$4,900	\$4,200	\$700	\$0	\$24,400	\$21,100	\$3,300	\$0	\$0	\$0	\$0	\$0	\$25,300	\$0	\$4,000	\$29,300
	4.3	Traffic Counts	\$0	\$0	\$0	\$0	\$11,100	\$9,600	\$1,500	\$0	\$0	\$0	\$0	\$36,900	\$9,600	\$36,900	\$1,500	\$48,000
	4.4	Geographic Information Systems	\$2,100	\$1,800	\$300	\$0	\$15,300	\$13,200	\$2,100	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$2,400	\$17,400
	4.5	Highway Functional Classification	\$2,900	\$2,500	\$400	\$0	\$10,100	\$8,700	\$1,400	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$1,800	\$13,000
	4.6	Household Travel Survey	\$5,300	\$4,600	\$700	\$0	\$6,100	\$5,300	\$800	\$0	\$0	\$0	\$0	\$0	\$9,900	\$0	\$1,500	\$11,400
	Subtotal		\$20,200	\$17,400	\$2,800	\$0	\$77,500	\$67,000	\$10,500	\$0	\$0	\$0	\$0	\$36,900	\$84,400	\$36,900	\$13,300	\$134,600
	Total		\$378,500	\$327,100	\$51,400	\$0	\$616,500	\$533,300	\$83,200	\$170,200	\$136,200	\$34,000	\$249,600	\$72,500	\$1,246,200	\$72,500	\$168,600	\$1,487,300

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 2025	Est. Carry Forward to 2027
SCOG	FHWA-FTA CPG Federal Funds - 86.5%	\$93,400	\$191,300	\$24,900	\$17,400	\$327,000	\$453,500	\$211,800	\$338,300
	Local Match - 13.5%	\$14,600	\$29,900	\$3,900	\$2,700	\$51,100	\$51,100	N/A	
	FHWA STBG Federal Funds - 86.5%	\$114,100	\$290,000	\$62,300	\$67,100	\$533,500	\$292,300	\$241,200	\$0
	Local Match - 13.5%	\$17,800	\$45,300	\$9,700	\$10,500	\$83,300	\$83,300	N/A	
	FHWA SS4A Federal Funds - 80.0%	\$0	\$136,200	\$0	\$0	\$136,200	\$0	\$170,200	\$0
	Local Match - 20.0%	\$0	\$34,000	\$0	\$0	\$34,000	\$0	N/A	
	FHWA PROTECT Federal Funds - 100.0%	\$0	\$249,600	\$0	\$0	\$249,600	\$0	\$249,600	\$0
	Total	\$239,900	\$976,300	\$100,800	\$97,700	\$1,414,700	\$880,200	\$872,800	\$338,300

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 2025	Est. Carry Forward to 2027
SCOG	RTPO	\$9,300	\$22,900	\$3,500	\$36,900	\$72,500	\$143,300	\$0	\$70,800
	Total	\$9,300	\$22,900	\$3,500	\$36,900	\$72,500	\$143,300	\$0	\$70,800

Note: Figures rounded to nearest hundred

SURFACE TRANSPORTATION BLOCK GRANT FUNDING BREAKDOWN

The following funding table is provided to show estimated federal Surface Transportation Block Grant Program funds with local match for applicable projects programmed in the SFY 2026 UPWP.

SCOG Administration occurs every state fiscal year, with the next year of funding spanning SFY 2026. SCOG anticipates obligation of the SCOG Administration federal funding prior to start of SFY 2026. These STBG funds provide revenue to support work tasks in the SFY 2026 UPWP, as illustrated in the [Expenditures by Work Task](#) table.

A consultant contract is began in SFY 2025 and will continue into SFY 2026 for the major Regional Transportation Plan update, with federal funds authorized in SFY 2024.

	Program Fund Source	SCOG Admin. (SFY 2026 est.)	Consultant Contract: Regional Transportation Plan (SFY 2026 est.)
SCOG	FHWA STBG Federal Funds - 86.5%	\$292,336	\$132,926
	Local Match - 13.5%	\$45,625	\$20,746
	Total	\$337,961	\$153,672

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EXPECTED CONSULTANT & AGENCY AGREEMENTS

Agreements expected between SCOG and other parties related to SFY 2026 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 2026 only and do not include any matching funds.

Work Task #	Work Task Title	Agreement Type	Fund Type	Estimated Cost
2.1	Regional Transportation Plan	Professional Services	FHWA STBG	\$132,926
2.12	Regional Transportation Resilience Improvement Plan	Professional Services	FHWA PROTECT	\$249,623
2.13	Regional Safety Action Plan	Professional Services	FHWA SS4A	\$142,725
4.3	Traffic Counts	Interlocal	RTPO	\$35,000
Total				\$560,651

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CONTACT INFORMATION

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

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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:

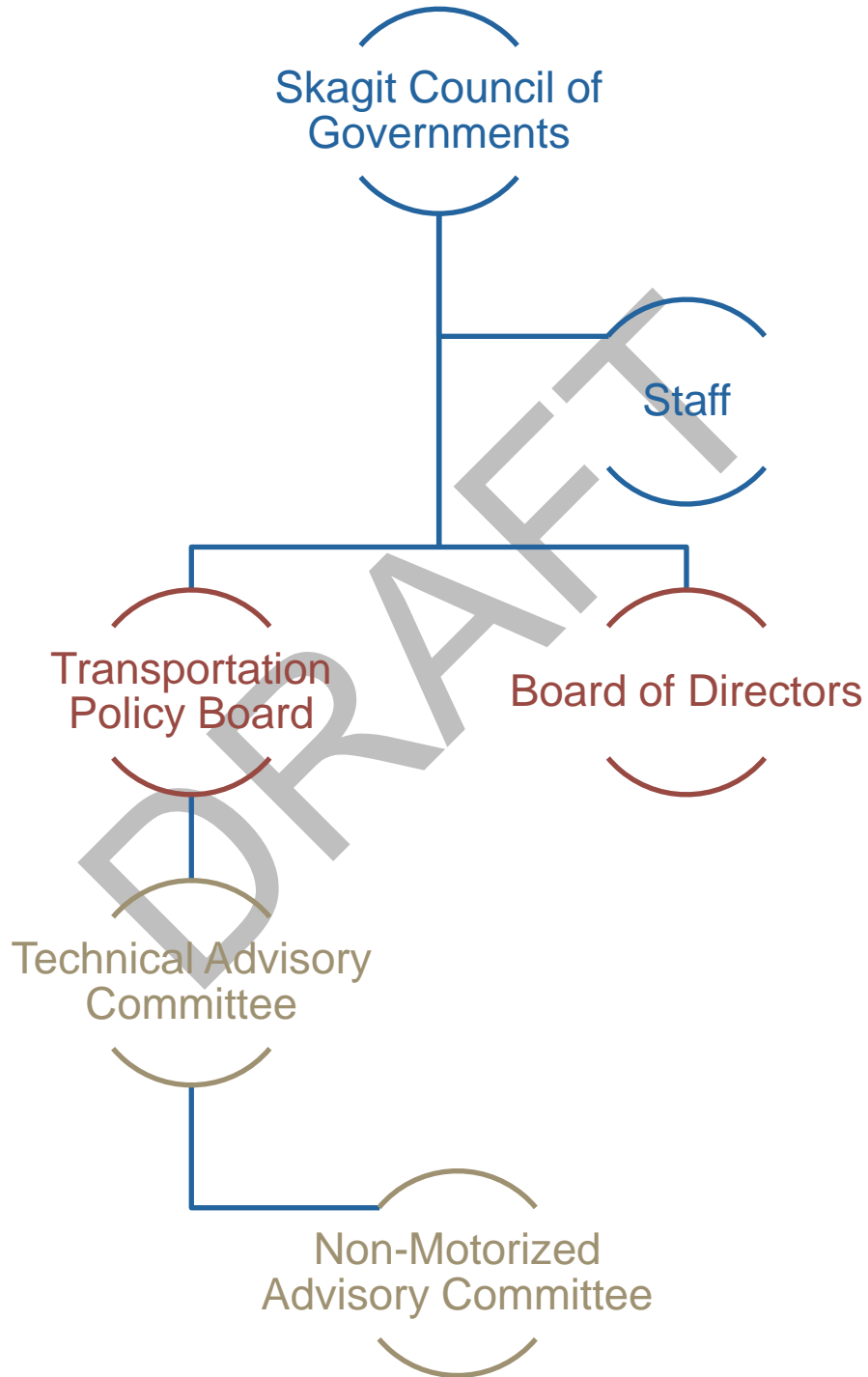
City of Anacortes	Port of Skagit	Town of Hamilton
City of Burlington	Samish Indian Nation	Town of La Conner
City of Mount Vernon	Skagit County	Town of Lyman
City of Sedro-Woolley	Swinomish Indian Tribal Community	Washington State Department of Transportation
Port of Anacortes	Town of Concrete	

NON-VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

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

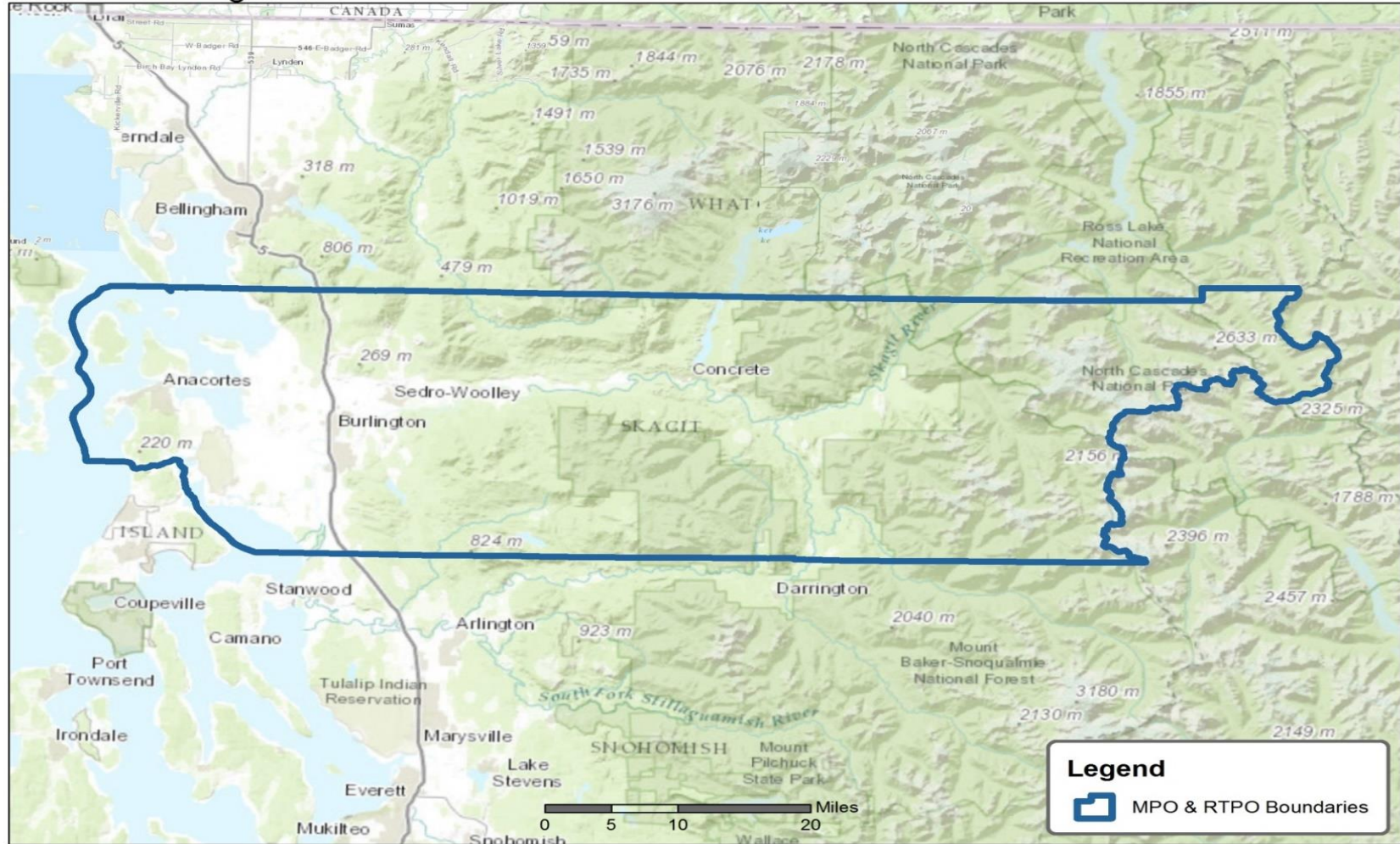
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Appendix B: ORGANIZATIONAL STRUCTURE

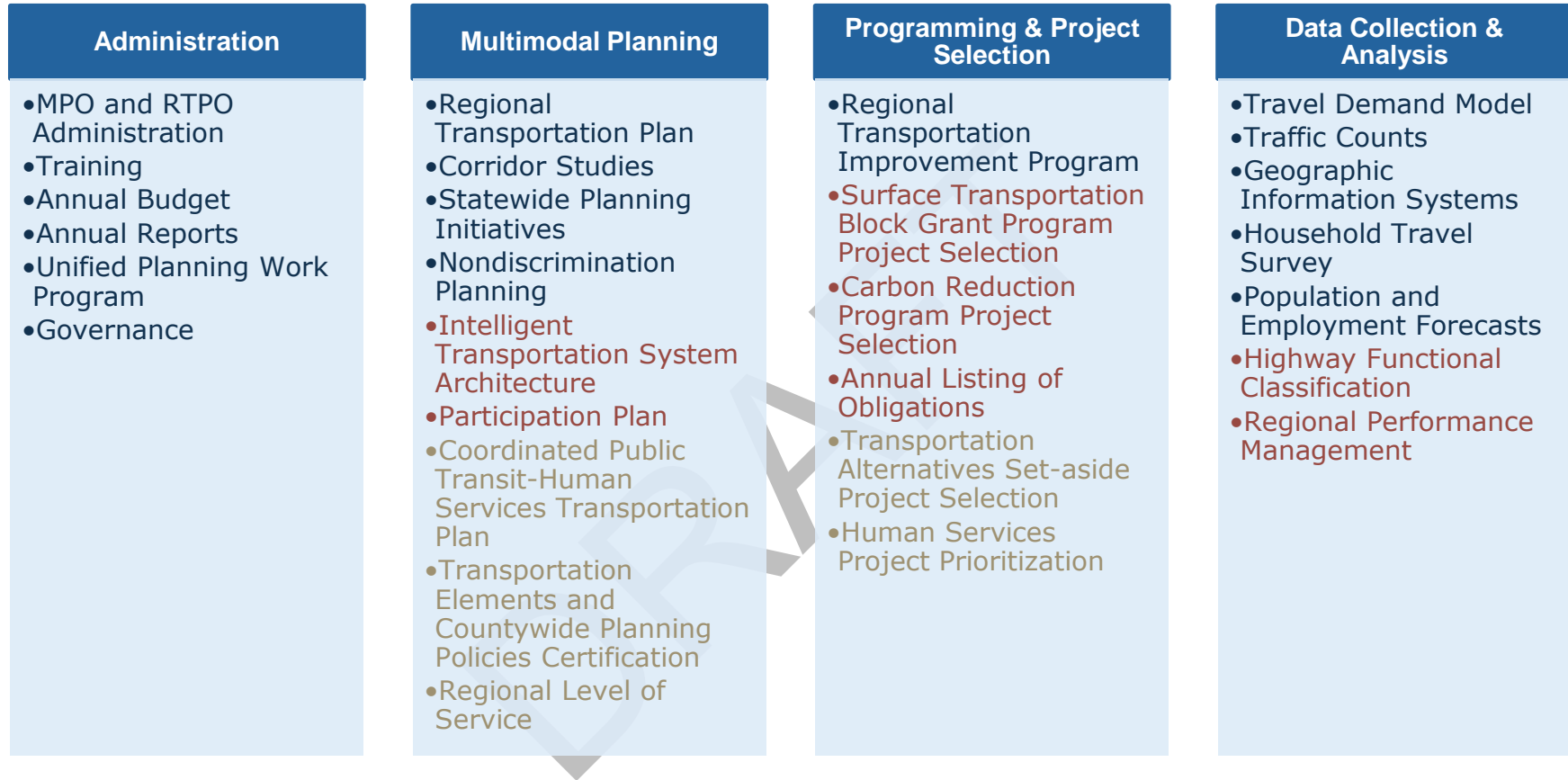


Appendix C: MPO & RTPO PLANNING AREA

SCOG Planning Area



Appendix D: CORE PROGRAMS AND FUNCTIONS



MPO (Federal)

RTPPO (State)

MPO & RTPPO

Appendix E: PLANNING PROJECTS BY OTHER AGENCIES

SAMISH INDIAN NATION

COMPREHENSIVE SAFETY ACTION PLAN

The Samish Indian Nation received funding from FHWA to prepare a Comprehensive Safety Action Plan. The selection for funding was announced by FHWA in November 2024. The City of Anacortes finalized a Comprehensive Safety Action Plan in SFY 2025 and SCOG’s Regional Safety Action Plan will be completed in SFY 2026, all funded through the same source.

Schedule: Calendar years 2025–2026

Funding: FHWA Safe Streets and Roads for All Grant Program funds

CITY OF SEDRO-WOOLLEY

COMPREHENSIVE SAFETY ACTION PLAN

The City of Sedro-Woolley received funding from FHWA to prepare a Comprehensive Safety Action Plan. The selection for funding was announced by FHWA in November 2024. The City of Anacortes finalized a Comprehensive Safety Action Plan in SFY 2025 and SCOG’s Regional Safety Action Plan will be completed in SFY 2026, all funded through the same source.

Schedule: Calendar years 2025–2026

Funding: FHWA Safe Streets and Roads for All Grant Program funds

SKAGIT TRANSIT

2025 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 2025

Funding: Local funds

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

CASCADIA HIGH-SPEED RAIL AND I-5 PROGRAM

The Cascadia High-Speed Rail and I-5 Program includes the I-5 Master Plan study and the Cascadia High-Speed Rail service development plan. The Program integrates these two efforts to address the future transportation needs of Western Washington communities. The integrated Cascadia High-Speed Rail and I-5 Program allows us to look holistically at highway, high-speed rail, and other travel options.

I-5 Master Plan

Finalize problem statement, complete PEL checklist, develop goals, objectives, criteria and KPIs (screening framework) and begin the screening process of range of projects, policies, and strategies.

Cascadia High-Speed Rail Service Development Plan

Initial planning and coordination to support service development plan. Specific elements may include coordination plans, draft Purpose and Need statement for the service development plan, high-speed rail market analysis, and initial route and service options analysis. Note: additional detail and timelines for upcoming high-speed rail planning work will be developed in coordination with the Federal Railroad Administration.

Schedule: State Fiscal Year 2025–2027

Funding: WSDOT and US federal funds

DRAFT

From: [Association of Metropolitan Planning Organizations](#)
To: [Mark Hamilton](#)
Subject: New OST-P Guidance
Date: Wednesday, March 12, 2025 8:45:49 AM



New OST-P Guidance

March 12, 2025

Good morning,

We want to share an important update regarding **new internal DOT guidance** on competitive grant and cooperative agreement awards, based on information that was shared with us. The Office of the Assistant Secretary for Transportation Policy (OST-P) has issued a directive that requires a review of certain awards from FY 2022 through FY 2025 to ensure alignment with recent Executive Orders. We believe this is the next step in the Department's efforts to align programs and projects with the Executive Orders.

AMPO is working with our partners to better understand the implications of this guidance. We are closely monitoring and will provide further updates as more information becomes

available.

Please contact Katie Economou, Legislative Director, at keconomou@ampo.org with any questions or concerns.

Overview: The Office of the Assistant Secretary for Transportation Policy (OST-P) is providing guidance on competitive award selections **made after January 20, 2021, that do NOT have fully obligated grant agreements or cooperative agreements in place.**

Projects with executed grant agreements in place that are fully obligated are not subject to the guidance below. For selections **with partially obligated grant agreements, the same review should take place before awarding subsequent phases or adding additional funds to an existing grant agreement.** Additional guidance will be provided regarding revisions to standard terms and conditions appearing in draft grant agreements or templates.

Summary: All competitive grant and cooperative agreement award selections must comply with current Administration priorities and Executive Orders (EO) that address energy, climate change, diversity and gender, and economic analysis, and other priorities. Applicable Executive Orders and Memoranda include:

- [Executive Order 14148, Initial Rescissions of Harmful Executive Orders and Actions.](#)
- [Executive Order 14154, Unleashing American Energy](#)
- [Executive Order 14151, Ending Radical and Wasteful Government DEI Programs and Preferencing](#)
- [Executive Order 14168, Defending Women from Gender Ideology Extremism and Restoring Biological Truth to the Federal Government Secretarial Order 2100.7.](#)
- [Ensuring Reliance Upon Sound Economic Analysis in Department of Transportation Policies, Programs, and Activities Secretarial Memorandum on Implementation of Executive Orders Addressing Energy, Climate Change, Diversity, and Gender](#)

This guidance provides directions for **identifying award selections without fully obligated grant agreements that do not comply with these priorities.**

ACTION: For projects announced from **FY 2022 through FY 2025**, review all award selections without grant agreements and partially obligated grant agreements. **The focus of this review is to identify project scope and activities that are allocating funding to advance climate, equity, and other priorities counter to the Administration's Executive Orders.**

Step 1: Program Identification. Identify Programs for which award selections may have included any of the following elements: **equity activities, Diversity, Equity, and Inclusion (DEI) activities, climate change activities, environmental justice (EJ activities, gender-specific activities, when the primary purpose is bicycle infrastructure (i.e., recreational trails and shared-use paths, etc.), electric vehicles (EV), and EV charging infrastructure.** Additionally, **project-by-project review** of selections to identify any project scope elements for potential removal are required for any Programs that meet the criteria below:

- **Statutory language** includes equity requirements, climate considerations, or bicycle infrastructure.
- **NOFO mandatory evaluation criteria** includes equity and/or climate requirements.
- **Eligible activities included** bicycle infrastructure, EV and/or EV charging infrastructure.

Programs that do not meet the criteria above should be shared with the OA Administrator or equivalent OST leadership for concurrence/confirmation. Following OA Administrator or equivalent OST leadership concurrence, the OST Office of Policy (OST-P) and office of General Counsel (OGC) will provide final confirmation on whether a program is required to conduct a **project-by-project review**. If OST-P and OGC confirm that a project-by-project review. If OST-P and OGC confirm that a project-by-project review is required, offices should proceed to Step 2. Please submit review requests to the OST Policy Board at OSTPolicyBoard@dot.gov.

Step 2: Project-by-project review. Programs that require further review shall have program teams **examine each individual project to identify those award selections that have project scopes that include any of the project elements listed in Step 1.** (i.e., equity activities, DEI activities, climate change activities, etc.) Those teams should document their project-by-project examination and flag any project scope elements or activities for potential removal, including:

- Project activities such as **equity analysis, green infrastructure, bicycle infrastructure, EV and/or EV charging infrastructure.**
- Project purpose **or primary project benefits include equity and/or climate such as- projects that purposefully improve the condition for EJ communities or actively reduce GHG emissions.**

Note: if project scope elements are based in statute, program offices should consult with applicable legal counsel, and following legal concurrence, raise any proposed scope changes to OA leadership.

OA leadership shall review the findings from the Team review, and recommend to OST-P and OGC which project selections should:

1. **Continue in their current form** with no change;
2. **Be revised with a reduced or modified scope;** or
3. **Be canceled entirely.**

Step 3: Project Scope Revision. Award selections identified in Step 2.b must update project scopes to eliminate flagged activities, and where possible replace identified elements with relevant elements that align with program statute, the scope of the application submission, and the current Administration EOs.

Where the scope of the project includes elements note above, Team should negotiate with project sponsors to update project scopes to eliminate and, where possible, replace those identified elements with relevant elements that align with the program statute, the original scope of the application submission, and current Administration EOs.

1. If the project sponsor agrees to proceed with scope changes, proceed to grant agreement formulation and execution. The project sponsor may propose alternative project elements to substitute for the redline elements that should be removed as long as they 1) align with the program statute, 2) are consistent with the purposes of the original scope of the application submission, and 3) align with the current Administration EOs.
2. If the project sponsor does not agree to remove project elements noted in Step 2, and replace with acceptable alternative scope, then the Team should proceed with a reduced award that removes the flagged scope and activities.

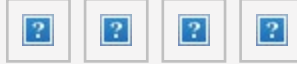
Thank you,

AMPO Staff

Association of Metropolitan Planning Organizations (AMPO)

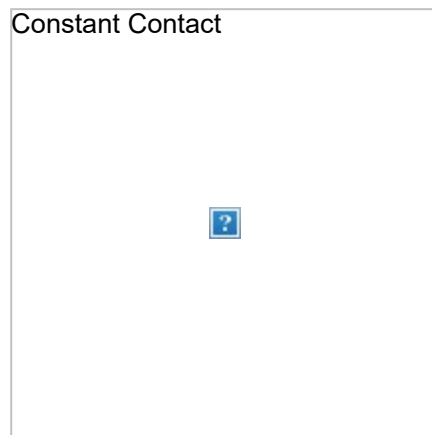
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2025 OBLIGATION AUTHORITY PLAN

The following projects had until **March 1, 2025** to obligate federal funding. If project funds did not obligate by March 1, 2025, 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/CR FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

The following project must obligate federal funding before **August 1, 2025**, 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)	\$292,336

The following projects must obligate federal funding by **September 30, 2025**, or contingent funding will be withdrawn on **October 1, 2025**. Project sponsors are encouraged to obligate federal funding before **July 1, 2025**.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Anacortes	12 th Street and K Avenue Intersection Improvements	WA-15132	PE	(Not Yet)	\$224,000
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	RW	(Not Yet)	\$210,089
City of Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	SW43	PE	(Not Yet)	\$104,665
Skagit Transit	Construction of Ancillary Maintenance Buildings	(Pending)	CN	(Not Yet)	\$275,000
Skagit Transit	Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase	(Pending)	CN	(Not Yet)	\$275,000
Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Project Phase II	WA-14012	CN	(Not Yet)	\$3,000,000

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS: \$4,381,090
ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,559,639

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2025**. These projects will be deprogrammed with expiration of the 2025–2030 RTIP in January 2026.

To be granted an extension, any extension request must be received by SCOG no later than **February 26, 2025**. A project phase may only be granted one extension.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street	SW42	CN	(Not Yet)	\$408,742
Samish Indian Nation	SR20/Campbell Lake Road - Intersection Improvement	WA- 11959	CN	(Not Yet)	\$1,285,200
City of Anacortes	Q Avenue Pedestrian Crossings	WA-15131	CN	(Not Yet)	\$396,000
City of Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	RW	(Not Yet)	\$350,000
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	PE	(Not Yet)	\$32,000

TOTAL STBG-TA-CR EXTENSIONS: \$2,471,942

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2025–2030 RTIP. The following project phase must obligate federal funding by **December 31, 2025**. This project will be deprogrammed with expiration of the 2025–2030 RTIP in January 2026.

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