

## SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

April 2, 2026 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 476 053 902#

### AGENDA

1. **Call to Order and Roll Call**
2. [March 5, 2026 Technical Advisory Committee Meeting Minutes](#)
3. [April Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. [Sedro-Woolley Comprehensive Plan Transportation Element Certification](#) – *Sarah Ruether*
5. [Skagit Intelligent Transportation Systems Architecture](#) – *Sarah Ruether*
6. [Unified Planning Work Program for State Fiscal Year 2027](#) – *Mark Hamilton*
7. [Redistributed Obligation Authority List of Projects](#) – *Mark Hamilton*
8. [2026 Obligation Authority Plan](#) – *Mark Hamilton*
9. **Roundtable and Open Topic Discussion**
10. **Next Meeting:** May 7, 2026, 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/>.

**Aviso resumido del Título VI al público:** El Consejo de gobiernos de Skagit cumple plenamente con el Título VI de la Ley federal de derechos civiles de 1964 y los estatutos relacionados, y no discrimina por motivos de raza, color u origen nacional. Para mayor información, o para obtener un Formulario de queja del Título VI, visite el sitio web del SCOG en <http://scog.net/about/nondiscrimination/>.

**ADA Notice to the Public:** The Skagit Council of Governments fully complies with Section 504 of the Rehabilitation act of 1973 and the Americans with Disabilities Act of 1990 (ADA) and does not discriminate on the basis of disability. For more information, or to file a grievance contact the ADA Coordinator, Jill Boudreau at 360-416-7871 or [jillb@scog.net](mailto:jillb@scog.net)

**Aviso de la ADA para el público:** El Consejo de Gobiernos de Skagit cumple plenamente con la Sección 504 de la Ley de Rehabilitación de 1973 y la Ley de Americanos con Discapacidades de 1990 (ADA) y no discrimina por motivos de discapacidad. Para obtener más información, o para presentar una queja, póngase en contacto con el Coordinador de la ADA, Jill Boudreau en 360-416-7871 or [jillb@scog.net](mailto:jillb@scog.net).

# SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

March 5, 2026  
Microsoft Teams Remote Meeting

## AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Burlington ..... Brian Dempsey, Tyler Stamey
- Mount Vernon ..... Frank Reinhart
- City of Sedro-Woolley ..... Peter Lane
- Skagit County ..... Gael Fisk
- Skagit PUD.....Mark Semrau
- Skagit Transit.....Maleah Kuzminsky, Rebekah Tuno
- Washington State Department of Transportation (WSDOT).....Mehrdad Moini, Erica Nolan,  
John Shambaugh
- Samish Indian Nation.....Nick Dorr
- Swinomish Indian Nation.....Debra Bray

## STAFF PRESENT

- Skagit Council of Governments ..... Jill Boudreau, Mark Hamilton, Grant Johnson,  
Sarah Reuther

## OTHERS PRESENT

No members of the public attended the meeting.

## AGENDA

1. Call to Order: 1:32 p.m.  
  
Roll Call: Roll was taken with a quorum present.
2. February 5, 2026 Technical Advisory Committee Meeting Minutes: Mr. Shambaugh moved to approve the February 5, 2026 Technical Advisory Committee meeting minutes and Ms. Fisk seconded the motion. The motion carried unanimously.
3. March Regional Transportation Improvement Program Amendments: Mr. Johnson presented this agenda item. He explained that there are four proposed Regional Transportation Improvement Program (RTIP) amendments this month: two from Skagit County and two from WSDOT. Skagit County no longer is pursuing the Peter Johnson Road - Railroad Grade Crossing Safety Improvements project and will be returning the federal funding for this project, so requests this project be removed from the RTIP. The second Skagit County proposed amendment, for the

Preventative Maintenance – Bridge Deck Repair (Bundle) project, is to add this previously programmed project back into the RTIP so federal funding can be authorized. WSDOT has two proposed amendments: one for the Asphalt/Chip Seal Preservation Skagit Council of Governments project, which modifies this project already in the RTIP. The second WSDOT amendment is for the SR 20/Deception and Canoe Pass Bridges – Soil Abatement project, also revising a project already in the RTIP. Proposed WSDOT amendments adjust programmed funding amounts and total estimated cost of the projects.

Mr. Reinhart moved to recommend approval of the March Regional Transportation Improvement Program Amendments to the Transportation Policy Board as presented. Ms. Neel seconded the motion and it carried unanimously.

4. Move Skagit 2050 Regional Transportation Plan: Mr. Hamilton presented this agenda item. He explained that the Transportation Policy Board released the draft Move Skagit 2050 Regional Transportation Plan (RTP) for a public comment period at their January 2026 meeting, and SCOG staff and consultants have been working on responding to comments and making revisions to the draft RTP based on comments received. Mr. Hamilton stated there will likely be a need to amend the RTP in the next year because Burlington and Mount Vernon have not yet finished their comprehensive plans, and both probably will necessitate revisions to the RTP to maintain consistency with these local plans. He concluded his presentation by stating that the RTP was also a discussion item at the February Technical Advisory Committee meeting and will be coming to the Transportation Policy Board for consideration at their meeting later in March, along with any recommendation from the Technical Advisory Committee.

Ms. Bray asked Mr. Hamilton if the comments she submitted had been addressed as part of the revisions. Mr. Hamilton responded that the comments are addressed in the revised RTP. Ms. Bray thanked SCOG staff and complimented the plan.

Mr. Reinhart moved to recommend approval of the Move Skagit 2050 Regional Transportation Plan to the Transportation Policy Board as presented. Ms. Bray seconded the motion and it carried unanimously.

5. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He described all federal authorizations for Surface Transportation Block Grant Program, Transportation Alternatives Set-aside and Carbon Reduction Program in the Skagit region from October 1 – December 31, 2025.
6. 2026 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He explained that the Skagit region has already likely met its regional obligation authority target this federal fiscal year and vastly exceeded the target last federal fiscal year. Mr. Hamilton said several projects received federal authorization near the end of February, with updates given for each project on the plan. A final obligation authority target is expected in March/April. He concluded his presentation by restating the expectation that the regional obligation authority target will be met this federal fiscal year, and the Skagit region should be well positioned to receive redistributed obligation authority should these additional funds be pursued statewide this federal fiscal year.
7. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.



8. Next Meeting: April 2, 2026, 1:30 p.m.

9. Adjourned: 2:18 p.m.

Attest:

\_\_\_\_\_  
Mark Hamilton, Senior Transportation Planner  
Skagit Council of Governments

Date: \_\_\_\_\_

DRAFT

## ACTION ITEM X.X. – APRIL REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Review and Recommendation	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	04/15/2026	Action	<a href="#">Mark Hamilton</a>	(360) 416-7876

### RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program (RTIP) amendments:

- Skagit County
  - Francis Road Section 1: this amendment removes this project from the RTIP. The \$1.75 million in federal Highway Safety Improvement Program (HSIP) funds supporting the construction phase of this project will not receive federal authorization this federal fiscal year due to project delays. The deadline to receive federal authorization of these funds is this federal fiscal year. Full funding to complete the construction phase is required for the project to be programmed in 2026. Total estimated cost of the project is \$5,074,408.
  - Guemes Island Ferry Docks - Maintenance Bundle: this amendment adds this project to the RTIP. This project was selected by the Washington State Department of Transportation to receive \$5,788,000 in federal funds available through the Local Bridge Program in November 2025. Total estimated cost of the project is \$6,505,451.
  - Guemes Island Ferry Operating Costs: this amendment adds this project to the RTIP. Skagit County received a \$620,645 allocation of federal Ferry Boat Program funds for this project in 2023, which must be obligated no later than this federal fiscal year. Total estimated cost of the project is \$1,749,254.
- Skagit Transit
  - Skagit Station HVAC Replacement: this amendment adds this project to the RTIP. This project was programmed last year but federal funds for this project were not obligated in 2025, so the project is being reprogrammed in 2026 so the \$147,505 in 5339 funds can be authorized by the Federal Transit Administration this year. Total estimated cost of the project is \$345,000.

### FISCAL CONSTRAINT

Regional Transportation Improvement Program is fiscally constrained in the 2026–2029 program years.

### PUBLIC PARTICIPATION

A public comment period began on March 26 and ended on April 3.

**Agency** Skagit Co.

**Project Title** Francis Road Section 1

**Description** Widen travel lanes and shoulders on Francis Road to current standards to improve safety and stabilize the road base. PE done under federal project F294(001).



**Road Name** Francis Road (#79000)

**Begin Termini** 5.05

**End Termini** 5.66

**Total Project Length** 0.61

**Improvement Type** Reconstruction, Added Capacity

**Functional Class** Minor Collector

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$5,074,408

**Regionally Significant**  **Right-of-Way Required**

**STIP ID** WA-01171

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 11/25/2024

**Adoption Date** 12/9/2024

**Resolution Number** R20240257

**Phase Obligation Schedule**

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2026	HSIP	\$1,750,000	CRAB	\$1,279,047	\$1,808,370	\$4,837,417	10/15/2025
<b>Total</b>			<b>\$1,750,000</b>		<b>\$1,279,047</b>	<b>\$1,808,370</b>	<b>\$4,837,417</b>	

**Delete**

**Agency** Skagit Co.

**Project Title** Guemes Island Ferry Docks-Maintenance Bundle

**Description** Bridge paint, hydraulic, and electrical maintenance of Anacortes Ferry Dock and Guemes Island Ferry Dock. Structure IDs are 08151100 & 08152100.



**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Ferry Boats

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date** 3/3/2026

**Total Project Cost** \$6,505,451

**Regionally Significant**  **Right-of-Way Required**

**STIP ID** WA-16923

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 3/3/2026

**Adoption Date**

**Resolution Number** R20260044

**Phase Obligation Schedule**

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PE	2026	BR	\$1,191,000		\$0	\$0	\$1,191,000	4/15/2026
CN	2028	BR	\$4,597,000		\$0	\$717,451	\$5,314,451	4/15/2026
<b>Total</b>			<b>\$5,788,000</b>		<b>\$0</b>	<b>\$717,451</b>	<b>\$6,505,451</b>	

**Agency** Skagit Co.

**Project Title** Guemes Island Ferry Operating Costs

**Description** Operating costs for the Guemes Island Ferry.



**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Ferry Boats

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date** 3/3/2026

**Total Project Cost** \$1,749,254

**Regionally Significant**  **Right-of-Way Required**

**STIP ID** WA-16925

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 3/3/2026

**Adoption Date**

**Resolution Number** R20260044

**Phase Obligation Schedule**

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
ALL	2026	FBP	\$620,645		\$0	\$1,128,609	\$1,749,254	4/15/2026
<b>Total</b>			<b>\$620,645</b>		<b>\$0</b>	<b>\$1,128,609</b>	<b>\$1,749,254</b>	

**Agency** Skagit Transit

**Project Title** Skagit Station HVAC Repair

**Description** Repair of Skagit Station HVAC system.

**Road Name** E Kincaid St

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Transit

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$345,000



**Regionally Significant**  **Right-of-Way Required**

**STIP ID** WA-16705

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 8/20/2025

**Adoption Date** 8/20/2025

**Resolution Number**

**Phase Obligation Schedule**

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
ALL	2026	5339	\$147,505		\$0	\$197,495	\$345,000	4/15/2026
<b>Total</b>			<b>\$147,505</b>		<b>\$0</b>	<b>\$197,495</b>	<b>\$345,000</b>	

Funding Program	Carryover	2026			2027			2028			2029			4-Year Allocation	4-Year Pro-grammed	4-Year Difference
		Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed			
<b>Regionally Managed Federal Funds</b>	<b>-\$2,465</b>	<b>\$2,650</b>	<b>\$185</b>	<b>\$358</b>	<b>\$2,650</b>	<b>\$2,477</b>	<b>\$1,372</b>	<b>\$2,650</b>	<b>\$3,756</b>	<b>\$3,459</b>	<b>\$2,650</b>	<b>\$2,947</b>	<b>\$2,743</b>	<b>\$8,136</b>	<b>\$7,931</b>	<b>\$205</b>
CRP	\$550	\$294	\$844	\$83	\$294	\$1,055	\$121	\$294	\$1,228	\$770	\$294	\$753	\$0	\$1,727	\$974	\$753
STBG	-\$3,365	\$2,086	-\$1,278	\$0	\$2,086	\$808	\$1,177	\$2,086	\$1,718	\$1,860	\$2,086	\$1,944	\$2,538	\$4,981	\$5,575	-\$594
TA	\$349	\$270	\$619	\$275	\$270	\$614	\$74	\$270	\$810	\$829	\$270	\$251	\$204	\$1,428	\$1,382	\$46

<b>Other Federal Funds &amp; State Funds</b>	<b>\$0</b>	<b>\$71,669</b>	<b>\$71,669</b>	<b>\$71,669</b>	<b>\$35,268</b>	<b>\$35,268</b>	<b>\$35,268</b>	<b>\$59,189</b>	<b>\$59,189</b>	<b>\$59,189</b>	<b>\$60,303</b>	<b>\$60,303</b>	<b>\$60,303</b>	<b>\$226,429</b>	<b>\$226,429</b>	<b>\$0</b>
5307	\$0	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$14,000	\$14,000	\$0
5339	\$0	\$148	\$148	\$148	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148	\$148	\$0
5339(b)	\$0	\$9,369	\$9,369	\$9,369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,369	\$9,369	\$0
BR	\$0	\$7,293	\$7,293	\$7,293	\$0	\$0	\$0	\$4,597	\$4,597	\$4,597	\$0	\$0	\$0	\$11,890	\$11,890	\$0
FBP	\$0	\$621	\$621	\$621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$621	\$621	\$0
FTA Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	\$0	\$0	\$0	\$2,500	\$2,500	\$0
HIP(S)	\$0	\$7,402	\$7,402	\$7,402	\$5,434	\$5,434	\$5,434	\$0	\$0	\$0	\$0	\$0	\$0	\$12,835	\$12,835	\$0
HSIP	\$0	\$11,471	\$11,471	\$11,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,471	\$11,471	\$0
NHFP	\$0	\$4,895	\$4,895	\$4,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$10,508	\$10,508	\$10,508	\$11,436	\$11,436	\$11,436	\$22,170	\$22,170	\$22,170	\$1,398	\$1,398	\$1,398	\$45,513	\$45,513	\$0
STBG(S)	\$0	\$5,489	\$5,489	\$5,489	\$229	\$229	\$229	\$579	\$579	\$579	\$52,588	\$52,588	\$52,588	\$58,885	\$58,885	\$0
CRAB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,841	\$3,841	\$3,841	\$0	\$0	\$0	\$3,841	\$3,841	\$0
CWA	\$0	\$260	\$260	\$260	\$10,481	\$10,481	\$10,481	\$17,393	\$17,393	\$17,393	\$1,317	\$1,317	\$1,317	\$29,450	\$29,450	\$0
MAW	\$0	\$9,767	\$9,767	\$9,767	\$634	\$634	\$634	\$0	\$0	\$0	\$0	\$0	\$0	\$10,401	\$10,401	\$0
MVA	\$0	\$946	\$946	\$946	\$160	\$160	\$160	\$224	\$224	\$224	\$1,069	\$1,069	\$1,069	\$2,399	\$2,399	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$2,964	\$2,964	\$0
Ped/Bike Program	\$0	\$0	\$0	\$0	\$3,395	\$3,395	\$3,395	\$0	\$0	\$0	\$0	\$0	\$0	\$3,395	\$3,395	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,421	\$1,421	\$1,421	\$432	\$432	\$432	\$1,853	\$1,853	\$0

<b>Matching Funds</b>	<b>\$0</b>	<b>\$9,918</b>	<b>\$9,918</b>	<b>\$9,918</b>	<b>\$4,389</b>	<b>\$4,389</b>	<b>\$4,389</b>	<b>\$6,369</b>	<b>\$6,369</b>	<b>\$6,369</b>	<b>\$5,848</b>	<b>\$5,848</b>	<b>\$5,848</b>	<b>\$26,525</b>	<b>\$26,525</b>	<b>\$0</b>
Local	\$0	\$9,918	\$9,918	\$9,918	\$4,389	\$4,389	\$4,389	\$6,369	\$6,369	\$6,369	\$5,848	\$5,848	\$5,848	\$26,525	\$26,525	\$0

<b>Total</b>	<b>-\$2,465</b>	<b>\$84,237</b>	<b>\$81,772</b>	<b>\$81,945</b>	<b>\$42,307</b>	<b>\$42,134</b>	<b>\$41,029</b>	<b>\$68,209</b>	<b>\$69,314</b>	<b>\$69,017</b>	<b>\$68,802</b>	<b>\$69,099</b>	<b>\$68,894</b>	<b>\$261,090</b>	<b>\$260,886</b>	<b>\$205</b>
--------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	-----------------	------------------	------------------	--------------

Note: All figures in this table are expressed in thousands.

# ACTION ITEM X.X. – SEDRO-WOOLLEY COMPREHENSIVE PLAN TRANSPORTATION ELEMENT CERTIFICATION

## Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Review and Recommendation	<a href="#">Sarah Ruether</a>	(360) 416-6605
Transportation Policy Board	04/15/2026	Action	<a href="#">Sarah Ruether</a>	(360) 416-6605

## RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommend approval of the [Sedro-Woolley Transportation Element](#) as part of the certification review.

## FISCAL IMPACT

There is no fiscal impact with this action.

## DISCUSSION

The Growth Management Act requires RTPO’s certify the transportation element of comprehensive plans per RCW 47.80.023. Skagit Council of Governments certification review of comprehensive plan transportation elements includes the request that a draft is submitted at least 60 days prior to anticipated adoption.

Sedro-Woolley submitted the first draft of their transportation element August 5, 2025, which met the requirements for sixty days or more before anticipated adoption. Skagit Council of Governments responded with Comments on September 11, 2025. After discussing the remaining comments and corresponding with the consultant over email a new draft was submitted in January 2026. This draft was recommended for adoption with minor recommended changes, which have been made to the final document. This third draft is what has been submitted as part of this application. This draft is anticipated to be adopted in April.

A [certification checklist](#) was submitted with the second draft.

After the TAC review of the Sedro-Woolley transportation element, if it is recommended for approval, it will continue to the transportation policy board for final approval. After approval by the transportation policy board, Skagit Council of Governments will provide a letter of certification.



*Skagit River bridges in Sedro-Woolley by SounderBruce.*

## CHAPTER 4

# Transportation Element

### Vision Statement

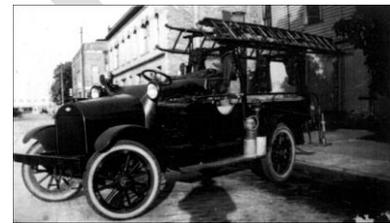
*The city's transportation system expands to meet demands due to growth. Through-traffic circumvents the downtown area, which discourages congestion. Safe bicycle and pedestrian transportation are encouraged by the maintenance and addition of bike shoulders on the roads as well as off-road bike paths and trails. Local youth are educated in safe cycling and traffic laws for bicyclists on the road. Bike racks are placed at key places in town to encourage people to ride their bikes rather than drive.*

### Introduction

Transportation infrastructure has played a vital role in the history and growth of Sedro-Woolley from a logging community in the late 19<sup>th</sup> Century to its current role as a modern suburban city.

The proximity of the Skagit River and abundant timber and agricultural resources led to the rise of Sedro-Woolley as a river- and rail-based commerce hub from its incorporation in 1898. The 20<sup>th</sup> Century brought the rise of automobile travel, which led to the expansion of the city's transportation network to include Washington State Routes 9 and 20. The completion of Interstate 5 four miles to the west of Sedro-Woolley by the late 1960s provided another significant connection to the regional and statewide roadway network.

The expansion of Skagit Transit to Sedro-Woolley in 1994 introduced public transit connections to Mount Vernon and the broader Skagit County area. The Cascade Trail, converted from



*A Sedro-Woolley fire trucks parked in front of the original fire station. Photo credit John Ruthford.*



*Volunteers sitting on fire trucks in 1949. Photo credit Sedro-Woolley Fire Department.*



*Modern day fire truck in front of fire station. Photo credit Frank Wagner.*

an abandoned freight rail corridor in the 1990s, created a 22.5-mile active transportation connection from Sedro-Woolley to the city of Concrete to the east.

Today, Sedro-Woolley's transportation network serves the diverse transportation needs of a growing population while continuing to serve significant highway and rail freight movement within and through the city. Additionally, Sedro-Woolley's proximity to recreational destinations in Skagit County, along the Skagit River, and along the North Cascades Highway (SR 20) positions the community as a gateway for tourism, generating significant seasonal recreational travel demand.

As Sedro-Woolley positions itself for the future, its transportation system will continue to develop and adapt to accommodate the needs of residents, businesses, visitors, and other users.

The analysis, standards, goals, and policies described herein are consistent with the other Elements of this Comprehensive Plan, as required by the Washington State Growth Management Act (GMA).

## Purpose

The Transportation Element provides a link between the Land Use Element, and the transportation facilities and services needed to support growth over the next 20 years. The Element update focuses on transportation safety, mobility, and access for all travel modes, balancing the importance of maintaining vehicular operations with the need to maintain and enhance safe transportation options for pedestrians, bicycles, and users of other transportation modes.

The Transportation Element is a key component to the Sedro-Woolley Comprehensive Plan. It summarizes existing transportation conditions and defines a long-range vision for a transportation system which reflects the community's values, priorities, and transportation needs. This Element maintains consistency with current county, regional, and statewide transportation plans and policies as of May 2025.

## Growth Management Act

The Transportation Element was prepared according to the requirements of the Washington State Growth Management Act (GMA). The GMA requires that the Transportation Element be consistent with other elements of the Comprehensive Plan, including the Land Use and Capital Facilities elements. If the capital facilities needed to support the forecasted land use at the adopted level of service standards



*1913 bridge over the Skagit River near Sedro-Woolley. Photo credit Joe Mabel.*



*A Skagit Transit street sign. Photo credit Facet.*

cannot be financed with projected revenues, then the GMA requires a reassessment of one or more of these elements to bring them into balance.

The following sub-elements are required to be included in the Transportation Element, per RCW 36.70A.070:

- Land use assumptions used in estimating travel;
- Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities;
- Transportation facilities and services needs;
- A multi-year financing plan based on the identified transportation needs;
- Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;
- Demand-management strategies;
- Active transportation component to include collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.

Washington House Bill (HB) 1181, passed in 2023 and codified as RCW 36.70A.070, added several local agency transportation planning requirements to the GMA, including the following which were not mandatory prior to 2023:

- Transportation goals must encourage an efficient multimodal transportation system that will reduce greenhouse gas (GHG) emissions and per capita vehicle miles traveled (VMT)
- The forecast traffic demand must address forecasts of multimodal transportation demands and needs within cities and urban growth areas and forecasts of traffic demands and needs outside of cities and urban growth areas that balances transportation system safety and convenience to accommodate all users of the transportation system to safely, reliably, and efficiently provide access and mobility to people and goods.
- Estimated multimodal level of service impacts must also be included. Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to the highest number of roadway users.
- The facilities and services needs under this element must include an inventory of active transportation facilities and multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state owned or operated transit routes that serve urban areas, and active transportation facilities.
- An ADA Transition Plan must be adopted.

This Transportation Element satisfies all the adopted GMA requirements as of May 2025.

## Plan Organization

The Transportation Element is organized as follows:

- Transportation System Inventory
- Existing Transportation Conditions
- Travel Forecasting
- Future Transportation System Needs
- Transportation Financing Plan
- Consistency with Other Agencies
- Goals and Policies

## Study Area

The Transportation Element study area includes the city limits and adjacent unincorporated urban growth area (UGA).

## Transportation Goals and Policies

The transportation goals and policies described below are intended to guide implementation of the City of Sedro-Woolley's transportation system vision. They provide a framework for decision-making related to transportation improvement projects and they will guide requirements related to transportation-related development requirements.

*Vision: Encourage efficient multimodal transportation systems that are based on regional priorities and are coordinated with county and city comprehensive plans.*

### **GOAL T1: Provide safe, passable streets within the city of Sedro-Woolley.**

- |             |   |
|-------------|---|
| Policy T1.1 | Identify and improve substandard roads, particularly local collector streets, based upon a priority system which accounts for both traffic demand and surrounding land uses.                        |
| Policy T1.2 | Adopt design standards to which all new streets must be constructed. Adopt design standards for neighborhood streets that support pedestrian safety and reflect the volume of traffic at build-out. |
| Policy T1.3 | Consider nonmotorized modes in the design of transportation projects.   |

- Policy T1.4 Improve arterial and collector streets identified as deficient in Level of Service according to the adopted design standard, as defined in the Transportation Element of the Comprehensive Plan.
- Policy T1.5 Encourage and solicit public participation in transportation-related decisions to help ensure that planning and implementation have public support.
- Policy T1.6 Enhance vegetation in right-of-way (ROW) areas adjacent to pedestrian and recreational trails to provide effective separation from traffic and to support wildlife movement.

**GOAL T2: Provide an efficient street network that emphasizes circulation and accident prevention.**

- Policy T2.1 Maintain a hierarchy of streets composed of principal arterials, minor arterials, major collectors, and local access streets.
- Policy T2.2 Support access management strategies for arterials and major collectors to reduce congestion and increase safety.
- Policy T2.3 Manage residential street connections, curb cuts and on- and off-street parking areas for minor arterials and major collectors
- Policy T2.4 Develop and improve a system of arterials and collectors that support local travel patterns without relying on SR 20.
- Policy T2.5 Work with Skagit County to preserve right-of-way (ROW) for a future arterial street between Cook Road and F&S Grade Road serving the area west of the city’s Urban Growth Area (UGA).

**GOAL T3: Benefit social wellbeing and economic development through street design.**

- Policy T3.1 Use clearly marked sidewalks in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) to delineate pedestrian and automobile traffic in areas where potential hazards exist or can be expected from development consistent with proposed land use.
- Policy T3.2 Ensure that street size is sufficient (and not excessive) to support proposed land use density.
- Policy T3.3 Provide clearly marked bicycle travel corridors in accordance with the adopted nonmotorized plan included in the Transportation Element.
- Policy T3.4 Provide streetlights in areas of high evening-hour pedestrian use.

- Policy T3.5 Provide crosswalks in accordance with the MUTCD and the Americans with Disabilities Act (ADA), which are clearly marked, to both driver and pedestrian. Additional measures, such as overhead signage, may be included as appropriate.
- Policy T3.6 Provide sufficient, accessible off-street parking for commercial and industrial developments and community facilities.
- Policy T3.7 Provide accessible on-street parking for residential development. Provide off-street parking for multifamily residential development consistent with proposed density.
- Policy T3.8 Consider the needs of future transit service when improving arterials and major collectors.
- Policy T3.9 Recognize the pedestrian as a principal user of the central business district (CBD). Encourage retail development and redevelopment in the CBD that appeals primarily to the pedestrian.
- Policy T3.10 Improve streets to provide safe and efficient access for emergency vehicles to and from the fire department, police department and United General Medical Center. Separate emergency vehicle loading areas from normal traffic routes to facilitate emergency access and avoid congestion.
- Policy T3.11 Improve streets that benefit travel of buses to and from schools. Separate bus loading areas from normal traffic routes to minimize the potential for vehicle-pedestrian hazards or conflicts.
- Policy T3.12 Develop an ADA Transition Plan for curbs and crosswalks on public streets in the city.

**GOAL T4: Encourage alternate modes of transportation in accordance with the principals outlined in the city’s adopted Complete Streets Resolution 952-17 and SWMC Chapter 15.40.030.**

- Policy T4.1 Establish a committee to review alternative transportation modes and facilities, and to propose strategies appropriate to Sedro-Woolley’s anticipated growth and density. Alternative transportation modes may include walking, biking, and transit.
- Policy T4.2 Develop a system of regional and local shared-use paths which provide designated routes for active transportation to reduce vehicle miles travelled (VMT) per capita and greenhouse gas (GHG) emissions. Design the system for use as both a commuting and recreation option. Compensate private property owners as needed, unless arrangements are made for a ROW dedication in lieu of a park fee.
- Policy T4.3 Encourage the use of non-single-occupancy vehicle (non-SOV) commuting modes, including but not limited to walking, carpooling, bicycling and public transit.

- Policy T4.4 Coordinate with local community groups to provide alternative transportation education and programming to community residents.
- Policy T4.5 Provide bicycle storage facilities at community facilities and in commercial retail areas.
- Policy T4.6 Design street traffic systems to promote alternative transportation modes.
- Policy T4.7 Preserve the BNSF railroad right-of-way as a multimodal transportation corridor between Sedro-Woolley and upriver communities. Encourage non-SOV travel modes, including rail trolley and nonmotorized uses.
- Policy T4.8 Continue existing program to construct missing sidewalk links, repair existing sidewalks, and provide other improvements to support pedestrian transportation.
- Policy T4.9 Encourage pedestrian and bicycle connections between adjacent developments even if constraints prevent connections for motorized vehicles.

**GOAL T5: Promote the community’s vision among regional transportation agencies.**

- Policy T5.1 Coordinate with the Washington State Department of Transportation (WSDOT) to provide public input on any plans concerning State Route 20 and State Route 9.
- Policy T5.2 Coordinate with Skagit County to provide public input on any plan concerning county roads within the UGA and roads connecting Sedro-Woolley to Interstate 5.
- Policy T5.3 Coordinate the Comprehensive Plan Transportation Element with WSDOT as required by RCW 36.70A.106.
- Policy T5.4 Coordinate with BNSF to provide public input on plans for the railroad right-of-way within the UGA.
- Policy T5.5 Continue efforts to promote revitalization of the city and east Skagit County through multimodal transportation opportunities and active transportation, including improvements to the Cascade Trail.
- Policy T5.6 Review local transportation design standards for consistency and alignment with current best practices.

**GOAL T6: Fund and implement transportation improvements that serve the city.**

- Policy T6.1 Partner with WSDOT, Skagit County, and Skagit Council of Governments (SCOG) to fund regional improvement projects that serve the city.
- Policy T6.2 Ensure that growth mitigates its impacts through transportation impact fees, SEPA mitigation, concurrency, and development regulations.

- Policy T6.3 Continue to work with Skagit County to mitigate traffic impacts of developments within the UGA, consistent with the Transportation Element and mitigation requirements.
- Policy T6.4 Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan.
- Policy T6.5 Level of service and safety deficiencies in areas of high population density and traffic volume pose the most immediate needs and should be prioritized.
- Policy T6.6 Support residential street improvements through local improvement districts or similar mechanisms.
- Policy T6.7 Review municipal standards for consistency and align with current best practices.

**GOAL T7: Provide an adequate transportation system current with the traffic-related impacts of new development.**

- Policy T7.1 Maintain a minimum Level of Service (LOS D) standard on SR 20, SR 9, and primary arterials within the city and UGA.
- Policy T7.2 Maintain minimum LOS C standard on minor arterials and collectors within the city and UGA.
- Policy T7.3 Maintain the adopted Transportation Concurrency Management program to ensure adequate transportation facilities are available concurrent with development, as required by the Growth Management Act.

# Transportation System Inventory

## Roadway Network

### Washington State Roadways

Three Washington State Department of Transportation (WSDOT) routes play a key role in the Sedro-Woolley roadway network. SR 20, an east-west arterial route, connects Sedro-Woolley with I-5 and Burlington to the west and the Cascade Mountains to the east. It is designated by WSDOT as a Highway of Statewide Significance (HSS). SR 9 is a north-south non-HSS arterial route which connects Sedro-Woolley with Mount Vernon to the south and Whatcom County to the north. Interstate 5 does not enter Sedro-Woolley city limits but provides a key north-south interstate highway corridor approximately four miles to the west of the city. Key state-owned roadway routes are described in greater detail in a subsequent section of this Transportation Element.

### Skagit County Road Network

Several Skagit County collector roadways serve as key elements of the transportation system in the vicinity of Sedro-Woolley. County collectors link the city to nearby state routes, to other urban centers, and to recreational destinations. For example, Cook Road is a two-lane east-west roadway which connects SR 20 in Sedro-Woolley to I-5 to the west, serving as a major freight route. Skagit County roads in the vicinity of Sedro-Woolley are included in the analysis described in this Element.

### City Street Network

The city street network facilitates movement of people and goods within Sedro-Woolley. It serves a variety of travel modes, including passenger vehicles, bicycles, pedestrians, public transit, and wheeled mobility users. Subsequent sections in this Element describe the city street network in detail.

## Functional Classification

Functional classification is the process by which roadways are grouped into classes according to the character of the service they are intended to provide. It provides a conceptual framework for identifying roadways' roles in serving the two primary goals of a roadway network: access to/from specific locations and travel mobility. Functional classes vary by managing agency, but generally include three broad categories: arterials, collectors, and local roads or streets.

In general, functional classification indicates a road's position on a spectrum between access and mobility. Arterials, for example, emphasize travel mobility at the expense of land access, while local streets emphasize direct land access with less focus on mobility.

The City of Sedro-Woolley has adopted a functional classification system which is consistent with the Federal Functional Classification (FFC) used by WSDOT. All public streets in the city are assigned one of four classes: principal arterial, minor arterial, major collector, or local access. The adopted functional classifications and their descriptions are provided in Table 13. A map of existing functionally classified routes in and near Sedro-Woolley is provided in Figure 6.

**Table 13. Street Functional Classification System**

Functional Classification	Description
Principal Arterial	<ul style="list-style-type: none"> <li>• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.</li> <li>• Serve highest traffic volume corridors and longest trip demands</li> <li>• Carry high proportion of travel on minimum of mileage</li> <li>• Interconnect major rural corridors to accommodate trips entering and leaving an urban area and trips through an urban area</li> <li>• Typical AADT: 7,000 – 27,000 (Urban); 2,000 – 8,500 (rural)</li> </ul>
Minor Arterial	<ul style="list-style-type: none"> <li>• Link cities and larger towns and form an integrated network providing interstate and other inter-county service.</li> <li>• Serve trips of moderate length</li> <li>• Distribute traffic to smaller areas than those served by Principal Arterials</li> <li>• Provide more land access than principal arterials without penetrating neighborhoods</li> <li>• Provide connectivity between principal arterials and collectors</li> <li>• Typical AADT: 3,000 – 14,000 (Urban); 1,500 – 6,000 (rural)</li> </ul>
Major Collector	<ul style="list-style-type: none"> <li>• Provide land access and mobility in higher density areas</li> <li>• Penetrate residential neighborhoods, often for significant distances</li> <li>• Distribute trips between local roads &amp; arterials, usually over a distance greater than ¾ mile</li> <li>• Operate with higher speeds and more signalized intersections than minor collectors</li> <li>• Typical AADT: 1,100 – 6,300 (Urban); 300 – 2,600 (rural)</li> </ul>
Local Roads	<ul style="list-style-type: none"> <li>• Provide direct access to adjacent property.</li> <li>• Provide access to higher systems</li> <li>• Carry limited or no through traffic</li> <li>• Typically serve short trips</li> <li>• Typical AADT: 80 - 700 (Urban); 15 - 400 (rural)</li> </ul>

Source: Guidelines for Amending Functional Classification in Washington State (WSDOT 2013)

### Principal Arterials

**State Route 20** links the city to I-5 and Burlington to the west and the Cascade Mountains to the east. Within Sedro-Woolley, it is a two- to three-lane principal arterial with a 35-mph posted speed limit. Outside the city, to the west and to the east, the posted speed limits are 50 mph and 55 mph, respectively. State maintained traffic signals control SR 20 intersections with Collins Road, Rhodes Road/Hodgin Street, State Street/Trail Road, SR 9, Ferry Street, and SR 9/Township Street. SR 20 is

classified by WSDOT as a Highway of Statewide Significance (HSS). SR 20 is also classified by WSDOT as a T-3 freight route, carrying approximately 2.7 million tons of freight annually.

### Minor Arterials

**State Route 9** links Sedro-Woolley with Mount Vernon to the south and with Whatcom County to the north. Within the city, SR 9 is two- to three-lane minor arterial with WSDOT-maintained traffic signals controlling intersections with State Street, SR 20 (near Ferry Street intersection), and SR 20/Township Street. The posted speed on SR 9 is 40 mph to the south of SR 20 and 35 mph to the north of SR 9. SR 9 is designated by WSDOT as a non-HSS route. SR 9 south of SR 20 is classified by WSDOT as a T-3 freight route, carrying approximately 1.3 million tons of freight annually.

**Cook Road** is a minor arterial within city limits which provides an east-west connection between I-5 and SR 20 in Sedro-Woolley. It has three lanes and a speed limit of 35 mph within city limits. To the west of Sedro-Woolley, Cook Road is a two-lane road with a 50-mph speed limit.

**F&S Grade Road** is two-lane major collector outside of the city limits and a minor arterial within the city providing access to rural areas northwest of the city. The speed limit is 25 mph within city limits and 35 mph in the county.

The **State Street/Township Street** corridor loops from SR 20 and SR 9 on the west side of Sedro-Woolley back to SR 20 and SR 9 on the east side of the city. This arterial loop provides access and circulation within the Central Business District as well as other central neighborhoods. The roads provide two travel lanes with a 25-mph posted speed limit. All-way stop-controlled intersections with flashing red signals are located at Metcalf Street, Puget Avenue, and the State Street/Township Street intersection. A flashing red-amber beacon is located at the minor-approach stop-controlled Third Street intersection.

**Ferry Street** is an east-west two-lane minor arterial which begins at Cook Road and connects to Township Street. Ferry Street provides access to the central business district. The speed limit is 25 mph and flashing all-way stop beacons are located at Metcalf Street and Puget Avenue.

**Edward R. Murrow Street** is a two-lane minor arterial with runs north-south from Cook Road to F&S Grade Road, providing a two-lane north-south connection parallel to SR 20 between Ferry Street and F&S Grade Road.

### Major Collectors

The **John Liner Road/McGarigle Road** corridor provides an east-west connection parallel to SR 20 in northern Sedro-Woolley. The roadways are narrow two-lane major collectors with 25 mph speed limits. Jones Road and John Liner Road are currently separated by the BNSF railroad. The Transportation Improvement Program (TIP) identifies a series of projects which will provide a railroad undercrossing and upgrade of Jones Road to F&S Grade Road to extend this major collector corridor to the Jones Road/Trail Road corridor, providing an alternate east-west route to the north of SR 20.



## Local Access Streets

Roadways not mentioned above are considered local access streets. Within the city, the legal speed limit is 25 mph unless otherwise posted. In the county, the legal speed limit is 35 mph unless otherwise posted. Generally, local streets are two-lane roadways providing direct access to adjacent properties.

## Public Transit Service and Facilities

### Fixed-Route Bus Service

Skagit Transit operates four bus routes through Sedro-Woolley: Route 70X, Route 300, Route 301, and Route 305. The Sedro-Woolley Park and Ride serves as the city's transit hub and is served by each of the four bus routes. Transit service characteristics are described below. A map of fixed-route bus service is provided in Figure 7.

**Route 70X** provides service from Skagit Station to Concrete with stops in Sedro-Woolley, Lyman, and Hamilton. Route 70X runs six trips from Sedro-Woolley from 6:47 AM to 8:33 PM and four trips to Sedro-Woolley from 9:15 AM to 6:15 PM on weekdays. On Saturday, Route 70X runs two trips to and from Sedro-Woolley.

**Route 300** provides service weekdays from 5:45 AM to 8:32 PM and weekends from 7:45 AM to 5:32 PM, with a 60-minute headway. Route 300 serves points of interest throughout the city with stops at Sedro-Woolley Park & Ride, and Sedro-Woolley High School.

**Route 301** provides service from Sedro-Woolley Park & Ride to Chuckanut Park & Ride in Burlington with a stop at Peace Health United General Hospital. Service is provided from 5:45 AM to 8:40 PM on weekdays and 7:45 AM to 5:40 PM on weekends.

**Route 305** provides service along SR 9 from Skagit Valley College in Mount Vernon to Sedro-Woolley Park & Ride. Route 305 operates with a 60-minute headway on weekdays from 7:40 AM to 7:37 PM and weekends from 8:14 AM to 5:37 PM. Exact departure times vary by direction of travel.

### Park and Ride Lots

The Sedro-Woolley Park & Ride, located at the southeast corner of the Cook Road/Ferry Street roundabout, serves as the primary transit hub in Sedro-Woolley. It serves as a transfer point for the four fixed bus routes within the city and provides 32 off-street parking spaces. A second park and ride is located at SR 9 & State Street and provides 20 parking spaces.

### Rideshare

Skagit Transit operates a fleet of 40 rideshare vans which are available to groups of commuters who share rides to common destinations, promoting cost-effective and sustainable transportation options which reduce traffic volumes on Skagit County roadways. Rideshare arrangements are coordinated through Skagit Transit at <http://www.skagittransit.org>.

## Paratransit

Skagit Transit Paratransit serves people throughout Skagit County, including the City of Sedro-Woolley, who have disabilities or conditions which prevent them from using normal fixed-route bus service. Paratransit operates within ¾ mile of flex-route service. Skagit Transit operates 26 Paratransit vehicles which operate from 6:00 AM to 9:00 PM on the weekdays and 8:00 AM to 6:00 PM on weekends. More information can be found on Skagit Transit's website (<http://www.skagittransit.org>).

## Freight and Rail Services

The arterial roadway system and the BNSF Railway provide for the movement of freight and goods through the city. Given its location along two state highways, Sedro-Woolley experiences a large amount of truck freight traffic. There are three regional freight corridors (SR 20, SR 9, and Cook Road) that lead into and out of the city. These roadways, along with the BNSF branch line and other designated truck routes, serve both local and regional freight operations within the city.

## Truck Routes

The City has adopted a formal truck route plan to manage truck traffic within its city limits. City Municipal Code 10.20.030 designates the following roadways as truck routes within the city.

- SR 20 and SR 9
- Edward R. Murrow Street
- West State Street, State Street, and East State Street
- Township Street, Third Street, and River Road
- West Jameson Street and Jameson Street (Batey Road to Third Street)
- West Ferry Street and Ferry Street
- East Jones Road and West Jones Road
- F&S Grade (West Jones Road to Borseth Road)
- Cook Road inside city limits
- Metcalf Street (north of Ferry Street)
- Puget Avenue
- Garden of Eden Road (F & S Grade Road to East Jones Road)

In Washington State, the highway and roadway system is rated according to the amount of freight and goods that are carried by truck on the system. The Washington State Freight and Goods Transportation System (FGTS) is a ranking of roads in Washington State by annual gross freight tonnage carried. The FGTS classification system is as follows:

- T-1: Over 10 million tons per year
- T-2: Between 4 and 10 million tons per year

- T-3: Between 300,000 and 4 million tons per year
- T-4: Between 100,000 and 300,000 tons per year
- T-5: At least 20,000 tons carried in a 60-day period and less than 100,000 tons per year

The FGTS system is affected by changes in the economy, international trade, and the transportation industry such as changes in truck travel patterns, cargoes and tonnages. Revisions to the FGTS routes and tonnage classifications are developed by the agency having jurisdiction over the roadway segment.

Existing FGTS freight routes and their classifications are shown in Figure 8. Most of the designated freight routes through the city meet WSDOT T-4 designation. The major exception is Cook Road, with a T-2 classification. Most trucks heading to and from the west use Cook Road to bypass the congestion along SR 20 through the City of Burlington. In addition, the Cook Road corridor provides a direct link to I-5.

### Rail System

The railroad system within Sedro-Woolley is operated by BNSF Railway as the Sumas Subdivision, a branch line which extends from Burlington to Sumas at the US-Canadian border. The Sumas Subdivision includes six roadway-rail at-grade crossings within Sedro-Woolley:

- Rhodes Road south of SR 20
- State Street south of SR 20
- SR 9 south of SR 20
- W Ferry Street south of SR 9
- Moore Street west of Metcalf Street
- Garden of Eden Road south of Stiles Lane

In addition to the at-grade crossings, the Sumas Subdivision traverses a grade-separated crossing at Sapp Road. The Six-Year TIP identifies a planned extension of Jones/John Liner Road which will include a new railroad undercrossing west of Murdock Street.

A Rail Crossing Study completed by the Skagit Council of Governments in 2015 estimated that the rail crossings in the city will increase from 3-4 trains per day to 6-7 trains per day by 2040, with gate-down times at SR 9 and at Ferry increasing from 21 minutes to 64 minutes.



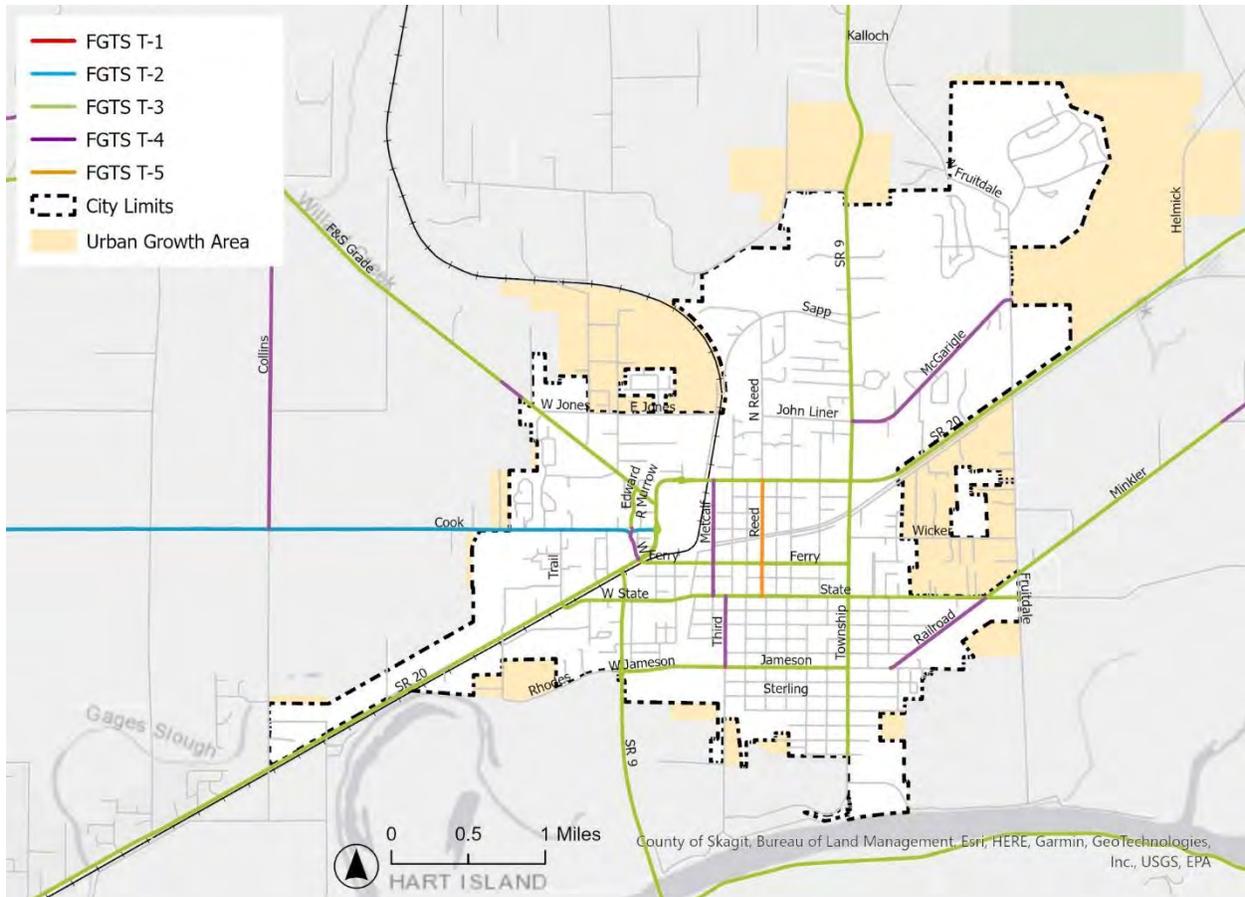


Figure 8. Freight and Goods Transportation System Routes

## Active Transportation Facilities

Sedro-Woolley’s Complete Streets policy promotes alternative methods of transportation that reduce the need for motorized travel, reducing congestion and greenhouse gas (GHG) emissions and promoting healthy alternatives to vehicular use. The Complete Streets concept includes consideration of pedestrian and bicycle facilities for all new street projects. The city’s streets act as the primary facilities to accommodate pedestrians and bicyclists. Many of these streets have sidewalks to accommodate pedestrians, and the City has designated some roadways as formal bicycle routes. Along with regional trails, these facilities are used to promote active transportation throughout Sedro-Woolley.

### Sidewalks

Sedro-Woolley’s existing pedestrian system consists primarily of sidewalks within the public right-of-way. The highest concentration of available sidewalks is in the central business district and surrounding neighborhoods. These areas originally encompassed the urban area of the city when it was first incorporated. New developments in the northern part of the city also have sidewalks.

As development occurs within the city, property owners are required to dedicate right-of-way and construct sidewalks as part of frontage improvements or new roadways. Most of the roadways outside the city core were built when the area was unincorporated Skagit County and were designed to rural arterial standards. No sidewalks exist on the rural roadways outside the city.

The city has an Americans with Disabilities Act (ADA) inventory and upgrade program to assess and repair portions of the sidewalk system that do not meet ADA accessibility standards.

### Bike Lanes

Sedro-Woolley roadway design standards identify that new arterials will include separate bicycle facilities, as sidewalks are not a substitute for on-street bicycle facilities. On most streets, bicyclists currently share the road with motorized traffic or use paved roadway shoulders, where available. Bicyclists may also utilize the city's growing network of share-use paths, described in the following subsection.

### Shared-Use Paths

The transportation network includes shared-use paths which support pedestrians, bicycles, and other forms of nonmotorized wheeled transportation along existing public street alignment. Shared-use paths exist on the north side of SR 20 from Hodgkin Street to SR 9 North, on the north side of McGarigle Road from SR 9/Township Street to Fruitdale Road, and on the west side of Fruitdale Road from SR 20 to McGarigle Road.

The Six-Year TIP identifies planned shared-use paths on the north side of SR 20 from Hospital Drive/Sterling Road to Hodgkin Street, on the north side of John Liner Road from N Reed Street to SR 9/Township Street, and on the south side of Jones Road from F&S Grade Road to Sapp Road.

Figure 9 shows the locations of existing sidewalks and shared-use paths on the functionally classified street system.

### Recreational Trails

The **Cascade Trail**, a 23-mile-long rails-to-trails conservancy project, provides local and regional recreational bike access through Sedro-Woolley. The trail begins at Metcalf Street and continues east along SR 20 to Concrete. A trailhead at the southwest corner of SR 20 & Fruitdale Road provides off-street parking for recreational trail users. The Cascade Trail currently includes a paved section from Township Street to Helmick Road east of Sedro-Woolley. The route is identified in the Skagit County Parks and Recreation Plan

The American Association of State Highway and Transportation Officials (AASHTO) and WSDOT have designated several roadways through Sedro-Woolley as part of the United States Bicycle Route (USBR) system. These routes follow existing roadway alignment but are identified as priority corridors for safe and accessible bicycle travel:

- **United States Bike Route (USBR) 10, the Coast to Cascades Route** enters the west side of Sedro-Woolley along SR 20. The shared-use path along the north side of SR 20 allows bicyclists

to remain separated from automobile traffic from the western city limit to W State Street. USBR proceeds east along State Street and into Skagit County via Railroad Avenue and Minkler Road. The 407-mile USBR 10 connects northern Washington state from Anacortes through Sedro-Woolley to the Idaho border at Newport, Washington.

- **USBR 87** extends from the Canadian border at Sumas south through Bellingham and Sedro-Woolley via F&S Grade Road, Edward R. Murrow Street, and SR 9. The route proceeds south of Sedro-Woolley along SR 9, ultimately connecting to the Centennial Trail in Snohomish County.
- **USBR 610**, an alternative route to USBR 10, follows SR 20 in Sedro-Woolley from W State Street to Township Street before proceeding south along Township Street to connect with E State Street.

Other trails in and near Sedro-Woolley which provide local recreational access are available at the Northern State Recreation Area, Riverfront Park, and the Tope Ryan Conservation Area.

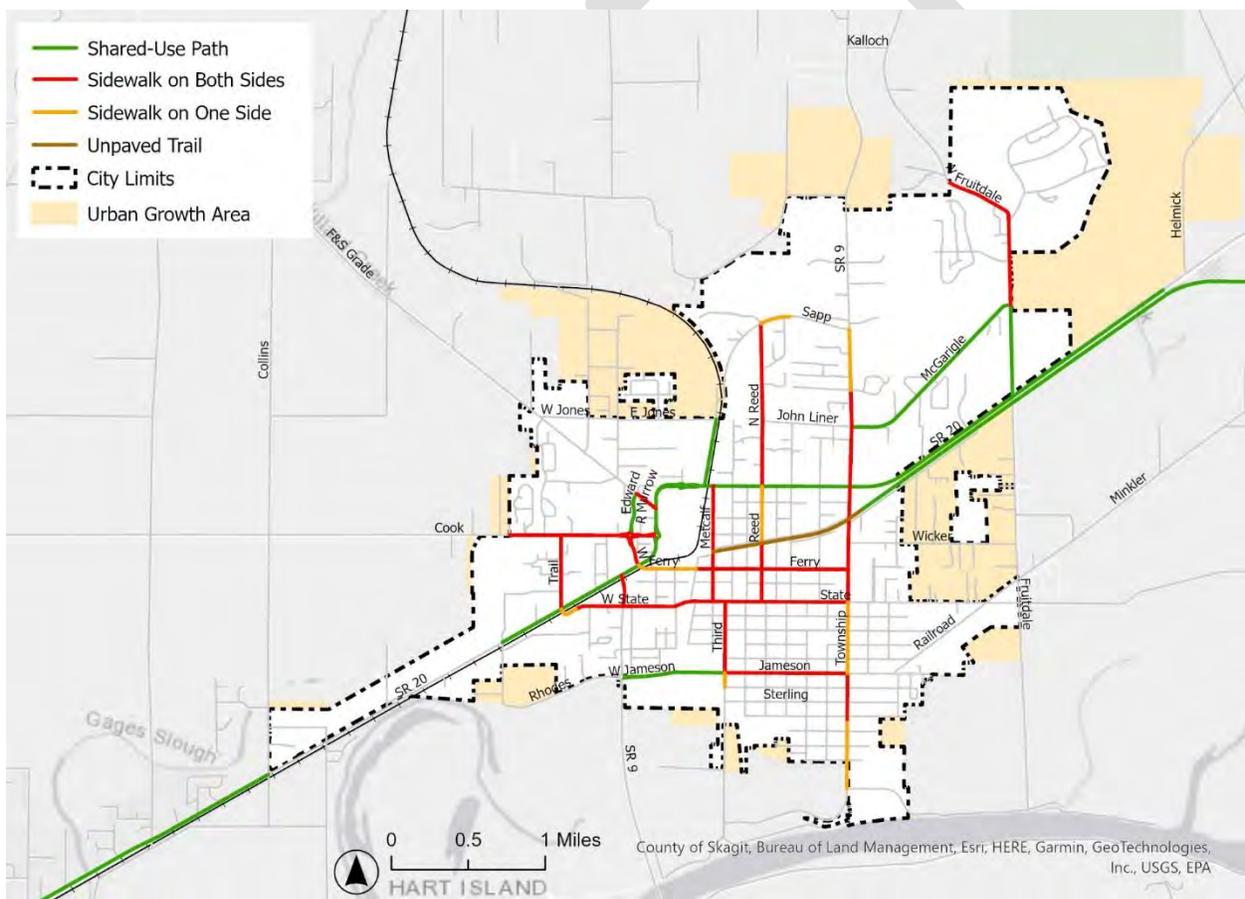


Figure 9. Existing Active Transportation Facilities.

## Existing Traffic Conditions

### Traffic Volumes

Daily and PM peak hour traffic volumes were obtained from Skagit County, WSDOT, and recent counts. PM peak hour intersection turning movement counts for 45 intersections were collected in January 2024.

#### Seasonal Traffic

Traffic on state highways in Sedro-Woolley can vary significantly throughout the year because of the annual winter closure of SR 20. SR 20, or the North Cascades Highway, is closed every winter forcing SR 20 traffic to shift to the US 2 corridor to the south.

The traffic count data collected for this transportation element were collected or adjusted in such a way as to account for the SR 20 winter closure. Turning movement counts were collected after the April 3 opening of SR 20 while daily traffic counts were compared against seasonally-adjusted WSDOT counts collected in and near the Sedro-Woolley study area.

#### Daily Traffic Volumes

Average daily traffic volumes were obtained from traffic counts collected by Skagit County in 2022 and by WSDOT in 2023. The daily traffic counts summarized herein include adjustments for seasonal variations in travel demand. SR 20 carries approximately 19,290 vehicles per day (vpd) at the west city limit. SR 20 volume increases to 20,130 vpd north of Cook Road. East of the city, traffic volumes on SR 20 decrease to 11,150 vpd. SR 9 serves 13,180 vpd at the south city limit and 5,590 vpd at the north city limit. Cook Road carries 14,190 vpd at the west edge of Sedro-Woolley.

Traffic volumes entering/exiting the city to/from the south or west (SR 9, SR 20, Cook Road and F&S Grade Road) total an estimated 47,830 vpd. This compares to 16,740 vpd entering/exiting the city to/from the east and north.

Daily traffic volumes indicate several important travel patterns that influence travel demand in and around Sedro-Woolley. First, the major travel patterns are oriented to/from the west to access I-5, Mount Vernon, Burlington and other regional destinations. Second, the travel patterns suggest a significant proportion of through traffic on the state highways. The volume of traffic on SR 20, SR 9, and Cook Road in the west part of the city indicates that drivers are using several, limited routes to connect between Sedro-Woolley and areas to the west/southwest.

#### PM Peak Hour Volumes

Intersection turning movement counts were collected from 4:00 – 6:00 PM at 45 intersections during the weeks of January 8 and January 15, 2024. Turning movement counts at each location were analyzed to identify the PM peak hour of travel, defined as the highest four consecutive fifteen-minute volume intervals during the afternoon peak period. This represents the one-hour period when traffic volumes on local roadways are typically at their peak, and generally corresponds to the period of rush hour traffic with commuters returning home from work. Collected turn volumes were increased by 17



GMA also requires the City of Sedro-Wooley to adopt a LOS standard for transit, which is not planned, funded, or controlled by City staff or decision-makers. The City does control the public right-of-way where transit buses operate and provide service to City residents, however. The City of Sedro-Wooley transit LOS standard is a blend of the ADA Transition Plan, the active transportation network, and the Skagit Transit service network to measure the completeness of ADA accessibility and sidewalk connectivity to bus stops. Skagit Transit route bus stops served by complete ADA-compliant sidewalks or walking paths, curb ramps, and safe street crossings to destinations or other ADA ramps and sidewalks are reviewed for each new development to determine if they are complete, partially complete, or incomplete. The City’s Transit LOS Standard = Transit Network accessibility and sidewalk connectivity from new development to Skagit Transit bus stops within a reasonable walking distance.

### Street Segment Level of Service

Sedro-Woolley has adopted a multimodal street segment LOS standard which considers the impact of nonmotorized facilities on maximum service volume. These standards, shown in Table 14, are used to calculate capacity for arterial and collector streets in Sedro-Woolley.

The adopted street capacity standards use a base peak hour capacity which is based on the Transportation Research Board (TRB) Highway Capacity Manual (HCM) and similar methodologies used throughout the region. Base capacity is adjusted based on segment attributes including left-turn lanes, access restrictions, bike lanes, sidewalks, and on-street parking.

Left-turn lanes are estimated to add the capacity equivalent of one half through lane by removing major approach left-turn delay. Similarly, segments with limited access (e.g., physical or natural barriers) experience an increase of the equivalent of 70 percent of one through lane. Capacity reductions for lack of nonmotorized facilities are based on the principle that HCM capacity calculations assume fully-built urban street sections. Streets without sidewalks or bike lanes will force nonmotorized users into vehicle lanes, reducing vehicle capacity. The presence of on-street parking also reduces capacity slightly.

**Table 14.** Sedro-Woolley Street Capacity Standards

Functional Classification	Base Peak Hour Capacity (vphpl)	Capacity Adjustment (vph)				
		Left-Turn Lane	Access-Restriction	No Bike Lane	No Sidewalk	Street Parking
Principal Arterial	900	+450	+630	-90	-180	-45
Minor Arterial	800	+400	+560	-40	-80	-40
Major Collector	600	+300	+420	-30	-60	-30

Street segment LOS is based on the ratio of traffic volume to roadway capacity, or volume-to-capacity ratio, and can be described as a roadway’s ability to serve all users. Segment LOS thresholds and definitions are shown in Table 15.

**Table 15.** Street Segment LOS Characteristics

LOS	Volume / Capacity	Description
A	≤ 0.60	Facility accommodates all modes of transportation. Vehicles experience free flow, with low volumes and high speeds
B	0.61 – 0.70	Stable flow, with traffic conditions beginning to restrict operating speeds. Drivers still have reasonable maneuverability between multiple lanes. All modes are accommodated
C	0.71 – 0.80	Fairly stable flow, but higher volumes more closely constrict speeds and maneuverability.
D	0.81 – 0.90	Approaching unstable flow, with tolerable operating speeds and limited maneuverability. Facilities without nonmotorized facilities and heavy pedestrian/bike volume may experience unstable flow.
E	0.91 – 1.00	Nonmotorized users in travel lanes will conflict with heavy vehicle volume and cause breakdowns in flow. Vehicles experience unstable flow with reduced operating speeds.
F	> 1.00	Facility is unable to accommodate all modes. Vehicles experience forced flow, operating under stop-and-go conditions

### Intersection Level of Service

Intersection LOS is based on the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at unsignalized intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection.

Delay is defined differently for signalized and all-way stop controlled intersections than for two-way stop controlled (i.e., stop control on minor approach) intersections. For signalized and all-way stop controlled intersections, level of service thresholds are based upon average control delay for all vehicles using the intersection. For two-way stop-controlled intersections, delay is reported for the movement with the worst (highest) delay. Table 16 identifies LOS delay thresholds for signalized and unsignalized intersections.

**Table 16.** Intersection Level of Service Thresholds

LOS	Signalized Delay (sec/veh)	Unsignalized Delay (sec/veh)
-----	----------------------------	------------------------------

A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

## Level of Service Standards

Sedro-Woolley has adopted street segment and intersection LOS standards for its street system. The City's adopted LOS standards are set based on roadway functional classification. The LOS standards are:

- Principal Arterials      LOS D
- Minor Arterials        LOS C
- Major Collectors        LOS C

Minimum LOS for State facilities are set by WSDOT. SR 20 is designated by WSDOT as a Highway of Statewide Significance (HSS) and is assigned minimum intersection LOS D. This is consistent with the City's LOS D standard for principal arterials. The city is not required to apply concurrency standards to developments impacting State routes. The city may, however, require developments to mitigate their traffic impacts to state highways through SEPA or transportation impact fees.

SR 9 is classified as a minor arterial both north and south of SR 20. The city applies a minimum LOS C standard, which is more stringent than the WSDOT minimum LOS D standard for SR 9.

The City's LOS C standard for other secondary and major collectors reflects the City's desire to minimize peak hour congestion and reduce the potential for cut-through traffic on neighborhood and local access streets.

## Analysis Methodology

Intersection delay and LOS for signalized and stop-controlled intersections were calculated in Synchro software using Highway Capacity Manual 6th Edition methodologies and analysis parameters identified in the WSDOT "Synchro & SimTraffic Protocol." Roundabout delay and LOS were calculated in Sidra Intersection software using analysis methodologies and parameters described in the WSDOT "Sidra Policy Settings."

Intersection LOS was analyzed for 45 collector and arterial intersections citywide. Segment LOS was analyzed for every collector and arterial street segment in Sedro-Woolley.

## Level of Service Results

Three street segments within city limits operate below their minimum LOS standard. All LOS-deficient street segments are located on SR 20. Street segment LOS deficiencies are identified in Table 17.

**Table 17. 2024 Street Segment LOS Deficiencies**

ID	Name	Functional Classification	LOS Std.	LOS (V/C)
2001	SR 20 (Collins Rd to Rhodes Rd)	Principal Arterial	D	E (0.95)
2009	SR 20 (Metcalf St to Reed St)	Principal Arterial	D	F (1.00)
2010	SR 20 (Reed St to Township St)	Principal Arterial	D	E (0.91)

Three intersections within city limits operate below their minimum LOS standard. All intersection deficiencies are located on state highways. Intersection LOS deficiencies are identified in Table 18 and shown graphically in Figure 11.

**Table 18. 2024 Intersection Level of Service Deficiencies**

Intersection	Control Type <sup>1</sup>	Delay <sup>2</sup> (s/veh)	LOS
N Cascades Hwy (SR 20) & Metcalf St.	TWSC	39.2	E
N Cascades Hwy (SR 20) & Reed St.	TWSC	44.8	E
N Township St. (SR 9) & John Liner Rd./McGarigle Rd.	TWSC	37.6	E

<sup>1</sup>TWSC = Two-Way Stop Control; AWSC = All-Way Stop Control; RAB = Roundabout; Signal = Signalized  
<sup>2</sup>Average control delay for all movements. For TWSC, delay is reported for the movement with the worst (highest) delay.

## Safety Performance Analysis

Crash history data for the five-year period from 2020 through 2024 was reviewed on all public roadways in Sedro-Woolley. A total of 669 crashes, including two fatal crashes and 10 serious injury crashes, were reported during the five-year study period. The reported fatal injury crashes are described below.

- On April 30, 2020, a vehicle traveling eastbound on Warner Street struck a vehicle traveling northbound on Township Street. The driver of the eastbound vehicle suffered fatal injuries. Drugs and high speed were cited as contributing factors.
- On March 29, 2022 a vehicle traveling eastbound on State Street near 7<sup>th</sup> Street left the travel lane and struck a parked vehicle. The driver of the eastbound vehicle suffered fatal injuries. Driver distraction was cited as a contributing factor.

Four bicycle-involved crashes and six pedestrian-involved crashes were reported. One pedestrian-involved crash resulted in serious injuries.

The predominant crash types during the five-year study period were entering (27%) and rear-end (26%) collisions. Parked vehicle collisions also constituted 16 percent of all crashes. The total number of crashes increased from 112 in 2020 to 155 in 2024.

A crash heat map, including identification of serious injury and fatal crashes during the 2020-2024 period, is provided in Figure 12.

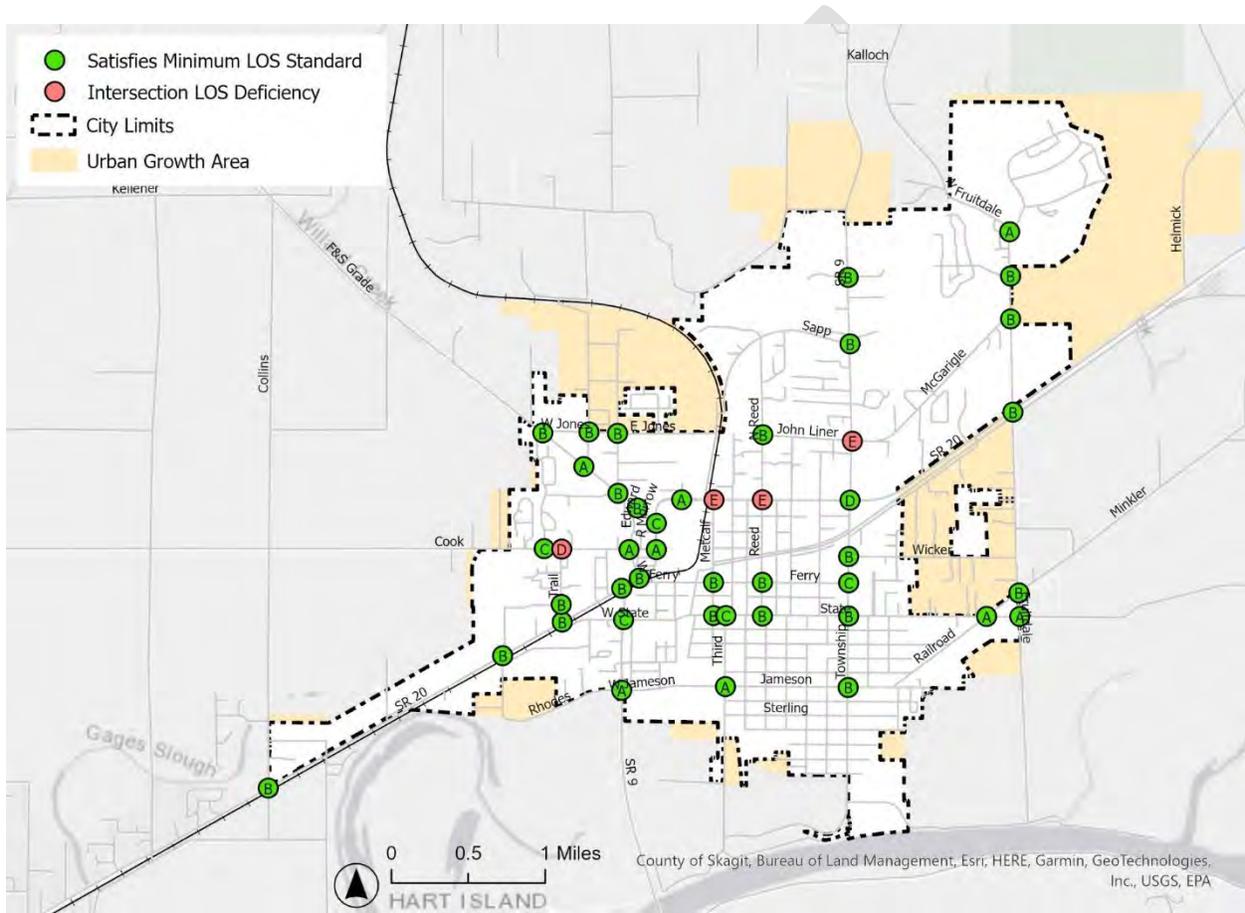


Figure 11. 2024 PM Intersection Levels of Service



employees, except for park and recreation land which was expressed in terms of acres. Modeled land use categories are summarized in Table 19 below.

**Table 19. Calibrated PM Peak Hour Trip Generation Rates**

Land Use Category	Units	HWO	HWOD	WHO	WHD	HOO	HOD	OHO	OHD	NHBO	NHOD	KSCOO	RECO	TOTAL
Single-Family Detached	DU	0.031	0.000	0.000	0.226	0.203	0.000	0.000	0.307	0.092	0.059	0.011	0.011	0.94
Townhomes (2-3 units)	DU	0.021	0.000	0.000	0.128	0.136	0.000	0.000	0.174	0.062	0.034	0.007	0.007	0.57
Multifamily Housing (>3 units)	DU	0.017	0.000	0.000	0.123	0.110	0.000	0.000	0.167	0.050	0.032	0.006	0.006	0.51
Retail	EMP	0.000	0.056	0.053	0.000	0.000	0.257	0.231	0.000	0.279	0.277	0.015	0.013	1.18
Office/FIRES	EMP	0.000	0.011	0.148	0.000	0.000	0.011	0.155	0.000	0.037	0.054	0.025	0.008	0.45
Government	EMP	0.000	0.021	0.225	0.000	0.000	0.021	0.235	0.000	0.057	0.099	0.038	0.013	0.71
Education	EMP	0.000	0.046	0.246	0.000	0.000	0.214	0.554	0.000	0.044	0.595	0.052	0.030	1.78
Wholesale Trade, Constr. & Utilities	EMP	0.000	0.048	0.132	0.000	0.000	0.071	0.174	0.000	0.083	0.119	0.024	0.009	0.66
Industrial & Manufacturing	EMP	0.000	0.022	0.134	0.000	0.000	0.016	0.158	0.000	0.058	0.070	0.023	0.009	0.49
Resource	EMP	0.000	0.023	0.069	0.000	0.000	0.017	0.081	0.000	0.029	0.075	0.012	0.004	0.31
Medical/Dental	EMP	0.000	0.014	0.198	0.000	0.000	0.121	0.359	0.000	0.046	0.135	0.039	0.019	0.93
Recreation	Acres	0.000	0.012	0.017	0.000	0.000	0.009	0.020	0.000	0.007	0.039	0.003	0.001	0.11

**HWO** Home to Work Origin

**HOO** Home to Other Origin

**NHBD** Non-Home Based Destination

**HWD** Home to Work Destination

**HOD** Home to Other Destination

**KSCOO** King or Snohomish County Origin

**WHO** Work to Home Origin

**OHO** Other to Home Origin

**RECO** Recreation Origin

**WHD** Work to Home Destination

**OHD** Other to Home Destination

An inventory of 2024 land use was developed using Skagit County Assessor tax parcel data and validated using the land capacity analysis summarized in the Land Use Element of this Comprehensive Plan. Year 2045 development forecasts were modeled consistent with the Land Use Element and included 4,000 new residents and 2,399 new employees. Residential and employment forecasts were spatially distributed according to the City’s 2025 Land Capacity Analysis (LCA).

### Travel Demand Forecasting Methodology

Sedro-Woolley maintains a travel demand model which is regularly updated and utilized for transportation planning, policy development, and concurrency management. The Sedro-Woolley model was initially developed in 2015 based on the SCOG travel demand model. It has been maintained and regularly updated since then to reflect changes in development patterns, transportation improvement projects, and travel behavior. The key methods and assumptions of the travel demand model are described below.

## Transportation Network

The travel demand model contains a digital representation of all functionally classified streets and most local public streets within city limits and the UGA, in addition to state and county roadways that impact transportation access and mobility within Sedro-Woolley. Street segment and intersection characteristics, including roadway alignment, intersection control devices, lane channelization, turn restrictions, free-flow speeds, and signal timings, were coded to the model based on observations obtained from field review, aerial imagery, and data provided by WSDOT, SCOG, and Skagit County.

Turn capacities and volume-delay functions were modeled using *Highway Capacity Manual 6th Edition* methodologies for signalized and stop-controlled intersections, and the TRL/Kimber capacity methodology for roundabouts.

Link capacities and volume-delay functions were modeled based on planning-level Highway Capacity Manual capacity concepts, consistent with the SCOG travel demand model.

## Transportation Analysis Zone Structure

Transportation Analysis Zones (TAZs) are the geographic units used by a travel demand model to represent land use and to generate trips into and out of the transportation network. Each TAZ's land use determines the number of trips generated by the TAZ.

Internal zones include defined geographic areas which represent housing and employment in and near the City and UGA. Internal TAZ boundaries were defined based on Census 2020 block boundaries and refined based on city limits and zoning. Fifty-five of the model's 94 TAZs are located within city limits.

External zones represent trips entering and exiting the model area via major access routes. The model's seven external TAZs include state routes SR 20 and SR 9 as well as county access routes such as Cook Road and F&S Grade Road. In contrast to internal TAZs which are based on defined geographic areas, external TAZs represent vehicle trips crossing a specified point, typically determined via traffic count. A portion of the trips generated by an external zone connect with internal TAZs, while the remainder of the trips interact with other external zones outside the planning area. These external-to-external trips have neither an origin nor destination within the study area, yet they pass through the study area, impacting the transportation network.

## Three-Step Modeling Process

The travel demand model uses a three-step process to calculate vehicle traffic volumes from land use. The following section summarizes each step of the three-step process.

### TRIP GENERATION

In the first step of the travel demand modeling process, the number and purpose of vehicle trips generated by each TAZ are calculated. The model includes three trip purposes:

- Home-Based Work (HBW): Trips with one end at the traveler's home and the other end at the traveler's place of employment

- Home-Based Other (HBO): Trips with one end at the traveler’s home and the other end at somewhere other than the traveler’s place of employment, e.g. shopping trips
- Non-Home-Based (NHB): Trips without an end at the traveler’s home

Modeled trip generation rates were based on PM peak hour trip rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual 11th Edition* and calibrated to reflect 2024 traffic counts.

## TRIP DISTRIBUTION

In the second step of the travel demand modeling process, each generated trip is distributed from an origin TAZ to a destination TAZ. The trip distribution procedure uses a “gravity” model, which is based on the theory that the attraction between two bodies is directly proportional to the bodies’ masses and inversely proportional to the distance between the bodies. In travel demand modeling, a TAZ’s “mass” is represented by the number of trips generated by the TAZ while the distance is typically represented by travel time. The trip distribution process results in a trip table, or origin-destination matrix, for each modeled trip type. The Sedro-Woolley trip distribution model was calibrated using guidance identified in the National Highway Cooperative Research Project (NCHRP) *Report 716* and based on historical rates used in the SCOG travel demand model as well as prior Sedro-Woolley model updates.

## TRAFFIC ASSIGNMENT

The traffic assignment step consists of finding the optimal route from each vehicle trip’s origin to destination. Traffic assignment is an iterative process which begins by calculating the shortest travel-time route from each origin to destination based on free-flow conditions. Trips are then loaded into the transportation network model, traffic delay is calculated based on the initial assignment result, and traffic is reassigned based on the updated shortest paths. This process is repeated until an equilibrium condition is achieved, in which each trip finds an optimal route from its origin to its destination via the fully loaded (congested) transportation network.

### Travel Demand Model Calibration

Travel demand model calibration consists of adjusting model inputs and procedures to allow model outputs to better reflect observed travel behavior, such as traffic counts. This critical step of the travel forecasting process may involve adjusting trip generation rates, gravity model parameters, volume-delay functions, and other model parameters. A well-calibrated model, when populated with land use and street network data that existed at the time traffic counts were collected, will generate traffic volumes that closely correlate with traffic counts. Calibration errors should be minimal and evenly distributed to consider a model “validated” and therefore suitable for use in concurrency tests, planning, and design studies.

The travel demand model was calibrated according to best practices identified in National Cooperative Highway Research Program *Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (TRB 2014) and *Travel Model Validation and Reasonableness Checking Manual Second Edition* (FHWA 2010). A total of 294 PM peak hour volume count locations were used as

reference points for model calibration. The 2024 model traffic volumes were checked against the 2024 traffic counts and model inputs were adjusted to improve the correlation between the modeled volumes and traffic counts. The resulting model yielded a correlation coefficient ( $R^2$ ) of 0.98 and a mean relative error of 11 percent, indicating a well-calibrated forecasting tool.

## Future Transportation System Needs

The Transportation Element provides a long-range strategy for the City of Sedro-Woolley to address current and future transportation needs, implement transportation goals and policies, and achieve the community's transportation vision. The Element is based upon an analysis of the existing transportation system, forecasts of future travel demand, the anticipated availability of resources, and the desire of the community to create an efficient transportation system that prioritizes community livability.

### Roadway Standards

The Sedro-Woolley Public Works Construction Standards, with which all new development must comply, are defined in SWMC 15.40. The standards include items such as right-of-way needs, pavement width, and type and design of active transportation facilities. The standards support the City's goals in providing adequate facilities to meet the community's multimodal mobility and safety needs. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within Sedro-Woolley.

These standards have been used as one criterion for evaluation of transportation system needs. Many existing roadways are not constructed to these standards. Roadways in the UGA are typically rural in nature with few urban features.

### Future Level of Service Deficiencies

#### Jones-John Liner-Trail Road Corridor Project

The Jones-John Liner-Trail Road Corridor Project is a multi-phase transportation improvement project which will create a new east-west alternative route to SR 20 through Sedro-Woolley. The corridor will reduce travel demand on SR 20, improving safety and operations along the state route. It will also improve access to existing and future development to the north of SR 20, make fish passage improvements to existing culvert crossings, provide opportunities for economic development, and add a new shared-use path along the length of the corridor. The corridor has been the focus of a multi-year planning process which has demonstrated its necessity to achieve the City's vision of a safe, accessible, and robust multimodal transportation network. As such, the travel demand and intersection operations forecasts described in this Transportation Element assumed completion of the corridor.

The corridor project consists of 15 phases, summarized in Table 20, three of which have been completed as of 2025, with others awarded state or federal grant funding. Collectively, the improvements will provide a contiguous corridor from Cook Road extending north to Jones Road, proceeding east to include a grade-separated crossing of the BNSF railroad before intersecting

Township Street (SR 9) at McGarigle Road. A map of the Jones-John Liner-Trail Road Corridor is shown in Figure 13.

The corridor will reduce traffic volume on SR 20 by up to 315 vehicles per hour (vph) during the weekday PM peak hour, or approximately 3,150 vehicles per day (vpd) during the average weekday, while providing travel opportunities for all modes through dedicated bicycle and pedestrian facilities.

**Table 20.** Jones-John Liner-Trail Road Corridor Project Phases

TIP ID	Project	Year of Completion
-	N Trail Road (F&S Grade Rd to Jones Rd)	2021
-	BNSF Undercrossing Phase 1	2021
-	Township St (SR 9) & John Liner/McGarigle Roundabout	2025
D	Trail Rd Extension (Cook Rd to Bucko Avenue) (Developer improvement)	2025
04-01	Jones/John Liner RR Undercrossing (Reed St to Sapp Rd)	2027
25-06	Sapp Road RR Undercrossing Closure	2027
04-03	John Liner Rd Arterial Improvements (Township/SR 9 to Reed St)	2028
04-04	John Liner Rd Bike/Ped Improvements (Township/SR 9 to Reed St)	2028
04-08	Jones Road Improvements Phase 1 (Sapp Rd to Cambridge St)	2032
20-03	Patrick Street Improvements (Brickyard Creek to Jones Road)	TBD
04-10	Jones Road Improvements Phase 2 (Cambridge St to Trail Rd)	2034
20-04	Trail Road Impr. Phase 1 (F&S Grade Rd to Bucko Avenue)	TBD
04-11	Trail Road & Cook Road Intersection Improvements	2029
04-12	Jones Road Improvements Ph. 3 (Trail Rd to F&S Grade Rd)	2037
D	Patrick Street Extension (SR 20 to Brickyard Creek)	TBD

D = Improvement will be provided by development

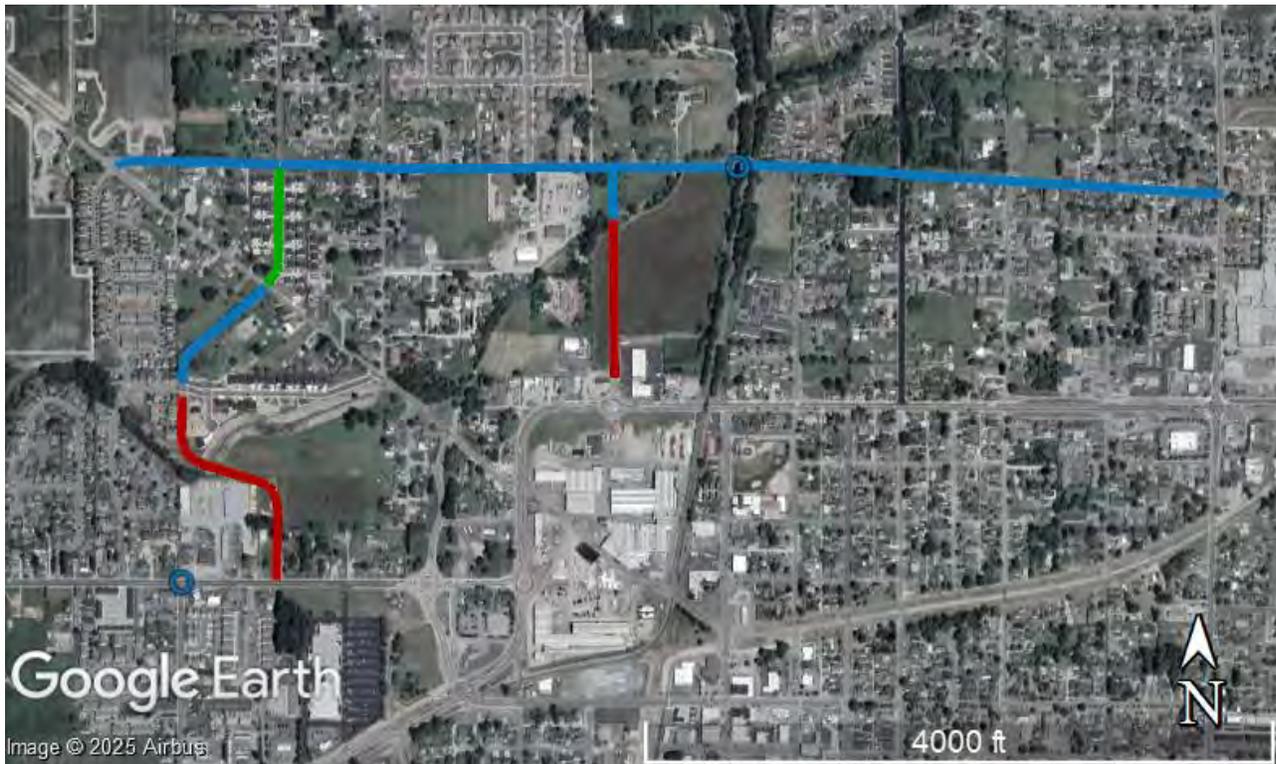


Figure 13. Jones-John Liner-Trail Road Corridor Project

### Level of Service Results

By 2045, assuming completion of the Jones-John Liner-Trail Road Corridor, Level of Service deficiencies will be present on one street segment and one intersection in city limits.

SR 20 from Collins Road to Rhodes Road will operate at LOS F with a volume-to-capacity (v/c) ratio of 1.04, indicating oversaturated conditions. Mitigation may include the construction of a shared-use path parallel to SR 20 to provide physical separation between vehicles and nonmotorized travelers. This pathway has been identified as a planned two-phase project in the City of Sedro-Woolley 2026-2031 Six-Year Transportation Improvement Program (TIP), consisting of projects #SW04-02 and #SW04-05.

The intersection of SR 20 and Reed Street will operate at LOS F due to left-turn delay on the stop-controlled minor street (Reed Street) approaches. Mitigation may include construction of a new traffic signal or roundabout, a project which has been identified in the 2026-2031 TIP as #SW04-13.

The Jones-John Liner-Trail Road Corridor project will mitigate existing (2025) LOS deficiencies on two segments of SR 20 and at two intersections: SR 20 & Metcalf Street and Township Street (SR 9) & John Liner Road/McGarigle Rd, was being reconstructed as a single-lane roundabout at the time of this Transportation Element update.

## Transportation Improvement Projects

The transportation improvement projects identified in Table 21 are necessary to maintain minimum intersection and street segment LOS standards within city limits through 2045, assuming completion of the multiphase Jones-John Liner-Trail Road Corridor project.

**Table 21.** Transportation Improvement Projects Required to Mitigate 2045 LOS Deficiencies

ID	Project Name	Description
04-02	SR 20/Cascade Trail West Extension Ph.2A (Holtcamp to Hodgins)	Shared-use pathway
04-05	SR 20/Cascade Trail West Extension Ph.2B (Holtcamp Rd to Collins Rd)	Shared-use pathway
04-13	SR 20/Reed Street Intersection Improvements	New traffic signal

## Transit Service Improvements

Transit service in the Sedro-Woolley area is provided by Skagit Transit. The Sedro-Woolley transportation plan has been coordinated with Skagit Transit's 2024-2029 Transit Development Plan (TDP), which provides a framework to guide Skagit Transit's service delivery through 2029. Transit service in Sedro-Woolley is focused on the SR 20 corridor which connects Sedro-Woolley and communities to the east and west. SR 20 also connects Sedro-Woolley to the rest of the region via I-5. As the population increases in and around Sedro-Woolley, increasing commuter traffic will increase the need for alternatives to single-occupancy vehicle travel. Transit service to Sedro-Woolley's park-and-ride lots will become increasingly important in providing commuters with access to transit and ridesharing alternatives.

The 2024-2029 TDP identifies plans to add 20 rideshare vans to the Skagit Transit fleet by 2029. The expansion of the rideshare fleet will increase opportunities for Sedro-Woolley commuters to vanpool, reducing single-occupancy vehicle demand and improving transportation system efficiency.

The city encourages Skagit Transit to consider increasing the service frequency of existing transit routes as growth occurs. Increased service will make transit a more attractive alternative to driving alone. In addition, the following transit improvements are recommended:

- **Regional Routes** – Continue to create and enhance linkages to regional destinations. Improve connections to regional hubs, such as to the Skagit Station transportation hub in Mount Vernon as well as the WSDOT Ferry Terminal in Anacortes. Changes to future routes should be consistent with the needs of the Sedro-Woolley community and should be based on a collaborative route planning process involving the residents of Sedro-Woolley.
- **Transit Center** – Consider developing a Sedro-Woolley Transit Center in the downtown area. Development of a transit center would provide an opportunity to consolidate the three existing park-and-ride lots into one central and convenient location.

- Carpooling and Vanpooling – Provide incentives to encourage carpooling and vanpooling by Sedro-Woolley commuters.
- Transit Accessibility – Improve access to transit for all users in compliance with the Americans with Disabilities Act (ADA) by evaluating accessibility to public transportation from future developments.

The city will continue to coordinate with Skagit Transit in the development of a convenient, integrated, and efficient transit system that supports future growth in Sedro-Woolley.

## Active Transportation Improvements

### Complete Street Improvements

Complete Streets is a street design concept and policy framework to ensure the entire public right-of-way is planned, designed, constructed, operated and maintained to provide safe access for all users. In the past, transportation design tended to focus on vehicular traffic, often to the detriment of pedestrians, bicyclists, and other users. Sedro-Woolley has adopted a Complete Streets policy by which all new transportation improvement projects will provide accommodation for bicyclists, pedestrians, transit users, and people of all abilities in a comprehensive and connected transportation network, unless special circumstances prevent it or topography or environmental impacts make it cost prohibitive.

### Active Transportation System Vision

An effective multimodal transportation system encourages healthy recreational activities, reduces vehicle demand on city roadways, and enhances safety within the community. Shared-use paths, sidewalks, bike lanes and off-street trails are integral components of such a system. To provide an active transportation system which affords safe and practical opportunities for walking, biking, and other modes of nonmotorized transportation to users of all ages and abilities throughout Sedro-Woolley, the city will pursue the following:

- Provide sidewalks on both sides of all arterial streets. Sidewalks should especially be located along streets providing access to the CBD, schools, parks, public buildings, and transit routes. Much of the system will be constructed concurrently with future development and as part of the future street improvement projects.
- Continue to develop the portions of the regional Cascade and Centennial rails-to-trails corridors which travel through city limits, providing nonmotorized connectivity with other cities and recreational destinations throughout the region.
- Pursue opportunities for additional off-street trails through partnership with developers, community groups and other stakeholders, increasing active transportation connectivity separate from public street alignment.
- Continue to expand active transportation facilities as part of complete street improvement projects, including planned roadway extensions of Trail Road and Jones/John Liner Road.

## Active Transportation Projects

The improvement projects identified below will provide active transportation facilities consistent with the City's vision and will support the multimodal transportation needs of anticipated growth. Several of these projects will be constructed concurrently with street improvement projects identified in the previous subsection.

- **SR 20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street:** Extend shared-use path (SUP) on north side of SR 20 by 3,000 linear feet (LF). (TIP #04-02)
- **Jones/John Liner Road BNSF Undercrossing:** Construct 1,000 LF of 10-foot SUP and 1,000 LF of 6-foot sidewalk on this new arterial from Sapp Road to Reed Street. (#04-01)
- **Patrick Street Arterial Extension Project, Michael Street to Jones Road:** Extend sidewalk improvements 1,200 LF on Patrick Street from Michael Street to Jones Road.
- **Portobello Street Arterial Extension:** Extend sidewalk improvements 2,900 LF on Portobello from SR 9 to Arrezo Drive.
- **Trail Road Arterial Extension:** Construct 2,200 LF of 10-foot SUP and 2,200 LF of 6-foot sidewalk on this new arterial from Cook Road to F&S Grade Road. (#20-04)
- **Jones Road Arterial Improvements:** Construct 4,000 LF of 10-foot SUP and 4,000 LF of 6-foot sidewalk on this existing arterial from Trail Road to Sapp Road. (#04-08/04-10)
- **SR 9 Nonmotorized Improvements Project:** Extend existing 6-foot sidewalk and bike lane on the west side of SR 9 1,240 LF from Park Cottage Place to the north city limits.
- **SR 20/Cascade Trail West Extension Phase 2B, Collins Road to Holtcamp Road:** Extend SUP on SR 20 west 3,100 LF and complete the system on SR 20 through city limits.
- **State Street Sidewalks:** Extend existing 6-foot sidewalks on both side of State Street east 3,000 LF from Haines Street to the east city limits.
- **Cascade Trail East Extension:** Improve and pave existing gravel trail from Metcalf Street to 400' east of Township Street to connect to the existing Skagit County Cascade Trail system.
- **SR 9/Centennial Trail Nonmotorized Improvements:** Extend existing 6-foot sidewalk and bicycle lane on the east side of SR 9 north 4,100 LF from Summer Meadows Court to the north city limits.
- **South Township Arterial Improvements:** Extend existing 6-foot sidewalk on both sides of Township Street south 1,300 LF from Dunlop Street to Sterling Street.
- **Centennial Trail South:** Construct trail improvements from Ferry Street to the south city limits 3,700 LF to connect to planned Skagit County Centennial Trail system.
- **Brickyard Creek Trail:** Construct an 8,500 LF SUP along Brickyard Creek from the west side of Janicki Fields (south of Cook Road) to the northeast, terminating at Jones Road approximately 350 feet west of Sapp Road.

## Transportation Demand Management Strategies

Transportation demand management (TDM) programs can play an important role in reducing transportation capital improvement needs and making efficient use of transportation investments. Such programs build on regional efforts, with some refinements to reflect specific local needs.

Reducing travel demand by supporting TDM programs is an effective component in Sedro-Woolley's transportation system. TDM programs consist of measures for reducing peak hour single occupancy vehicle travel that are largely focused on major employers. Coordination with regional agencies, such as Skagit County, Skagit Transit, and the Skagit Council of Governments (SCOG), will improve the effectiveness of the City's TDM program in providing commuting alternatives to residents.

Sedro-Woolley will experience more urban levels of development with anticipated residential and commercial growth. TDM programs provide effective strategies for reducing single-occupancy vehicle demand during commute hours, particularly in higher-density areas. TDM programs can also provide effective alternatives for smaller developing communities such as Sedro-Woolley. Potential TDM strategies for Sedro-Woolley should be regionally coordinated. The following strategies should be considered:

- Encouraging carpools and vanpools. Employer incentives for commuters to carpool and vanpool can be in the form of a financial incentive or as simple as reserved car and vanpool parking spaces near buildings.
- Encouraging transit fare subsidies. Employer subsidies for transit passes provide an incentive for those who are able to commute by transit.
- Encouraging bicycle lockers/showers at work sites. Bicycle lockers and shower facilities at work sites provide greater opportunities for workers to commute by bicycle.
- Encouraging remote work or telecommuting. The prevalence of part-time or full-time remote work employment has increased significantly in the post-COVID world. Encouraging employers to allow some employees to work from home, even if on a limited basis, can reduce peak period travel demand generated by commute trips.
- Encouraging flexible work schedules. Flexible work hour schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules may be used to reduce the number of days an employee commutes during peak travel periods, thereby reducing peak hour congestion and reducing or delaying the need for transportation capital improvements.
- Encouraging guaranteed ride home programs. Many commuters who have children or have unpredictable schedules rely on their cars. This employer incentive provides the option of a guaranteed ride home in case of an emergency or unexpected schedule change.

## Transportation Financing Plan

The State of Washington's Growth Management Act (GMA) requires that each jurisdiction's Transportation Element contain a funding analysis of the recommended transportation improvement

projects. The analysis should cover funding needs, funding resources, and include a multi-year financing plan. The purpose of this requirement is to ensure that each jurisdiction's Transportation Element is affordable and achievable. If a funding analysis reveals that a plan is not affordable or achievable, the plan must discuss how additional funds will be raised, or how land use assumptions will be reassessed. Alternatively, the city can adjust its level of service (LOS) standards.

The transportation financing program becomes a subset of the City's Capital Facilities Plan (CFP) Element. The GMA requires the CFP Element to include at least a six-year plan that finances capital facilities and identifies the sources of public money for the projects.

A list of recommended transportation improvement projects was developed based on the travel demand and traffic operations forecasts as well as the Level of Service standards described earlier in this Transportation Element. Planning-level cost estimates were prepared for each project and program. An analysis of the City's capability to fund the projects, including a review of existing and projected revenues and potential grants or other agency funding, was developed. In addition, this Transportation Element provides a strategy for adjusting the funding program overtime if revenues fall short of expectations.

### **Project Cost Summary**

The estimated costs of the transportation improvement projects necessary to achieve the City's long-range multimodal transportation network vision are summarized in Table 22. These projects will improve safety, accessibility, connectivity, and congestion for travelers of all transportation modes in Sedro-Woolley. Costs are expressed in 2025 dollars.

**Table 22. Transportation Improvement Project Cost Summary**

ID (TIP ID)	Project Name	Total Cost (in \$1,000s)
2026-2031 Transportation Improvement Projects*		
1 (04-01)	Jones/John Liner RR Undercrossing (Reed St to Sapp Rd)	\$2,100
2 (25-06)	Sapp Road RR Undercrossing Closure	\$40
3 (04-02)	SR 20/Cascade Trail West Extension Ph.2A (Holtcamp to Hodgins)	\$750
4 (04-03)	John Liner Rd Arterial Improvements (Township/SR 9 to Reed St)	\$1,930
5 (04-04)	John Liner Rd Bike/Ped Improvements (Township/SR 9 to Reed St)	\$706
6 (04-05)	SR 9/Cascade Trail West Extension Ph.2B (Holtcamp Rd to Collins Rd)	\$1,210
7 (25-07)	Jones Road/Brickyard Creek Culvert (supports Jones Rd Improvements)	\$1,490
8 (04-06)	F&S Grade Road Impr. Ph. 1 (Edward Murrow to 700 ft. N of Garden of Eden)	\$2,060
9 (20-01)	Garden of Eden Road Improvements (F&S Grade Rd to Jones Rd)	\$2,450
10 (04-07)	Cascade Trail East Extension (Metcalf St to 400 ft east of Township)	\$640
11 (20-02)	Railroad/Jameson St Intersection Improvement	\$1,050
12 (04-08)	Jones Road Improvements Phase 1 (Sapp Rd to Cambridge St)	\$2,550
13 (04-13)	SR 20/Reed Street Intersection Improvements	\$1,350
14 (20-03)	Patrick Street Improvements (Brickyard Creek to Jones Road)	\$2,500
15 (04-09)	F&S Grade Road Impr. Ph. 2 (700 ft N of Garden of Eden to Jones Rd)	\$2,680
16 (04-10)	Jones Road Improvements Phase 2 (Cambridge St to Trail Rd)	\$3,120
17 (20-04)	Trail Road Improvements Phase 1 (F&S Grade Rd to Bucko Connection)	\$550
18 (04-11)	Trail Road & Cook Road Intersection Improvements	\$1,350
19 (04-12)	Jones Road Improvements Ph. 3 (Trail Rd to F&S Grade Rd)	\$2,170
20 (25-08)	Birch Lane Improvements (Jones Rd to Apple Ln)	\$2,400
<b>2026-2031 Subtotal</b>		<b>\$33,096</b>
2032-2045 Transportation Improvement Projects		
21	Portobello Street Arterial Extension (SR 9 to Arrezo Dr)	\$3,300
22	SR 9 Nonmotorized Improvements (Park Cottage Pl to N city limit)	\$1,680
23	State Street Sidewalks (Haines St to E city limit)	\$2,100
24	SR 9/Centennial Trail (Summer Meadows Ct to N city limit)	\$6,600

ID (TIP ID)	Project Name	Total Cost (in \$1,000s)
25	South Township Arterial Improvements (Dunlop St to Sterling St)	\$4,040
26	Centennial Trail South (Ferry St to S city limit)	\$1,940
27	Brickyard Creek Trail (8,500 ft shared-use path)	\$5,100
	<b>2032-2045 Transportation Improvement Projects Subtotal</b>	<b>\$24,760</b>
	<b>2026-2045 Transportation Improvement Projects Total</b>	<b>\$57,856</b>
*Excludes overlay, maintenance, and stormwater improvement projects		

## Transportation Revenue Sources

### Federal Revenue Sources

#### BIPARTISAN INFRASTRUCTURE LAW (BIL)

On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act, also known as the “Bipartisan Infrastructure Law” (BIL) into law. The BIL authorizes \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband communications. This funding includes \$350 billion for highway programs, including over a dozen new highway programs. For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>.

#### SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

The STBG Program provides flexible funding that may be used by States and local agencies for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects.

STBG-eligible projects may be located on any federal-aid highway system facility including the National Highway System (NHS), bridge projects not located on the federal-aid system (“off system bridges”), transit capital projects, modifications of existing public sidewalks to comply with the Americans with Disabilities Act (ADA) regardless of whether the sidewalk is on the federal-aid system right of way, and intracity and intercity bus terminals and facilities. An apportionment of these funds is to be obligated to areas with population greater than 5,000 but no more than 200,000 (the Washington State Office of Financial Management estimated the 2024 population of Sedro-Woolley at 13,080). The State is to identify projects in these areas for funding in consultation with regional planning organizations. A portion of the funds are reserved for rural areas and may be spent on the federal-aid functionally classified system including Minor Collectors. Project eligible for funding include

all city arterial and collector improvement projects recommended in this Plan. For more information, visit: <https://www.fhwa.dot.gov/specialfunding/stp/>.

### **TRANSPORTATION ALTERNATIVES PROGRAM (TA)**

The BIL continues the Transportation Alternatives set-aside from the STBG program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm>.

### **HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)**

The BIL continues the HSIP to achieve significant reductions in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The BIL maintains the previous FAST Act definition of highway safety improvement projects and adds under that definition several additional types of projects:

- Intersection safety that provide for the safety of all road users, as appropriate, including multimodal roundabouts;
- Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices or a grade separation project;
- Construction or installation of features, measures, and road designs to calm traffic and reduce vehicle speeds;
- Installation or upgrades of traffic control devices for pedestrians and bicyclists including pedestrian hybrid beacons and the addition of bicycle movement phases to traffic signals;
- Roadway improvements that provide separation between vehicles and bicyclists, including medians, pedestrian islands, protected bike lanes, and protected intersection features; and
- Pedestrian security features designed to slow or stop a motor vehicle.

For more information, visit: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/hsip.cfm>.

### **RECREATIONAL TRAILS PROGRAM (RTP)**

The BIL reauthorized the Recreational Trails Program (RTP) for Federal fiscal years 2022 through 2026 as a set-aside of funds from the Transportation Alternatives (TA) Set-Aside under STBG. The Recreational Trail Program provides funds to develop and maintain recreational trails for motorized and nonmotorized travel. For more information, visit: [https://www.fhwa.dot.gov/environment/recreational\\_trails/](https://www.fhwa.dot.gov/environment/recreational_trails/).

## **SAFE ROUTES TO SCHOOL PROGRAM (SRTS)**

The purpose of the Safe Routes to Schools (SRTS) program is to provide K-12 students with a safe, healthy alternative to riding the bus or being driven to school. Organized by the USDOT and National Highway Traffic Safety Administration (NHTSA), this federal program also includes a Washington state funded portion that provides funding for engineering and construction, education efforts and enforcement activities within two miles of schools. There is no match requirement. Projects are to be submitted as complete projects and fully funded. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/safe-routes-school-program>.

## **BRIDGE INVESTMENT PROGRAM (BIP)**

The BIL authorized the Bridge Investment Program, a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. It also expands applicant eligibility to create opportunities for all levels of government to be direct recipients of program funds. Alongside states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance projects at the local level that meet community needs. For more information, visit: [https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bip\\_factsheet.cfm](https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bip_factsheet.cfm).

## **RAILWAY-HIGHWAY CROSSINGS PROGRAM (RHCP)**

The BIL continues the Railway-Highway Crossings Program (RHCP), which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. Funds may be used to install or upgrade protective devices at railroad crossings, including gates, pedestrian crossings, signal systems, and signing. Funds may also be used to eliminate grade crossings by closing them or providing grade separation. For more information, visit <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/rhcp.cfm>.

## **Washington State Transportation Revenue Services**

The Washington State Transportation Improvement Board (TIB) provides funding to foster investment in quality local government transportation projects. The TIB distributes grant funding from revenue generated by three cents of the State's gas tax to cities and counties for funding transportation projects. TIB administers several funding programs, each with its own set of criteria used to facilitate project selection. The project selection process for all programs is completed annually. The TIB programs are summarized below.

### **TIB URBAN PROGRAMS**

The TIB provides funding to cities within federally designated urban areas with a population greater than 5,000. For jurisdictions of this size, four state-funded grant programs are administered through TIB:

- Urban Arterial Program (UAP) for road projects for urban agency construction projects that address safety, growth & development, physical condition, mobility, sustainability and constructability criteria;
- Active Transportation Program (ATP) for projects which improve pedestrian and cyclist safety, enhance pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities;
- Arterial Preservation Program (APP) to address declining street conditions for medium sized cities through overlay of federally classified arterial streets;
- Complete Streets Award is a funding opportunity for local governments that have an adopted complete streets ordinance.

TIB Urban Program projects require financial participation by the local agency. Minimum local match requirements range from 10% to 20% depending on the assessed value of the local agency. Local match is typically a mixture of private and public funds. Projects are selected annually using a rating system based on criteria developed by TIB. TIB awards more than \$70 million to new projects each year. For more information, visit: <http://www.tib.wa.gov/grants/grants.cfm>.

Several other programs are administered by TIB including:

- Route Jurisdiction Transfer Program (RJT) reviews petitions from cities, counties or WSDOT for additions or deletions from the state highway system.
- Route Transfer Program (RTP) provides funding to offset extraordinary costs associated with the transfer of state highways to cities.

### **LOCAL BRIDGE PROGRAM**

This local bridge program includes funding from the NHPP and STBG for both on- and off-system bridges. Its purpose is to improve the condition of bridges through replacement, rehabilitation, and preventive maintenance. In 2023, the program awarded approximately \$150 million in funding. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/local-bridge-program>.

### **MOVE AHEAD WASHINGTON RAILROAD CROSSING PROGRAM**

The Move Ahead Washington Railroad Crossing Grant Program provides up to \$5 million in state funds to match federal funds for city and county projects which eliminate at-grade highway-rail crossings. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/move-ahead-washington-railroad-crossing-program>.

### **COUNTY SAFETY PROGRAM**

The County Safety program provides funding for projects that reduce fatal and serious injury crashes on county roads using engineering improvements/countermeasures. Projects are identified through each county's local road safety plan, which identifies and prioritizes projects based on the top crash

type(s) in the county. Projects can be at intersection(s), spot or mid-block location(s), and/or on corridor(s) throughout a county or over wide areas within a county. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program>.

### **CITY SAFETY PROGRAM**

The City Safety program provides funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements/countermeasures. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/highway-safety-improvement-program>.

### **PEDESTRIAN & BICYCLE SAFETY PROGRAM**

The Pedestrian & Bicycle Safety Program was initiated to reduce the nearly 400 statewide fatal and injury collisions involving pedestrians and bicycles each year. Like the federal Safe Routes to School Program, the purpose of the program is to aid public agencies in funding cost effective projects that improve pedestrian and bicycle safety through engineering, education and enforcement. For more information, visit: <https://wsdot.wa.gov/business-wsdot/support-local-programs/funding-programs/pedestrian-bicycle-program>.

### **LOCAL TRANSPORTATION REVENUE SERVICES**

The City utilizes several fees and tax revenues to construct and maintain transportation facilities. Summaries of these sources are shown in Table 23. Funding options include the use of existing revenue sources such as motor vehicle fuel taxes, real estate excise taxes, and other City revenues, grant programs, and developer contributions (through frontage improvements, environmental mitigation, and transportation impact fees).

### **STREET & ARTERIAL STREET FUNDS**

The Street Fund (Account 103) receives revenues from state distributions of motor vehicle fuel taxes, allocated based on the number of residents within corporate limits. These state distributions are not sufficient to maintain city streets. The City's general fund provides subsidies for the street fund to operate. The Arterial Street Fund (Account 104) receives revenues from GMA Transportation Impact Fees, grants, and developer agreements.

### **TRANSPORTATION IMPACT FEE (TIF) PROGRAM**

The city administers a transportation impact fee (TIF), a financing tool which allows the collection of revenue to offset the traffic impacts of new development. The TIF rate is based on the number of new trips generated by development and varies by district. The TIF rate is updated with each Transportation Element update and is updated annually between Transportation Element updates based on the National Highway Construction Cost Index to reflect changes in transportation improvement project costs.

## TRANSPORTATION BENEFIT DISTRICT (TBD)

The City has established a Transportation Benefit District (TBD), an independent taxing district which is authorized to raise revenue for the preservation, maintenance, operation, and construction of transportation infrastructure. The TBD is funded by a \$20 per vehicle tab fee, generating an estimated \$225,000 per year as of 2025.

## GENERAL FUND

The City has supplemented the Street Fund with General Fund money in previous years. General Fund revenue has many sources, including motor vehicle fuel taxes, property taxes, business taxes, and local retail sales and use tax. The majority of the existing tax revenue sources will be used for maintenance, or to provide matching funds for grants or to complete a portion of the roadway widening projects not covered by other agencies or traffic impact fees.

## Revenue Forecast

Table 23 summarizes the primary funding sources available for transportation infrastructure improvements in Sedro-Woolley. General fund revenues are not generally dedicated to transportation needs because it is the sole funding source for a number of other city departments and is primarily allocated to meet those needs. Major transportation improvement goals rely heavily on grant funding; without substantial grant funding all major projects require either phasing or are deferred until funding becomes available. Revenue forecasting is based on a 10-year average of historical data from TIF, TBD, REET, and Grants which make up the bulk of the City's transportation revenue stream.

Table 23. Transportation Improvement Revenue Forecast 2026 to 2045

Funding Source	Description	2026-2045 Revenue Forecast		
		Annual Revenue	Total Revenue	%
<b>Transportation Impact Fee (TIF) Program</b>	Assessed to new development, per SWMC 15.060	\$250,000	\$5,000,000	8.6%
<b>Transportation Benefit District (TBD)</b>	Generated from a vehicle tab fee	\$250,000	\$5,000,000	8.6%
<b>Real Estate Excise Tax (REET 1 and 2)</b>	Local distribution of state REET revenue	\$800,000	\$16,000,000	13.8%
<b>Intergovernmental Revenue/Grants</b>	Includes federal and state grants as well as cost sharing agreements with WSDOT and Skagit County,	\$2,000,000	\$38,856,000	67.2%
<b>Other – Developer mitigation new debt, new sources</b>	SEPA mitigation and development agreements, bonds, low interest loans	\$50,000	\$1,000,000	1.7%

Funding Source	Description	2026-2045 Revenue Forecast		
		Annual Revenue	Total Revenue	%
<b>Total Revenue</b>		<b>2,892,800</b>	<b>57,856,000</b>	<b>100%</b>

### Financing Strategy Summary

Sedro-Woolley historically has made substantial progress in implementing transportation improvements (typically 2-3 per year) over the past two decades. Grant funding, both state and federal, adds to or multiplies local funding to enable this progress in implementing improvements. If grant funding were to become unavailable, the ability to make improvements solely with City revenue resources would limit the ability to deliver projects to only one every four (4) to five (5) years.

### Reassessment Strategy

The financing strategy identifies a balance between revenues and expenditures over the life of the Transportation Element. However, the city is committed to reassessing their transportation needs and funding sources each year as part of their annual Six-Year Transportation Improvement Program (TIP). This allows the city to match the financing program with the shorter-term improvement projects and funding. The Transportation Element also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirements.

**Table 24.** Transportation Financing Strategy Summary

Revenue/Cost Category	Total (2026-2045)	Percent
Estimated Revenues (2026-2045)		
Transportation Impact Fees (TIF)	\$5,000,000	8.6%
Transportation Benefit District (TBD)	\$5,000,000	8.6%
Real Estate Excise Tax (REET)	\$8,000,000	13.8%
Grants/Intergovernmental Funding	\$38,856,000	67.2%
Developer Mitigation & New Debt Sources	\$1,000,000	1.7%
<b>Total Revenue</b>	<b>57,856,000</b>	<b>100%</b>
Estimated Improvement Costs (2026-2045)		
2026-2031 Improvements	\$33,096,000	57.2%

Revenue/Cost Category	Total (2026-2045)	Percent
2032-2045 Improvements	\$24,760,000	42.8%
<b>Total Costs</b>	<b>\$57,856,000</b>	<b>100%</b>

To successfully implement the Transportation Element, the city will apply the following principles:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues;
- Review project design standards to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards;
- Work with SCOG and Skagit County to develop multi-agency grant applications for projects that serve growth in the city and its UGA;
- Review transportation impact fee revenues each year to determine whether the impact fees should be increased to account for project cost increases;
- If the actions above are not sufficient, consider changes in the level of service standards and/or possibly limit the rate of growth in the city or UGA.

### Project Priorities and Timing

The City of Sedro-Woolley will use the annual update of the Six-Year Transportation Improvement Program (TIP) to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed, and priorities will be revised. This will be accomplished by regularly reviewing traffic growth and the location and intensity of land use growth in the city and the UGA. The city will then be able to direct funding to areas that are most impacted by growth or to arterials that may fall below adopted level of service (LOS) standards. The development of the TIP will be an ongoing process and will be reviewed and amended annually.

### Concurrency Management / Development Review

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if the City’s LOS standards are met concurrently with the additional travel demand generated by each succeeding development action. GMA defines concurrency as having projects or strategies in place within six years of the development impact.

Concurrency determinations for the roadway network are closely linked with the City’s development review process. As required by GMA, the city has adopted a Concurrency Management program for transportation (SWMC 15.56).

The city also reviews new developments under SEPA. As part of the SEPA review potential impacts to the transportation network are identified and mitigation may be required. The City also has adopted development regulations and street standards that are applied to development.

## **Intergovernmental Coordination**

Implementation actions for transportation projects involve several agencies, each with different responsibilities and controls. A major focus of the GMA is to establish coordination among the responsible agencies and to increase the effectiveness of intergovernmental planning. This Transportation Element considered planned improvements and policies of various state, regional, and local agencies, including Washington State Department of Transportation (WSDOT), Skagit Council of Governments (SCOG), Skagit County, Skagit Transit, and nearby cities. Overall, this Transportation Element is consistent and supportive of these other transportation plans and policies. The following summarizes the consistency of the Transportation Element with the state, regional, and county plans.

### **Washington State Department of Transportation (WSDOT)**

As required by GMA, the Sedro-Woolley Transportation Element fully addresses the state highway system serving the city.

The State has adopted level of service (LOS) standards for Highways of Statewide Significance (HSS), establishing LOS D as the standard for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. The City's standard of LOS D for SR 20 within the city is consistent with the State standard for HSS facilities in urban areas. SR 9 is a non-HSS state highway, and the state and region have established LOS D as the standard for this route. The City's revised standard of LOS D for SR 9 within the city is consistent with the State's and regions' LOS D standard for SR 9.

The Transportation Element describes an update to the City's Street Functional Classification System which is consistent with WSDOT policy.

### **Skagit Council of Governments (SCOG)**

The projects, programs, and policies of the Sedro-Woolley Transportation Element support the goals and policies of the Skagit 2045 Regional Transportation Plan (Skagit 2045). The Sedro-Woolley plan was developed with opportunities for public input and was coordinated with other agencies. The plan also identifies improvements and policies to improve travel safety for all modes and connectivity of travel modes.

The Sedro-Woolley Transportation Element coordinates transportation and land use planning and identifies programs and policies to enhance use of other transportation modes, as identified in the regional plan.

The Sedro-Woolley Transportation Element was prepared using a travel forecasting model developed from and coordinated with the SCOG regional model. Outside of the city limits and its UGA, the city model is based on land use and transportation system assumptions from the regional model. Within the city, the Sedro-Woolley model is based on updated land use data (consistent with the Sedro-

Woolley Land Use Element) and a refined transportation analysis zone and network structure. This data is available to SCOG as it prepares its regional travel forecasts and transportation plans.

The city provided a copy of this Transportation Element for SCOG for review and certification by SCOG to ensure its conformity with the Skagit Regional Transportation Plan (RTP) and to the requirements of the Growth Management Act. Comments received from SCOG too late to be included in the 2025 Transportation Element updated will be incorporated to a future update.

## Skagit County

Skagit County transportation and capital improvement plans were reviewed as part of the Sedro-Woolley transportation element update. The City will continue to coordinate with Skagit County to address the needs of travel across jurisdiction limits, including developing joint regulations for developments within the unincorporated UGA to ensure that the future transportation system can adequately support the growth projections. Application of street standards, impact fees and other development regulations are being addressed.

Roadway improvement projects which were included in the Skagit County's Six-Year Transportation Improvement Plan (2025-2030) were reviewed and incorporated, as appropriate, into this Element. The city provided this Transportation Element to Skagit County for review and comment.

This Element also supports and incorporates connections to the regional trail system. These include developing trails along the railroad rights-of-way. The city coordinates with the Skagit County Parks and Recreation Department on improvements to the Centennial and Cascade Trails. The city also partners with Skagit County and the Port of Skagit for infrastructure and trail improvements to serve the SWIFT Center.

## Skagit Transit

The Sedro-Woolley Transportation Element acknowledges the need for coordination between the City and Skagit Transit to identify transit service improvements and strategies for serving growth in Sedro-Woolley, considering land uses, densities, cost of service, and revenues. The City has also identified policies to provide adequate streets and nonmotorized facilities to support transit service.

## Other Jurisdictions

The City has coordinated with the City of Burlington on its Cascade Trail extension projects.

# Transportation Element Certification Review Manual



Approved by Skagit Council of  
Governments Transportation Policy  
Board

12/18/2024



## TABLE OF CONTENTS

Introduction .....	2
Regulatory Framework .....	2
Consistency Review .....	5
Guidelines and Principles .....	6
Countywide Planning Policies .....	7
Level of Service and Concurrency .....	7
Process for Certification .....	9
Appendix A: Application for Certification Form .....	11
Appendix B: Guidelines and Principles.....	21

## INTRODUCTION

As the regional transportation planning organization (RTPO) for Skagit County, the Skagit Council of Governments (SCOG) is required by state law (RCW 47.80.23 Sec. 3) to certify that the transportation elements of a comprehensive plan adopted by counties and cities in the region are consistent and conform with state Growth Management Act (GMA) requirements and are consistent with the RTPO's regional transportation plan. Washington's Growth Management Act emphasizes intergovernmental coordination and requires consistency to assure planning objectives are achieved together regionally, rather than competing or contradictory plans.

SCOG has the responsibility as an RTPO to assure interagency cooperation and alignment with regional policies as part of the transportation element review. This is a comprehensive review because transportation planning is a discipline that intersects and is affected by land use planning, climate and resilience planning, and other planning requirements part of Washington's Growth Management Act. To assure regional consistency, the transportation element review considers consistency with countywide planning policies. To assure consistency with State mandated goals for transportation systems, the review considers consistency with transportation guidelines and principles. These consistency requirements are interconnected and assure that the multiple disciplines and polices that can affect land use and transportation planning are considered as part of the review.

SCOG will review local transportation elements for consistency with the regional transportation plan (RTP). With plans being amended and changed on a regular basis, it is imperative to work together collaboratively as part of the certification process, to assure that the transportation planning done by SCOG and the new plans done by local jurisdictions work in harmony to promote shared transportation goals.

The Growth Management Act had major changes in 2022 and 2023, including a new goal (14) to address climate change and resiliency. These changes impact the transportation certification element review. Other new requirements include Americans with Disabilities Act transition plans, equity in project prioritization for non-motorized projects and non-motorized level-of-service requirements. The review done by the Skagit Council of Governments is intended to be collaborative and iterative to assure regional coordination and assure that individual plans work collectively to advance shared regional transportation goals.

## REGULATORY FRAMEWORK

The regulatory framework for review includes many new requirements, due to the recent passage of GMA goal 14 and other requirements that impact transportation. The addition of GMA goal 14 in 2023 adds new climate change and resiliency requirements, and requirements that transportation plans support reductions in greenhouse gas emissions (GHG) and per capita vehicle miles traveled (VMT). New multimodal level-of-service (MMLOS) requirements are included as part of [RCW 36.70A.108](#), and [RCW 36.70A.070\(6\)](#). These requirements include

multimodal forecasts for future demand and include that multimodal improvements may be used to satisfy concurrency requirements. A more comprehensive multimodal view of transportation and its measurements for level of service are recommended for urban jurisdictions, per new adopted Growth Management Act provisions.

## Listing of Relevant State Requirements for Transportation Elements

[RCW 47.80.023](#) – The Growth Management Act requires RTPOs certify the transportation element of comprehensive plans; includes required duties of RTPOs.

[RCW 36.70A.070](#) – Comprehensive Plans – Mandatory Elements from the Growth Management Act.

[RCW 36.70A.108](#) – Comprehensive Plans – Transportation element- multi-modal transportation improvements and strategies. The transportation element required by RCW 36.70A.070 may include, in addition to improvement or strategies to accommodate the impacts of development authorized under RCW 36.70A.070(6)(b), multimodal transportation improvements or strategies that are made concurrent with the development. These transportation improvements or strategies may include, but are not limited to, measures implementing or evaluating: (a) Multiple modes of transportation with peak and nonpeak hour capacity performance standards for locally owned transportation facilities; and (b) Modal performance standards meeting the peak and nonpeak hour capacity performance standards. (2) Any county located to the west of the crest of the Cascade mountains that has both a population of at least four hundred thousand and border that touches another state, and any city in such county, may include development of freight rail dependent uses on land required by RCW 36.70A.070. Such counties and cities may also modify development regulations to include development of freight rail dependent uses that do not require urban governmental services in rural lands. (3) Nothing in this section or RCW 36.70A.070(6)(b) shall be construed as prohibiting a county or city planning under RCW 36.70A.040 from exercising existing authority to develop multimodal improvements or strategies to satisfy the concurrency requirements of this chapter. (4) Nothing in this section is intended to affect or otherwise modify the authority of jurisdictions planning under RCW 36.70A.040.

[WAC 365-196-840 – Concurrency](#) – (Relevant to transportation element review):(f) For transportation facilities, level of service standards for locally owned arterials and transit routes should be regionally coordinated. In some cases, this may mean less emphasis on peak-hour automobile capacity, for example, and more emphasis on other transportation priorities. Level of service for highways of statewide significance are set by the Washington State Department of Transportation. For other state highways, levels of service are set in the regional transportation plan developed under RCW 47.80.30. Local levels of service for state highways should conform to the state and regionally adopted standards found in the statewide multimodal transportation plan and regional transportation plans. Other transportation priorities, however, may reflect local priorities. (4) Measurement methodologies. (a) Depending on how a county or city balances these factors and characteristics of travel in their community, a county or city may select different ways to measure travel performance. (b) In urban areas, the department

(Washington State Department of Transportation) recommends counties and cities adopt methodologies that analyze the transportation system from a comprehensive, multimodal perspective, as authorized by RCW 36.70A.108. Multimodal level of services methodologies and standards should consider the needs of travelers using the four major modes of travel (auto, public transportation, bicycle, and pedestrian), and their impacts on each other as they share the street or intersection, and their mode specific requirements for street and intersection design and operation.(c) Although level of service standards and measurement methodologies are interrelated, changes in methodology, even if they have an incidental effect on the resulting level of service for a particular facility, are not necessarily a change in the level of service standard.

[RCW 47.80.030\(3\)](#) – Regional transportation plan – contents review and use. (3) All transportation projects, programs, and transportation demand management measures within the region that have an impact upon regional facilities or services must be consistent with the plan and with the adopted regional growth and transportation strategies.

[RCW 36.70A.100](#) – The Growth Management Act requires coordination and consistency among planning efforts where there are “common borders or related regional issues” and for countywide planning polices to serve as framework for ensuring consistency among local comprehensive plans.

[RCW 47.80.026](#) The Growth Management Act requires regional organizations to “establish guidelines and principles” for the purpose of evaluating transportation-related provisions in local comprehensive plans. Each regional transportation planning organization with cooperation from component cities, towns and counties shall establish guidelines and principles by July 1, 1995 that provide specific direction for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that the state, regional and local goals for the development and evaluation of the transportation elements of comprehensive plans, where such plans exist, and to assure that the state, regional and local goals for the development of transportation plans are met. These guidelines and principles shall address at a minimum the relationship between transportation systems and the following factors: concentration of economic activity, residential density, development corridors and urban design, that where appropriate, supports high capacity transit, freight transportation, and Port access, development patterns that promote pedestrian and non-motorized transportation circulation systems, access to regional systems, effective and efficient highway systems, the ability of transportation systems and facilities and programs to retain existing and attract new jobs and private investment and to accommodate growth in demand, transportation demand management, joint and mixed use developments, present and future railroad corridor utilization and intermodal connections.

[RCW 36.70A.210](#) – Countywide Planning Policies

[RCW 36.70.547](#) – Washington State law requires local jurisdictions to establish plans, zoning ordinances and development regulations which discourage the siting of incompatible land uses adjacent to public use general aviation airports.

[RCW 47.01.440](#) – Adoption of statewide goals to reduce annual per capita vehicle miles travelled by 2050.

[WAC 365-196-430 \(2\)\(a\)\(iii\) – Transportation Element](#) – Counties and cities should refer to the regional transportation plan developed by their regional transportation planning organization under chapter 47.80 RCW to ensure the transportation element reflects regional guidelines and principles; is consistent with the regional transportation plan; and is consistent with adopted regional growth and transportation strategies. Considering consistency during the development and review of the transportation element will facilitate the certification of transportation elements by the regional transportation planning organization as required by RCW 47.80.023(3).

[GMA Goal 14 added \(2023\) Section 14](#) – Climate change and resiliency. Ensure that comprehensive plans, development regulations, and regional policies, plans and strategies under RCW 36.70A.201 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.

## CONSISTENCY REVIEW

This certification process will be used to assess consistency between each jurisdiction’s transportation element and the regional transportation plan, transportation guidelines and principles, countywide planning policies, the statewide multimodal transportation plan, and adjacent jurisdictions transportation plans. It will also consider internal consistency which means that other comprehensive plan chapters, for instance the climate chapter have VMT reduction and GHG reduction goals that are consistent with the transportation element. Consistency is important to GMA because if plans are contradictory this can undermine regional and local goals and make grant applications and funding more difficult.

Subject	Description	RCW Reference
Internal consistency	Consistency among various components within the comprehensive plan.	RCW 36.70A.070
Consistency between plan and implementation	Consistency among the comprehensive plan, development regulations and capital project decisions.	RCW 36.70A.040 RCW 36.70A.120 RCW 36.70B.030
Consistency between neighboring jurisdictions	Consistency with regional transportation plan, countywide planning policies and where applicable, multicounty planning policies.	RCW 36.70A.100

Consistency between state and local plans	Consistency between state and local plans.	RCW 36.70A.070(6)
---	--	-------------------

## Consistency with the Regional Transportation Plan

To be certified, the transportation-related provisions in local comprehensive plans need to demonstrate that they are consistent with the regional transportation plan, which also advances the countywide planning policies and transportation guidelines and principles.

Local plans demonstrate consistency with the RTP through:

- Consistency with transportation project lists, including financing strategies – this includes both regional project lists and state project lists;
- Transportation modeling is based on shared regional growth assumptions and traffic demand forecast methods, assumptions and output;
- Multi-Modal Level of service (MMLOS) standards as applied to the regional transportation system, motorized and non-motorized where applicable;
- Consistency with transportation policies in the RTP;
- Advancement and consistency with countywide planning policies;
- Adherence to and consistency with regional transportation guidelines and principles; and
- Land use data used in estimating travel demand at the urban growth area level and at the smaller traffic analysis zone level.

## GUIDELINES AND PRINCIPLES

RTPO certification requires that the transportation elements reflect the adopted Skagit Regional Transportation Guidelines and Principles ([RCW 47.80.026](#)). The RTPO has the flexibility to determine how to address each of the factors listed below in evaluating local comprehensive plans. The complete list of guidelines and principles can be found in **Appendix B**.

### Skagit Regional Transportation Guidelines and Principles

- Concentration of economic activity;
- Residential density;
- Development corridors and urban design that, where appropriate, supports transit;
- Freight transportation and port access;

- Development patterns that promote pedestrian and nonmotorized transportation, circulation systems, access to regional systems, and effective and efficient highway systems and are consistent with non-motorized level of service requirements;
- Circulation systems;
- Access to regional systems;
- Effective and efficient highway systems;
- The ability of transportation programs to retain existing and attract new jobs and private investment and to accommodate growth in demand;
- Transportation demand management;
- Joint and mixed-use development;
- Present and future railroad right of way corridor utilization; and
- Intermodal connections.

## COUNTYWIDE PLANNING POLICIES

The transportation element will be checked for consistency with the countywide planning policies. As of October 2024, the countywide planning policies are in the process of being considered for update at the Growth Management Act Steering Committee to reflect new GMA requirements. Many of these revisions are transportation related. While these policies are still in draft form, it is recommended to consider the most up-to-date policies, even if in draft. Revisions to the countywide planning policies must be approved by the Board of Skagit County Commissioners before going into effect, consistent with the 2002 Framework Agreement.

## LEVEL OF SERVICE AND CONCURRENCY

The GMA requires that level of service be considered in transportation elements of comprehensive plans. New requirements as part of GMA Chapter 14 include a requirement that multimodal level of service (MMLOS) is also considered, as part of a more comprehensive approach to measuring system performance. Traditional LOS standards use metrics to evaluate the impact of automotive traffic on the transportation system. MMLOS standards represent the minimum performance level desired for transportation facilities and services designated across a range of transportation modes, including transit and non-motorized transportation. Included in the new GMA requirement for non-motorized level of service is that urban areas are required to demonstrate their non-motorized impacts to state facilities.

These new MMLOS metrics also apply to concurrency requirements. A jurisdiction will need to include MMLOS along with the option to include vehicle LOS in how they evaluate

concurrency. This is part of a broader goal for concurrency to have a more comprehensive approach to measuring system performance by integrating MMLOS.

Level of service methodology for motorized LOS and multimodal MMLOS used in transportation elements must be coordinated with other level of service metrics and standards with adjacent jurisdictions and state and regional metrics.

### Listing of Relevant State Requirements for Level of Service and Concurrency

[WAC 365-196-840](#) – Concurrency is defined differently to place less emphasis on peak-hour automotive capacity and more emphasis on other transportation priorities. A county or city may select different ways to measure travel performance, but this must be consistent with levels of service set in the regional transportation plan and, if applicable, highway of statewide significance MMLOS set by the Washington State Department of Transportation (WSDOT).

[RCW 36.70A.108](#) – Comprehensive Plans allow a jurisdiction planning under RCW 36.70A.040 to develop multimodal improvements or strategies to satisfy GMA concurrency requirement.

The following table displays requirements for level of service and concurrency by facility type.

Transportation Facilities, Concurrency and Multimodal Level of Service		
Facility	Level of Service	Concurrency
<b>State</b> – Highways of Statewide Significance and Ferry Routes of Statewide Significance	MMLOS set by state in consultation with locals. State has the final authority to establish MMLOS.  <a href="#">RCW 47.06.140</a>	Concurrency requirements of GMA do not apply to these transportation facilities. However, jurisdictions are required to report the traffic impacts to state routes for MMLOS.
<b>Regional</b> – State Highways and Regional Ferry Routes	MMLOS set through RTPO in a coordinated process with state, region and local input as part of the regional transportation plan.  These regionally established level-of-service standards for state highways and state ferries should be developed jointly with WSDOT, to encourage consistency across jurisdictions.  <a href="#">RCW 47.80.030</a>	Concurrency requirements do not address state-owned transportation facilities.  Local jurisdictions should work with SCOG to assure their MMLOS standards are consistent with regional standards.

Transportation Facilities, Concurrency and Multimodal Level of Service		
Facility	Level of Service	Concurrency
Local - Local Transportation Systems	MMLOS identified and set by locals through local GMA planning process.	GMA has MMLOS concurrency requirements for local jurisdictions.  <a href="#">WAC 365-196-840 - Concurrency</a>  4(b) In urban areas, the department (Washington State Department of Transportation) recommends counties and cities adopt methodologies that analyze the transportation system from a comprehensive, multimodal perspective, as authorized by RCW 36.70A.108.

## PROCESS FOR CERTIFICATION

These are the steps for the Skagit Council of Governments certification review of comprehensive plan transportation elements:

- 1. Draft Plan Review (Preliminary Review)** – SCOG requests that jurisdictions provide a draft of the updated comprehensive plan as early as possible. What should be included as part of that draft is the transportation element, the land-use element, and any associated appendices such as project lists and financial data at least 60 days prior to the anticipated adoption date or sooner. Using the application for certification submittal form (**Attachment A**), SCOG staff will complete a preliminary review of each jurisdiction’s transportation element. Any suggestions will be provided to the jurisdiction for clarification and possible changes. This step will result in preliminary comments and not the final certification review.
- 2. Review of Adopted Plan for Certification** – After a jurisdiction adopts their comprehensive plan, it should be submitted to SCOG again with a revised application for certification form (**Attachment A**) noting any changes from the original draft. SCOG will review the plan and take note of any issues from the preliminary comments and how they were addressed. A final report will be prepared by SCOG staff, noting any need for coordinated attention or revision. A draft certification report done by SCOG

staff will be provided to the jurisdiction and Technical Advisory Committee (TAC) for review.

3. **TAC Review** – With a draft certification report, the TAC will make a recommendation to the Transportation Policy Board (TPB) regarding certification of transportation elements in comprehensive plans. A final certification report will be provided to the TPB by SCOG staff for each transportation element.
4. **Addressing Comments** – If there are comments made during the TAC review that need to be addressed prior to finalizing the certification report, additional review may be necessary. In this case, SCOG staff will update the certification report and submit a revised document to the TAC. Revising a certification report in this manner would delay certification by the TPB.
5. **Transportation Policy Board Review, Action and Certification** – Following adoption of comprehensive plans by jurisdictions and having received the final certification report and recommendation from the TAC and SCOG staff, the TPB will consider and take action regarding certification of each jurisdiction’s transportation element.
6. **Certification Letters** – Following action by the TPB, a confirmation letter will be sent to each jurisdiction.

If SCOG staff finds that a jurisdiction’s transportation element is nonconforming with state requirements, GMA requirements, countywide planning policies, or is inconsistent with the regional transportation plan – SCOG staff will work with jurisdiction staff on needed edits to resolve the subject issues in a manner that will allow the transportation element to advance toward certification with the TPB.

## APPENDIX A: APPLICATION FOR CERTIFICATION FORM

<p><u>Application for Certification Form</u> - to be completed by local jurisdiction. Please fill out this form and return it with a draft of your transportation element and comprehensive plan to start the review process. To assist SCOG staff in review, include any page numbers where the relevant information can be found in your plan.</p>	
<p><b><u>Jurisdiction Name: City of Sedro-Woooley</u></b></p>	
<p><b><u>ITEMS TO REVIEW FOR CONSISTENCY AND GMA REQUIREMENTS</u></b></p> <p>This checklist is for the applicant to evaluate their local plans transportation elements for conforming with state law and regional consistency.</p>	
<p>1.) The comprehensive plan’s transportation element is consistent with the land use element per RCW 36.70A.070 (6)(a)(i): A transportation element that implements, and is consistent with, the land use element. (a) The transportation element shall include the following sub-elements: (i) Land use assumptions used in estimating travel.</p>	
<p>1a) Have the land use assumptions used in estimating travel have been provided?</p>	
<p><input type="checkbox"/> Yes</p>	<p><input type="checkbox"/> No</p>
<p>Item notes for 1.) and page numbers for land use assumptions in the plan  An inventory of 2024 land use was developed using Skagit County Assessor tax parcel data and validated using the land capacity analysis summarized in the Land Use Element of this Comprehensive Plan. Year 2045 development forecasts were modeled consistent with the Land Use Element and included 4,000 new residents and 2,399 new employees. Residential and employment forecasts were spatially distributed according to the City’s 2025 Land Capacity Analysis (LCA).</p> <p>Page 75</p>	
<p>1b)RCW 36.70(6) Counties and cities should use consistent land use assumptions, population forecasts, and planning periods.</p>	
<p>1b) Have SCOG population and employment forecasts been used consistent with the RTP?</p>	
<p><input type="checkbox"/> Yes</p>	<p><input type="checkbox"/> No</p>
<p>Item notes for 1b) and page numbers in plan to show population and employment and timeframe for planning assumptions.  The population and employment growth targets and allocations, along with housing allocations by income bracket, were developed through the Skagit Council of Governments (SCOG) and its Growth Management Steering Committee in early 2024. The final population and employment projections and targets countywide anticipate that Skagit County will grow</p>	

by 29,580 people to a total population of 160,830 by 2045. This is based on the state Office of Financial Management’s Medium population projection for the county.

Page 13

2.) RCW 36.70A.070(6)(a)(ii) The transportation element shall include the following sub-elements: (ii) Estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvement for the facilities and to assess the impact of land-use decisions on state owned transportation facilities.

Have the estimated multimodal level of service impacts to state-owned transportation facilities been completed and reported to WSDOT?

Yes |  No

Item Notes for 2.) and pages with multimodal impacts to state-owned transportation facilities.

Policy T7.1

Maintain a minimum Level of Service (LOS D) standard on SR 20, SR 9, and primary arterials within the city and UGA. Page 57

Street Segment Level of Service

Sedro-Woolley has adopted a multimodal street segment LOS standard which considers the impact of nonmotorized facilities on maximum service volume. These standards, shown in Table 12, are used to calculate capacity for arterial and collector streets in Sedro-Woolley. The adopted street capacity standards use a base peak hour capacity which is based on the Transportation Research Board (TRB) Highway Capacity Manual (HCM) and similar methodologies used throughout the region. Base capacity is adjusted based on segment attributes including left-turn lanes, access restrictions, bike lanes, sidewalks, and on-street parking.

Left-turn lanes are estimated to add the capacity equivalent of one half through lane by removing major approach left-turn delay. Similarly, segments with limited access (e.g., physical or natural barriers) experience an increase of the equivalent of 70 percent of one through lane. Capacity reductions for lack of nonmotorized facilities are based on the principle that HCM capacity calculations assume fully-built urban street sections. Streets without sidewalks or bike lanes will force nonmotorized users into vehicle lanes, reducing vehicle capacity. The presence of on-street parking also reduces capacity slightly. Page 71

*This methodology ensures that multimodal facilities are provided when vehicle volumes exceed the threshold for an incomplete street. It is applied to both City and WSDOT facilities. Vehicle volumes are an effective measure given that there is no direct trip generation data available for pedestrian or bicycle volumes.*

3.)RCW 36.70A.070(6)(iii) An inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities to inform future planning. This inventory must include state-owned transportation facilities within the city or counties boundary.

Has a comprehensive inventory of transportation facilities been completed in the plan?

Yes  No

Item notes for 3.) and page numbers for comprehensive inventory of transportation facilities. See pages 58 through 68

4.) RCW 36.70A.070(6)(B) Multimodal level of service standards for all locally owned arterials, locally and regionally operated transit routes that serve urban growth areas, state-owned or operated transit routes that serve urban areas if the department of transportation has prepared such standards, and active transportation facilities to serve as a gauge to judge performance of the system. These standards should be regionally coordinated.

Have MMLOS standards for arterials and transit routes been regionally coordinated?

Yes  No

Item notes for 4.) and page numbers for MMLOS standards for arterials and if applicable transit routes.

Street Segment Level of Service

Sedro-Woolley has adopted a multimodal street segment LOS standard which considers the impact of nonmotorized facilities on maximum service volume. These standards, shown in Table 12, are used to calculate capacity for arterial and collector streets in Sedro-Woolley. The adopted street capacity standards use a base peak hour capacity which is based on the Transportation Research Board (TRB) Highway Capacity Manual (HCM) and similar methodologies used throughout the region. Base capacity is adjusted based on segment attributes including left-turn lanes, access restrictions, bike lanes, sidewalks, and on-street parking.

Left-turn lanes are estimated to add the capacity equivalent of one half through lane by removing major approach left-turn delay. Similarly, segments with limited access (e.g., physical or natural barriers) experience an increase of the equivalent of 70 percent of one through lane. Capacity reductions for lack of nonmotorized facilities are based on the principle that HCM capacity calculations assume fully-built urban street sections. Streets without sidewalks or bike lanes will force nonmotorized users into vehicle lanes, reducing vehicle capacity. The presence of on-street parking also reduces capacity slightly. Page 71

*This methodology ensures that multimodal facilities are provided when vehicle volumes exceed the threshold for an incomplete street. It is applied to both City and WSDOT facilities. Vehicle volumes are an effective measure given that there is no direct trip generation data available for pedestrian or bicycle volumes.*

5.) RCW 36.70A.070(6)(C) For state-owned transportation facilities, multi-modal level of service (MMLOS) standards for highways, as prescribed in RCW 47.06 and 47.80, are metrics to gauge the performance of the system.

The transportation element should use the multimodal level of service MMLOS standards for state highways as part of the plan to monitor the performance of the system. The transportation element uses MMLOS to evaluate improvement strategies, and to facilitate coordination between the county's or city's six-year street, road, active transportation, or transit program and the office of financial management's ten-year investment program. If deficiencies are identified as part of the analysis, the plan should describe specific actions to bring into compliance any MMLOS that are deficient.

Does the transportation element address the MMLOS requirements for State Routes and has the plan addressed any MMLOS that falls below adopted levels?

Yes

No

Item notes for 5.) and page numbers with MMLOS standards and how deficiencies are addressed as part of a 6 year or 10 year project planning list.

*The Segment LOS described in the previous responses drives the prioritization of multimodal complete streets improvements based upon vehicle volumes and the presence or absence of complete streets features including sidewalks and bike lanes. See page 71*

6.) RCW 36.70A.070(6)(E) Transportation element has forecasts of multimodal transportation demand and needs within cities and urban growth areas or if applicable outside of cities and urban growth areas, for at least ten years based on the adopted land use plan to inform the development of a transportation element that that balances transportation system safety and convenience to accommodate all users of the transportation system.

Does the transportation have forecasts of multimodal transportation demand for at least ten years based on adopted land use plan?

Yes

No

Item notes for 6.) and page numbers indicating multimodal forecasts for a minimum of ten years?

*Vehicle volume forecasts are used to determine when multimodal improvements are necessary based upon the City's Street Segment LOS standard since there is not adequate direct trip generation data for pedestrian and bicycle trip generation at this time. Vehicle forecast methodology is described beginning on page 75.*

7.) RCW 36.70A.070 (6) (E) Priority must be given to inclusion of transportation facilities and services providing the greatest multimodal safety benefit to each category of roadway users for the context and speed of the facility;

Does the transportation element demonstrate that proposed multimodal projects would provide a safety benefit to each category of roadway users for the context and speed of the facility?

Yes

No

Item notes for 7.) and page numbers that describe how the plan prioritizes safety in multimodal improvements proposed.

See page 73 for Safety Performance Analysis.

*The conflict between vehicles and non-motorized/vulnerable street users is the highest safety risk. The City's Street Segment LOS recognizes this and prioritizes complete Streets improvements by conflicting vehicle volume forecasts.*

8.) RCW 36.70A.070 (6) (F) Identification of state and local system needs to equitably meet current and future demands. Identified needs on state-owned transportation facilities must be consistent with the statewide multimodal transportation plan required under chapter RCW 47.06. Local system needs should reflect the regional transportation system and local goals, and strive to equitably implement the multimodal network.

8a.) Does the transportation element reflect state, regional and local system goals to meet future demands?

Yes

No

Item notes for 8a) and page numbers to indicate how plan reflects state, regional and local system goals to meet future multimodal network needs.

See the following policies:

T1.2

T1.3

T3.1

T3.2

T3.3

T3.4

T3.5

T3.9

T4.1-9

T5.1-5

8b.) Does the plan strive to equitably implement the multimodal network as part of its project prioritization?

Yes

No

Item notes for 8.) and page numbers to demonstrate how equity has been considered as part of project prioritization for the multimodal network

Policy CR5.1 is applicable to transportation project prioritization. Page 227

9.) Per RCW 36.70A.070(6)(a)(iii)(G), transportation elements are required to include a transition plan for transportation as required in Title II of the Americans with Disabilities Act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following: (I) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; (II) Describe the methods to be used to make facilities accessible. (III) Provide a schedule for making the access modifications; and (IV) Identify the public officials responsible for implementation of the transition plan.

Does the transportation element include an ADA transition plan meeting the requirements above ?

Yes

No

Item notes for 9.) and page numbers in plan for ADA transition plan:

[https://www.sedro-woolley.gov/resources/ada\\_resources/ada\\_transition\\_plan.php](https://www.sedro-woolley.gov/resources/ada_resources/ada_transition_plan.php)

The City adopted an ADA Transition Plan including the public right of way in October 2024.

<p>10.) Intergovernmental coordination by the jurisdiction has been completed and includes an assessment of how the transportation plan and land use assumptions impact transportation systems of neighboring jurisdictions and state highways. Communication on this subject with the state and neighboring jurisdictions and outreach on planning projects has been completed.</p>
<p>10a.) Has intergovernmental coordination been done?</p>
<p><input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
<p>10b.) Has there been communication with WSDOT about adjacent land use assumptions and motorized and non-motorized impacts to state routes?</p>
<p><input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
<p>10c.) Has there been communication with adjacent jurisdictions on the impacts to adjacent local roads as part of your planning process?</p>
<p><input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
<p>Item notes for 10.) and any page numbers from plan to show communication with state and other jurisdictions: See pages 94 -96</p>
<p>11.) A multiyear financing plan based on the needs, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities, RCW 36.81.121 for counties. The multiyear financing plan should be coordinated with the ten-year investment program developed by the office of financial management as required by RCW 47.05.030. If probable funding falls short of meeting the identified needs of the transportation system, including state transportation facilities, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met.</p>
<p>Does the transportation element have a multiyear financing plan based on the needs identified, which will serve as the basis for the six-year program of projects and any deficiencies identified have been addressed to meet level of service requirements?</p>
<p><input type="checkbox"/> Yes   <input type="checkbox"/> No</p>
<p>Item notes for 11.) and page numbers in plan for financing plan and page numbers for deficiencies identified how have these been addressed. See pages 86-94</p>

12.) The plan has an active transportation component that includes collaborative efforts to identify and designate planned improvements for active transportation facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles. The active transportation component has been coordinated and is consistent with any local, regional and state Park and Recreation plans.

Does the transportation element have an active transportation element that promotes healthy lifestyles and was there coordination with any relevant Park and Recreation planning?

Yes

No

Item notes for 12.) and pages numbers in plan with active transportation components and any references to Park and Recreation Plan

See Policies T4.1-4.9

See pages 83-85 in the Transportation Element

See policies P3.1-3.3 in the Parks Element

13.) The financing plan for the transportation element includes both the six-year plans required by RCW 35.77.010 for cities, RCW 36.81.121 for counties, and the ten-year investment program required by RCW 47.05.030 for the state. All of these financing plans must be consistent.

Is the financing plan in the transportation element's six- year investment plan and ten-year investment plan consistent with the State?

Yes

No

Item notes for 13.) and page numbers to demonstrate consistency of local comprehensive plan finance plans and State plan.

*6-year TIPs are updated annually and provided to SCOG and WSDOT. The projects identified in this plan for the basis of 6-year TIP development and change annually as prioritization and funding availability changes.*

See pages 80 and 81 for long term TIP projects

See pages 82-83 for long term active transportation projects

14.) Identification of projects in the transportation element are consistent with state and regional targets for GHG and VMT reduction requirements and the reduction targets set in the jurisdiction’s climate chapter per GMA planning goal 14?

Are the projects in the transportation element consistent with regional targets for GHG and VMT reductions and the comprehensive plan’s climate chapter?

Yes |  No

See pages 84-85 for a list of 14 active transportation projects.

15.) Is the transportation element consistent with countywide planning policies?

Yes |  No

Item notes for 15.) and page numbers to demonstrate consistency with countywide planning policies:

See pages 4, 13, 14, 33, 41, 125, 201, and 205

16.) Is the transportation element consistent with guidelines and principles (Appendix B)?

Yes |  No

Item notes for 16.) and page numbers to demonstrate consistency with guidelines and principles.

**Concentration of economic activity** see pages, 23 and 204.

**Residential density** see pages 7, 8, 23, 24, 43, 44, 46, 48, 54, 55, 56, 85, 203, 204, 214,

**Development corridors and urban design that, where appropriate, supports transit** see pages 8, 82, 83, 84, 97, 233,

**Freight transportation and port access** see pages 58, 59, 60, and 63-66

**Development patterns that promote pedestrian and nonmotorized transportation circulation systems** see pages 52, 55, 56, 57, 113, 203, 204, 210, 214, 215, 216, 217,



**The ability of transportation programs to retain existing and attract new jobs** see pages 2, 214, and 217

**Transportation demand management** see pages 84-85 and 233,

**Joint and mixed-use development** see pages 15, 18, 19, 23, 41, 46, 118, 203, 204,

**Present and future railroad right of way corridor utilization** see pages 55, 56, 60, 64, 89, 90, 97, 114, and 207

**Intermodal connections**

Not applicable

17.) Is the transportation element consistent with the regional transportation plan (RTP)?

Yes

No

Item notes for 17) and page numbers from plan to demonstrate consistency with the regional transportation plan.

See page 97.

## APPENDIX B: GUIDELINES AND PRINCIPLES

### Skagit Regional Transportation Guidelines and Principles

#### 1.) Concentration of economic activity

- a. Urban commercial and urban industrial development should be restricted to urban or urban growth areas where adequate transportation networks are available.
- b. Transportation facilities and services needed to support commercial and industrial development shall be available concurrent with the impacts of development.

#### 2.) Residential density

- a. Lands designated for urban residential growth shall have an urban level of regional transportation facilities, including motorized and non-motorized facilities prior to or concurrent with development.
- b. Transportation facilities and services, including motorized and non-motorized, need to support residential development and be built prior to development or concurrent with the impacts of development.

#### 3.) Development corridors and urban design that, where appropriate, supports transit.

- a. Encourage local governmental agencies to set goals to reduce vehicle miles travelled and reduce greenhouse gas emissions by transit and ride sharing by better land use planning that reduces dependence on single occupancy vehicle travel in and to urban centers and major employers.
- b. Adopt and build non-motorized infrastructure that supports a road system that is multimodal. Support land use planning that accommodates non-motorized trips including biking, walking, and using transit.
- c. Support the planning and design of transportation improvements associated with the development of motorized and non-motorized facilities and, where applicable, that provide for transit access.

#### 4.) Freight transportation and port access

- a. An arterial road system shall be coordinated with industrial and commercial areas in coordination with the freight and goods transportation system with cooperation from local agencies and WSDOT.
- b. Improve traffic patterns for incoming and outgoing traffic in industrial park and port dock areas.

**5.) Development patterns that promote pedestrian and nonmotorized transportation circulation systems, good access to regional systems, and effective and efficient highway systems.**

- a. Commercial areas should be aggregated in ways that allow for them to be pedestrian oriented and be designed to accommodate public transit.
- b. Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores and other activity centers.
- c. Promote the adoption of complete streets and infrastructure that supports non-motorized level-of-service requirements.

**6.) The ability of transportation programs to retain existing and attract new jobs and private investment and to accommodate growth in demand.**

- a. The transportation elements of the local agency comprehensive plans shall be designed to facilitate the flow of people, goods and services, so as to strengthen the local and regional economy.

**7.) Transportation demand management**

- a. The transportation elements of the local agencies comprehensive plans shall be designed to reduce per capita vehicle miles traveled and greenhouse gas emissions consistent with state requirements.
- b. Multimodal transportation facilities should be designed to be consistent with climate chapter in local agency plans.
- c. Encourage local governmental agencies to reduce per capita vehicle miles travelled and reduce dependence on single occupant vehicle travel to urban centers and major employers.

**8.) Joint and mixed-use development.**

- a. Encourage mixed-use development, where appropriate, to maximize potential opportunities for walking to work and to shop, which supports the goal to reduce per capita vehicle miles travelled.
- b. Land-use planning is done in coordination with non-motorized facility planning to support state and local goals of reducing per capita vehicle miles travelled.

**9.) Present and future railroad right of way corridor utilization**

- a. The transportation elements should encourage the enhancement and expansion of freight rail service to and from freight intensive employers interested in enhanced or expanded rail service.

- b. Rail corridors abandoned after the implementation of the comprehensive plan should be preserved through the use of rail banking programs such as “rails to trails”.
- c. Coordinate with the railroad companies to provide public input on future plans for the railroad right of way within Skagit County.

#### **10.) Intermodal connections**

- a. Promote efficient multimodal access to regional transportation facilities such as ferry terminals, marinas, rail stations, commercial airports, transit centers, park & ride and park & pool lots.
- b. Intermodal connections for passenger rail, transit, ridesharing, and freight, shall be encouraged where appropriate because they are significant to the future growth and development of the commercial base in Skagit County and work to reduce per capita vehicle miles travelled.
- c. Encourage ferry walk-on with connections to transit service as a strategy to reduce per capita vehicle miles travelled.

## DISCUSSION ITEM – SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE

### Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Discussion	<a href="#">Sarah Ruether</a>	(360) 416-6605

### DISCUSSION

The last update of the ITS plan was in 2011. Since that time, the boundary of the Metropolitan Planning Area (MPA) has been expanded to include all of Skagit County. This update to the [Skagit Intelligent Transportation Systems Architecture](#) includes updated geography, stakeholders and updates to include new technology to be consistent with the Architecture Reference for Cooperative and Intelligent Technology (ARC-IT) version 9.2.

Skagit Council of Governments has worked with our regional partner agencies, cities, Burlington northern Santa Fe, Skagit Transit, Skagit County DEM and WSDOT, and Skagit911 at multiple outreach sessions and in correspondence to work together to create a plan for future ITS services implementation. A detailed table of the involvement of stakeholders in the development of this plan can be found in Appendix B.

The scope of the architecture only includes public agencies that have transportation related ITS systems that are connected. Private technology or technology that does not connect to public systems are not included in the scope of this plan.

The purpose of this plan is to create a shared vision between stakeholders of how technology can improve our regional transportation system, contribute to meeting regional transportation goals, and the steps needed to implement this technology.

### [Appendices](#)

# SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE

*Adopted by the Transportation Policy Board on DATE*



CONTENTS

Executive Summary .....	7
Introduction .....	7
Stakeholders .....	8
Architecture Scope.....	9
Operational Concept / Roles and Responsibilities.....	10
Inventory of ITS Systems.....	19
Regional ITS Services- Inventory of ITS systems .....	22
Project Sequencing.....	45
Regional Planning Priorities .....	48
System Interfaces- Emergency Management, Skagit Transit, Shoreline TMC and Subsystems .....	52
Functional Requirements and Physical Objects .....	56
Standards .....	56
Interagency Agreements.....	57
Architecture Maintenance .....	57

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.

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/non-discrimination/>.

*Cover photograph courtesy of Andy Porter Photography.*

## EXECUTIVE SUMMARY

Skagit Council of Governments is responsible for creating and maintaining the Intelligent Transportation Systems (ITS) architecture for Skagit County. The ITS was last updated in 2011. Since that time, the boundary of the Metropolitan Planning Area (MPA) has expanded to include all of Skagit County. This update to the ITS architecture includes updated geography, stakeholders and updates to include new technology to be consistent with the Architecture Reference for Co-operative and Intelligent Technology (ARC-IT) version 9.2.

ARC-IT groups together technology to achieve transportation objectives into what is called “service packages.” These service packages represent slices of the architecture and address different planning objectives such as traffic management, emergency response, traveler information and personal mobility, vehicle safety, weather, public safety and public transportation. There are over 150 different service packages as part of ARC-IT 9.2. ARC-IT is a reference architecture; it provides a way for planners and engineers with different concerns to design systems with a common language. Using this language, this plan updates the existing and planned service packages and ties it together to present a big picture view of the architecture. Components of the ITS architecture are determined by Title 23 (Highways) Chapter I, Sub-chapter K, part 940 of the United States Code of Federal Regulations (CFR).

The plan and ARC-IT service packages only consider technology that is used in the public sector that is connected. The plan does not include private technology or technology that public institutions use that is not connected. The architecture is developed to better understand how these technologies connect and to help plan for future connections by envisioning what the region will need in the future.

The timeframe for this ITS architecture update and future project list is 25 years so that it is aligned with the 2050 regional transportation plan (RTP). This longer timeframe will require regular updates with the RTP at five-year intervals so that new technology and changes to ARC-IT service packages are made so that it is aligned with current technology.

The Washington State Department of Transportation (WSDOT) owns, maintains and is responsible for a majority of the region’s ITS components, including ITS system elements (fiber, CCTV cameras, data stations, etc.) on Interstate 5 and State Route 20, which run through multiple jurisdictions in Skagit County. WSDOT also collects remote weather information (RWIS) and operates the Traffic Management Center (TMC) in Shoreline. WSDOT has maintenance and operations agreements for signals in multiple jurisdictions in Skagit County. Other key ITS stakeholders are Skagit Transit, Skagit911 and Skagit County Department of Emergency Management and the cities of Skagit County.

This update of the ITS architecture includes ITS components that are currently deployed in Skagit County, with an inventory of the ITS elements as well as an inventory of the ARC-IT service packages that are deployed or partially deployed. The planning process included reaching out to various stakeholders in the region and discussing regional planning needs related to ITS services to evaluate short-term, intermediate and long-term ITS projects that support regional transportation goals.

As part of this plan, the ITS architecture defines what standards are currently being used and suggests relevant national standards, to better align technology. This plan will list standards and equipment that share data as well as some systems that do not share data but work together to achieve regional planning goals. The architecture includes a list of data-sharing agreements within the region, to illustrate how agencies work together to operate and maintain ITS systems.

This document fulfills the requirements set forth by the U.S. Federal Highway Administration Rule requiring regions with existing ITS applications to have a regional ITS architecture. It is in alignment with the regional transportation plan. The Regional Architecture for Intelligent Transportation (RAD-IT) Version 9.3 was used to compile the ITS components in its database. In addition to this plan, a RAD-IT file with the ITS components in the database is available on request.

## INTRODUCTION

The purpose of this plan is to create a shared vision between stakeholders of how technology can improve our regional transportation system, contribute to meeting regional transportation goals, and the steps needed to implement the technology.

- ITS systems use technology to improve the functionality, safety and cost-effectiveness of transportation systems. As technology advances and congestion increases with population growth, technology can play an increasing role in building a more efficient and effective transportation system.
- ITS projects provide ways to implement efficient and effective solutions to the transportation system through operation and management, rather than expansion of capacity. Increasing capacity of our road system is expensive and often creates induced demand.
- ITS provides a way to add efficiency to the transportation system, reducing congestion and therefore, accommodating continued growth.

This architecture serves as a plan to illustrate the ITS systems that are currently operational in Skagit County. It will illustrate which systems are planned in the future and how they can better connect and coordinate with other regional partners.

## STAKEHOLDERS

The stakeholders for the ITS planning process are those public entities that use or have systems that would be affected by ITS projects. The private sector was not included in the list of stakeholders because this plan does not include private sector projects, and therefore, that is beyond the scope of this plan. This plan also does not consider public technology that does not require connections to other providers as part of its function. The purpose of the plan is to plan for future data connections, so no planning is needed for technology services that do not connect. Appendix B of this plan details the public involvement that was done with these stakeholders.

- Burlington Northern Santa Fe (BNSF)
- City of Anacortes
- City of Burlington
- Town of La Conner
- City of Mount Vernon
- City of Sedro-Woolley
- City of Lyman
- City of Hamilton
- City of Concrete
- Port of Skagit
- Port of Anacortes
- Skagit Council of Governments
- Skagit County Department of Public Works
- Skagit Transit- Skagit Public Transit Agency
- Skagit County Department of Emergency Management
- Samish Indian Nation
- Sauk-Suiattle Indian Tribe
- Swinomish Indian Tribal Community
- Upper Skagit Indian Tribe
- Washington State Ferries
- Washington State Department of Transportation (WSDOT)
- Whatcom Transportation Authority-(Transit)
- WA State Emergency Management Division

## ARCHITECTURE SCOPE

The ITS architecture includes all ITS projects within the boundaries of the jurisdictions included in Skagit's MPA. Skagit's MPA includes all of Skagit County. Skagit County is bordered to the north by Whatcom County, to the west by Island and San Juan Counties, to the south by Snohomish County, and to the east by Okanogan and Chelan counties. The population of Skagit County is approximately 131,000 and the region is served by one interstate (Interstate 5) and multiple state routes. Skagit County is also a hub for the Washington State Ferries (WSF) system, with services to the San Juan Islands and the mainland through WSF's facility at Anacortes.

The scope of the architecture only includes public agencies that have transportation related ITS systems that are connected. Private technology and technology that does not connect or that is not used for the transportation system are not included in the scope of this plan.

### Exhibit A - Scope of ITS Architecture



## OPERATIONAL CONCEPT / ROLES AND RESPONSIBILITIES

### OPERATIONAL CONCEPT WSDOT

WSDOT is responsible for operating and maintaining all ITS systems along Interstate 5, the State Routes in Skagit County and Washington State, and their associated advanced traveler information systems (ATIS). Additionally, because Skagit County is rural, cities contract with WSDOT for ITS services.

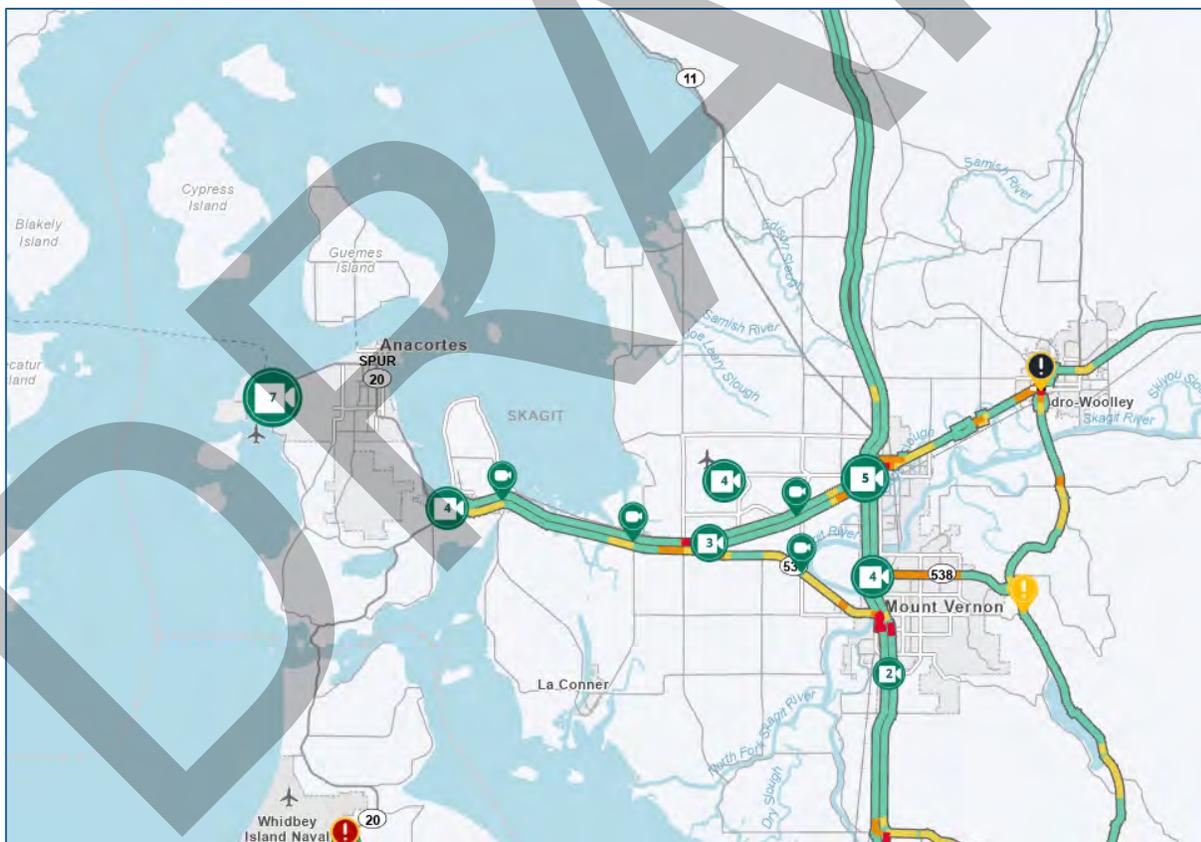
#### Existing Roles and Responsibilities:

- WSDOT has operations and maintenance agreements with the City of Anacortes, the City of Burlington, the City of Mount Vernon and unincorporated Skagit County. Sedro-Woolley's traffic lights are located on State highways, so no agreement is needed, but WSDOT operates and maintains their signals.
- Operate traffic management systems along I-5, SR20, SR9, SR11, SR530, and SR534.
- Coordinate all advanced traffic management data through the Traffic Management Center (TMC) in Shoreline.
- Shoreline TMC functions include monitoring traffic, identifying and providing travelers with information on roadway incidents using cameras located on the highways (I-5, SR20, SR536 and SR538). Shoreline TMC uses data from traffic detectors on the highway to observe traffic conditions for real-time data.
- Shoreline TMC coordinates the response of [WSDOT's Incident Response Team](#).
- Shoreline TMC coordinates responses with Washington State Patrol (WSP) and other law enforcement and emergency response crews when responding to incidents.
- Share information with WSP and Washington Fire Chiefs per [2024 JOPS agreement](#).
- Shoreline TMC coordinates with Public Information Officers (PIO's) to provide up-to-the-minute information about what is happening on the highway system, including weather conditions, travel alerts, and travel times.
- Maintain the Road Weather Information Systems (RWIS) currently in place.
- WSDOT's RWIS monitors local roadway and weather condition information and alerts public sector agencies and the traveling public about inclement weather conditions. The full menu of sensors that can be deployed by a RWIS station can allow for real-time measurement of temperature and pavement conditions. There are about a dozen different RWIS locations currently in Skagit County operated by WSDOT.
- [Traffic flow data collection and measurement is done by WSDOT along I-5 and SR20](#). Traffic flow metrics and information are measured through WSDOT automated traffic counters. These devices typically utilize induction loop detectors, which are installed directly into the pavement. This data is then made available

through WSDOT's Traffic Count Database System (TCDS), and includes hourly or sub-hourly vehicle volume, classification, speed and weight data. The online TCDS provides daily, hourly, and 15-minute data collected at each location.

- Traffic monitoring is done by the Shoreline TMC by maintaining Closed-Circuit Television Cameras (CCTV) to provide visual coverage of roadways. In Skagit these are strategically placed on high volume corridors and near locations with high concentrations of collisions that require incident management and response. [CCTV are located on I-5, SR20 and SR536](#) and at the Anacortes Ferry terminal.
- WSDOT uses Highway Advisory Radio (HAR) devices to communicate with the traveling public. These devices are used to inform drivers to tune into a radio station to hear important travel advisory messages.
- WSDOT uses modular communications hubs (HUB) to support communications system operations. There is a mini-HUB utilizing cabinet near I-5 and SR20. This mini-HUB is connected to the WSDOT Burlington office through fiber.

### WSDOT Webpage with CCTV Camera Locations and Traffic Monitoring Information



### **WSDOT Future roles and Responsibilities:**

- Add more CCTV locations to increase traffic monitoring and better incident response.
- Add additional weather sensor data components along select routes in Skagit County to add to the RWIS system.
- Install additional ITS components (including but not limited to fiber, detection, cameras, ramp meters, and coordinated signals) on State Routes and I-5.
- Increase the redundancy of internet capabilities in Skagit County and install fiber along I-5 to allow for more ITS projects like ramp metering on I-5. Install additional ITS components (including but not limited to fiber, detection, variable message signs (VMS), cameras, integrated signals, HAR, RWIS, and ramp meters) on I-5 throughout Skagit County.
- Add the capability for VMS to provide drivers with crucial travel information in real time. This would allow for future service packages such as variable speed limits, queue warnings, and real-time roadway hazard warnings.
- Future ITS projects would require more real-time traffic information whether through increasing loop detectors or adding data from connected vehicles. Long-term ITS projects for safety, such as Queue Warnings and Variable Speed Limits, require real-time and connected vehicle data.
- Replace mini-Modular Communications Hubs (HUB) with full sized HUBS containing all necessary support equipment for communications operations at the SR532 and SR20 interchanges.
- Share in I-5 corridor planning to reduce congestion, including ramp metering and variable speed limits.
- Coordinate with Bellingham TMC for regional traffic management. This is a long-term project that will be needed when there are VMS in the I-5 corridor that would allow for driver warnings of congestion or hazards in Whatcom County.
- Deploy dynamic roadway warnings for fog, heavy rain or other severe weather conditions and other hazards like large animals on the roadway on parts of SR20 where this is a safety concern.
- Offer traffic signal prioritization to Skagit Transit through Shoreline TMC.
- Allow signal prioritization for freight to ease congestion and add safety through Shoreline TMC.

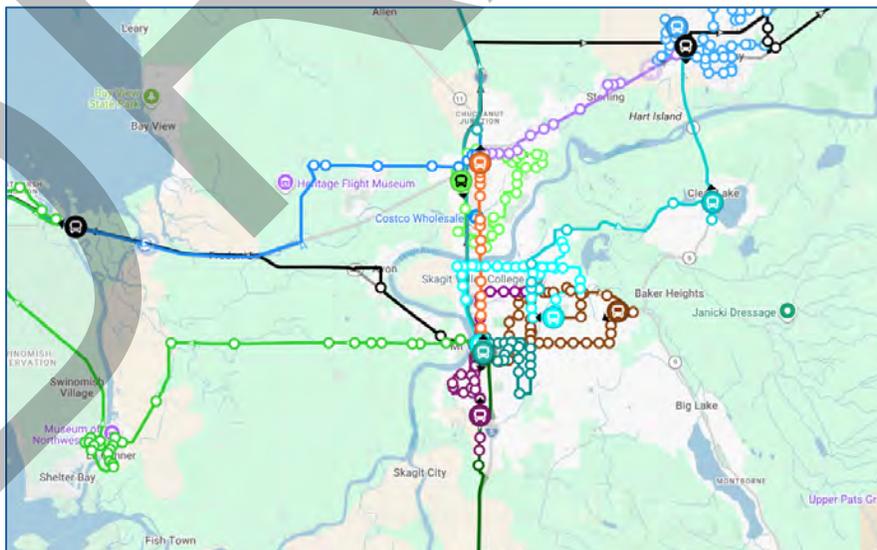
## OPERATIONAL CONCEPT SKAGIT TRANSIT

Skagit Transit operates public transportation systems which serve Skagit County, and some routes outside of the MPA that serve Whatcom County and Snohomish County.

### Existing Roles and Responsibilities:

- Maintain Advanced Vehicle Location systems (AVL) for all transit vehicles.
- Maintain camera systems on all vehicles and at some Park and Ride locations.
- Use monitoring systems for safety at the Skagit Station, South Mount Vernon Park and Ride, Chuckanut Park and Ride, Sedro-Woolley Park and Ride, and March Point Park and Ride.
- Park and Ride kiosks have 15" monitors with real-time information on location of buses at Skagit Station, Chuckanut Park and Ride, Sedro-Woolley Park and Ride, and March Point Park and Ride.
- On demand transit services are available for paratransit using Trapeese Trip Smart with NOVUS software, and Skagit Transit is investigating software solutions that will optimize paratransit.
- Electronic ticketing is done with GFI and Card/App with UMO; currently expanding its contract with UMO to implement open payment capabilities, under this system users will have "wallets", tap to pay, or cash on coaches equipped with GFI systems as well as card and app-based transactions.
- Traveler trip planning is available on the website with real-time information.

### Skagit Transit Real Time Information for location of Buses on Routes (AVL)



### **Future Roles and Responsibilities:**

- Get on same bandwidth (800 MHz) with Skagit 911 and Skagit County DEM.
- Explore software capabilities that implement dynamic real-time manifests on vehicles to enhance efficiency for paratransit and micro transit.
- Extend Park and Ride Kiosk System with real-time information on bus times to Alger and South Mount Vernon Park and Ride locations.
- Implement a smart park and ride system that can let travelers know in advance how much parking is available at Park and Ride locations. This would complement plans to implement pay to park model for riders who are leaving their cars for longer trips.
- Coordinate trip planning and information with WA State Ferries, Whatcom Transit Authority, and other regional agencies.
- Develop transit signal priority system with local jurisdictions depending on where congestion hinders on-time performance.
- Add transit stop request, which would allow a transit passenger to send a stop request to an approaching transit vehicle with a personal device.
- Add route ID services for the visually impaired. Skagit Transit would have to prioritize which bus stops to include and install Wi-Fi at those locations (solar panels needed).
- Add transit connection protection services; this technology allows travelers to initiate a request for connection protection anytime during the trip using a personal device or on-board equipment.
- Add technology for personalized traveler information that can span multiple modes to include walking routes or other public transportation as part of the trip guidance.
- Integrating Multi-Modal Payment Capability (IMMEP) service package would allow for payment of multiple modes and agencies with a single account. This allows the rider a seamless trip with multiple modes and agencies.

### **OPERATIONAL CONCEPT CITY OF ANACORTES**

---

#### **Existing Roles and Responsibilities:**

- Contract with WSDOT for signal operations and maintenance. These signals are managed through Shoreline TMC.

#### **Future Roles and Responsibilities:**

- Work with Skagit Transit, WSDOT and Shoreline TMC to give signal priority to transit vehicles.
- Work with WSDOT to implement signal prioritization for freight during ferry traffic on Oaks Ave and Commercial.
- Work with WSDOT on more CCTV locations and more loop detectors to help identify congestion on SR20 to better notify the public of incidents and traffic congestion.

## OPERATIONAL CONCEPT CITY OF MOUNT VERNON

---

The City of Mount Vernon owns 33 traffic signals, including a Hawk crosswalk signal on College Way.

### **Existing roles and responsibilities:**

- Contract with WSDOT for signal maintenance and operations. These signals are managed by Shoreline TMC.

### **Future roles and responsibilities:**

- Share information and control of cameras (CCTV), VMS, or other information sharing devices such as loop detectors to help with congestion by providing real-time information.
- Collaborate with I-5 corridor planning to reduce congestion in conjunction with WSDOT, including ramp metering and variable speed limits.
- Work with WSDOT on queue warning on I-5 for safety and traffic management.
- Work with WSDOT to collect more real-time traffic data on I-5 through connected vehicles or in other ways to provide data for Queue Warning and Variable Speed Limits service packages.
- Work with WSDOT on dynamic roadway warning for weather conditions and other traffic conditions as part of I-5 and Hwy 20 corridor planning.
- Offer traffic signal prioritization to Skagit Transit through Shoreline TMC.
- Work with WSDOT to implement prioritization for freight signals to ease congestion and increase safety.
- Work with WSDOT on regional traffic management to better coordinate congestion and incidents that affect traffic regionally.

## OPERATIONAL CONCEPT CITY OF SEDRO-WOOLLEY

---

### **Existing roles and responsibilities**

- The traffic signals in Sedro-Woolley are owned and operated by WSDOT because they are on state routes. The signal operations are managed by Shoreline TMC.

### **Future roles and responsibilities**

- Work with WSDOT to increase CCTV coverage on SR20, development of VMS signs on SR20, data collection via loop detectors on SR20 or data collection from connected vehicles if available.
- Offer traffic signal prioritization to Skagit Transit through the Shoreline TMC.

- Work with WSDOT to implement signal prioritization for freight through Shoreline TMC to assist with congestion reduction and safety.

---

## OPERATIONAL CONCEPT CITY OF BURLINGTON

---

### **Existing Roles and Responsibilities:**

- Contract with WSDOT for signal operations and maintenance. These signals are managed by Shoreline TMC.

### **Future roles and responsibilities:**

- Share control with WSDOT CCTV cameras, VMS, or other information devices like loop detectors to reduce congestion and provide better safety and accident alerts by giving drivers more real-time information.
- Collaborate with WSDOT in I-5 corridor planning to reduce congestion in conjunction with ramp metering and variable speed limits.
- Work with WSDOT to collect more real-time traffic data to support services like Queue Warnings and variable speed limits.
- Work with WSDOT on dynamic roadway warning for weather conditions like fog or extreme weather conditions.
- Give Skagit Transit signal prioritization through Shoreline TMC.
- Give signal prioritization to freight at key intersections through Shoreline TMC.
- Implement regional traffic management to better coordinate traffic congestion and incidents regionally on I-5 and State Routes.

---

## OPERATIONAL CONCEPT SKAGIT COUNTY

---

### **Existing Roles and Responsibilities:**

- Contract with WSDOT for signal operations and maintenance. These signals are managed by Shoreline TMC.

### **Future Roles and Responsibilities:**

- Work with WSDOT to share control of CCTV and VMS to increase safety.
- Collaborate with WSDOT on I-5 corridor planning to reduce congestion in conjunction with ramp metering and variable speed limits.
- Collaborate with WSDOT on Queue Warning on I-5 for safety and traffic management.
- Work with WSDOT to implement signal prioritization for freight through Shoreline TMC.
- Work with WSDOT to identify locations on SR20 where dynamic roadway warning could be used to warn of wildlife on the highway and increase safety.

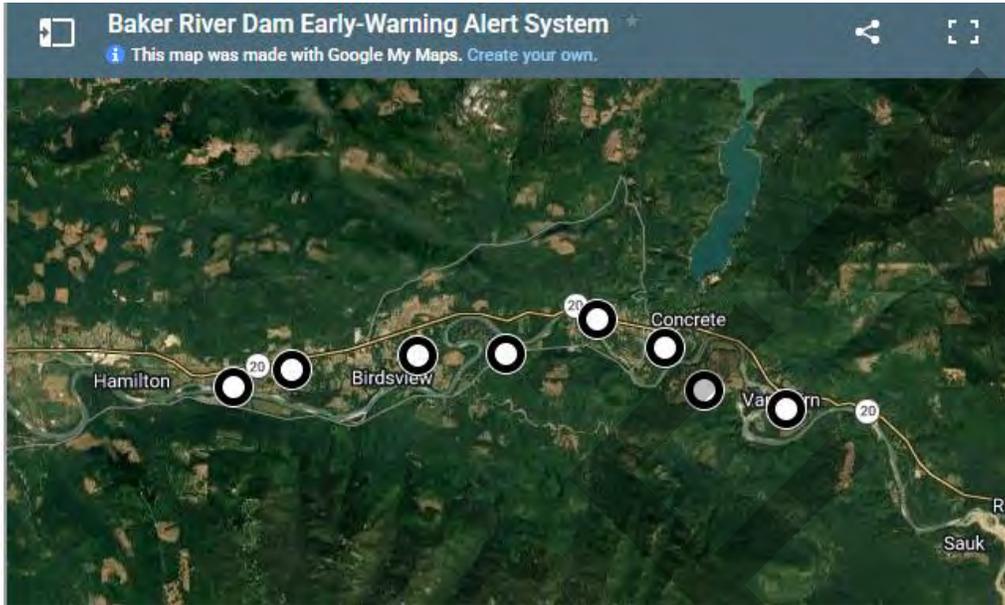
## OPERATIONAL CONCEPT SKAGIT 911 AND EMERGENCY MANAGEMENT

---

### Existing Roles and Responsibilities:

- Emergency call taking and dispatching.
- Opticom is used on all signals for emergency signal preemption, except for signals with crosswalks.
- Automatic crash notification is given to Skagit 911 from connected vehicles.
- Incident pre-arrival staging guidance is partially existing, which allows real-time navigation and information about the accident, implemented through Fire Districts that have the technology.
- Skagit Ready is an alert system deployed by Skagit County DEM. The user is required to sign up and is encouraged to upload a safety profile that can be shared with 911.
- The Integrated Public Alert and Warning Systems (IPAWS) is a federal alert system that does not require sign up for notification.
- City of Anacortes does alerts with Civic Ready, which can geographically sort alerts.
- Skagit County DEM uses Rave software, which allows alerts to be geographically sorted.
- Skagit County has an early warning system (wide area alert) managed by WA EMD as part of the Tsunami network. This has 9 sirens along the coast including the Bow/Edison area, Samish Island, multiple alarms on Fidalgo Island and an alarm at Padilla Bay near the Swinomish Chanel, and two alarms in the Shelter Bay/La Conner area, [a map of these sirens is located here](#).
- PSE has sirens from [Concrete to Birdsvew for dam alerts \(8 total\)](#).
- The Anacortes Refinery has a [siren located at its facility](#).
- Skagit County DEM acquired a Mobile Information Technology Resilience Unit (MITRU) to protect communication vulnerabilities in a disaster. A MITRU can be transported to any location needed. If there is a failure of a communication network in a disaster, this unit can be deployed to that location. The MITRU has Starlink capability to provide Wi-Fi and it has the capacity for two bands- one public and one that can be limited to emergency responders. DEM is working on a “mini” version that fits in a wheeled case to be more portable. The trailer has large rechargeable batteries and a solar panel to be more reliable in remote areas.

## Early Warning Alert Siren System-East County Locations



### Future Roles and Responsibilities:

- Add sirens in Anacortes, Hamilton, Cape Horn and Marblemount as part of wide area alerts and PSE dam warning siren system.
- Increase adoption of pre-arrival instructions for emergency responders.
- Add capability for incident scene monitoring to provide better safety for emergency responders. This is technology that would give warnings and alerts related to the incident to drivers to warn them. This also allows the TMC to respond to incidents by closing lanes or slowing traffic with variable speed limits.
- Add more capability for disaster traveler information to assist in evacuation and reentry and operation of the transportation system in a disaster, using VMS and the Shoreline TMC.
- According to Skagit 911, there is a need for better interoperability during an emergency with radios; different agencies do not have their neighboring agencies frequency programmed into their radios. Make sure that emergency responders have multi-band radios, with neighboring jurisdictions frequency programmed in.

## INVENTORY OF ITS SYSTEMS

The ITS systems in Skagit County are broken out into the ARC-IT components of centers, field devices, vehicles, and personal devices and summarized in this section. A more detailed inventory of existing and planned ITS elements can be found in Appendix F.

### CENTERS

A center is defined by ARC-IT as an entity that provides application, management, administrative, and support functions for ITS services from a fixed location not in proximity to the road network. The different centers discussed in this plan are the physical locations and organizations where the data support and administrative functions for the ITS services are accomplished. The center is a hub that provides vital links to accomplishing ITS functions.

#### Shoreline TMC (WSDOT)

WSDOT operates the Shoreline TMC. This TMC is operational 24 hours a day, every day to monitor traffic and direct and support incident response. TMC's are a critical component of coordinated response to accidents and emergencies. The Shoreline TMC monitors traffic and identifies problems using CCTV. They use data from traffic detectors to observe traffic conditions in real time. They coordinate with WSDOT incident response teams, the Washington State Patrol and other law enforcement and emergency response. They provide up-to-the-minute information about what is happening on the highway system, including weather conditions, travel alerts and travel times. They are the communication hub that provides Amber/Silver alerts to the ITS communications systems.

The Shoreline TMC is the center for the following elements and RWIS and Wide Area Alerts.

Traffic Signals	Road Monitoring
Anacortes	I-5
Burlington	SR20
Mount Vernon	SR9, SR536
Sedro-Woolley	SR534
Skagit County	SR583, SR536

**Skagit Transit - Transit Management Center Elements:** Skagit Transit owns and operates ITS systems for its transit fleet and at the Stations and information kiosks. Their technology department manages and maintains the following elements:

- Transit data
- Performance monitoring,
- Fixed and dynamic route operations
- Automatic vehicle location (AVL) on all vehicles except service vehicles
- Transit security systems- these feeds go to Skagit Transit Staff who then report incidents
- Passenger Counting
- Electronic Ticketing
- Traveler Information and Trip Planning

**Skagit 911 - Emergency Management Center Elements**

- Emergency call taking and dispatching
- Emergency response
- Emergency vehicle preemption
- Incident management center
- HAZMAT emergency notification to Skagit County DEM or any other agency that requires a response

**FIELD DEVICES**

Roadway Equipment	Security Monitoring Equipment	Weather Detection Equipment	VMS	Skagit Transit Vehicles	Emergency Vehicles
Traffic Signals	Cameras Skagit Station	RWIS at a dozen locations	WSDOT  Anacortes Ferry Terminal	Wi Fi Access	GPS location on some equipped with MTD's
Loop detectors	Cameras Park and Ride			Security Cameras	Vehicle status tracked with Computer Aided Dispatch System
Weather data collection				Electronic Counting and Payment System	Communication through radios in vehicles
Opticom				AVL	
Connected Vehicle					

## SUPPORT

---

This category of ITS equipment includes software solutions, data solutions, communication systems and other elements needed to connect field equipment with TMC, vehicles and users.

**Transit Performance Measurement-** Skagit Transit maintains transit data to help measure performance and evaluate changes needed in operations, technology and services.

**Wide-Area Information Dissemination System-** Puget Sound Energy manages a wide area alert siren system to provide early warning of dam failure. Washington State Emergency Management Division WA EMD manages a Tsunami alert system along Skagit's coastal areas.

**Mobile Information Technology Resilience Unit -** Skagit County purchased a mobile information technology resilience unit (MITRU). This unit is an emergency communications trailer that is equipped with advanced communication technologies that enable effective primary and redundant means of communication among emergency responders, government agencies, and the public during disasters or emergencies. This unit is deployable to all Skagit County municipalities and preparedness response partners.

## PERSONAL OBJECTS

---

This ITS component includes physical objects or systems that convey information to individual travelers either through personal devices such as smart phones, connected vehicle systems, area alert systems, or between employers and personnel.

**Skagit Transit Traveler Information:** Personalized route guidance with real-time information on bus arrival is available through trip planning available on personal devices.

**Washington State Department of Transportation Traveler Information:** Traffic information, weather information, travel alerts and amber/silver alerts are on personal devices.

**Skagit County Department of Emergency Management:** Personalized alerts are available from Skagit County DEM. The alerts are geographically sorted to only go to relevant residents on their personal devices or whatever form of communication they have chosen. Users must sign up for this service to receive the alerts.

**City of Anacortes Emergency Management:** Personalized alerts are available from the City of Anacortes using Civic Ready software. The alerts are geographically sorted to only broadcast relevant warnings via cell phone or email depending on the notification system the user signs up for.

**Swinomish Indian Tribal Community Emergency Management:** Currently researching using Civic Ready or similar software to provide emergency alerts.

## REGIONAL ITS SERVICES- INVENTORY OF ITS SYSTEMS

Categories of ITS systems, solutions and/or equipment deployed together for a purpose are called service packages by ARC IT 9.2. This provides national standards and protocols for providing different ITS services. This inventory will list what ITS services are provided and which “service package” in ARC IT 9.2 those services fit into.

ARC-IT 9.2 identifies twelve major categories of ITS systems with over 150 different individual service packages within those twelve categories.

Of those twelve categories of ITS systems in ARC IT 9.2 eight of them have existing or planned ITS services in this plan. The categories of ITS services that have ITS components deployed or planned are:

- **Commercial Vehicle Operations,**
  - One planned ITS package of ITS services.
- **Parking Management,**
  - One planned ITS package of ITS services.
- **Public Safety,**
  - Eight existing ITS packages of ITS services and two planned ITS packages of ITS services.
- **Public Transportation,**
  - Seven existing ITS packages of services and four planned ITS packages of services.
- **Traveler Information and Personal Mobility,**
  - Two existing packages of ITS services and three planned packages of ITS services.
- **Traffic Management,**
  - Four existing packages of ITS services and five planned packages of ITS services.
- **Vehicle Safety,**
  - Two planned packages of ITS services.
- **Weather,**
  - One existing package of ITS services.

The existing and planned service packages for each of these categories will be discussed in detail. Some of the ITS packages of services in ARC IT 9.2 are partially implemented or planned so the status of the implementation will be discussed as well as the description of the local implementation of these ITS services.

COMMERCIAL VEHICLE OPERATIONS

There is one planned commercial vehicle operations service package CV006 Freight Signal Priority. This is a grouping of ITS systems and components that relate to commercial vehicle operations.

<u>CV006 Freight Signal Priority Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Included as part of adaptive signal priorities in I-5 Study,</li> <li>• Congestion reduction</li> <li>• Safety</li> </ul>	WSDOT, Sedro-Woolley, Burlington, Mount Vernon, Anacortes
<p><b>Local Implementation:</b> The purpose of this service package is to give signal priority from the TMC to freight.</p> <p>Benefits are:</p> <ul style="list-style-type: none"> <li>• Reduction of congestion at freeway intersections.</li> <li>• Increased safety at intersections where implemented.</li> </ul> <p>This service package could be used on Highway 20 to allow a better flow of freight traffic through the towns of Sedro-Woolley and Burlington. It also could be used in Anacortes along Highway 20 for freight traffic that is going to the Ferry. This would require working with WSDOT and Shoreline TMC to give priority to freight traffic through ITS Roadway Signal Controls. This could be used in conjunction with freeway ramp metering to have better traffic flow on State Highways and I-5. It was listed as a strategy in the WSDOT I-5 study.</p> <p>It is an intermediate project as it requires high speed internet for connection to TMC and would make sense to consider doing it parallel with other ITS strategies like ramp metering.</p>		

PARKING MANAGEMENT

There is one planned parking management package of ITS services: PM02 Smart Park and Ride Systems. This is a grouping of ITS systems and solutions that relate to parking management.

<u>PM02 Smart Park and Ride System</u>		
Status	Regional Planning Goal	Stakeholders
<p>Planned</p> <p>A lack of parking at Skagit Station and plans to go to park and pay make this location a good candidate for implementation</p>	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency of transportation systems by increasing transit use</li> </ul>	<p>Skagit Transit, Mount Vernon (Skagit Station), Sedro-Woolley Park and Ride (Sedro-Woolley), March Point (Anacortes), Alger Park and Ride (Bellingham), Chuckanut Park and Ride (Burlington), Cook Road Park and Ride (Burlington)</p>
<p><b>Local Implementation:</b> This service package offers real-time information about parking capacity at Park and Ride locations, which helps drivers understand if a lot is full and they need to find an alternative park and ride. Currently real-time locations of buses allow transit users to understand if the bus is on time, but as the population grows, drivers also will want to know if there is parking capacity in real-time to understand which Park and Ride to use. This is an intermediate term project as Skagit Transit plans to implement a pay-to-park model for Skagit Station users who are leaving their car overnight or for long-term. Having this system in place would be complementary to the pay to park system when developed.</p>		

PUBLIC SAFETY

There are eight existing or partially existing packages of ITS services related to public safety and two planned packages of ITS services related to public safety. This is a grouping of ITS solutions that relate to public safety.

<u>PS01 Emergency Call Taking and Dispatch Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries</li> <li>• Improve security,</li> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, and improve response time to accidents and emergencies</li> </ul>	Skagit 911, WSP, Emergency Responders, WSDOT TMC (depending on emergency)
<p><b>Local Implementation:</b> Skagit 911 is the emergency management center which handles the management of public safety call taking and dispatch services and coordinates emergency response among various agencies.</p>		

<u>PS02 Emergency Response Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security,</li> <li>• Enhance integration and improve efficiency and response times</li> </ul>	Skagit 911, Law Enforcement, Medical Responders, Fire Departments, DEM
<p><b>Local Implementation:</b> Skagit 911 provides emergency response information about an incident to law enforcement, fire departments and emergency response personnel. This includes information about the incident and if required Skagit 911 will contact Skagit County DEM to respond to HAZMAT or other incidents that may require incident commands to coordinate multiple agencies to respond. Skagit DEM has a line open with Skagit 911 that has 24/7 monitoring.</p>		

<u>PS03 Emergency Vehicle Preemption Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve response times for emergency medical personnel to an accident,</li> <li>• Improve efficiency and safety for non-emergency vehicles.</li> </ul>	Skagit 911, Emergency Vehicles that respond to accidents
<p><b>Local Implementation:</b> Signal preemption in Skagit County for emergency vehicles is done through Opticom. All signals in Skagit County except for a pedestrian crossing in Mount Vernon have Opticom for emergency vehicle preemption.</p>		

<u>PS04 Mayday Notification Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries.</li> <li>• Improve response times to accidents</li> </ul>	Skagit 911, Law Enforcement
<p><b>Local Implementation:</b> Skagit 911 and law enforcement receive connected vehicle information and can coordinate a response to incidents. This allows for response to remote accidents that may not be noticed and called in by bystanders and faster response times.</p>		

<u>PS05 Vehicle Emergency Response</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries.</li> <li>• Improve security and safety</li> </ul>	Skagit 911, Law Enforcement, Fire, DEM
<p><b>Local Implementation:</b> Skagit 911 will determine if an incident requires HAZMAT or Skagit DEM response. Skagit DEM has an emergency line open 24/7 and coordinates a response with other agencies if needed, for any HAZMAT incident.</p>		

<u>PS06 Incident Scene Pre-Arrival Staging Guidance Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Partially Existing - Planned Expansion	<ul style="list-style-type: none"> <li>• Reduce fatalities,</li> <li>• Injuries,</li> <li>• Improve security,</li> <li>• Enhance integration, connectivity.</li> </ul>	Skagit 911, Law Enforcement, Fire Department, Emergency Medical Professionals, Skagit County DEM
<p><b>Local Implementation:</b> Active 911 is an application on a smart phone that allows real time navigation to an accident location for emergency responders. This means they can avoid traffic congestion or other accidents that may delay response. This gives the person with the smart phone application a map and route to the call and computer aided dispatch. Skagit County has Active 911 for HAZMAT incidents. Not all emergency response districts have Active 911.</p>		

<u>PS07 Incident Scene Safety Monitoring Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency.</li> </ul>	Law Enforcement, Emergency Medical Response Teams, Fire, Emergency Management
<p><b>Local Implementation:</b> This is a planned service package that would use communication technologies to provide warnings and alerts relating to incident zone operations to both the emergency responders and to the vehicle approaching the incident zone. This provides safety to both the emergency responder and to the driver who may be unaware of an approaching incident. This service would provide an in-vehicle messaging of incidents to drivers to warn them that they are approaching an incident scene. It also alerts emergency personnel if a driver enters the safety zone, which gives them warning that a vehicle is not aware of the perimeter and to take caution.</p>		

<u>PS11 Early Warning System</u>		
Status	Regional Planning Goal	Stakeholders
Existing with planned expansion	<ul style="list-style-type: none"> <li>Reduce fatalities from emergencies that have a lead time that allows for evacuation</li> </ul>	Skagit County DEM, Puget Sound Energy PSE, State Emergency Operations Center (SEOC)
<p><b>Local Implementation:</b> Skagit County’s early warning system is managed by WA EMD as part of the tsunami network. Puget Sound Energy has sirens from Concrete to Birdsvew (8 total). For Tsunami sirens, there are 3 on Fidalgo Island, 1 in Padilla Bay area, and 1 north of Edison on Highway11. Planned projects are to add sirens at the Port of Anacortes, Hamilton, Cape Horn and Marblemount. The Anacortes refinery has a siren system.</p>		

<u>PS10 Wide Area Alert</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>Reduce fatalities, and injuries,</li> <li>Improve security,</li> <li>Reduce congestion,</li> <li>Enhance integration and connectivity, improve efficiency</li> </ul>	WSDOT Shoreline TMC, State Emergency Operations Center (SEOC), Skagit County DEM
<p><b>Local Implementation:</b> WSDOT provides emergency information to personal devices and on their website, this is done through Shoreline TMC, and the State provides a reverse 911. The Alert and Warning Center (AWC) are a function of the SEOC which provides 24-hour, 7 days a week coverage for notifications, alerts and warnings of emergency events and incidents affecting Washington State. Wide area alerts are distributed locally by different agencies. Skagit County has a Skagit Ready alert notification system. Integrated Public Alert and Warning System (IPAWS) is a federal alert system that doesn’t require registration to push alerts. Other alerts provided are weather emergency alert (WEA) and Emergency Alert System (EAS), amber/silver alerts and non-weather emergency messages (NWEM). The Skagit County DEM can initiate a message in those systems, that once approved can be put out. Those messages are then picked up by radio and TV stations.</p>		

<u>PS14 Disaster Traveler Information</u>		
Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security,</li> <li>• Enhance integration and connectivity</li> <li>• Improve efficiency</li> </ul>	WSDOT, Skagit County DEM, any cities that are on State Routes that have or will have VMS or CCTV
<p><b>Local Implementation:</b> This service package would allow drivers to be alerted in real time of road closures or emergency evacuation routes or hazardous road conditions or accident locations. This would be done by putting the information on a VMS notification board on key travel routes and sending that information to a personal device. The implementation of this service package requires VMS infrastructure on key regional transportation routes of importance. It would also be helpful to have more CCTV locations so that the TMC has more real-time information to provide these alerts. It is therefore a long-term project. This service package supports the flexibility needed to have flexible evacuation routes. As these routes will vary with each emergency event. It also would aid in the deployment of information on detours, accident and hazardous weather events by getting that information out in real-time to the public.</p>		

DRAFT

PUBLIC TRANSPORTATION

There are seven existing or partially existing public transportation services packages and five planned service packages. This is a grouping of ITS systems that relate to public transportation.

<u>PT01 Transit Vehicle Tracking Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency,</li> <li>• Improve resiliency and reliability, and</li> <li>• Support more transit use by making it easier to use</li> </ul>	Skagit Transit, transit users
<p><b>Local Implementation:</b> Skagit Transit Automatic Vehicle Location (AVL) is on all buses and coaches for Skagit Transit. This allows Skagit Transit to offer real-time locations and lets riders know the status of their bus and if there are delays. It is used on the website and at the kiosk sites and Park and Ride locations to give real-time information. Skagit Transit is in the process of certifying the accuracy of data collected through dispatch CAD/AVL system and ensuring that all fixed-route vehicles are fully equipped with this calibrated, in-vehicle technology. Staff are evaluating alternative software solutions to meet the agency’s needs.</p>		

<u>PT02 Transit Fixed Route Operations</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, resiliency and reliability,</li> <li>• Support Transit Use.</li> </ul>	Skagit Transit, transit users
<p><b>Local Implementation:</b> Skagit Transit performs automated dispatch and system monitoring for fixed-route and flexible-route transit services. This service monitors the transit vehicle trip performance against the schedule and provides information displays at the various kiosks that have real-time information. There are plans to expand the network of rider kiosks at transfer locations – including Skagit Station, Chuckanut, March Point and the Sedro-Woolley Park and Ride.</p>		

<u>PT03 Dynamic Transit Operations Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, resiliency, reliability,</li> <li>• Support transit use</li> </ul>	Skagit Transit for Paratransit, paratransit users which includes populations with disabilities
<p><b>Local Implementation:</b> Dynamic Transit Operations functions as a way for users of Paratransit to request trips using a personal device, phone or computer and uses computer aided dispatch/ advanced vehicle locations (CAD/AVL) systems and automated scheduling software to provide coordination functions to dynamically schedule and dispatch a Paratransit vehicle. Skagit Transit is investigating software solutions that will optimize paratransit scheduling and vehicle utilization to meet the region’s growing demand for paratransit services. This includes implementing dynamic, real-time manifests on vehicles to enhance efficiency and improve service delivery.</p>		

<u>PT04 Transit Fare Collection Management</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency, resiliency, reliability,</li> <li>• Support transit use</li> </ul>	Skagit Transit, transit users
<p><b>Local Implementation:</b> Electronic fare payment for Skagit Transit is done with GFI through a card or App with UMO. Skagit Transit is expanding its contract with UMO to implement open payment capabilities- moving beyond the previous system, which only supported physical fare cards and mobile fare ticketing. Under this enhanced system, passengers will be able to pay fares using mobile device “wallets”, tap to pay, or cash on coaches equipped with GFI systems, as well as through card and app-based transactions with UMO. This solution was selected to strengthen regional coordination and improve rider convenience; however, Skagit Transit will continue to evaluate additional fare solutions to ensure meeting needs of riders.</p>		

<u>PT05 Transit Security</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Improve security,</li> <li>• Reduce fatalities and injuries,</li> <li>• Assist users to feel safer so they are comfortable taking transit.</li> </ul>	Skagit Transit, transit users
<p><b>Local Implementation:</b> A networked security camera system is deployed across Skagit Transit facilities, including Skagit Station, MOA, Chuckanut, South Mount Vernon, March Point, and Alger; providing integrated, cloud-based video monitoring. The system supports secure, off-site digital access, real-time surveillance, and centralized data storage to enhance operational visibility, system reliability, and incident response capabilities. These cameras are not connected to law enforcement but are monitored by Skagit Transit Staff.</p>		

<u>PT07 Transit Passenger Counting</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Improve efficiency</li> </ul>	Skagit Transit
<p><b>Local Implementation:</b> Skagit Transit currently has Automatic Passenger Counters (APC's) installed on its coaches that are not yet certified; however, certification is underway and expected to be completed early 2026. In the meantime, the agency continues to utilize a combination of GFI and UMO ridership data for passenger counting. Once certified, the APC system will provide detailed stop level data to better inform planning decisions.</p>		

<u>PT08 Transit Traveler Information</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration, connectivity,</li> <li>• Improve efficiency</li> </ul>	Skagit Transit, transit users
<p><b>Local Implementation:</b> Skagit Transit offers a variety of tools to help riders access real-time information and plan their trips with ease. Their online real-time map uses AVL technology to display live bus locations, and up-to-date route information is also available and kiosks throughout the system. Riders can plan their trip directly through the Skagit Transit website or uses SMS (Short Message Service), which allows users to text a route number and receive real-time departure times for their stop. The agency is investigating options for a white labeled app that will support all transportation modes offered by the agency.</p>		

<u>PT09 Transit Signal Priority</u>		
Status	Regional Planning Goal	Stakeholders
Proposed	<ul style="list-style-type: none"> <li>• Improve efficiency and reliability of transit by allowing transit vehicles to get through congested intersections more efficiently.</li> <li>• This keeps transit on time and improves the reliability of transit services.</li> </ul>	Skagit Transit, transit users, WSDOT- TMC
<p><b>Local Implementation:</b> This service package would allow a transit vehicle to request priority at one or a series of intersections. The Shoreline TMC would be the center to give permission to the driver. The driver would get feedback from the TMC on whether the signal priority has been granted or not. As Skagit County grows and congestion increases, priority intersections that keep routes from achieving on-time schedules could be considered. This is a long-term project, to ensure that as population and traffic congestion increase, transit routes can maintain on-time service.</p>		

<u>PT15 Transit Stop Request</u>		
Status	Regional Planning Goal	Stakeholders
Proposed	<ul style="list-style-type: none"> <li>• Reduce fatalities and injuries,</li> <li>• Improve security, reduce congestion,</li> <li>• Improve the experience for the passenger using transit</li> </ul>	Skagit Transit, Transit users
<p><b>Local Implementation:</b> This service package allows a transit passenger to send a stop request to an approaching vehicle. The transit vehicle receives the request and notifies the vehicle operator of the stop request. This would be a beneficial service for some rural fixed routes, where routes tend to have low ridership, so the bus driver is ready to stop. Currently this is not needed, as there are protocols for bus drivers to stop, but it may be evaluated in the future, as Skagit Transit’s routes change.</p>		

<u>PT16 Route ID for the Visually Impaired</u>		
Status	Regional Planning Goal	Stakeholders
Proposed	<ul style="list-style-type: none"> <li>• Increase accessibility for special needs populations and make transit more accessible for all.</li> <li>• Increase ridership.</li> </ul>	Skagit Transit, special needs populations- seniors and those with disabilities
<p><b>Local Implementation:</b> This service package assists visually impaired travelers to identify their bus route and provides information to bus stop infrastructure to visually impaired travelers portable devices that can be converted to audible information. It also allows the visually impaired traveler to query the portable device to identify route operations. This service would allow more people to use fixed route bus services by increasing accessibility.</p>		

<u>PT17 Transit Connection Protection</u>		
Status	Regional Planning Goal	Stakeholders
Proposed	<ul style="list-style-type: none"> <li>• Make longer, cross-county trips using different modes, including multiple transit agencies, bus and ferry connections or Amtrack train.</li> <li>• These connections are easier for the rider by using technology to help the rider make the connections needed for the trip.</li> </ul>	Skagit Transit, WSF, WTA, Community Transit, transit riders
<p><b>Local Implementation:</b> This service allows passengers to request connection protection for their trip. This means the rider gets notified in advance if they cannot make a connection and an alternate connection is proposed. Alternatively, if waiting time to connect is small, the connecting mode would be notified to wait for the arriving passenger. This would be useful for connections from bus service to the Anacortes Ferry terminal or connections to transit in Snohomish or Whatcom County. Some informal versions of this exist with the 80X route on Skagit Transit.</p>		

DRAFT

TRAVELER INFORMATION AND PERSONAL MOBILITY

<u>TI01 Broadcast Traveler Information</u>		
Status	Regional Planning Goal	Stakeholders
Existing- WSDOT provides traveler information via website, 511 and Highway Advisory Radio (HAR)	Real time information for weather, emergency notifications and detours help drivers navigate the best routes which decreases congestion	WSDOT, Shoreline TMC
<p><b>Local Implementation:</b> WSDOT provides real-time traffic information on congestion, weather, and emergency notifications on their website and with 511 services. This information can also be broadcast on highway advisory radio (HAR). The radio advisory can be used for remote areas in the County that do not have good cellular communications access.</p>		

<u>TI02 Personalized Traveler Information</u>		
Status	Regional Planning Goal	Stakeholders
Partially Existing	<ul style="list-style-type: none"> <li>• With more real time information, a traveler can better plan for their trip.</li> <li>• Encourages transit use.</li> </ul>	Skagit Transit, transit users
<p><b>Local Implementation:</b> This service package is partially existing as Skagit Transit has a trip planner that can provide route guidance in real-time to riders. Expansion of this service package would include real-time interactive request/response systems and information services that “push” a tailored stream of information that could include traffic congestion, ride/share match for micro transit, parking management or other real-time information about their proposed trip.</p>		

<u>TI04 Trip Planning and Payment</u>		
Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Encourage transit use by making longer transit trips with multiple modes easier,</li> <li>• Make payment for a trip easy by allowing it to be done in advance</li> <li>• Support ridership and accessibility</li> </ul>	Skagit Transit, WTA, Community Transit, Sound Transit, Amtrak, Transit riders
<p><b>Local Implementation:</b> This would allow trip planning across multiple transit agencies to be put together by a trip planning service. This helps those who have a long-distance trip figure out different ways they could accomplish their trip with different transit agencies. This service package also allows the user to pay for their trip in advance using the website. In planning for micro transit, the ability to pay in advance may be part of the application, so that portion of this service package may be implemented as part of that project.</p>		

<u>TI05 Integrated Multi-Modal Electronic Payment</u>		
Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Encourage transit use by making transit trips with multiple agencies easier.</li> <li>• Support ridership and accessibility by allowing riders to use one card for multiple modes of transit use with different agencies.</li> </ul>	Skagit Transit, WTA, Community Transit, Sound Transit, Amtrak, WSF
<p><b>Local Implementation:</b> This project would integrate a payment system that would allow for multiple transit agencies and rideshare apps to allow one universal card that could allow multiple choices for trips with different transit agencies or other private transportation to be purchased with one payment card. It allows more flexibility for the user with only one payment card for multiple transit options. Skagit Transit will continue to evaluate additional fare solutions and payment methods to meet the evolving needs of ridership.</p>		

<u>TI06 Shared Use Mobility and Dynamic Ridesharing</u>		
Status	Regional Planning Goal	Stakeholders
Planned for Micro Transit	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Improve efficiency,</li> <li>• Improve mobility for rural or hard-to-reach areas for transit.</li> </ul>	Skagit Transit, transit riders
<p><b>Local Implementation:</b> Skagit Transit has plans to acquire software that allows for more robust dynamic ridesharing capabilities for its pilot of micro transit. This service package supports software capabilities specifically for micro transit demand responsiveness; however this software may also be used for paratransit. Skagit Transit is research the options for software with these capabilities.</p>		

DRAFT

TRAFFIC MANAGEMENT

<u>TM01 Infrastructure Based Traffic Surveillance</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Reduce congestion,</li> <li>• Enhance integration and connectivity,</li> <li>• Improve efficiency,</li> <li>• Support transit use.</li> </ul>	WSDOT, Burlington, Mount Vernon, and Skagit County CCTV locations. Public that uses WSDOT’s real-time traffic information.
<p><b>Local Implementation:</b> WSDOT operates sixteen Closed-Circuit Television Cameras (CCTV) for monitoring in Skagit County. These cameras are located along I-5 through Mount Vernon and Burlington, along Highway 20 east of Burlington, I-5, and one camera on Highway 536. There are also cameras at the Anacortes Ferry terminal. Most of these cameras are old and need to be upgraded in the future. However, these cameras provide video feed to the Shoreline TMC for passive monitoring and early detection of non-routine congestion. During incidents, CCTV cameras provide information on how an incident is being managed and allows for accurate real time dissemination of information to the public.</p>		

<u>TM02 Vehicle Based Traffic Surveillance</u>		
Status	Regional Planning Goal	Stakeholders
Partially Existing	<ul style="list-style-type: none"> <li>• Increase accessibility and mobility of people and freight;</li> <li>• Enhance the integration and connectivity of the transportation system across and between modes;</li> <li>• Promote efficient operation and management of the transportation system.</li> </ul>	WSDOT, Skagit 911
<p><b>Local Implementation:</b> Skagit 911 currently receives information from connected vehicles to notify them of an incident. However, with more connected vehicles on the road, a broader implementation of this service package in the future may include getting more data from connected vehicles to measure traffic congestion. This data could assist in implementing ITS planned services -variable speed limits and queue warnings.</p>		

<u>TM03 Traffic Signal Control</u>		
Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Support economic vitality by reducing congestion</li> <li>• Promote an efficient transportation system</li> </ul>	Anacortes, Burlington, Mount Vernon, Sedro-Woolley, Skagit County, La Conner, WSDOT
<p><b>Local Implementation:</b> The cities of Anacortes, Burlington, and Mount Vernon have operation and maintenance agreements with WSDOT for their signals. Skagit County has an agreement that covers signals in unincorporated areas. Signals on State Routes in Sedro-Woolley and La Conner are owned and operated by WSDOT.</p>		

<u>TM05 Traffic Metering</u>		
Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Reduce congestion on I-5 and promote more efficient freeway operations.</li> <li>• Recommended as part of WSDOT I-5 study for I-5 operations.</li> <li>• Recommended as part of the WSDOT TSMO Active Traffic Management.</li> </ul>	WSDOT, Mount Vernon, Burlington
<p><b>Local Implementation:</b> This is a planned ITS element to address increasing congestion on I-5. This planned implementation is dependent on reliable high speed internet connection. This project would control arterial traffic flow on and off I-5 exits. This was recommended as part of the WSDOT I-5 study to help manage congestion on I-5 during peak hour traffic and during events. The Shoreline TMC would give priority for the traffic metering on freeway on-ramps.</p>		

**TM07 Regional Traffic Management**

Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Support economic vitality and increase accessibility and mobility,</li> <li>• Enhance integration and connectivity of the transportation system.</li> <li>• Promote better management and operations of the system.</li> <li>• Improve reliability and resiliency</li> </ul>	WSDOT, Shoreline TMC, Bellingham TMC

**Local Implementation:** This service package would allow notification from the Bellingham TMC of accidents or other disturbances on regional routes that connect to Skagit County. This would allow for notification well in advance of an incident on Highway via VMS, which would give the driver time to plan an alternate route. This would also allow for warnings about hazardous weather events outside of Skagit County that have compromised the transportation system. This is a long-term project as it would require VMS infrastructure in place.

**TM12 Dynamic Roadway Warning**

Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Increase safety of the transportation system.</li> </ul>	WSDOT, Jurisdictions on I-5, Areas of Highway 20 that are prone to accidents with wildlife, TMC

**Local Implementation:** This service package can dynamically warn drivers and other users of hazards on the roadway. Such hazards include weather conditions, wildlife, or other hazards. This system can be monitored and controlled by a TMC or be autonomous. There are areas of Highway 20 upriver in Skagit County that have had severe accidents due to wildlife. A system such as this one could provide the driver with a warning of wildlife ahead. This service package would be long-term as VMS infrastructure is necessary and could work in conjunction with emergency notification service packages.

**TM13 Standard Railroad Grade Crossing**

Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Increase the safety of railroad crossings for both motorized and nonmotorized users.</li> </ul>	WSDOT, BNSF, Skagit County, Sedro-Woolley, Burlington, Mount Vernon

**Local Implementation:** This service package manages highway traffic at highway-rail intersections (HRI's). This service package is used at intersections with busy State highways and other high traffic areas to assure safety.

**TM20 Variable Speed Limits**

Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Increase safety by slowing down traffic for accident or severe weather,</li> <li>• Promote efficient system management and operations,</li> <li>• Improve resiliency and reliability.</li> </ul>	WSDOT, Burlington, Mount Vernon, Skagit County

**Local Implementation:** This service package sets variable speed limits along a roadway to create more uniform speeds, to promote safer driving during adverse conditions such as fog, snow or hail or an upcoming accident. The system can be centrally maintained through a TMC or autonomous. This service package was recommended as part of the WSDOT I-5 study.

VEHICLE SAFETY

VS08 Queue Warning

Status	Regional Planning Goal	Stakeholders
Planned	<ul style="list-style-type: none"> <li>• Increase safety of I-5,</li> <li>• Increase mobility by decreasing congestion,</li> <li>• Promote efficient system operations and management.</li> <li>• Improve the resiliency and reliability of the transportation system.</li> </ul>	WSDOT, Burlington, Mount Vernon, Skagit County
<p><b>Local Implementation:</b> This service package utilizes connected vehicle technologies, including vehicle to infrastructure (V2I) and vehicle to vehicle (V2V) communications, to enable vehicles within the queue event to automatically broadcast their queued status information. This service package was recommended in the WSDOT I-5 study and this strategy for congestion management and safety is recommended by WSDOT TSMO as part of their ITS strategies. This is a long-term project as infrastructure like VMS systems would need to be in place before it could be implemented.</p>		

DRAFT

WEATHER DATA COLLECTION

WX01 Weather Data Collection

Status	Regional Planning Goal	Stakeholders
Existing	<ul style="list-style-type: none"> <li>• Increase the safety of the transportation system by giving real-time information on weather.</li> <li>• Enhance the integration and connectivity of the transportation system across and between modes.</li> </ul>	WSDOT, users of WSDOT website for weather information

**Local Implementation:** WSDOT’s Road Weather Information System (RWIS) has 12 weather stations in Skagit County. These stations monitor roadway weather conditions and alert public sector agencies and the traveling public about inclement weather conditions.

DRAFT

## PROJECT SEQUENCING

A project sequence defines the order in which ITS projects within a region should be implemented. This is important if there are interdependencies of systems being developed between multiple agencies. Projects are sequenced in the order of short-term (5-10 years), intermediate term (10-15 years), and long-term (15-20 years).

Short term projects are not dependent on other projects, and many are already partially existing, meaning the implementation of this project has already begun. Intermediate projects require infrastructure or other implementation requirements before they can be started. For example, ramp metering is dependent on reliable internet before implementation.

Long-term projects have more work needed before implementation. For instance, VMS message board infrastructure is needed on I-5 before variable speed limits and queue warnings can be implemented.

### Short Term Planned ITS Projects

**Proposed Short  
Term Project**

- **Incident Scene Pre-Arrival- Staging Guidance for Emergency Responders-** this is partially existing so continuing adoption for full implementation.
- **Early Warning System-** this is existing with planned expansion
- **Trip Planning and Payment-** These ITS services exist with planned addition to services.
- **Personalized Travel Information-** These ITS services exist with planned addition to services.
- **Shared Use Mobility and Dynamic Ridesharing-** Additional ITS services to support micro-transit
- **Vehicle Based Traffic Surveillance-**Partially existing, expansion of these existing ITS services to include connected vehicle data.

## Proposed Planned Intermediate ITS Projects

Proposed  
Intermediate  
Project

- **Freight Signal Priority-** Needs high speed fiber connection to get priority from Shoreline TMC this strategy works with other I-5 strategies.
- **Traffic Metering-** Needs high speed fiber connection to be managed by Shoreline TMC, this strategy works with other I-5 strategies.
- **Disaster Traveler Information-**The installation of VMS reader boards in Skagit County are needed before these ITS services can be deployed.
- **Transit Connection Protection-** ITS services to allow a rider that is taking a cross-County trip to have digital assistance to let connecting services and modes know if they are late or this service can provide assistance in finding another connection if transit connection is missed.
- **Smart Park and Ride System-**Skagit Station is often at parking capacity and plans to implement a pay-to-the-park model for longer-term parking. These ITS services would allow transit riders who would like to park at Skagit Station to check digitally to know if there is available parking.
- **Incident Scene Safety Monitoring-** These ITS services will allow for safety for emergency responders and drivers.

### Proposed Planned Long Term ITS Projects:

Proposed- Long-  
Term Project

- **Transit Stop Request-** This project would require an analysis of what rural stops would need these services and would benefit from these ITS services. This analysis needs to be done before implementation.
- **Regional Traffic Management-** This would allow for communication with Bellingham TMC to warn drivers of hazards in Whatcom County. Having VMS infrastructure is needed for implementation
- **Dynamic Roadway Warning-**This project would help increase safety in the I-5 corridor and on parts of SR 20 that have accidents with wildlife. VMS infrastructure is needed before implementation.
- **Queue Warnings-** VMS infrastructure is needed and data collection to feed into TMC or autonomous system to give real-time information is needed.
- **Variable Speed Limits-** VMS infrastructure is needed before implementation.
- **Transit Signal Priority-**This will be needed as traffic congestion grows in the area and it does not allow buses to keep their schedules.
- **Route ID for the visually impaired** Skagit Transit would need to prioritize which bus stops to include (as these would include Wi-Fi connections). Given that this infrastructure is needed, a priority list would need to be developed first, so analysis is needed first.
- **Integrated Multi-Modal Electronic Payment-** These integrated multiple payment systems from various transit agencies or modes to make it easier for riders to travel cross-county.

## REGIONAL PLANNING PRIORITIES

Regional transportation priorities are preservation, safety, mobility, economic vitality, environment, community engagement and regional coordination, and transportation resilience.

The ITS service packages both existing and planned work together to achieve these priorities for the transportation system. A description of the regional transportation priorities is below, and corresponding, dot to represent these priorities will be used to graphically show how ITS services that are existing and planned for future work, further regional transportation priorities.



Existing ITS services are currently at work to promote regional planning priorities. Listed below are the existing ITS services in blue boxes. The dots correspond to the ways that these services accomplish regional planning priorities.



Planned ITS Services -both short term, intermediate term and long-term are planned to achieve Regional Planning Priorities. Listed below are planned ITS projects graphically represented by color to represent their timeframe for implementation and the dots illustrate how they contribute toward accomplishment of regional planning priorities.



**Proposed- Long-Term Project**

Transit Stop Request	● ●
Variable Speed Limits	● ● ● ● ● ●
Queue Warning	● ● ● ● ●
Dynamic Roadway Warning	● ● ●
Regional Traffic Management	● ● ● ● ●
Route ID for Visually Impaired	● ● ●
Transit Signal Priority	● ● ●
Integrated Multimodal	● ● ● ●

SAFETY	●
MOBILITY	●
STEWARDSHIP	●
ENVIRONMENT	●
PRESERVATION	●
ECONOMIC VITALITY	●
COMMUNITY ENGAGEMENT REGIONAL COORDINATION	●
RESILIENCE	●

## SYSTEM INTERFACES- EMERGENCY MANAGEMENT, SKAGIT TRANSIT, SHORELINE TMC AND SUBSYSTEMS

Mapping information flows is an important part of ITS planning. Information flows show how ITS services are connected to different centers, and how to optimize future flows to maximize efficiency.

Figure one Transit and TMC flows illustrate the flows originating from the Shoreline TMC and transit center run by Skagit Transit. The flows for these service packages include the connection to regional transit provider Skagit County and future flow to the Bellingham TMC, once the long-term project, regional project management is implemented.

Figure two, Emergency Management flows, illustrates existing flows to and from Skagit 911, which include direct emergency call taking and dispatch, emergency response staging, and mayday notification from connected vehicles to alert the Washington State Patrol and Shoreline TMC of an accident.

A graphic representation of emergency notification flows is shown. These alerts can happen at multiple levels, the local level through a city or County or through the State or some emergency alerts are done at the federal level.

Figure 1 Transit and TMC Flows

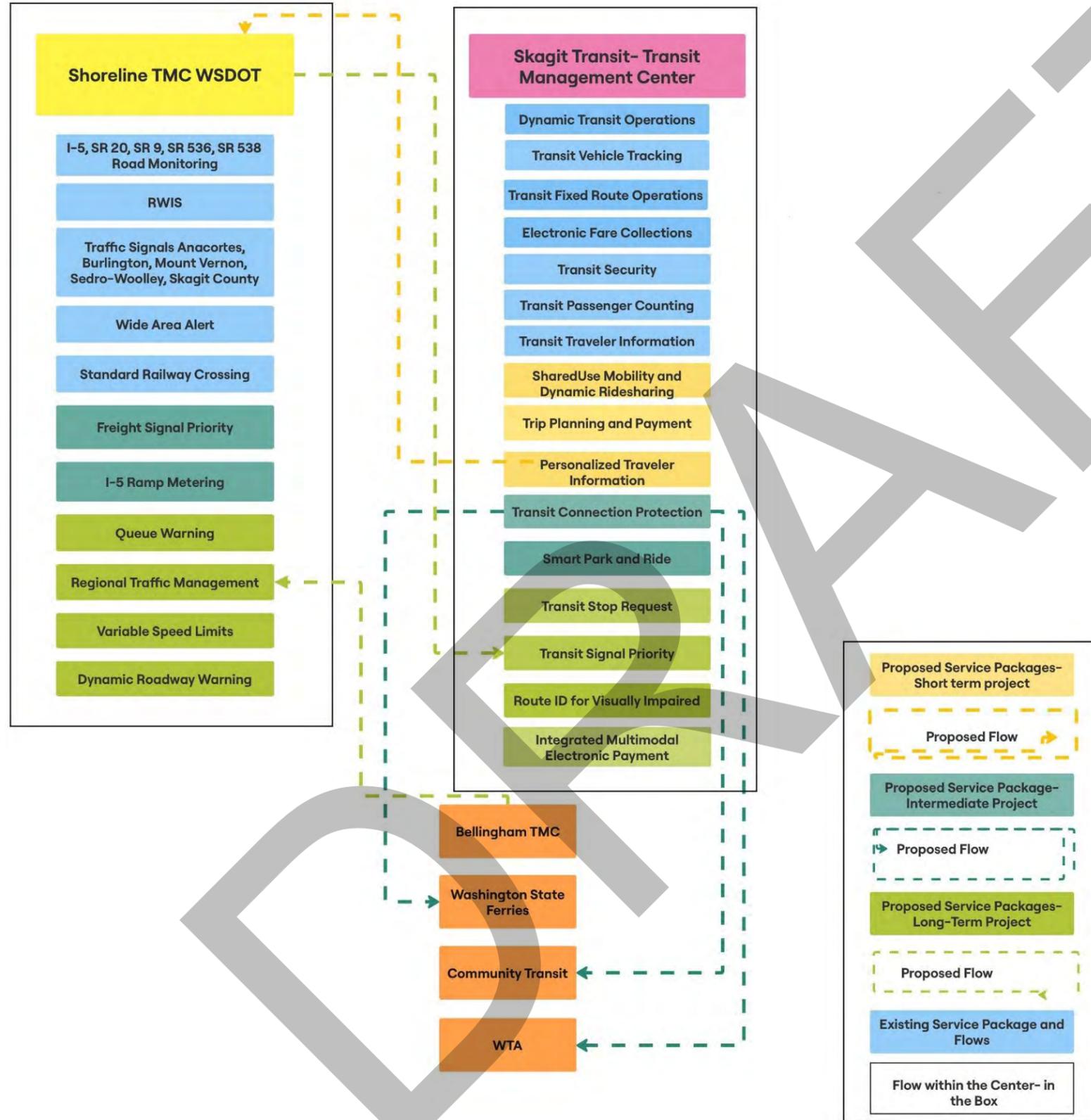
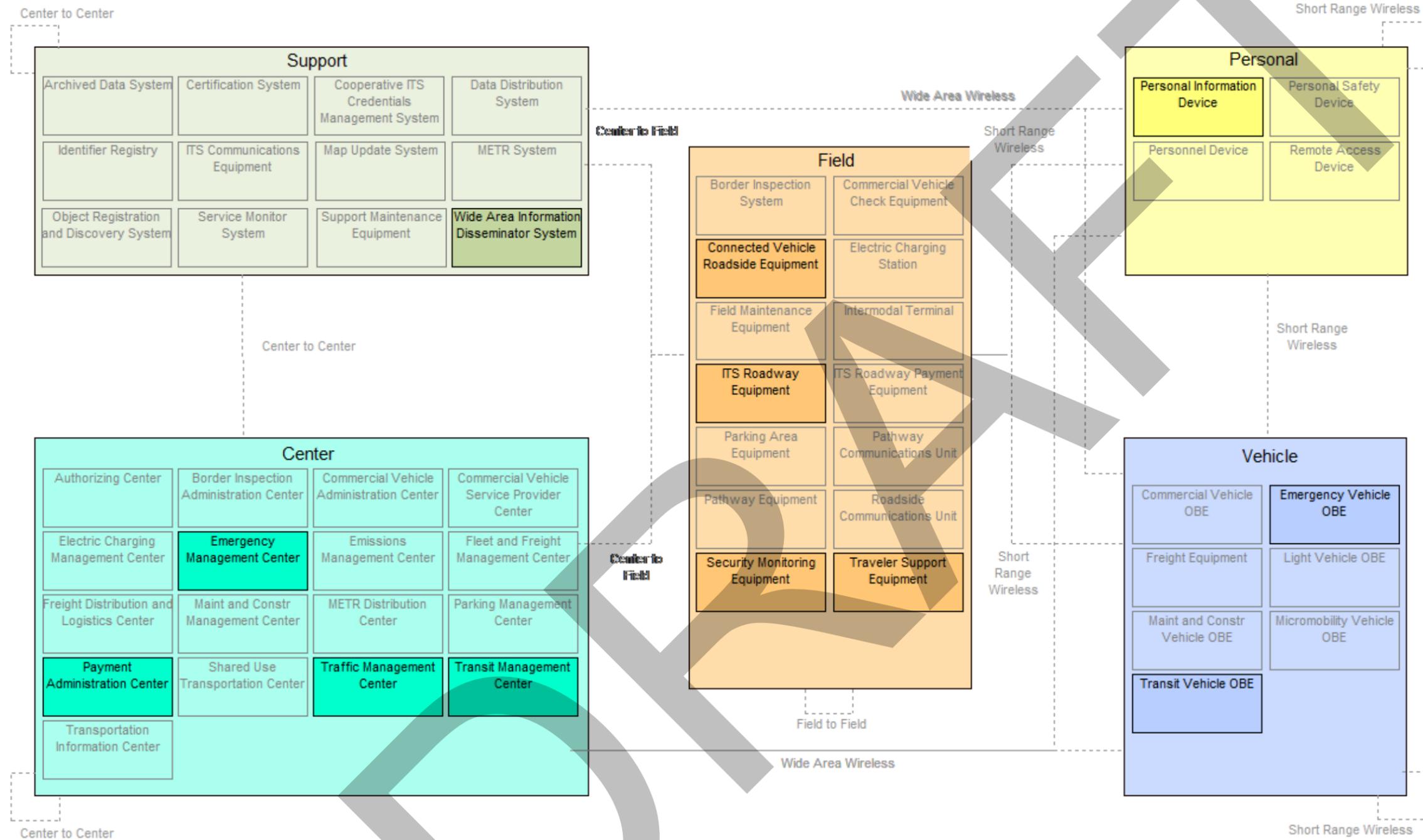




Figure 3 Graphic from Regional Architecture Development for Intelligent Transportation (RAD-IT) Software: Highlighted Boxes show active ITS components and how they connect.



## FUNCTIONAL REQUIREMENTS AND PHYSICAL OBJECTS

Functional requirements describe the activities performed by each element within the region. Given that each deployment of ITS has specific functional requirements, and associated physical objects, this is listed in the Appendix for each existing and planned service package.

## STANDARDS

ITS Standards have been developed to allow for greater interoperability and integration of ITS components, increasing the cost-effectiveness of ITS system solutions and overall functionality. Within Skagit County, all traffic signals and operations are owned and operated by WSDOT. Additionally, most other ITS systems like weather and CCTV are owned and operated by WSDOT, and therefore, ascribe to WSDOT system standards. Signal preemption for emergency vehicles is done by Opticom for all signals except one pedestrian crosswalk in Mount Vernon. This plan assumes that ARC-IT 9.2 standards will be used for future ITS services implementation.

Appendix A lists standards that ARC-IT 9.2 uses for existing ITS services. Skagit County DEM uses 800 Mhz radios as the standard for communication in an emergency event. Skagit Transit plans to match those standards for consistency.

## INTERAGENCY AGREEMENTS

The following agreements exist to allow for data sharing between stakeholder agencies:

Stakeholder Agency	Stakeholder Agency	Agency Agreement Title
WSDOT	City of Anacortes	Signal Maintenance Agreement GM 1391
WSDOT	City of Burlington	Signal Maintenance Agreement GMB 1035
WSDOT	City of Mount Vernon	Signal Maintenance Agreement GMB 1197
WSDOT	City of Sedro-Woolley	None; signals are owned maintained and operated by WSDOT
WSDOT	Skagit County	Signal Maintenance Agreement 1393
WSDOT	Washington State Patrol and Washington Fire Chiefs	Joint Operating Policy Statement (JOPS). Updated in 2024, this document outlines data sharing and communication between the agencies.
WSDOT	Washington State Ferries	None
Skagit Transit	Emergency Management EOC Skagit County	Skagit Transit acts as a support agency with guidance from other agencies in the EOC. Skagit Transit is a resource to provide damage assessments. The Inter-local agreement was updated in 2021 between Skagit County and Skagit Transit.

## ARCHITECTURE MAINTENANCE

This architecture will be presented to the Transportation Policy Board TPB on **DATE** for approval. It will remain current until the next update of the Skagit Council of Governments Metropolitan and Regional transportation Plan (RTP). The regional ITS architecture will be updated parallel with the update of the regional transportation plan on a 5-year schedule.

APPENDIX 2025 SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS PLAN



## CONTENTS

---

Appendix A Standards for existing service packages .....	7
Appendix B List of Stakeholder Outreach .....	9
Appendix C User Needs from RAD-IT .....	10
Appendix D Roles and Responsibilities .....	36
Appendix E Functional Requirements /Physical Objects .....	37
Appendix F Inventory of ITS Elements .....	45

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.

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/non-discrimination/>.

*Cover photograph courtesy of Andy Porter Photography.*

## APPENDIX A STANDARDS FOR EXISTING SERVICE PACKAGES

Table 10.1 Standards and Physical Objects recommended for Existing ITS Service Packages as recommended by ARC-IT 9.2

SP	SP Name	Standard Name	Standard Title	Physical Object
PT04	Transit Fare Collection Management	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	Payment Administration Center
PT09	Transit Signal Priority	CTI 4001 RSU	Dedicated Short Range Communications Roadside Unit Specifications (FHWA-JPO-589)	Connected Vehicle Roadside Equipment
PT09	Transit Signal Priority	ITE ATC	Advanced Transportation Controller	ITS Roadway Equipment
PT09	Transit Signal Priority	ITE ATC API	Application Programming Interface Standard for the Advanced Transportation Controller	ITS Roadway Equipment
PT09	Transit Signal Priority	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
PT09	Transit Signal Priority	ITE ATC Model 2070	Model 2070 Controller Standard	ITS Roadway Equipment
PT09	Transit Signal Priority	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
PT09	Transit Signal Priority	NEMA TS2 Traffic Controller Assemblies	Traffic Controller Assemblies with NTCIP Requirements	ITS Roadway Equipment
PS01	Emergency Call Taking and Dispatch	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	Traffic Management Center TMC
PS03	Emergency Vehicle Preemption	CTI 4001 RSU	Dedicated Short Range Communications Roadside Unit Specifications (FHWA-JPO-17-589)	Connected Vehicle Roadside Equipment
PS03	Emergency Vehicle Preemption	ITE ATC	Advanced Transportation Controller	ITS Roadway Equipment
PS03	Emergency Vehicle Preemption	ITE ATC API	Application Programming Interface Standard for the Advanced Transportation Controller	ITS Roadway Equipment

PS03	Emergency Vehicle Preemption	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
PS03	Emergency Vehicle Preemption	ITE ATC Model 2070	Model 2070 Controller Standard	ITS Roadway Equipment
PS03	Emergency Vehicle Preemption	NEMA TS2 Traffic Controller Assemblies	Traffic Controller Assemblies with NTCIP Requirements	ITS Roadway Equipment
PS03	Emergency Vehicle Preemption	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
PS10	Wide Area Alert	ITE ATC	Advanced Transportation Controller	ITS Roadway Equipment
PS10	Wide Area Alert	ITE ATC API	Application Programming Interface Standard for the Advanced Transportation Controller	ITS Roadway Equipment
PS10	Wide Area Alert	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
PS10	Wide Area Alert	ITE ATC Model 2070	Model 2070 Controller Standard	ITS Roadway Equipment
PS10	Wide Area Alert	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
PS10	Wide Area Alert	NEMA TS 2 Traffic Controller Assemblies	Traffic Controller Assemblies with NTCIP Requirements	ITS Roadway Equipment
PS10	Wide Area Alert	NEMA TS4 Hardware Standards for DMS	Hardware Standards for Dynamic Message Signs (DMS) with NTCIP Requirements	ITS Roadway Equipment
PS11	Early Warning System	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	Traffic Management Center TMC
TI01	Broadcast Traveler Information	CTI 4001 RSU	Dedicated Short-Range Communications Roadside Unit Specifications (FHWA-JPO-17-589)	Connected Vehicle Roadside Equipment
TM01	Infrastructure-Based Traffic Surveillance	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
TM01	Infrastructure-Based Traffic Surveillance	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC

TM03	Traffic Signal Control	ITE ATC	Advanced Transportation Controller	ITS Roadway Equipment
TM03	Traffic Signal Control	ITE ATC API	Application Programming Interface Standard for the Advanced Transportation Controller	ITS Roadway Equipment
TM03	Traffic Signal Control	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
TM03	Traffic Signal Control	ITE ATC Model 2070	Model 2070 Controller Standard	ITS Roadway Equipment
TM03	Traffic Signal Control	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
TM03	Traffic Signal Control	NEMA TS2 Traffic Controller Assemblies	Traffic Controller Assemblies with NTCIP Requirements	ITS Roadway Equipment
TM06	Traffic Information Dissemination	ITE ATC	Advanced Transportation Controller	ITS Roadway Equipment
TM06	Traffic Information Dissemination	ITE ATC API	Application Programming Interface Standard for the Advanced Transportation Controller	ITS Roadway Equipment
TM06	Traffic Information Dissemination	ITE ATS ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
TM06	Traffic Information Dissemination	ITE ATC Model 2070	Model 2070 Controller Standard	ITS Roadway Equipment
TM06	Traffic Information Dissemination	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
TM06	Traffic Information Dissemination	NEMA TS2 Traffic Controller Assemblies	Traffic Controller Assemblies with NTCIP Requirements	ITS Roadway Equipment
TM06	Traffic Information Dissemination	NEMA TS4 Hardware Standards for DMS	Hardware Standards for Dynamic Message Signs (DMS) with NTCIP Requirements	ITS Roadway Equipment
TM13	Standard Railroad Grade Crossing	ITE ATC	Advanced Transportation Controller	ITS Roadway Equipment
TM13	Standard Railroad Grade Crossing	ITE ATC API	Application Programming Interface Standard for the	ITS Roadway Equipment

			Advanced Transportation Controller	
TM13	Standard Railroad Grade Crossing	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
TM13	Standard Railroad Grade Crossing	ITE ATC Model 2070	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
TM13	Standard Railroad Grade Crossing	NEMA TS2 Traffic Controller Assemblies	Traffic Controller Assemblies with NTCIP Requirements	ITS Roadway Equipment
TM13	Standard Railroad Grade Crossing	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
WX01	Weather Data Collection	CTI 4001 RSU	Dedicated Short Range Communications Roadside Unit Specifications (FHWA-JPO-589)	Connected Vehicle Roadside Equipment
WX01	Weather Data Collection	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
WX01	Weather Data Collection	NEMA TS 8 Cyber and Physical Security	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC

## APPENDIX B LIST OF STAKEHOLDER OUTREACH

Stakeholder Agency	Outreach Meeting 7/3/24 Introductory Meeting	Outreach Meeting 8/12/24 Date- Meeting on I-5 and SR 20 Projects	Emergency Management Outreach Meeting 9/6/24	Additional Meetings
City of Anacortes	No	No	N/A	
City of Burlington	No	No	N/A	
City of Mount Vernon	Attended	Attended	N/A	Check in December 2025
City of Sedro-Woolley	Attended	Attended	N/A	
Port of Skagit/Port of Anacortes	Attended	No	N/A	
Skagit Council of Governments	Attended	Attended	N/A	
Skagit County Public Works	Attended	No	N/A	
Skagit Transit	Attended	No	N/A	Met to discuss proposed transit related ITS projects on 7/26/24
WSDOT	Attended	Attended	N/A	Check in December 2025
Skagit County Emergency Management	Attended	No	Joan Cromley Attended from SC DEM	
Washington State Ferries	Attended	No	N/A	
Burlington Northern Santa Fe Rail	No	Attended	N/A	
Skagit 911 - Mike Voss	No	No	No	Met to discuss emergency management and communications 7/30/24
Swinomish Indian Tribal Community Emergency Management	No	No	Keri Cleary Attended	
Samish Indian Nation	No	No	Steve Lange Attended	

## APPENDIX C USER NEEDS FROM RAD-IT

Need Area	Need Area Type	Need Number	Need
CVO06: Freight Signal Priority	Mobility	1	Traffic Management needs to collect data from freight facilities and commercial vehicle fleet management in order to support traffic signal system optimization for commercial vehicles.
CVO06: Freight Signal Priority	Mobility	2	Traffic Management needs to process traffic and commercial vehicle data in order to provide commercial vehicle signal priority for the efficient movement of freight.
CVO06: Freight Signal Priority	Mobility	3	Traffic Management needs to communicate with field equipment to provide commercial vehicle signal priority commands to the intersection.
CVO06: Freight Signal Priority	Mobility	4	The Commercial Vehicle Driver needs to progress through their arterial route safely and efficiently.
PM02: Smart Park and Ride System	Mobility	1	Parking operators need to be able to monitor the number of available spaces in park and ride lots.
PM02: Smart Park and Ride System	Mobility	2	Parking operators need to be able to provide available space information to travelers requesting that information in order to assist their decision-making on where best to park and make use of transit alternatives.
PM02: Smart Park and Ride System	Mobility	3	Parking operators need to be able to provide available space information to transit systems operating near to those spaces.

PM02: Smart Park and Ride System	Mobility	4	Transit operations need to be able to provide transit information to nearby parking operations.
PM02: Smart Park and Ride System	Mobility	5	Parking operators need to be able to provide available space information to traveler information providers.
PS01: Emergency Call-Taking and Dispatch	Safety	1	Emergency Management needs to provide basic public safety call-taking and dispatch of emergency vehicles in order to provide safe and rapid deployment of appropriate resources to an emergency.
PS01: Emergency Call-Taking and Dispatch	Safety	2	Emergency Management needs to coordinate with other emergency management operations in order to support emergency notification between agencies.
PS01: Emergency Call-Taking and Dispatch	Safety	3	Emergency Management needs to process current and historical weather and road conditions data from multiple sources in order to generate warnings and route advisories for individual emergency responders or emergency response dispatchers.
PS01: Emergency Call-Taking and Dispatch	Safety	4	Emergency Management needs to provide emergency responders with road weather warnings and advisories.
PS01: Emergency Call-Taking and Dispatch	Safety	5	Emergency Management needs to provide routing information to the emergency responders.
PS02: Emergency Response	Environmental	1	Emergency Management needs to be able to obtain information from the incident scene to support incident response.

PS02: Emergency Response	Environmental	2	Emergency Management needs to provide response in the field to incidents and emergency situations.
PS02: Emergency Response	Environmental	3	Emergency Management needs to coordinate with other emergency management operations in order to support emergency response.
PS03: Emergency Vehicle Preemption	Safety	1	Emergency Management needs to be able to request signal preemption from Traffic Operations for a specific emergency vehicle.
PS03: Emergency Vehicle Preemption	Safety	2	Emergency Management needs to be able to request signal preemption locally for one or more signals the vehicle is approaching so that it may quickly and safely cross the intersections.
PS03: Emergency Vehicle Preemption	Safety	3	Traffic Management needs to be able to adjust signal timing to provide signal preemption for an emergency vehicle based upon a request from Emergency Management.
PS03: Emergency Vehicle Preemption	Safety	4	Traffic Management needs to be able to support local adjustments to signal timing based upon a local preemption request and transition back to normal traffic signal operations after providing emergency vehicle preemption.
PS03: Emergency Vehicle Preemption	Safety	5	Traffic Operations needs to be able to provide signal timing information to emergency vehicles to support emergency vehicle preemption.

PS04: Mayday Notification	Mobility	1	Emergency Management needs to be able to determine whether a crash or emergency situation has taken place, based on on-board sensor data that detect changes in velocity, vehicle orientation, and airbag status.
PS04: Mayday Notification	Mobility	2	Drivers need to be able to automatically or manually send a mayday alert or emergency requests and provide data about the crash and the vehicle's occupants in order to facilitate the quickest and most appropriate response.
PS04: Mayday Notification	Mobility	3	Travelers need to be able to send a mayday alert to Emergency Management or other traveler devices in order to get help from emergency services.
PS04: Mayday Notification	Mobility	4	Drivers need to be able to rebroadcast crash alerts to remote connected vehicles as well as roadside "hotspots" in order to forward mayday requests even in areas where no vehicle to infrastructure communications exists.
PS04: Mayday Notification	Mobility	5	Emergency Management needs to be able to route crash alerts to the appropriate emergency communications center for action.
PS04: Mayday Notification	Mobility	6	Emergency management needs to verify the crash alert message and/or provide additional notification to the appropriate authorities.

PS04: Mayday Notification	Mobility	7	Travelers need to be able to share information about conditions, incidents, and hazards in their vicinity in order to inform appropriate authorities and other travelers.
PS05: Vehicle Emergency Response	Safety	1	Emergency Response Personnel need to be able to collect information regarding a crash directly from connected vehicles in order to respond safely and effectively to the vehicle crash.
PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	Safety	1	Emergency Management needs to be able to collect information external to the incident scene to support staging of emergency responder personnel and their equipment.
PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	Safety	2	Emergency Management needs to be able to provide situational awareness information to emergency responders about an incident to support decisions about how to stage the personnel and their equipment.
PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	Safety	3	Emergency Management needs to be able to provide emergency responders with real-time navigation instructions that use all available data sources to quickly and efficiently route the responder.

PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders	Safety	4	Emergency Management needs to be able to maintain location and situational information about the emergency vehicles responding to or on the scene of an incident in order to provide a complete picture of the response and share the status with other responding vehicles en route.
PS07: Incident Scene Safety Monitoring	Safety	1	Emergency Management needs to be able to alert drivers when they have entered an incident zone and direct them to change course (merge, change lanes) as needed in order to maintain a safe distance between them and the emergency personnel.
PS07: Incident Scene Safety Monitoring	Safety	2	Emergency Personnel need to be able to receive alerts whenever a vehicle is entering an incident zone and represents a potential threat to their safety.
PS07: Incident Scene Safety Monitoring	Safety	3	Emergency Management needs to be able to maintain location and situational information about the emergency vehicles responding to or on the scene of an incident to be able to provide a complete picture of the response and share the status with other responding vehicles en route.
PS07: Incident Scene Safety Monitoring	Safety	4	Emergency Management needs to be able to provide real-time information on the current conditions at the incident scene to arriving responders and to other information assets.

PS07: Incident Scene Safety Monitoring	Safety	5	Emergency Management needs to provide remote monitoring and control of incident scene safety devices that detect vehicle intrusions in designated areas at the incident scene.
PS10: Wide-Area Alert	Safety	1	Emergency Management needs to be able to verify the reported emergency situation in order to activate the alert system.
PS10: Wide-Area Alert	Safety	2	Emergency Management needs to be able to alert the public in emergency situations such as child abductions, severe weather events, civil emergencies, and other situations that pose a threat to life and property, using ITS technologies such as dynamic message signs, highway advisory radios, in-vehicle displays, transit displays, 511 traveler information systems, and traveler information web sites.
PS10: Wide-Area Alert	Safety	3	Emergency Management needs to be able to broadcast emergency information to traffic agencies, transit agencies, information service providers, toll operators, and others that operate ITS systems.
PS11: Early Warning System	Safety	1	Emergency Management needs to be able to collect potential threats, alerts, and advisories from various ITS systems to identify emergencies.

PS11: Early Warning System	Safety	2	Emergency Management needs to be able to alert all relevant agencies of detected emergencies.
PS14: Disaster Traveler Information	Safety	1	Emergency Management and Traveler Information need to be able to provide the general public with real-time disaster and evacuation information using ITS traveler information systems.
PS14: Disaster Traveler Information	Safety	2	Traveler Information needs to be able to collect disaster related information from multiple sources including traffic, transit, public safety, emergency management, shelter provider, and travel service provider organizations.
PS14: Disaster Traveler Information	Safety	3	Emergency Management and Traveler Information need to be able to provide evacuees with information including a shelter that matches their needs, including location, availability, and routing.
PS14: Disaster Traveler Information	Safety	4	Emergency Management and Traveler Information need to be able to provide information concerning roadside resources including information provided by other evacuees to help understand availability of resources.
PS14: Disaster Traveler Information	Safety	5	Emergency Management and Traveler Information need to be able to provide evacuees with information regarding when they can return to their area, including routes and road conditions.

PT01: Transit Vehicle Tracking	Mobility	1	Transit Operations needs to be able to monitor the location of transit vehicles in order to improve decision making by transit operators and provide more accurate information to travelers.
PT01: Transit Vehicle Tracking	Mobility	2	Transit Operations needs to be able to determine whether each transit vehicle is adhering to its schedule.
PT01: Transit Vehicle Tracking	Mobility	3	Transit Operations needs to be able to send transit vehicle location and schedule adherence data to other centers in order to support traveler information and traffic operations.
PT02: Transit Fixed-Route Operations	Mobility	1	Transit Operations needs to be able to create and update schedules for fixed route or flexible route transit routes in order to plan transit operations.
PT02: Transit Fixed-Route Operations	Mobility	2	Transit Operations needs to be able to disseminate transit schedules for fixed route or flexible route transit routes to traveler information centers.
PT02: Transit Fixed-Route Operations	Mobility	3	Transit Operations needs to be able to dispatch transit vehicles for fixed route or flexible route runs.
PT02: Transit Fixed-Route Operations	Mobility	4	Transit Operations needs to be able to schedule blocks (vehicle assignments) and runs (operator assignments) for fixed route or flexible route transit operations.

PT02: Transit Fixed-Route Operations	Mobility	5	Transit Operations needs to be able to monitor transit vehicle schedule adherence in order to manage fixed route or flexible route transit operations.
PT02: Transit Fixed-Route Operations	Mobility	6	Transit Operations needs to have real-time information about the road network in order to increase the effectiveness of operations for fixed route or flexible route transit.
PT03: Dynamic Transit Operations	Mobility	1	Transit Operations needs to be able to take reservations for demand response trips that include the travelers' origin, destination, and departure time in order to do demand response scheduling.
PT03: Dynamic Transit Operations	Mobility	2	Transit Operations needs to be able to schedule demand response transit vehicles based upon travelers' trip requests.
PT03: Dynamic Transit Operations	Mobility	3	Transit Operations needs to provide and update manifests to properly manage demand response transit vehicles based upon traveler requests.
PT03: Dynamic Transit Operations	Mobility	4	Transit Operations needs to be able to monitor the real-time location of demand response transit vehicles.
PT03: Dynamic Transit Operations	Mobility	5	Transit Operations needs to have real-time information about the road network in order to increase the effectiveness of operations for demand response transit.

PT04: Transit Fare Collection Management	Mobility	1	Transit Operations needs to be able to collect transit fares on-board transit vehicles using electronic payment methods in order to improve transit operation.
PT04: Transit Fare Collection Management	Mobility	2	Transit Operations needs to be able to collect transit fares at transit stations using electronic payment methods in order to support bus rapid transit or train systems.
PT04: Transit Fare Collection Management	Mobility	3	Transit Operations needs to be able to download transit fare collection information from transit vehicles or transit fare gates at stations in order to manage the fare collection operations.
PT04: Transit Fare Collection Management	Mobility	4	Travelers need to be able to add value to payment instruments in order to use them as part of fare collection systems.
PT04: Transit Fare Collection Management	Mobility	5	Transit Operations needs to be able to support transit fare reconciliation with other transit agencies participating in a regional fare collection system.
PT04: Transit Fare Collection Management	Mobility	6	Transit operations needs to be able to share fare information with traveler information systems and other transit operations.
PT05: Transit Security	Mobility	1	Transit Operations needs to be able to monitor conditions on a transit vehicle in order to provide a secure environment for travelers.

PT05: Transit Security	Mobility	2	Transit Operations needs to be able to monitor transit stops and transit stations in order to provide a secure environment for travelers.
PT05: Transit Security	Mobility	3	Transit Operations needs to be able to monitor transit secure areas such as bus or rail yards and transit infrastructure such as tracks and tunnels in order to provide security for transit assets.
PT05: Transit Security	Mobility	4	Transit Operations needs to be able to authenticate operators of transit vehicles and perform remote disabling of vehicles, if necessary, in order to ensure secure operation of the vehicles.
PT05: Transit Security	Mobility	5	Transit Operations needs to be able to alert emergency services to incidents on vehicles, at stations/stops, or other monitored assets.
PT05: Transit Security	Mobility	6	Transit Operations needs to be able to inform traveler information systems or the media regarding transit-related incidents in order to keep the traveling public informed of the impacts these incidents may have on their trips.
PT07: Transit Passenger Counting	Mobility	1	Transit Operations needs to be able to count the passengers entering or exiting a transit vehicle in order to support efficient operations.

PT08: Transit Traveler Information	Mobility	1	Transit Operations needs to be able to provide static and real time transit information to traveler information systems and the media in order to increase travelers' ability to plan and manage their trips.
PT08: Transit Traveler Information	Mobility	2	Transit Operations needs to be able to provide static and real-time transit information directly to travelers either pre-trip or en route in order to support traveler trip decisions.
PT08: Transit Traveler Information	Mobility	3	Transit Operations needs to be able to share static and real-time transit information with other transit operations in order to facilitate multi-system trip planning.
PT09: Transit Signal Priority	Mobility	1	Transit Operations needs to provide approaching Transit Vehicle location and heading to the roadside signal controller so that the controller can modify signal timing in favor of the transit vehicle.
PT09: Transit Signal Priority	Mobility	2	Transit Operations needs to provide approaching Transit Vehicle location and heading to traffic operations so that they can adjust the signal controller signal timing in favor of the transit vehicle.
PT09: Transit Signal Priority	Mobility	3	Transit Operations needs to provide transit vehicle data to Traffic Operations including loading information and schedule performance in order to support decision making regarding whether to give the transit vehicle priority at the intersection.

PT09: Transit Signal Priority	Mobility	4	The Transit Vehicle Operator needs to progress through their arterial route safely and efficiently.
PT14: Multi-modal Coordination	Mobility	1	Transit Operations needs to be able to coordinate service information with other Transit Operations in order to improve operations.
PT14: Multi-modal Coordination	Mobility	2	Transit Operations needs to be able to coordinate with other transportation modes (e.g. ferry operations, airports) in order to improve service connections with these other modes.
PT14: Multi-modal Coordination	Mobility	3	Transit Operations needs to coordinate with other centers (e.g. traffic, parking, and event promoters) in order to share system information.
PT15: Transit Stop Request	Mobility	1	Transit Operations needs to be able to accept stop requests from transit users at roadside stops or directly from their personal devices.
PT15: Transit Stop Request	Mobility	2	Transit Vehicle Operators need to be able to receive transit stop requests submitted from the roadside or from Transit Operations.
PT16: Route ID for the Visually Impaired	Mobility	1	Transit Operations needs to know the location and destination of the visually impaired traveler in order to identify the correct route and stop information to provide to the traveler via their personal device.
PT16: Route ID for the Visually Impaired	Mobility	2	Transit Operations needs to be able to provide transit vehicle route and stop information to the traveler via their personal device.

PT16: Route ID for the Visually Impaired	Mobility	3	Transit Operations needs to provide bus arrival information at the stop to support visually impaired travelers.
PT17: Transit Connection Protection	Mobility	1	Transit Operations needs to be able to determine when connections between transit routes are in jeopardy due to late arrival of one transfer vehicle in order to develop corrective actions to prevent missed connections.
PT17: Transit Connection Protection	Mobility	2	Transit Operations needs to be able to adjust the real time schedule of a transit vehicle in order to protect the connections made from other transit vehicles to the subject vehicle at a station or stop.
PT17: Transit Connection Protection	Mobility	3	Transit Travelers need to be able to provide a trip plan to Transit Operations and request they be provided with connection protection for the trip.
PT17: Transit Connection Protection	Mobility	4	Transit Operations needs to be able to track a specific traveler's trip through the system and provide connection protection actions to give the traveler the best chance of making their trip connections.
PT17: Transit Connection Protection	Mobility	5	Transit Operations needs to be able to adjust the real time schedule of a transit vehicle in order to provide connection protection for a traveler's trip.
PT17: Transit Connection Protection	Mobility	6	Transit Operations needs to be able to provide a traveler with updates regarding their transit trip, including connection protection actions taken by Transit Operations.

TI02: Personalized Traveler Information	Mobility	1	Traveler Information needs to be able to collect timely, accurate, and reliable traffic, transit, and other road conditions data from multiple sources in order to inform individual travelers of the latest conditions affecting their travel.
TI02: Personalized Traveler Information	Mobility	2	Traveler Information needs to be able to inform as much of the traveling public as possible using any available interactive media to increase mobility and safety through better information.
TI02: Personalized Traveler Information	Mobility	3	Travelers, including drivers or passengers, need access to timely, accurate, and reliable traffic, transit, and other travel conditions in order to make informed decisions about their travel.
TI02: Personalized Traveler Information	Mobility	4	Travelers, including drivers or passengers, need to be able to request specific and customized information concerning current and future travel conditions in order to make decisions about their own travel.
TI04: Trip Planning and Payment	Mobility	1	Traveler Information needs access to timely, accurate, and reliable traffic, transit, and other road conditions data from multiple sources in order to generate accurate and appropriate routes for travelers.

TI04: Trip Planning and Payment	Mobility	2	Travelers need a complete trip plan from their origin to their destination that is timely, accurate, and reliable in order for them to arrive safely in as little time as possible.
TI04: Trip Planning and Payment	Mobility	3	Traveler Information needs travel parameters from a traveler in order to develop a complete multimodal trip plan for the traveler.
TI04: Trip Planning and Payment	Mobility	4	Travelers need to be able to set up and update account information that defines payment parameters for their multimodal trips.
TI04: Trip Planning and Payment	Mobility	5	Traveler Information needs payment information from a traveler in order to develop reservations for a complete multimodal trip plan for the traveler.
TI04: Trip Planning and Payment	Mobility	6	The Traveler needs to be able to perform all multi-modal trip planning and payment actions from a personal device.
TI04: Trip Planning and Payment	Mobility	7	The Traveler needs to be able to perform all multi-modal trip planning and payment actions from 3rd party provided traveler support equipment
TI05: Integrated Multi-Modal Electronic Payment	Mobility	1	Regional Transportation Operations needs to have an electronic payment functionality that operates across different modes or systems.
TI05: Integrated Multi-Modal Electronic Payment	Mobility	2	Travelers need to be able to set up and update user accounts for a regional multi-modal payment system.

TI05: Integrated Multi-Modal Electronic Payment	Mobility	3	Regional Transportation Agencies need to be able to perform payment reconciliation in order to obtain their share of payments from the regional payment system.
TI05: Integrated Multi-Modal Electronic Payment	Mobility	4	Travelers need to be able to pay for multi-modal trips using a variety of payment mechanisms.
TI05: Integrated Multi-Modal Electronic Payment	Mobility	5	Travelers need to be able to access transportation modes at a discounted rate, based on their eligibility for the services.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	1	Traveler Information needs access to timely, accurate, and reliable transit and multi-modal operations data, including available parking, in order to support ride matching by locating and managing meeting and drop-off points.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	2	Traveler Information needs to accept commuter and driver information for ridesharing, including preferences, payment options, origin/destination, arrival time, departure time, number of riders, number of available passenger spaces.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	3	Traveler Information needs to match riding commuters to drivers.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	4	Traveler information needs to provide a mechanism for the confirmation of ride matching.

TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	5	Travelers need to be able to request and confirm shared-use transportation, including time for pickup, as well as pickup and drop-off locations
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	6	Travelers need to be able to receive accurate, timely, and reliable information regarding shared use options that support their overall trip plan.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	7	Travelers need to receive the location of a shared vehicle they have arranged to use.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	8	Travelers need to be able to gain access to the shared vehicle they have arranged to use.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	10	Travelers need to be able to set up and update user accounts for shared use transportation systems.
TI06: Shared Use Mobility and Dynamic Ridesharing	Mobility	11	Shared Use Transportation needs to provide shared use operations status to other centers.
TM01: Infrastructure-Based Traffic Surveillance	Informational	1	Traffic Operations needs to be able to monitor the road network using infrastructure devices in order to detect and verify incidents and support implementation of traffic operational strategies.
TM01: Infrastructure-Based Traffic Surveillance	Informational	2	Traffic Operations needs to be able to monitor the infrastructure devices used for road network monitoring in order to detect faults in equipment or communications.

TM01: Infra-structure-Based Traffic Surveillance	Informational	3	Traffic Operations needs to be able to send network monitoring data to other centers in order to support traveler information.
TM02: Vehicle-Based Traffic Surveillance	Mobility	1	Traffic Operations and Traveler Information Providers need to be able to monitor the road network using information from connected vehicles in order to detect and verify incidents.
TM02: Vehicle-Based Traffic Surveillance	Mobility	2	Traffic Operations needs to be able to monitor the roadside equipment in order to detect faults in equipment or communications.
TM02: Vehicle-Based Traffic Surveillance	Mobility	3	Traffic Operations needs to be able to monitor the road network using probe data from connected vehicles in order to support traveler information.
TM02: Vehicle-Based Traffic Surveillance	Mobility	4	Traffic Operations needs to be able to monitor the road network using probe data from toll or transit systems.
TM03: Traffic Signal Control	Mobility	1	Traffic Operations needs to be able to remotely control traffic signals at intersections under their jurisdiction
TM03: Traffic Signal Control	Mobility	2	Traffic Operations needs to be able to manage and implement control plans in order to coordinate signalized intersections.
TM03: Traffic Signal Control	Mobility	3	Traffic Operations needs to be able to monitor and control pedestrian crossing aspects of traffic signals in order to facilitate safe pedestrian crossings at the intersection.
TM03: Traffic Signal Control	Mobility	4	Traffic Operations needs to monitor the status of traffic signal control equipment.

TM05: Traffic Metering	Mobility	1	Traffic Operations needs to be able to monitor and control traffic metering equipment in order to regulate the flow of traffic on ramps, interchanges, and the mainline.
TM05: Traffic Metering	Mobility	2	Traffic Operations needs to monitor the status of traffic metering equipment.
TM05: Traffic Metering	Mobility	3	Traffic Operations needs to be able to implement control strategies utilizing the traffic metering equipment on ramps, interchanges, and on the mainline.
TM06: Traffic Information Dissemination	Informational	1	Traffic Operations needs to be able to provide traffic and incident information to drivers using roadside devices such as dynamic message signs and highway advisory radio.
TM06: Traffic Information Dissemination	Informational	2	Traffic Operations needs to be able to monitor roadside devices used to provide traffic and traveler information to drivers.
TM06: Traffic Information Dissemination	Informational	3	Traffic Operations needs to be able to provide traffic and incident information, including images, to the media.
TM06: Traffic Information Dissemination	Informational	4	Traffic Operations needs to be able to provide traffic and incident information, including images, to traveler information, transit, maintenance and emergency centers.
TM07: Regional Traffic Management	Management	1	Traffic Operations needs to exchange traffic and incident data with other Traffic Management Centers in order to support regional coordination spanning jurisdictional boundaries.

TM07: Regional Traffic Management	Management	2	Traffic Operations needs to exchange traffic control data with other traffic management centers to support inter-jurisdictional, real-time coordinated traffic signal control systems and coordination between freeway operations and traffic signal control within a corridor.
TM08: Traffic Incident Management System	Mobility	1	Traffic Operations needs to detect and verify incidents on roadways using CCTV and field sensors.
TM08: Traffic Incident Management System	Mobility	2	Traffic Operations needs to share incident information with other ITS centers in order to coordinate incident response.
TM08: Traffic Incident Management System	Mobility	3	Traffic Operations needs to obtain incident information from other ITS centers in order to coordinate incident response
TM08: Traffic Incident Management System	Mobility	4	Emergency Operations needs to be able to dispatch emergency assets to a traffic incident.
TM08: Traffic Incident Management System	Mobility	5	Traffic Operations needs to coordinate requests for resources with emergency and maintenance centers in order to support cleanup after the incident.
TM12: Dynamic Roadway Warning	Safety	1	Traffic Operations needs to be able to dynamically warn drivers approaching hazards on a roadway in order to increase the safety of a roadway by reducing the occurrence of incidents.

TM12: Dynamic Roadway Warning	Safety	2	Traffic Operations needs to be able to receive and process data from multiple sources in order to generate warnings for drivers based on the collected traffic and road conditions.
TM12: Dynamic Roadway Warning	Safety	3	Traffic Operations needs to detect and warn micromobility vehicle users of hazards that could affect them.
TM13: Standard Railroad Grade Crossing	Safety	1	Traffic Operations needs to be able to warn drivers of crossing closures in time for the driver to take appropriate action.
TM13: Standard Railroad Grade Crossing	Safety	2	Traffic Operations needs to be able to modify traffic signal timing in order to allow safe movement of vehicles away or towards a highway rail intersection when a train is approaching.
TM20: Variable Speed Limits	Management	1	Traffic Operations needs to be able to collect data from multiple sources to actively recommend variable speed limits which can be based on environmental conditions.
TM20: Variable Speed Limits	Management	2	Traffic Operations needs to be able to process current and historical data in order to provide recommended variable speed limits.
TM20: Variable Speed Limits	Management	3	Traffic Operations needs to be able to display variable speed limits to drivers.
TM22: Dynamic Lane Management and Shoulder Use	Mobility	1	Traffic Operations needs to be able to change the lane configuration including lane destination and use of shoulder lanes on the roadway according to traffic demand in order to actively manage the traffic

TM22: Dynamic Lane Management and Shoulder Use	Mobility	2	Traffic Operations needs to be able to manage lane usage on highways and arterials including approaches to border crossings, multimodal crossings, or intermodal terminals.
TM22: Dynamic Lane Management and Shoulder Use	Mobility	3	Traffic Operations needs to be able to reconfigure intersections and interchanges and manage right-of-way dynamically including merges in order to increase roadway throughput during times of peak traffic or incidents.
TM22: Dynamic Lane Management and Shoulder Use	Mobility	4	Traffic Operations needs to be able to prohibit or restrict certain vehicles from using particular lanes in order to manage roadway throughput during times of peak traffic or incidents.
TM22: Dynamic Lane Management and Shoulder Use	Mobility	5	Traffic Operations needs to be able to designate lanes for use by special vehicles only, such as buses, high occupancy vehicles (HOVs), vehicles attending a special event, etc., in order to increase roadway throughput during times of peak traffic, incidents or special events.
TM22: Dynamic Lane Management and Shoulder Use	Mobility	6	Traffic Operations needs to be able to disseminate the current lane configurations to drivers and other centers.
TM22: Dynamic Lane Management and Shoulder Use	Mobility	7	Traffic Operations needs to be able to share device data and control with other traffic managers.

VS08: Queue Warning	Safety	1	Traffic Operations needs to be able to detect queue formation using both infrastructure and connected vehicle sources of information.
VS08: Queue Warning	Safety	2	Traffic Operations needs to be able to develop predicted queue formation using both infrastructure and connected vehicle sources of information.
VS08: Queue Warning	Safety	3	Traffic Operations needs to be able to generate queue warning response strategies, including speed reduction, lane change, or diversion.
VS08: Queue Warning	Safety	4	The Driver needs to be able to send queue information and response strategies to upstream vehicles.
VS08: Queue Warning	Safety	5	The Driver needs to be able to receive queue information and queue response strategies based on information received from the infrastructure or other connected vehicles
WX01: Weather Data Collection	Environmental	1	Traffic operations or maintenance and construction operations need to be able to collect road conditions and weather data from environmental sensors on or in the vicinity of the roadway.
WX01: Weather Data Collection	Environmental	2	Traffic operations needs to be able to collect road conditions and weather data from vehicle on-board sensors.

WX01: Weather Data Collection	Environmental	3	Traffic operations and maintenance and construction operations need to share collected environmental data with each other.
WX01: Weather Data Collection	Environmental	4	Traffic operations and Maintenance and construction need to be able to receive environmental data from Weather operations.
WX01: Weather Data Collection	Environmental	5	Maintenance and construction operations need to be able to collect road conditions and weather data from maintenance vehicle on-board sensors.
WX01: Weather Data Collection	Environmental	6	Weather Systems need be able to collect road conditions and weather data from environmental sensors on or in the vicinity of the roadway.

DRAFT

## APPENDIX D ROLES AND RESPONSIBILITIES

Roles and Responsibilities Area	Stakeholder Group Members	Roles and Responsibility Description
Traffic Management	Anacortes, WSDOT	WSDOT maintains and operates their traffic signals
Traffic Management	City of Burlington WSDOT	WSDOT maintains and operates their 33 signals
Traffic Management	City of Sedro-Woolley WSDOT	All signals in the city are owned and operated by WSDOT
Traffic Management	City of Anacortes, WSDOT, BNSF	HRI (highway rail intersections) signal coordination with flashing lights and gates
Traffic Management	City of Burlington, WSDOT, BNSF	HRI (highway rail intersections) signal coordination with flashing lights and gates
Traffic Management	City of Mt Vernon, WSDOT, BNSF	HRI (highway rail intersections) signal coordination with flashing lights and gates
Traffic Management	City of Sedro-Woolley, WSDOT, BNSF	HRI (highway rail intersections) signal coordination with flashing lights and gates
Traffic Management	Skagit County WSDOT BNSF	HRI (highway rail intersections) signal coordination with flashing lights and gates
Emergency Call Taking and Dispatch, Emergency Response	WSDOT, Skagit911 Fire Emergency Management- Code Red	Skagit 911 alerts Emergency Response, WSDOT, Fire, and Emergency Management, if it includes HAZMAT or another accident that needs their response
Emergency Vehicle Preemption	Skagit 911 WSDOT	Opticom is used for emergency vehicle preemption on all signals in Skagit County except a crosswalk in Mount Vernon
Traffic Management	WSDOT Skagit County	Has an operations and maintenance agreement with WSDOT

**APPENDIX E FUNCTIONAL REQUIREMENTS /PHYSICAL OBJECTS**

SP	SP Name	Physical Object	Functional Object
CVO06	Freight Signal Priority	Commercial Vehicle OBE, Fleet and Freight Management Center, TMC	CV On-Board Safety and Security, CV On-Board Trip Monitoring, Fleet Administration, Fleet Maintenance Management
PM02	Smart Park and Ride System	Connected Roadside Equipment, Light Vehicle OBE, Parking Area Equipment, Parking Management Center, Personal Information Device, Transit Management Center, Transportation Information Center, Vehicle	RSE Parking Management, Light Vehicle Interactive Traveler Information, Parking Area Park and Ride Operations, Parking Coordination, Parking Management, Personal Interactive Traveler Information, Transit Center Park and Ride Operations, TIC Data Collection, TIC Interactive Traveler Information, Vehicle Basic Safety Communication, Vehicle Traveler Information Reception
PS01	Emergency Call Taking and Dispatch	Emergency Management Center, Emergency Vehicle OBE, Traffic Management Center	Emergency Call-Taking, Emergency Dispatch, Emergency Environmental Monitoring, Emergency Routing, EV On-Board En Route Support, TMC Incident Dispatch Coordination,
PS02	Emergency Response	Emergency Management Center, Emergency Vehicle OBE, Personal Device	Emergency Incident Command, EV On-Board Incident Management Communication, Personnel Incident Scene Communications
PS03	Emergency Vehicle Preemption	Connected Roadside Equipment, Emergency Management Center, Emergency Vehicle OBE, ITS Roadway Equipment, Traffic Management Center, Transportation Information Center, Vehicle	RSE Intersection Management, Emergency Routing, EV On-Board En Route Support, Roadway Signal Control, Roadway Signal Preemption, TMC Signal Control, TIC Traffic Control Dissemination, Vehicle Basic Safety Communication, Vehicle Intersection Warning

PS04	Mayday Notification	Emergency Management Center, Personal Information Device, Vehicle	Emergency Call-Taking, Emergency Notification Support, Personal Emergency Notification, Vehicle Emergency,
PS05	Vehicle Emergency Response	Commercial Vehicle OBE, Emergency Vehicle OBE, Vehicle	CV On-Board Cargo Monitoring, EV On-Board En Route Support, Vehicle Emergency Notification
PS06	Incident Scene Prearrival	Commercial Vehicle OBE, Emergency Management Center, Emergency Vehicle OBE, Traffic Management Center,	CV On-Board Cargo Monitoring, Emergency Commercial Vehicle Response, Emergency Dispatch, Emergency Incident Command, Emergency Routing, EV On-Board Route Support, EV On-Board Incident Management Communication, TMC Incident Dispatch Coordination
PS07	Incident Scene Safety Monitoring	Connected Vehicle Roadside Equipment, Emergency Management Center, Emergency Vehicle OBE, ITS Roadway Equipment, Personnel Device, Traffic Management Center, Vehicle	RSE Incident Scene Safety, Emergency Incident Command, Emergency Incident Scene Safety Management, EV On-Board Safety Monitoring, Roadway Incident Scene Safety, Personnel Incident Scene Safety, TMC incident Dispatch Coordination, Vehicle Basic Safety Communication, Vehicle Traveler Information Reception
PS10	Wide Area Alert	Emergency Management Center, ITS Roadway Equipment, Light Vehicle OBE, Personal Information Device, Traffic Management Center, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Traveler Support Equipment	Emergency Early Warning System, Roadway Traffic Information, Light Vehicle Interactive Traveler Information, Personal Interactive Traveler Information, TMC Incident Dispatch Coordination, TMC Traffic Information Dissemination, Transit Center Information Services, Transit Center Security, Transit Vehicle On-Board Information Services, TIC Data Collection, TIC Emergency Traveler Information, TIC Traveler Telephone Information, Traveler Information Reception

PS11	Early Warning System	Emergency Management Center, Security Monitoring Equipment, Traffic Management Center	Emergency Early Warning System, Emergency Environmental Monitoring, Emergency Secure Area Sensor Management, Emergency Secure Area Surveillance, Field Secure Area Sensor Monitoring, Field Secure Area Surveillance, TMC Incident Detection, Transit Center Security
PS14	Disaster Traveler Information	Emergency Management Center, Light Vehicle OBE, Personal Information Device, Transportation Information Center, Traveler Support Equipment, Vehicle	Emergency Evacuation Support, Emergency Response Management, Light Vehicle Interactive Traveler Information, Personal Interactive Traveler Information, Personal Traveler Information Reception, TIC Data Collection, TIC Emergency Traveler Information, TIC Traveler Telephone Information, Traveler Information Reception, Traveler Interactive Information, Vehicle Traveler Information Reception
PT01	Transit Vehicle Tracking	Transit Management Center, Transit Vehicle OBE, AVL on all Vehicles except service vehicles	Transit Center Vehicle Tracking, Transit Vehicle On-Board Trip Monitoring
PT02	Transit Fixed-Route Operations	Transit Management Center, Transit Vehicle OBE	Transit Center Fixed-Route Operations, Transit Center Operator
PT03	Dynamic Transit Operations	Personal Information Device, Transit Management Center	Personal Trip Planning and Route Guidance, Transit Center Operator Assignment, Transit Center Paratransit Operations, Transit Vehicle On-Board Paratransit Operations, TIC Data Collection, TIC Trip Planning

PT04	Transit Fare Collection Management	Payment Administration Center, Personal Information Device, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Traveler Support Equipment	PAC Payment Administration, Personal Interactive Traveler Information, Transit Center Fare Management, Transit Vehicle On-Board Fare Management, TIC Data Collection, Traveler Fare Management
PT05	Transit Security	Security Monitoring Equipment, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment	Emergency Response Management, Emergency Secure Area Alarm Support, Emergency Secure Area Sensor Management, Emergency Secure Area Surveillance, Field Secure Area Sensor Monitoring, Field Secure Area Surveillance, Transit Center Security, Transit Vehicle Security, Traveler Security
PT07	Transit Passenger Counting	Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment	Transit Center Passenger Counting, Transit Vehicle Passenger Counting, Transit Stop Information Services
PT08	Transit Traveler Information	Personal Information Device, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Traveler Support Equipment	Personal Interactive Traveler Information, Transit Center Information Services, Transit Vehicle On-Board Information Services, TIC Data Collection, TIC Interactive Traveler Information, Transit Stop Information Services
PT09	Transit Signal Priority	Connected Vehicle Roadside Equipment, ITS Roadway Equipment, Traffic Management Center, Transit Management Center, Transit Vehicle OBE, Transportation Information Center, Vehicle	RSE Intersection Management, Roadway Signal Control, TMC Multi-Modal Coordination, TMC Signal Control, Transit Center Priority Management, Transit Signal Priority, TIC Traffic Control Dissemination, Vehicle Basic Safety Communication, Vehicle Intersection Warning
PT14	Multi-modal Coordination	Traffic Management Center, Transit Management Center, Transit Vehicle OBE	TMC Multi-Modal Coordination, Transit Center Multi-Modal Coordination, Transit Vehicle Schedule Management
PT15	Transit Stop Request	Connected Vehicle Roadside Equipment, Personal Information Device, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment	RSE Transit User Guide, Personal Trip Planning and Route Guidance, Transit Center Information Services, Transit Vehicle On-Board Information Services, Transit Vehicle On-Board Trip Monitoring, Transit Stop Information Services

PT16	Route ID for the Visually Impaired	Connected Vehicle Roadside Equipment, Personal Information Device, Transit Management Center, Traveler Support Equipment	RSE Transit User Guidance, Personal Pedestrian Safety, Personal Trip Planning and Route Guidance, Transit Center Information Services, Transit On-Board Information Services, Transit Stop Information Services
PT17	Transit Connection Protection	Personal Information Device, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment	Personal Trip Planning and Route Guidance, Transit Center Connection Protection, Transit Center Multi-Modal Coordination, Transit Center Passenger Counting, Transit Vehicle On-Board Connection Protection, Transit Vehicle Passenger Counting, Transit Stop Information Services
TI01	Broadcast Traveler Information	Connected Vehicle Roadside Equipment, Personal Information Device, Transportation Information Center, Traveler Support Equipment, Vehicle	RSE Traveler Information Communications, Personal Traveler Information Reception, TIC Connected Vehicle Traveler Info Distribution, TIC Data Collection, TIC Traveler Information Broadcast, Traveler Information Reception, Vehicle Traveler Information Reception
TI02	Personalized Traveler Information	Light Vehicle OBE, Personal Information Device, Transportation Information Center, Traveler Support Equipment	Light Vehicle Interactive Traveler Information, Personal Interactive Traveler Information, TIC Data Collection, TIC Interactive Traveler Information, TIC Traveler Telephone Information, Traveler Interactive Information, Provide Road Use Charging Services Kiosk Interface
TI04	Trip Planning and Payment	Electric Charging Management Center, Light Vehicle OBE, Payment Administration Center, Personal Information Device, Shared Use Transportation Center, Transit Management Center, Transportation Information Center, Traveler Support Equipment	Electric Charging Management, Light Vehicle Trip Planning and Route Guidance, PAC Payment Administration, Personal Trip Planning and Route Guidance, Shared Use Operations, Transit Center Connection Protection, Shared Use Operations, TIC Data Collection, TIC Dynamic Ridesharing, TIC Trip Planning, Traveler Trip Planning, Update Traveler Display Map Data at Kiosk

TI05	Integrated Multi-Modal Electronic Payment	ITS Roadway Payment Equipment, Light Vehicle OBE, Parking Area Equipment, Parking Management Center, Payment Administration Center, Personal Information Device, Shared Use Transportation Center, Transit Management Center, Transit Vehicle OBE, Traveler Support Equipment	Light Vehicle Payment Service, PAC Payment Administration, Personal Interactive Traveler Information, Shared Use and Fee Management, Transit Center Fare Management, Transit Vehicle On-Board Fare Management, Traveler Fare Management
TI06	Shared Use Mobility and Dynamic Ridesharing	Light Vehicle OBE, Micro-mobility Vehicle OBE, Personal Information Device, Shared Use Transportation Center, Transit Management Center, Transportation Information Center, Traveler Support Equipment	Light Vehicle Access, Light Vehicle Trip Planning and Route Guidance, MMV Access, Personal Shared Use Planning, Personal Trip Planning and Route Guidance, Shared Use Account and Fee Management, Share Use Operations, Transit Center Paratransit Operations, Shared Use Operations, TIC Data Collection, TIC Dynamic Ridesharing, TIC Trip Planning, Traveler Trip Planning, Update Traveler Display Map Data at Kiosk
TM01	Infrastructure-Based Traffic Surveillance	ITS Roadway Equipment, Traffic Management Center	Roadway Basic Surveillance, Roadway Passive Monitoring, TMC Basic Surveillance, TMC Passive Surveillance
TM03	Traffic Signal Control	ITS Roadway Equipment, Traffic Management Center	Roadway Basic Surveillance, Roadway Field Management Station Operation, Roadway Signal Control, TMC Basic Surveillance, TMC Roadway Equipment Monitoring, TMC Signal Control
TM05	Traffic Metering	ITS Roadway Equipment, Traffic Management Center	Roadway Basic Surveillance, Roadway Traffic Information Dissemination, Roadway Traffic Metering, TMC Basic Surveillance, TMC Roadway Equipment Monitoring, TMC Traffic Information Dissemination, TMC Traffic Metering
TM06	Traffic Information Dissemination	ITS Roadway Equipment, Traffic Management Center	Roadway Traffic Information Dissemination, TMC Traffic Information Dissemination
TM07	Regional Traffic Management	Traffic Management Center	TMC Regional Traffic Management

TM08	Traffic Incident Management System	Emergency Management Center, ITS Roadway Equipment, Traffic Management Center	Emergency Response Management, Roadway Incident Detection, TMC Incident Detection, TMC Incident Dispatch Coordination
TM12	Dynamic Roadway Warning	ITS Roadway Equipment, Traffic Management Center	Roadway Basic Surveillance, Roadway Warning, TMC Basic Surveillance, TMC Roadway Warning
TM13	Standard Railroad Grade Crossing	ITS Roadway Equipment, Traffic Management Center	Roadway Standard Rail Crossing, TMC Standard Rail Crossing Management
TM20	Variable Speed Limits	ITS Roadway Equipment, Traffic Management Center	Roadway Basic Surveillance, Roadway Environmental Monitoring, Roadway Traffic Information Dissemination, Roadway Variable Speed Limits, TMC Basic Surveillance, TMC Environmental Monitoring, TMC Traffic Information Dissemination, TMC Variable Speed Limits
TM22	Dynamic Lane Management and Shoulder Use	Connected Vehicle Roadside Equipment, ITS Roadway Equipment, Traffic Management Center, Transportation Information Center, Vehicle	RSE Restricted Lanes Application, RSE Traveler Information Communications, Roadway Basic Surveillance, Roadway Dynamic Lane Management and Shoulder Use, Roadway Traffic Information Dissemination, TMC Basic Surveillance, TMC Dynamic Lane Management and Shoulder Use, TMC In-Vehicle Signing Management, TMC Restricted Lanes CV Application, TMC Traffic Information Dissemination, TIC Traffic Control Dissemination, Vehicle Basic Safety Communication, Vehicle Restricted Lanes Application, Vehicle Traveler Information Reception

VS08	Queue Warning	Connected Vehicle Roadside Equipment, ITS Roadway Equipment, Traffic Management Center, Transportation Information Center, Vehicle	RSE Environmental Monitoring, RSE Queue Warning, RSE Traffic Monitoring, Roadway Basic Surveillance, Roadway Environmental Monitoring, Roadway Warning, TMC Basic Surveillance, TMC Environmental Monitoring, TMC Roadway Warning, TIC Situation Data, TIC Traffic Control Dissemination, Vehicle Basic Safety Communication, Vehicle Environmental Monitoring, Vehicle Queue Warning, Vehicle Situation Data Monitoring, Vehicle Traveler Information Reception
VS11	Oversize Vehicle Warning	ITS Roadway Equipment, Traffic Management Center, Vehicle	RSE Infrastructure Restriction Warning, Roadway Restriction Monitoring and Warning, TMC Infrastructure Restriction Warning, Vehicle Traveler Information Warning
WX01	Weather Data Collection	Connected Vehicle Roadside Equipment, ITS Roadway Equipment, Traffic Management Center, Transportation Information Center, Vehicle	RSE Environmental Monitoring, Roadway Environmental Monitoring, TMC Environmental Monitoring, TIC Data Collection, Vehicle Environmental Monitoring

## APPENDIX F INVENTORY OF ITS ELEMENTS

Existing Elements			Planned Elements		
Element	Description	Stakeholder	Element	Description	Stakeholder
Shoreline TMC	Traffic Operations, alerts, incident response, traveler information dissemination	WSDOT	Queue Warning I-5	Queue warnings presented to drivers when congestion is ahead so drivers can reduce speed	WSDOT, Shoreline TMC, Skagit County, Mount Vernon, Burlington
Emergency Call Taking and Dispatch	Skagit 911	Skagit 911, DEM, WSP and other law enforcement	Variable Speed Limits, I-5	Traffic operations collect data to recommend speed limits	WSDOT, Shoreline TMC, Skagit County, Mount Vernon, Burlington
Emergency Response Data and Information via personal devices	Skagit 911 provides personal devices if they have the technology	Skagit 911, Fire Departments, Emergency Responders	Dynamic Roadway Warning	Dynamically warn drivers of approaching hazards	WSDOT, Shoreline TMC, Skagit County, Mount Vernon, Burlington
Emergency Vehicle Preemption	Opticom	Skagit 911, WSDOT	Regional Traffic Management	Shoreline and Bellingham TMC's share information for I-5 corridor	WSDOT, Shoreline TMC, Bellingham TMC, Skagit County
Early Warning System	Siren alert system tsunami and dam failure	PSE, WA SEOC	Traffic Metering I-5 Ramps	On-ramps to I-5 are regulated to manage congestion	WSDOT, Mount Vernon, Burlington, Skagit County
Emergency Alerts	SkagitReady, IPAWS	Skagit County DEM, Skagit 911	Dynamic Ridesharing	Travelers can request and confirm shared transportation	WSDOT, Mount Vernon, Burlington, Skagit County

Existing Elements			Planned Elements		
Element	Description	Stakeholder	Element	Description	Stakeholder
I-5 Monitoring	CCTV, Traffic Counts	WSDOT	Integrated Multi Modal Electronic Payment	Electronic payments system that includes multiple agencies and modes on one card	Skagit Transit
Traveler Information System	CCTV, traffic counts on WSDOT website	WSDOT	Personalized Traveler Information	Travelers are able to request specific customized information	Skagit Transit
Weather Data Collection	RWIS	WSDOT	Transit Connection Protection	Transit operators, when connections are in jeopardy can adjust schedule in real-time.	Skagit Transit
Skagit Transit AVL	On all vehicles	Skagit Transit	Skagit Transit Electronic Fare Management	Convert to ORCA card	Skagit Transit
Skagit Transit Electronic Fare	GFI/Card App UMO	Skagit Transit	Freight Signal Priority	Give freight signal priority	WSDOT, Anacortes, Burlington, Mount Vernon, Sedro-Woolley
Skagit Transit Management	Passenger Counting	Skagit Transit	Smart Park and Ride	Allow Park and Ride users to know parking capacity in real-time	Skagit Transit
Skagit Transit Security	Cameras	Skagit Transit	Incident Scene Safety Monitoring	Alert drivers when entering an incident zone	Skagit 911, Emergency Responders, DEM for various agencies

DRAFT

---

## DISCUSSION ITEM X.X – UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEAR 2027

### Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Discussion	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	04/15/2026	Discussion	<a href="#">Mark Hamilton</a>	(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 2027 (July 1, 2026 through June 30, 2027). 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 30 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 20, 2026*

State Fiscal Year

# 2027

July 1, 2026 – June 30, 2027

CONTENTS

Introduction .....	1
Federal and State Requirements.....	3
Funding Sources for Planning Activities.....	8
Element 1: Administration .....	10
Element 2: Multimodal Planning .....	13
Element 3: Programming & Project Selection.....	19
Element 4: Data Collection & Analysis.....	21
Expenditures by Work Task.....	23
Expenditures & Revenue by Fund Type .....	24
Surface Transportation Block Grant Funding Breakdown.....	25
Expected Consultant & Agency Agreements .....	26
Contact Information .....	27
Appendix A: Board Membership .....	i
Appendix B: Organizational Structure.....	ii
Appendix C: MPO & RTPO Planning Area.....	iii
Appendix D: Core Programs and Functions.....	iv
Appendix E: Planning Projects by Other Agencies.....	v

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.

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/non-discrimination/>.

## 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) 2027 – July 1, 2026 through June 30, 2027. 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 2027 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 regional 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 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 2027 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 most recently issued federal planning emphasis areas in 2021. The 2021 planning emphasis areas were rescinded in 2025 and no new federal guidance has yet been provided in their place specifically related to UPWP development. 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 2027 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 2027 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 2027 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.

#### PLANNING PRIORITIES FACING THE METROPOLITAN PLANNING AREA

Federal regulations ([23 CFR 450.308\(c\)](#)) require the UPWP include a discussion of the planning priorities facing the metropolitan planning area. Every five years, SCOG prepares a new federal-compliant metropolitan transportation plan and state-compliant regional transportation plan, which includes planning priorities facing the metropolitan planning area. Section 4 of this plan includes these regional priorities, which are also incorporated into the UPWP.

Planning priorities for the Skagit region are:

- Preservation;
- Safety;
- Stewardship;
- Mobility;
- Economic Vitality;
- Environment;
- Community Engagement and Regional Coordination; and
- Transportation Resilience.

These priorities are revisited every five years as this plan is being updated, and can also be revised any time the plan is amended. The plan was most recently updated in March 2026. As the UPWP is prepared and adopted, these priorities are referenced, and work tasks are included in the work program to implement these priorities.

#### 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 emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources during state fiscal year 2027.

#### Administrative

The Tribal and Regional Integrated Planning (TRIP) Office is continuing its effort to clarify and document the duties of RTPOs as found in [RCW 47.80](#) and MPOs as found in [23 CFR 450.300](#). TRIP wants to work closely with RTPOs and MPOs to make sure that all entities are aligned on what is expected of them.

#### Planning Collaboration

MPOs and RTPOs are requested to set aside resources to collaboratively develop and/or review planning efforts. Plans and efforts expected to be developed during SFY 2027 include:

- **Comprehensive Plan Updates:** Many cities and counties in Washington are updating their comprehensive plans for the [periodic update](#). RTPOs should coordinate with WSDOT region planning offices in the review and support of the local agency comprehensive plan transportation elements and Environmental Impact Statements for those local agencies adopting categorical exemptions for infill housing, per [RCW 43.21C.229](#).

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

##### State of Washington

State Fiscal Year (SFY) 2027  
(July 1, 2026 – June 30, 2027)

December 2025



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

- Multimodal Planning and Data Division Planning Activities:
  - WSDOT will be working on a new version of the Statewide Multimodal Transportation Plan, refining and implementing the legislatively directed performance-based project evaluation model, and addressing updates to legislation related to reducing vehicle miles traveled, land use/housing, and multimodal level of service. MPOs and RTPOs are requested to dedicate resources to coordinate on these efforts during SFY 2027; and
  - WSDOT is embarking on an effort to fulfill FHWA's Fundamental Data Elements (FDE) of the Model Inventory of Roadway Elements (MIRE, 2.1) and other MIRE elements for Washington's publicly owned roads. Coordination starts with a statewide inventory of available MIRE elements. MPOs and RTPOs will play a key role in acquiring and coordinating this data.
- Environmental Services Office Planning Activities:
  - WSDOT will be working on a new version of the Washington State Transportation Carbon Reduction Strategy. This effort will be coordinated with the development of the new Statewide Multimodal Transportation Plan. MPOs and RTPOs are requested to dedicate resources to coordinate on these efforts during SFY 2027.
- 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.
- Rail, Freight, and Ports Division Planning Activities:
  - The Rail, Freight, and Ports Division requests that MPOs and RTPOs incorporate truck parking needs into local and regional planning efforts; and
  - WSDOT will update the State Freight Plan in 2026. MPOs and RTPOs are requested to dedicate resources to coordinate with WSDOT on this effort.
- Active Transportation Division (ATD) Planning Activities:
  - MPOs and RTPOs are requested to reserve resources to coordinate with WSDOT on Complete Streets, Cycle Highways and project identification for the Sandy Williams Connecting Communities program;
  - If an MPO/RTPO is supporting or working on an active transportation plan, WSDOT requests coordination 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 populations;
  - If an MPO/RTPO plans to collect active transportation data, WSDOT requests coordination with ATD. WSDOT has identified infrastructure data and network connectivity as significant needs, and local data is still needed;
  - Identify opportunities for active transportation facilities and services to be incorporated into long-term resilience plans and into emergency response and disaster relief plans, along with planning for evacuation of nondrivers; and
  - Identify opportunities to directly consider and address the needs of seniors who need to give up driving and shift to other multimodal options, with active transportation facilities, services, and transit access to be incorporated into long-term plans.

Washington state planning emphasis areas are incorporated into various work tasks selected for SFY 2027. Work task 2.2 also addresses statewide activities identified by WSDOT.

## PUBLIC INVOLVEMENT

---

Federal and state laws require MPOs and RTPOs 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%.

Refer to the [Surface Transportation Block Grant Funding Breakdown](#) table in the UPWP for estimated STBG funding for SFY 2027 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 dues from local and tribal governments.

### 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 MPOs and RTPOs to help meet the transportation needs of older adults and people with disabilities when transportation service provided is unavailable, insufficient or inappropriate to meeting these needs. Match requirement is 20.0%, though state funding from WSDOT can be used to assist with meeting the minimum match along with local match.

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.

RURAL MOBILITY GRANT FUNDS

Washington state awards Rural Mobility competitive grants to sustain and expand public transportation services to rural and small urban service areas. These funds do not have a local match requirement.

SPECIAL NEEDS GRANT FUNDS

Washington state awards Special Needs competitive grants in sustaining and expanding services to people with disabilities, seniors and children. These funds do not have a local match requirement and are used in partial fulfillment of the Federal Transit Administration Section 5310 match requirement for SFY 2027.

DRAFT

## 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. Assure 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 2027 operating budget. Apply for grants through federal and state sources relevant to SCOG's transportation function and regional priorities, policies and goals. 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:** 2027 SCOG operating budget completed and adopted prior to calendar year 2027. Self-certification documentation completed in October 2026. By the second quarter of calendar year 2027, 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 2027 with consultant assistance.

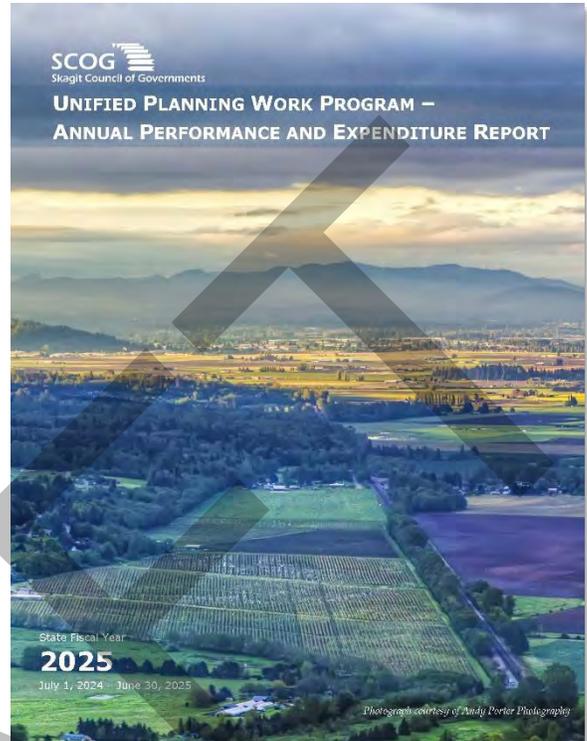
**Direct Cost:** Technology-related (hardware, software, etc.) direct costs are expected to total up to \$5,100. Travel and training costs are expected to total up to \$21,000. Public notices are expected to total up to \$1,900. Any consultant costs for the website update are expected to be indirect, not direct costs.

## 1.2 Unified Planning Work Program

**Description:** SCOG will prepare the SFY 2028 UPWP in cooperation with the Federal Highway Administration, Federal Transit Administration, Skagit Transit and WSDOT. SCOG will also create the SFY 2026 UPWP Annual Performance and Expenditure Report per [23 CFR 420.117](#).

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

**Product:** SFY 2026 Annual UPWP Performance and Expenditure Report completed in September 2026, and SFY 2028 UPWP in spring 2027.



## 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 2026.

## 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 2027.

## 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 2027.

DRAFT

## ELEMENT 2: MULTIMODAL PLANNING

The **Multimodal Planning** element includes local, regional and statewide 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 Move Skagit 2050 Regional Transportation Plan – the federal-compliant metropolitan transportation plan and state-compliant regional transportation plan – was adopted in March 2026, concluding a planning process that began in calendar year 2024. An amendment to the Regional Transportation Plan is anticipated in SFY 2027, as periodic updates to local comprehensive plans are completed. A biennial review of the plan will be complete by March 2028 to ensure consistency with the RTPO requirement. SCOG utilizes plan amendments as an opportunity to review the plan, at minimum every two years, and make any needed revisions between updates occurring every five years. The next major update to the plan is due in March 2031.

**Responsibilities:** SCOG (lead), WSDOT

**Product:** An amendment to Regional Transportation Plan completed in SFY 2027.



#### 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 2027.

### 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. These projects are in addition to the Statewide Planning Initiatives included in work task 2.2.

**Responsibilities:** SCOG

**Product:** SCOG will assist with local planning efforts as needed in SFY 2027.

### 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, Skagit Transit, WSDOT

**Product:** NSTA meeting administration and attendance in SFY 2027. Staff support for additional multimodal planning activities that NSTA performs.

### 2.5 Nondiscrimination Planning

**Description:** 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 SFY 2026. The next major update to the ADA Self-evaluation and Program Access Plan is expected to occur in SFY 2027.

**Responsibilities:** SCOG (lead), WSDOT

**Product:** Conduct ongoing nondiscrimination activities at SCOG throughout SFY 2027. Major update to ADA Self-evaluation and Program Access Plan completed in SFY 2027.

### 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 2026 NMAC work program was approved in December 2025 and the calendar year 2027 NMAC work program should be approved in December 2026. The Skagit County Walking Trail Guide and Skagit County Bike Map will continue to be distributed in SFY 2027.

**Responsibilities:** SCOG

**Product:** Distribution of bike maps and walking trial guides in SFY 2027. 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, and expires in SFY 2027. The Code of Federal Regulations may be updated during the timeframe of the SFY 2027 UPWP with regulations implementing the IIJA. SCOG will continue to participate in processes related to implementing the IIJA and continue 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

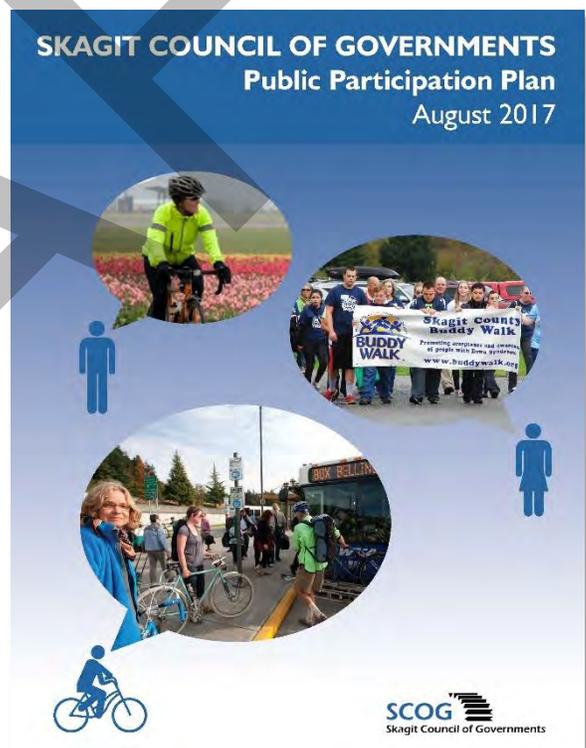
**Product:** Participation in implementation activities related to the Infrastructure Investment and Jobs Act in SFY 2027 at the national, statewide and local levels.

## 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 will occur in SFY 2027, primarily to address changes with governing bodies, advisory committees, remote meetings and Infrastructure Investment and Jobs Act requirements. The plan update may be impacted by changes in the Code of Federal Regulations, which could occur in SFY 2027 as noted in work task 2.7.

**Responsibilities:** SCOG

**Product:** Public Participation Plan amended in SFY 2027.



## 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 2027. SCOG also jointly established level of service standards for state highways and ferry routes with WSDOT, pursuant to [RCW 47.80.030](#), via the Regional Transportation Plan adopted 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 service standards in SFY 2027.

## 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 regional transportation guidelines and principles;
- b. Are consistent with the adopted Regional Transportation Plan;
- c. Conform to the requirements of [RCW 36.70A.070](#); and
- d. 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 2027.

## 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 2027 if necessary.

**Responsibilities:** SCOG

**Product:** Regional planning duties updated if necessary in SFY 2027.

## 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. 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 received

grant funding under this federal program and completed the Regional Transportation Resilience Improvement Plan in SFY 2026 with adoption of this plan.

**Responsibilities:** SCOG

**Product:** Continued activities implementing the Regional Transportation Resilience Improvement Plan completed in SFY 2027.

### 2.13 Regional Safety Action Plan

**Description:** SCOG received a Safe Streets and Roads for All discretionary grant to prepare a Regional Safety Action Plan with consultant support. The planning process began in 2024 and concluded with adoption of the Regional Safety Action Plan in SFY 2026. Continued activities to implement the plan are expected in SFY 2027.

**Responsibilities:** SCOG

**Product:** Continued activities implementing the Regional Safety Action Plan in SFY 2027.

### 2.14 Intelligent Transportation Systems Architecture

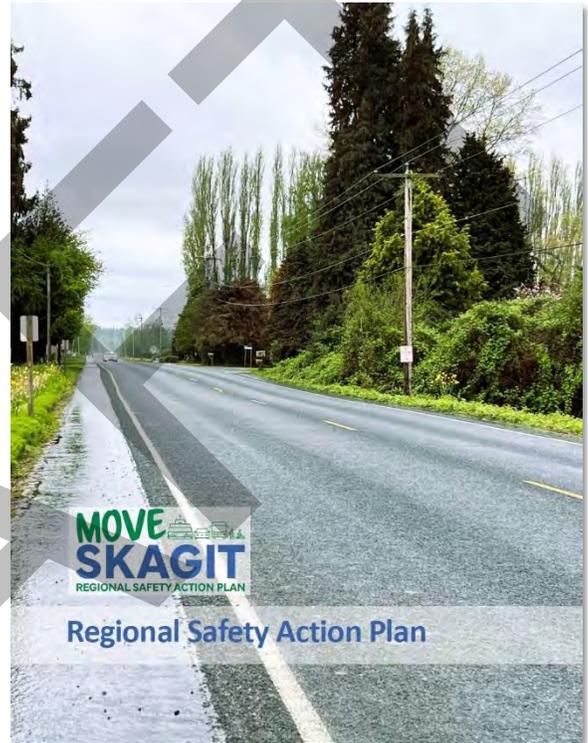
**Description:** Federal regulations require that SCOG develop an Intelligent Transportation Systems Architecture to guide the development of intelligent transportation strategies and projects. SCOG adopted the Skagit MPO Intelligent Transportation System Architecture in December 2011. Since then, SCOG 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, continued on the work task in SFY 2026 and will complete in the first quarter of SFY 2027.

**Responsibilities:** SCOG

**Product:** Intelligent Transportation Systems Architecture updated in SFY 2027. Begin implementation activities for this work task in SFY 2027.

### 2.15 Regional Mobility Coordination and Outreach

**Description:** SCOG was notified in June 2025 that the Washington State Department of Transportation selected SCOG to receive a 2025–2027 Consolidated Grant Program award for regional mobility management and coordination. Work under this grant began in SFY 2026 and carries into SFY 2027. Funding comes from a combination of Federal Transit Administration Section 5310 funds, state Special Needs funds and local match. Standing up a website on regional mobility began in SFY 2026, which may be integrated with SCOG's agency website, along with preparation



and printing of a mobility resource guide. The website and resource guide will be completed in SFY 2027, along with other implementation activities for this work task.

**Responsibilities:** SCOG

**Product:** Regional mobility coordination and outreach continues in SFY 2027. Website and resource guide produced in SFY 2027.

**Direct Cost:** An estimated \$5,000 in funding under this work task will be used for printing a mobility resource guide in SFY 2027.

## 2.16 Coordinated Public Transit–Human Services Transportation Plan

**Description:** The coordinated public transit–human services transportation plan is updated by SCOG every four years, with the most recent update concluding in 2022. Preparation of this plan will be coordinated with a prioritization of human services transportation projects under Element 3: Programming & Project Selection. The process to update this plan began in SFY 2026 and will conclude in SFY 2027. Continue implementation of the public involvement plan adopted in March 2026 for this planning process in SFY 2027, and consider instituting a community compensation program utilizing state funds available for this work task to compensate participants, consistent with guidance from WSDOT.

**Responsibilities:** SCOG

**Product:** Update the coordinated public transit–human services transportation plan in SFY 2027. The updated plan will be completed by December 2026.

## ELEMENT 3: PROGRAMMING & PROJECT SELECTION

The **Programming & Project Selection** 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:** 2027–2032 Regional Transportation Improvement Program adopted by SCOG’s Transportation Policy Board in October 2026. Regional Transportation Improvement Program amendments and administrative modifications as needed in SFY 2027.



### 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 2026 for the Skagit region.

**Responsibilities:** SCOG (lead), Skagit Transit, WSDOT

**Product:** Annual listing of obligated projects completed in March 2027.



### 3.3 Project Selection and Prioritization

**Description:** SCOG will complete one project prioritization process and one project selection process in SFY 2027. 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 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 most recent project selection process for these federal funds occurred in calendar year 2025, with the next process set to occur in SFY 2027.

**Responsibilities:** SCOG (lead), WSDOT

**Product:** Finalize a regional list of prioritized human services transportation projects in January 2027. Select projects for federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives Set-aside in June 2027.

### 3.4 List of Regional High Priority Projects

**Description:** SCOG will prepare a list of projects that are regional priorities prior to the 2027 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 2026.

## ELEMENT 4: DATA COLLECTION & ANALYSIS

The **Data Collection & Analysis** 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. Evaluate the feasibility of SCOG setting quantifiable highway safety targets in SFY 2027 for the Skagit region to inform the February 2027 choice of either agreeing to plan and program projects to assist with meeting statewide targets or setting quantifiable regional targets instead. Complete four-year update of Pavement Condition, Bridge Condition, Travel Time Reliability and Freight Movement regional performance targets in SFY 2027.

**Responsibilities:** SCOG (lead), Skagit Transit, WSDOT

**Product:** Regional performance targets updated in SFY 2027 as necessary. FHWA regional highway safety performance targets are revisited every year by SCOG, and will be adopted in February 2027. Update FHWA regional performance targets for Pavement Condition, Bridge Condition, Travel Time Reliability and Freight Movement in March 2027, which were last updated in 2023 and are revisited every four years. Other regional performance targets, such as FTA targets, may be revisited by SCOG in SFY 2027.

#### 4.2 Travel Demand Model

**Description:** SCOG most recently completed an update to the regional travel demand model in SFY 2026 to inform the Move Skagit 2050 Regional Transportation Plan, and other transportation planning efforts. The regional travel demand model is utilized by SCOG on an as-needed basis. No updates to the model are expected in SFY 2027.

**Responsibilities:** SCOG (lead), Consultant

**Product:** Provide the regional travel demand model and model documentation upon request to local, regional and statewide partners in SFY 2027. Utilize the model on an as-needed basis.

#### 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. 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:** Continue to maintain the regional clearinghouse of traffic counts for Skagit County in SFY 2027. Counts will be done throughout the year on both a scheduled and as-needed basis.

**Direct Cost:** An estimated \$35,000 of RTPO funds will be used for traffic counts in SFY 2027, including a pass-through of \$35,000. An estimated \$800 of STBG funds will be used 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 2027. 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, story maps and other geographic tools.

#### 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 2027.

**Responsibilities:** WSDOT (lead), SCOG

**Product:** Collaboration with WSDOT and other jurisdictions on highway functional classification issues in SFY 2027.

#### 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 2027 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 2027. Develop/refine tools for analyzing household travel survey data.



## EXPENDITURES BY WORK TASK

Element	Work Task #	Work Task Title	FHWA - FTA CPG			FTA - 5310			FHWA - STBG			RTPO	Special Needs	Rural Mobility	Summary			Total
			Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	State	State	State	Federal	State	Local	
			100.0%	86.5%	13.5%	100.0%	95%	5%	100.0%	86.5%	13.5%	100.0%	100.0%	100.0%				
Administration	1.1	MPO and RTPD Administration	\$152,800	\$132,200	\$20,600	\$0	\$0	\$0	\$100,100	\$86,600	\$13,500	\$2,500	\$0	\$0	\$218,800	\$2,500	\$34,100	\$255,400
	1.2	Unified Planning Work Program	\$15,500	\$13,400	\$2,100	\$0	\$0	\$0	\$9,500	\$8,200	\$1,300	\$800	\$0	\$0	\$21,600	\$800	\$3,400	\$25,800
	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	\$5,300	\$4,600	\$700	\$0	\$0	\$0	\$5,000	\$4,300	\$700	\$0	\$0	\$0	\$8,900	\$0	\$1,400	\$10,300
	1.5	Public Participation Plan Annual Report	\$4,400	\$3,800	\$600	\$0	\$0	\$0	\$5,000	\$4,300	\$700	\$0	\$0	\$0	\$8,100	\$0	\$1,300	\$9,400
	1.6	Metropolitan Planning Agreement	\$13,800	\$11,900	\$1,900	\$0	\$0	\$0	\$10,100	\$8,700	\$1,400	\$0	\$0	\$0	\$20,600	\$0	\$3,300	\$23,900
	Subtotal	\$191,800	\$165,900	\$25,900	\$0	\$0	\$0	\$129,700	\$112,100	\$17,600	\$3,300	\$0	\$0	\$278,000	\$3,300	\$43,500	\$324,800	
Multimodal Planning	2.1	Regional Transportation Plan	\$26,000	\$22,500	\$3,500	\$0	\$0	\$0	\$16,100	\$13,900	\$2,200	\$800	\$0	\$0	\$36,400	\$800	\$5,700	\$42,900
	2.2	Statewide Planning Initiatives	\$10,800	\$9,300	\$1,500	\$0	\$0	\$0	\$16,700	\$14,400	\$2,300	\$800	\$0	\$0	\$23,700	\$800	\$3,800	\$28,300
	2.3	Local Transportation Planning	\$4,600	\$4,000	\$600	\$0	\$0	\$0	\$2,900	\$2,500	\$400	\$800	\$0	\$0	\$6,500	\$800	\$1,000	\$8,300
	2.4	North Sound Transportation Alliance	\$8,000	\$6,900	\$1,100	\$0	\$0	\$0	\$6,500	\$5,600	\$900	\$600	\$0	\$0	\$12,500	\$600	\$2,000	\$15,100
	2.5	Nondiscrimination Planning	\$12,100	\$10,500	\$1,600	\$0	\$0	\$0	\$11,400	\$9,900	\$1,500	\$0	\$0	\$0	\$20,400	\$0	\$3,100	\$23,500
	2.6	Nonmotorized Transportation Planning	\$14,100	\$12,200	\$1,900	\$0	\$0	\$0	\$16,300	\$14,100	\$2,200	\$0	\$0	\$0	\$26,300	\$0	\$4,100	\$30,400
	2.7	Infrastructure Investment and Jobs Act	\$9,000	\$7,800	\$1,200	\$0	\$0	\$0	\$7,500	\$6,500	\$1,000	\$0	\$0	\$0	\$14,300	\$0	\$2,200	\$16,500
	2.8	Public Participation Plan	\$25,400	\$22,000	\$3,400	\$0	\$0	\$0	\$12,100	\$10,500	\$1,600	\$0	\$0	\$0	\$32,500	\$0	\$5,000	\$37,500
	2.9	Regional Multimodal Level of Service	\$10,100	\$8,700	\$1,400	\$0	\$0	\$0	\$4,000	\$3,500	\$500	\$1,500	\$0	\$0	\$12,200	\$1,500	\$1,900	\$15,600
	2.10	Transportation Elements and Countywide Planning Policies	\$24,200	\$20,900	\$3,300	\$0	\$0	\$0	\$7,600	\$6,600	\$1,000	\$1,400	\$0	\$0	\$27,500	\$1,400	\$4,300	\$33,200
	2.11	Regional Planning Duties	\$2,200	\$1,900	\$300	\$0	\$0	\$0	\$1,700	\$1,500	\$200	\$1,200	\$0	\$0	\$3,400	\$1,200	\$500	\$5,100
	2.12	Regional Transportation Resilience Improvement Plan	\$12,100	\$10,500	\$1,600	\$0	\$0	\$0	\$6,600	\$5,700	\$900	\$0	\$0	\$0	\$16,200	\$0	\$2,500	\$18,700
	2.13	Regional Safety Action Plan	\$7,900	\$6,800	\$1,100	\$0	\$0	\$0	\$4,500	\$3,900	\$600	\$0	\$0	\$0	\$10,700	\$0	\$1,700	\$12,400
	2.14	Intelligent Transportation Systems Architecture	\$11,000	\$9,500	\$1,500	\$0	\$0	\$0	\$6,700	\$5,800	\$900	\$0	\$0	\$0	\$15,300	\$0	\$2,400	\$17,700
	2.15	Regional Mobility Coordination and Outreach	\$400	\$300	\$100	\$205,200	\$194,900	\$10,300	\$0	\$0	\$0	\$0	\$0	\$36,600	\$195,200	\$36,600	\$10,400	\$242,200
	2.16	Coordinated Public Transit—Human Services Transportation Plan	\$10,900	\$9,400	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,400	\$9,400	\$19,400	\$1,500	\$30,300
	Subtotal	\$188,800	\$163,200	\$25,600	\$205,200	\$194,900	\$10,300	\$120,600	\$104,400	\$16,200	\$7,100	\$36,600	\$19,400	\$462,500	\$63,100	\$52,100	\$577,700	
Programming & Project Selection	3.1	Regional Transportation Improvement Program	\$11,900	\$10,300	\$1,600	\$0	\$0	\$0	\$20,900	\$18,100	\$2,800	\$1,600	\$0	\$0	\$28,400	\$1,600	\$4,400	\$34,400
	3.2	Annual Listing of Obligations	\$6,700	\$5,800	\$900	\$0	\$0	\$0	\$5,300	\$4,600	\$700	\$0	\$0	\$0	\$10,400	\$0	\$1,600	\$12,000
	3.3	Project Selection and Prioritization	\$30,900	\$26,700	\$4,200	\$0	\$0	\$0	\$15,000	\$13,000	\$2,000	\$900	\$0	\$0	\$39,700	\$900	\$6,200	\$46,800
	3.4	List of Regional High Priority Projects	\$4,200	\$3,600	\$600	\$0	\$0	\$0	\$8,300	\$7,200	\$1,100	\$0	\$0	\$0	\$10,800	\$0	\$1,700	\$12,500
	Subtotal	\$53,700	\$46,400	\$7,300	\$0	\$0	\$0	\$49,500	\$42,900	\$6,600	\$2,500	\$0	\$0	\$89,300	\$2,500	\$13,900	\$105,700	
Data Collection & Analysis	4.1	Regional Performance Management	\$13,800	\$11,900	\$1,900	\$0	\$0	\$0	\$10,500	\$9,100	\$1,400	\$0	\$0	\$0	\$21,000	\$0	\$3,300	\$24,300
	4.2	Travel Demand Model	\$22,700	\$19,600	\$3,100	\$0	\$0	\$0	\$14,300	\$12,400	\$1,900	\$0	\$0	\$0	\$32,000	\$0	\$5,000	\$37,000
	4.3	Traffic Counts	\$5,700	\$4,900	\$800	\$0	\$0	\$0	\$11,900	\$10,300	\$1,600	\$35,000	\$0	\$0	\$15,200	\$35,000	\$2,400	\$52,600
	4.4	Geographic Information Systems	\$16,000	\$13,800	\$2,200	\$0	\$0	\$0	\$10,500	\$9,100	\$1,400	\$0	\$0	\$0	\$22,900	\$0	\$3,600	\$26,500
	4.5	Highway Functional Classification	\$7,200	\$6,200	\$1,000	\$0	\$0	\$0	\$8,000	\$6,900	\$1,100	\$0	\$0	\$0	\$13,100	\$0	\$2,100	\$15,200
	4.6	Household Travel Survey	\$7,500	\$6,500	\$1,000	\$0	\$0	\$0	\$6,700	\$5,800	\$900	\$0	\$0	\$0	\$12,300	\$0	\$1,900	\$14,200
	Subtotal	\$72,900	\$62,900	\$10,000	\$0	\$0	\$0	\$61,900	\$53,600	\$8,300	\$35,000	\$0	\$0	\$116,500	\$35,000	\$18,300	\$169,800	
	Total	\$507,200	\$438,400	\$68,800	\$205,200	\$194,900	\$10,300	\$361,700	\$313,000	\$48,700	\$47,900	\$36,600	\$19,400	\$946,300	\$103,900	\$127,800	\$1,178,000	

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 2026	Est. Carry Forward to 2028
SCOG	FHWA-FTA CPG Federal Funds - 86.5%	\$165,800	\$163,300	\$46,400	\$63,000	\$438,500	\$336,200	\$493,800	\$391,500
	Local Match - 13.5%	\$25,900	\$25,500	\$7,200	\$9,800	\$68,400	\$68,400	N/A	
	FHWA STBG Federal Funds - 86.5%	\$112,000	\$104,400	\$42,900	\$53,700	\$313,000	\$313,000	\$0	\$0
	Local Match - 13.5%	\$17,500	\$16,300	\$6,700	\$8,400	\$48,900	\$48,900	N/A	
	FTA 5310 Federal Funds - 95.0%	\$0	\$194,900	\$0	\$0	\$194,900	\$0	\$194,900	\$0
	Local Match - 5.0%	\$0	\$10,300	\$0	\$0	\$10,300	\$0	N/A	
	Total	\$321,200	\$514,700	\$103,200	\$134,900	\$1,074,000	\$766,500	\$688,700	\$391,500

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 2026	Est. Carry Forward to 2028
SCOG	RTPO	\$3,300	\$7,100	\$2,500	\$35,000	\$47,900	\$0	\$47,900	\$0
	Special Needs	\$0	\$36,600	\$0	\$0	\$36,600	\$0	\$36,600	\$0
	Rural Mobility	\$0	\$19,400	\$0	\$0	\$19,400	\$0	\$19,400	\$0
	Total	\$3,300	\$63,100	\$2,500	\$35,000	\$103,900	\$0	\$103,900	\$0

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 2027 UPWP.

SCOG Administration occurs every state fiscal year, with the next year of funding spanning SFY 2027. SCOG anticipates obligation of the SCOG Administration federal funding prior to start of SFY 2027. These STBG funds provide revenue to support work tasks in the SFY 2027 UPWP, as illustrated in the [Expenditures by Work Task](#) table.

	Program Fund Source	SCOG Admin. (SFY 2027 est.)
SCOG	FHWA STBG Federal Funds - 86.5%	\$312,967
	Local Match - 13.5%	\$48,845
	Total	\$361,812

DRAFT

## EXPECTED CONSULTANT & AGENCY AGREEMENTS

Agreements expected between SCOG and other parties related to SFY 2027 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 2027 only and do not include any matching funds.

Work Task #	Work Task Title	Agreement Type	Fund Type	Estimated Cost
4.3	Traffic Counts	Interlocal	RTPO	\$35,000
Total				\$35,000

DRAFT

## CONTACT INFORMATION

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

Jill Boudreau  
Executive Director  
Skagit Council of Governments  
315 South Third Street, Suite 100  
Mount Vernon, WA 98273  
(360) 416-7871  
[jillb@scog.net](mailto:jillb@scog.net)

### SCOG STAFF

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

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

Sarah Ruether  
Associate Planner  
(360) 416-6605  
[saruether@scog.net](mailto:saruether@scog.net)

## 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.

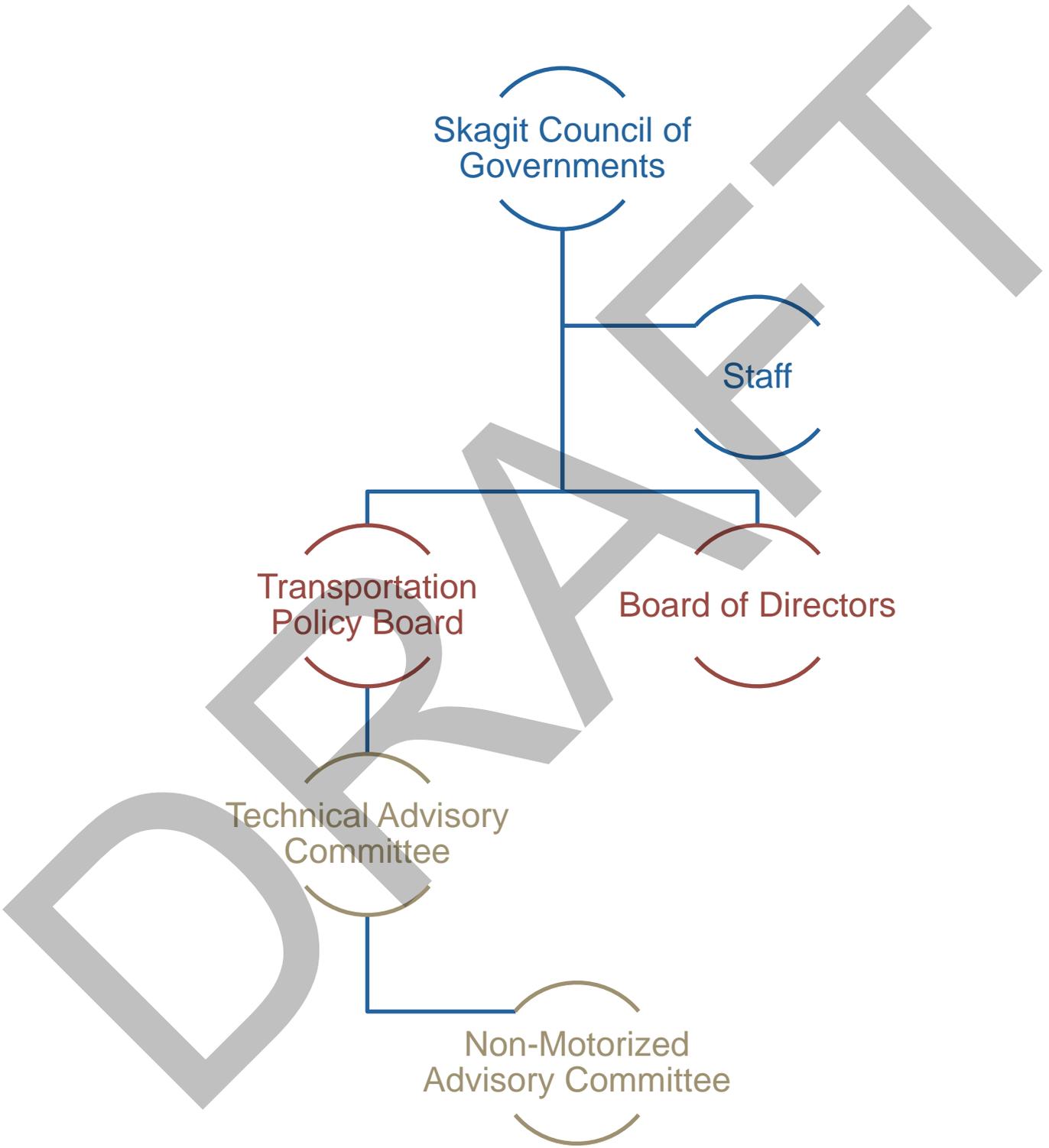
**VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:**

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)

Appendix B: ORGANIZATIONAL STRUCTURE



# Appendix C: MPO & RTPo PLANNING AREA



## Appendix D: CORE PROGRAMS AND FUNCTIONS

Administration	Multimodal Planning	Programming & Project Selection	Data Collection & Analysis
<ul style="list-style-type: none"> <li>•MPO and RTPO Administration</li> <li>•Training</li> <li>•Annual Budget</li> <li>•Annual Reports</li> <li>•Unified Planning Work Program</li> <li>•Governance</li> </ul>	<ul style="list-style-type: none"> <li>•Regional Transportation Plan</li> <li>•Corridor Studies</li> <li>•Statewide Planning Initiatives</li> <li>•Nondiscrimination Planning</li> <li>•Intelligent Transportation System Architecture</li> <li>•Participation Plan</li> <li>•Coordinated Public Transit-Human Services Transportation Plan</li> <li>•Transportation Elements and Countywide Planning Policies Certification</li> <li>•Regional Level of Service</li> </ul>	<ul style="list-style-type: none"> <li>•Regional Transportation Improvement Program</li> <li>•Surface Transportation Block Grant Program Project Selection</li> <li>•Carbon Reduction Program Project Selection</li> <li>•Annual Listing of Obligations</li> <li>•Transportation Alternatives Set-aside Project Selection</li> <li>•Human Services Project Prioritization</li> </ul>	<ul style="list-style-type: none"> <li>•Travel Demand Model</li> <li>•Traffic Counts</li> <li>•Geographic Information Systems</li> <li>•Household Travel Survey</li> <li>•Population and Employment Forecasts</li> <li>•Highway Functional Classification</li> <li>•Regional Performance Management</li> </ul>

MPO (Federal)

RTPO (State)

MPO & RTPO

## Appendix E: PLANNING PROJECTS BY OTHER AGENCIES

### SKAGIT TRANSIT

---

#### 2026 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 1<sup>st</sup>. 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 2026

*Funding:* Local funds

#### ADA TRANSITION PLAN

To support agency compliance with [28 CFR 35.150\(d\)](#) under ADA Title II regulations, Skagit Transit will develop a written plan to remove barriers to accessing agency programs, services and facilities.

*Schedule:* September–December 2026

*Funding:* FTA and 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.

Early planning activities and coordination to support the I-5 master plan and the Cascadia High-Speed Rail service development plan.

*Schedule:* State Fiscal Year 2025–2027

*Funding:* WSDOT and US federal funds

#### COMPLETE STREETS PRE-DESIGN SUPPORT FOR HIGHWAY PROJECTS

Complete Streets means planning, designing, building, operating and maintaining the transportation system that enables comfortable and convenient access to destinations for all people, and includes specific requirements for the pedestrian, bicyclist and transit rider experience. Complete Streets is delivered through existing project delivery at WSDOT. State transportation projects need to be screened to determine if they are subject to the Complete Streets requirement.

Early planning activities and coordination to support highway projects that are subject to Complete Streets.

*Schedule:* State Fiscal Year 2025-2027

*Funding:* US federal funds

DRAFT

## **DISCUSSION ITEM X.X. – REDISTRIBUTED OBLIGATION AUTHORITY LIST OF PROJECTS**

### Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Discussion	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	04/18/2026	Discussion	<a href="#">Mark Hamilton</a>	(360) 416-7876

### **DISCUSSION**

Washington State Department of Transportation (WSDOT) staff determine every year whether or not to request obligation authority (OA) redistributed from other states around the U.S. These funds are made available every federal fiscal year by the Federal Highway Administration, typically at the end of August.

In 2025, ~\$20 million of redistributed OA was received by the WSDOT Local Programs Division, of which ~\$3 million went to projects submitted by metropolitan planning organizations (MPOs) and counties in Washington state. Only one MPO and two counties hit their obligation authority targets by the June 30 statewide deadline and were eligible to receive redistributed obligation authority. The Local Programs Division also provided ~\$31 million of managed programs obligation authority to MPOs and counties, even if they did not meet the June 30 deadline last year. While not redistributed obligation authority, these additional managed program funds did result in additional federal funding coming to these areas that would otherwise not have been available. A [summary](#) was prepared by WSDOT in 2025 documenting all redistributed OA received and distributed by the Local Programs Division last year.

SCOG received \$705,115 in funds sanctioned from other organizations statewide in 2025 along with an additional \$86,500 in obligation authority provided to a Burlington project, resulting in an additional \$791,615 to the Skagit region last year.

Exceeding the regional obligation authority target by June 30 every year provides the best opportunity of receiving additional federal funding available to transportation projects in the Skagit region. To position Skagit region jurisdictions to receive any additional funding available through redistributed OA, SCOG staff proposes preparing a list of projects that could utilize redistributed OA this federal fiscal year, as it appears the regional OA target will be met by June 30, 2026. Any project phase that has already received federal authorization with obligated federal funds, and has not yet been closed, is eligible for the list of projects. Federal requirements still apply to redistributed OA funds, including maintaining no less than a 13.5% local match. Project phases may be best positioned to utilize redistributed OA if they: (1) had a higher than required local match when existing federal funding obligated; and/or (2) experienced cost increases above the estimate. Submitting any project phase for redistributed OA does not guarantee that any additional federal funding will be available to the project, but would provide the opportunity for redistributed OA that would otherwise not be available on a project-specific basis.

A list of projects is expected to be finalized in June for submittal to the WSDOT Local Programs Division. A tentative schedule is as follows:

- Prepare draft list of projects: May 1–27
- Technical Advisory Committee recommendation on list of projects: June 4
- Transportation Policy Board action approving list of projects: June 17

- Submit approved list of projects to WSDOT: June 18

Redistributed OA is expected to only be available to projects for a few weeks at the beginning of September 2026, with these additional funds no longer available unless obligated this federal fiscal year.

DRAFT

**WSDOT – Local Programs**

**FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary**

**FFY 2025 Summary**

FFY 2025 was a challenging year for delivery of the local formula Obligation Authority (OA). Local agencies had a target of approximately \$349 million. At the end of June, \$136 million of OA remained to be delivered. Local agencies were presented with an opportunity to receive FHWA Redistributed OA. Concerned that the statewide target wouldn't be met, but still wanting to provide agencies with the opportunity to receive additional funding, the decision was made to use OA from the managed programs (ex. Bridge, HSIP) in place of redistributed OA. After consulting with the MPOs, County Lead Agencies, and RTPOs, a project list was developed that used \$31 million of managed programs OA. In addition, Local Programs requested and received \$20 million of Redistributed OA to provide additional funding for those entities that over-delivered their individual target as of June 30 and for increases to existing managed program selections. WSDOT reviewed the OA Policy and applied the redistributed OA and sanctioned funds to the applicable entities. As a reminder, these changes will be applied in FFY 2026, as detailed in the table below.

<b>FFY 2025 Summary of Redistributed &amp; Sanctioned Funds</b>				
	<b>Sanctioned Amount</b>	<b>Share of Sanctioned</b>	<b>Share of Redistributed</b>	<b>Additional in FFY 2026</b>
Adams		324,425	1,458,496	1,782,921
Clallam				
Columbia		192,475		192,475
Ferry				
Garfield		228		228
Grant				
Grays Harbor COG		170,567		170,567
Island				
Jefferson		114,832	516,243	631,075
Kittitas				
Klickitat				
Lewis				
Lincoln				
Mason				
Okanogan				
Pacific				
Pend Oreille				
San Juan				
Skamania		7,009		7,009
Stevens				
Wahkiakum				
Whitman		209,722		209,722
	0	1,019,258	1,974,739	2,993,997
BFCG		434,118		434,118
CDTC		50,060		50,060
CWCOG		571,493	1,365,625	1,937,118
LCV	(1,269,460)			(1,269,460)
PSRC		4,280,017		4,280,017
RTC		283,038		283,038
SCOG		705,115		705,115
SRTC		13,535		13,535
TRPC		234,738		234,738
WWVMPO				
WCOG		23,915		23,915
YVCOG	(6,345,827)			(6,345,827)
	(7,615,287)	6,596,029	1,365,625	346,367
Managed Programs			16,693,616	16,693,616
	<b>(7,615,287)</b>	<b>7,615,287</b>	<b>20,033,980</b>	<b>20,033,980</b>

**WSDOT – Local Programs**

**FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary**

**Redistributed Funds**

Local Programs received \$20 million of Redistributed OA in FFY 2025. To receive redistributed funds, delivery of the local formula Obligation Authority (OA) must be met. As mentioned above, there was concern that the target wouldn't be met, which would not allow the state to request Redistributed OA. To provide a mechanism to meet the statewide target and provide agencies with the ability to receive additional funding, managed programs OA was used for redistributed requests from the MPOs, County Lead Agencies, and RTPOs. Local Programs received a list of projects from twelve MPOs/County Lead Agencies/RTPOs that obligated \$31 million in redistributed funding. This list of projects allowed Local Programs to ensure delivery of the local OA and request \$20 million of Redistributed OA, which provided funding for entities that over-delivered their individual target, as of June 30, and for increases to existing managed program selections.

<b>Redistributed with</b>		
<b>MPO/County Lead/RTPO</b>	<b>Managed Programs OA</b>	<b># of Projects</b>
PSRC	\$6,014,941	4
RTC	\$15,160,323	5
SCOG	\$86,500	1
SRTC	\$734,088	5
TRPC	\$300,000	1
WCOG	\$1,600,000	1
Clallam County	\$217,530	1
Columbia County	\$1,330,000	1
Klickitat County	\$3,600,000	1
Skamania County	\$1,035,000	1
Whitman County	\$692,128	1
GHCOG	\$217,286	1
	<b>\$30,987,796</b>	<b>23</b>

MPOs and County Lead Agencies that over-deliver their FFY 2025 Target by June 30 were eligible to receive redistributed OA. Each entity that exceeded their target by June 30 received redistributed funds equal to their amount of over-delivery as of June 30. Three MPOs/County Lead Agencies exceeded their target as of June 30 and will receive a total of \$3,340,364 in Redistributed OA. The balance of Redistributed OA was provided to Managed Program projects.

Redistributed OA is received as additional allocation in FFY 2026.

	<b>Total Redistributed OA Received</b>	<b>20,033,980</b>
	<b>Redistributed to entities meeting target by June 30</b>	<b>3,340,364</b>
	<b>Balance of Redistributed to Managed Program Projects</b>	<b>16,693,616</b>

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

- Column B – Total delivery, as of June 30, 2025
- Column C – FFY 2025 target
- Column D – Is entity eligible for redistributed funds? To be eligible, the total delivery in Column B must exceed the target amount in Column C.
- Column E – Total amount of over-delivery as of June 30, 2025 [Column B minus Column C]
- Column F – Total amount of redistributed funds eligible entities receive, from the over-delivery amounts as of June 30, 2025.

WSDOT – Local Programs

FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary

FFY 2025 Redistributed Obligation Authority (OA) Details					
A	B	C	D	E	F
	Target Delivery as of 6/30/2025	FFY 2025 Target	Eligible for Redistributed Beyond Redistribution List?	Over-Delivery as of 6/30/2025	Total Share of Redistributed
	(\$ in millions)	(\$ in millions)	(Column B > Column C)	(\$ in millions)	(\$ in millions)
Adams	2.78	1.32	Yes	1.46	1,458,496
Clallam	0.05	0.21	No		
Columbia	-0.55	0.41	No		
Ferry	0.00	0.00	No		
Garfield	-0.01	0.20	No		
Grant	-0.16	1.85	No		
GHCOG	0.06	0.36	No		
Island	0.07	1.18	No		
Jefferson	1.52	1.00	Yes	0.52	516,243
Kittitas	-0.05	0.93	No		
Klickitat	-0.30	0.80	No		
Lewis	-0.10	1.12	No		
Lincoln	0.37	0.37	No		
Mason	0.70	0.89	No		
Okanogan	0.55	1.21	No		
Pacific	0.00	0.00	No		
Pend Oreille	0.00	0.23	No		
San Juan	0.00	0.04	No		
Skamania	0.00	0.10	No		
Stevens	-0.15	0.00	No		
Wahkiakum	0.00	0.00	No		
Whitman	0.46	1.61	No		
	5.24	13.83		1.97	1,974,739
BFCG	4.60	9.24	No		
CDTC	0.14	3.36	No		
CWCOG	2.22	0.86	Yes	1.37	1,365,625
LCV	0.00	1.27	No		
PSRC	82.55	105.54	No		
RTC	11.12	11.16	No		
SCOG	0.45	2.65	No		
SRTC	2.31	11.07	No		
TRPC	2.72	4.22	No		
WWVMPO	-0.10	1.53	No		
WCOG	0.24	4.29	No		
YVCOG	2.48	10.38	No		
	108.74	165.57		1.37	1,365,625
	113.98	179.40		3.34	3,340,364
			<b>Total Redistributed OA Received</b>		<b>20,033,980</b>
			<b>Redistributed to entities meeting target by June 30</b>		<b>3,340,364</b>
			<b>Balance of Redistributed to Managed Program Projects</b>		<b>16,693,616</b>

## WSDOT – Local Programs

### FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary

#### Sanctioned Funds

A total of \$7.615 million has been sanctioned and will be distributed to eligible entities as additional allocation in FFY 2026. Entities that exceeded their FFY 2025 target by September 30<sup>th</sup> 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 2025, Lewis Clark Valley MPO and Yakima Valley Conference of Governments 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 2025.

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

- Column B – Prior year's (FFY 2024) delivery.
- Column C – Prior year's (FFY 2024) target.
- Column D – Entity under-delivered in FFY 2024. Entities with a "Yes" in this column were 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 2025.
- Column E – Total delivery for FFY 2025.
- Column F – FFY 2025 target.
- Column G – Entity under-delivered in FFY 2025. 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 2026. These entities met their FFY 2024 target and have a "No" in Column D.
  - OR,
  - 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 – Amount of FFY 2025 over-delivery to be used in calculating each entity's share of the \$7.615 million of sanctioned funds.
- Column K – Amount of sanctioned funds eligible entities will receive.

**WSDOT – Local Programs**

**FFY 2025 Federal Local Obligation Authority (OA) Delivery - Summary**

<b>FFY 2025 Sanctioned Funds Distribution</b>										
A	B	C	D	E	F	G	H	I	J	K
	<b>FFY 2024 Delivery</b>	<b>FFY 2024 Target</b>	<b>Under-Delivered in FFY 2024</b>	<b>FFY 2025 Delivery</b>	<b>FFY 2025 Target</b>	<b>Under-Delivered in FFY 2025</b>	<b>Sanctioned in FFY 2025</b>	<b>Sanctioned Amount</b>	<b>Over-Delivery (as of 9/30/25)</b>	<b>Share of Sanctioned</b>
	(\$ in millions)	(\$ in millions)	(Column B < Column C)	(\$ in millions)	(\$ in millions)	(Column E < Column F)	(Columns D and G = "Yes")	(\$ in millions) (Column E - Column F)	(\$ in millions)	(\$ in millions)
Adams	1.43	1.06	No	2.78	1.32	No	No	-	1.458	324,425
Clallam	2.86	1.88	No	0.20	0.21	Yes	No	-		
Columbia	2.22	0.43	No	1.27	0.41	No	No	-	0.865	192,475
Ferry	1.22	0.76	No	0.00	0.00	No	No	-		
Garfield	0.36	0.20	No	0.20	0.20	No	No	-	0.001	228
Grant	2.60	1.89	No	0.54	1.85	Yes	No	-		
Grays Harbor COG	1.54	0.62	No	1.13	0.36	No	No	-	0.767	170,567
Island	1.91	1.10	No	1.02	1.18	Yes	No	-		
Jefferson	-0.04	0.42	Yes	1.52	1.00	No	No	-	0.516	114,832
Kittitas	6.34	0.86	No	0.04	0.93	Yes	No	-		
Klickitat	2.31	0.74	No	-0.30	0.80	Yes	No	-		
Lewis	1.64	1.18	No	0.72	1.12	Yes	No	-		
Lincoln	2.31	1.10	No	0.37	0.37	No	No	-		
Mason	0.89	0.82	No	0.70	0.89	Yes	No	-		
Okanogan	1.08	0.93	No	0.78	1.21	Yes	No	-		
Pacific	-0.03	0.00	No	0.00	0.00	No	No	-		
Pend Oreille	-0.10	0.00	No	0.00	0.23	Yes	No	-		
San Juan	0.00	0.00	No	0.00	0.04	Yes	No	-		
Skamania	0.31	0.17	No	0.13	0.10	No	No	-	0.032	7,009
Stevens	4.71	0.44	No	-0.15	0.00	No	No	-		
Wahkiakum	0.00	0.00	No	0.00	0.00	No	No	-		
Whitman	1.65	1.62	No	2.56	1.61	No	No	-	0.943	209,722
								0.000	4.582	1,019,258
BFCG	4.53	6.98	Yes	11.19	9.24	No	No	-	1.952	434,118
CDTC	4.99	2.62	No	3.59	3.36	No	No	-	0.225	50,060
CWCOG	3.25	2.19	No	3.43	0.86	No	No	-	2.569	571,493
LCV	0.05	0.68	Yes	0.00	1.27	Yes	Yes	1.269		
PSRC	107.55	101.06	No	124.78	105.54	No	No	-	19.241	4,280,017
RTC	16.84	12.79	No	12.44	11.16	No	No	-	1.272	283,038
SCOG	6.62	3.67	No	5.82	2.65	No	No	-	3.170	705,115
SRTC	16.26	13.46	No	11.13	11.07	No	No	-	0.061	13,535
TRPC	18.78	6.77	No	5.27	4.22	No	No	-	1.055	234,738
WWVMPO	2.07	0.97	No	0.13	1.53	Yes	No	-		
WCOG	3.99	2.09	No	4.40	4.29	No	No	-	0.108	23,915
YVCOG	1.39	5.01	Yes	4.03	10.38	Yes	Yes	6.346		
								7.615	29.653	6,596,029
Managed Programs	163.11	148.24	No	178.23	165.34					
								7.615	34.236	7,615,287

# 2026 OBLIGATION AUTHORITY PLAN

The following projects<sup>1</sup> had until **March 1, 2026** to obligate federal funding. If project funds did not obligate by March 1, 2026, 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, 2026**, 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 Administration	SCOG Admin	PL	(Not Yet)	\$312,967

**TOTAL EXPECTED STBG-TA-CR OBLIGATIONS<sup>2</sup>: \$941,156**  
**ESTIMATED OBLIGATION AUTHORITY TARGET: \$378,784**

---

<sup>1</sup> Skagit Transit’s Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design project removed from 2026 Obligation Authority Plan due to STBG fiscal-constraint limitation in 2026. Project should be reprogrammed in 2027 Obligation Authority Plan.

<sup>2</sup> Includes a total of \$628,189 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – February 28, 2026. Includes any Extensions and Appeals that have obligated funding.

## Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2026**. These projects will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

To be granted an extension, any extension request must have been received by SCOG no later than **February 25, 2026**. A project phase may only be granted one extension.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	CN	(Not Yet)	\$275,000
Skagit Transit	Skagit Station Fire Alarm System Replacement	WA-16433	ALL	✓	\$33,211
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	WA-16434	ALL	✓	\$50,268
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	PE	✓	\$173,598

**TOTAL STBG-TA-CR EXTENSIONS: \$532,077**

## Appeals<sup>3</sup>

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2026–2031 RTIP. The following project phase must obligate federal funding by **December 31, 2026**. This project will be deprogrammed with expiration of the 2026–2031 RTIP in January 2027.

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**

<sup>3</sup> Two appeals were approved by the Transportation Policy Board on January 21, 2026. However, both project phases were reprogrammed to future years so do not appear as Appeals on the 2026 Obligation Authority Plan as they do not need to obligate federal funding by December 31, 2026.