

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

August 6, 2026 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 311 640 892#

AGENDA

1. Call to Order and Roll Call
2. [July 2, 2026 Technical Advisory Committee Meeting Minutes](#)
3. [August Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. [Skagit Intelligent Transportation Systems Architecture](#) – *Sarah Ruether*
5. [Quarterly Obligation Report](#) – *Mark Hamilton*
6. [2026 Obligation Authority Plan](#) – *Mark Hamilton*
7. [2027-2032 Regional Transportation Improvement Program](#) – *Mark Hamilton*
8. Critical Urban and Rural Freight Corridors Update – *Mark Hamilton*
9. Roundtable and Open Topic Discussion
10. Next Meeting: September 3, 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/>.

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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.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

July 2, 2026

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Mount Vernon Frank Reinhart
- City of Sedro-Woolley Kyle Anderson, Peter Lane
- Skagit County Given Kutz
- Skagit Transit..... Maleah Kuzminsky, Crystle Stidham, Rebekah Tuno
- Skagit PUD..... Mark Semrau
- Washington State Department of Transportation Grant Johnson, Mehrdad Moini,
Rob Smith

STAFF PRESENT

- Skagit Council of Governments Jill Boudreau, Anika Nelson, Sarah Ruether

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. June 4, 2026 Technical Advisory Committee Meeting Minutes: Mr. Reinhart moved to approve the June 4, 2026 Technical Advisory Committee meeting minutes and Mr. Anderson seconded the motion. The motion carried unanimously.
3. Model Inventory of Roadway Elements 2.1 Outreach: Mr. Smith of WSDOT gave a presentation on the Model Inventory of Roadway Elements. His presentation laid out the data that is being requested from FHWA. He would like any data that Skagit County or any municipality have by September 30, 2026. Mr. Smith will email out a spreadsheet of the inventory data to the Technical Advisory Committee.
4. July Regional Transportation Improvement Program Amendments: Ms. Boudreau presented this agenda item. She explained that there are two proposed Regional Transportation Improvement Program (RTIP) amendments from WSDOT and one administrative modification from Skagit Transit. The two amendments from WSDOT are for the I-5/Unnamed Tributaries to Milltown Creek Fish

Passage; the second amendment is SR11 North of Oyster Creek for an approximate cost of \$13 million. The administrative modification is for Skagit Transit's Maintenance Operations and Administration Facility Project to meet federal requirements. Information about the projects is included in the meeting packet.

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

5. Skagit County Walking Trail Guide Proof: Ms. Boudreau presented the draft proof of the Skagit County Walking Trail Guide. The Non-Motorized Advisory Committee has added four new trails and QR codes, with minor edits to other content. The new maps should be printed and available by the end of July.
6. Critical Urban and Rural Freight Corridors: Ms. Boudreau led the discussion of WSDOT process to update the 2026 Freight System Plan. This involves updating the designations of the freight and rural corridor designations. She said that Mr. Hamilton would follow up with Technical Advisory Committee members prior to the August 6 meeting.
7. 2026 Obligation Authority Plan: Ms. Boudreau presented this agenda item. She explained that the Skagit region has already met its regional obligation authority target this federal fiscal year, positioning the region to receive redistributed obligation authority for federalized transportation projects later this federal fiscal year, if it becomes available. A list of projects eligible for redistributed obligation authority in the amount of \$1.6 million has been submitted to WSDOT. Mr. Moyni said that WSDOT is doing things differently this year and that any MPO or RTPO that sends a list and that meets eligibility requirements would be considered. There is an estimate of \$18 million available statewide. Ms. Boudreau committed to updating the Technical Advisory Committee when more information is available.
8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
9. Next Meeting: August 6, 2026, 1:30 p.m.
10. Adjourned: 2:28 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

ACTION ITEM X.X. – AUGUST REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	08/06/2026	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	08/19/2026	Action	Mark Hamilton	(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:

- Mount Vernon
 - Riverside Drive Improvements – 1: this amendment adds this project to the RTIP. The project was most recently programmed in the RTIP in 2025. WSDOT notified SCOG that \$216,250 in redistributed obligation authority is available to this project’s preliminary engineering phase and must be programmed in the STIP prior to obligation this federal fiscal year. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$5,250,263. The preliminary engineering phase is already underway.
- Samish Indian Nation
 - SR 20/Campbell Lake Road – Intersection Improvement: this amendment adds this project to the RTIP. The project was most recently programmed in the RTIP in 2025. WSDOT notified SCOG that \$81,504 in redistributed obligation authority is available to this project’s construction phase and must be programmed in the STIP prior to obligation this federal fiscal year. Match will be provided through federal Tribal Transportation Program funds available to the Samish Indian Nation. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$5,250,263. The construction phase is already underway.
- Skagit Transit
 - Purchase of Maintenance Vehicle: this amendment adds this project to the RTIP. Funding comes from Federal Transit Administration 5339 formula funding received by Skagit Transit with local match. Total estimated cost of the project is \$165,880
- Washington State Department of Transportation
 - SR 20/Childs Creek to Skagit River - Fish Passage: this amendment revises a project already programmed in the RTIP. Construction phase is moved from 2026 to 2027, and total estimated cost of the project is increased from \$18,538,921 to \$24,182,861.

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on July 31 and ended on August 7.

ADMINISTRATIVE MODIFICATIONS

Administrative modifications to the Regional Transportation Improvement Program do not require Transportation Policy Board approval and are submitted to the Washington State Department of Transportation along with any amendments for the month. Administrative modifications are provided below for informational purposes only.

- Skagit County
 - Cook Road / I-5 Interchange Improvements: this administrative modification revises a project already programmed in the RTIP. WSDOT notified SCOG that \$855,485 in redistributed obligation authority is available to this project's preliminary engineering phase and must be programmed in the STIP prior to obligation this federal fiscal year. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$11,143,492. The preliminary engineering phase is already underway.
 - Francis Road Section 3: this administrative modification revises a project already programmed in the RTIP. WSDOT notified SCOG that \$169,107 in redistributed obligation authority is available to this project's preliminary engineering phase and must be programmed in the STIP prior to obligation this federal fiscal year. WSDOT requests these additional funds are programmed in 2029 for statewide fiscal constraint purposes. Total estimated cost of the project is \$7,539,723. The preliminary engineering phase is already underway.

Agency Mount Vernon

Project Title Riverside Drive Improvements - 1

Description Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities.



Road Name Riverside Drive

Begin Termini Cedar Street

End Termini College Way

Total Project Length 0.56

Improvement Type Reconstruction, No Added Capacity

Functional Class Other Principal Arterial

Environmental Type Categorical Exclusion

Priority Number 2

Amendment Number

Amendment Date 7/27/2026

Total Project Cost \$5,950,000

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

STIP ID WA-13503

WSDOT PIN

Federal Aid Number 7323(006)

SCOG ID

Agency ID

Hearing Date 6/10/2026

Adoption Date 6/24/2026

Resolution Number 1104

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2029	STBG(ROA)	\$216,250		\$0	\$33,750	\$250,000	8/19/2026
Total			\$216,250		\$0	\$33,750	\$250,000	

Agency Samish Nation

Project Title SR20/Campbell Lake Road - Intersection Improvement

Description The 3-legged roundabout will improve regional mobility and safety, accommodate projected growth in the area, and improve resilience of local and regional transportation networks. Project features include: safety edge surface treatment; minimum 4-ft shoulder with fog stripe; additional lighting; bicycle wayfinding; roundabout; and traffic calming measures. Project is being done by WSDOT.

Road Name SR 20

Begin Termini MP 45.59

End Termini MP 46.48

Total Project Length 0.89

Improvement Type Safety

Functional Class Other Principal Arterial

Environmental Type Categorical Exclusion

Priority Number 3

Amendment Number

Amendment Date

Total Project Cost \$5,250,263



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

STIP ID WA-11959

WSDOT PIN

Federal Aid Number 0020(206)

SCOG ID

Agency ID

Hearing Date 8/3/2022

Adoption Date 8/3/2022

Resolution Number 2022-08-004

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2029	STBG(ROA)	\$81,504		\$0	\$0	\$81,504	8/19/2026
CN	2029	TTP	\$12,720		\$0	\$0	\$12,720	8/19/2026
Total			\$94,224		\$0	\$0	\$94,224	

Agency Skagit Transit

Project Title Purchase of Maintenance Vehicle

Description Purchase F550 with crane to support maintenance of transit assets.



Road Name N/A

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 \$165,880

Project Cost

Phase Obligation Schedule

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

STIP ID WA-17459

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/20/2025

Adoption Date 8/20/2025

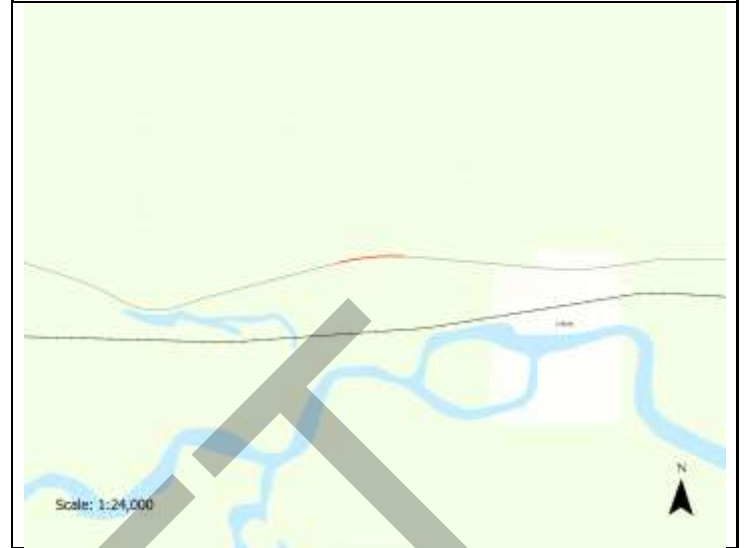
Resolution Number

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
ALL	2026	5339	\$132,704		\$0	\$33,176	\$165,880	8/19/2026
Total			\$132,704		\$0	\$33,176	\$165,880	

Agency WSDOT - NW

Project Title SR 20/Childs Creek to Skagit River - Fish Passage

Description Remove the existing fish passage barrier and replace it with a fish passable structure.



Road Name SR 20

Begin Termini 72.68

End Termini 73.10

Total Project Length 0.42

Improvement Type Environmental Only

Functional Class Minor Arterial

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$24,182,861

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

STIP ID WA-17003

WSDOT PIN 102069B

Federal Aid Number

SCOG ID

Agency ID

Hearing Date

Adoption Date

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2026		\$0	MAW	\$806,444	\$0	\$806,444	5/20/2026
RW	2026		\$0	MAW	\$185,492	\$0	\$185,492	5/20/2026
CN	2027	STBG(S)	\$20,940,220	MVA	\$427,351	\$0	\$21,367,571	8/19/2026
Total			\$20,940,220		\$1,419,287	\$0	\$22,359,507	

Agency Skagit Co.

Project Title Cook Road / I-5 Interchange Vicinity Improvements

Description Improvements include adding a travel lane to the Interstate-5 / Cook Road Interchange (Exit 232) and signalizing the on/off ramps to reduce collisions and alleviate congestion.



Road Name Cook Road (#63000)

Begin Termini Cook Road MP 1.67 (I-5 SB Off Ramp)

End Termini Cook Road MP 2.07

Total Project Length 0.40

Improvement Type Reconstruction, Added Capacity

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date 7/31/2026

Total Project Cost \$11,143,492

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

STIP ID WA-01137

WSDOT PIN

Federal Aid Number M290(006)

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
PE	2029	STBG(ROA)	\$855,485		\$0	\$133,515	\$989,000	8/19/2026
RW	2026	NHFP	\$389,000		\$0	\$61,000	\$450,000	10/15/2025
CN	2026	NHFP	\$4,506,000		\$0	\$1,064,000	\$5,570,000	10/15/2025
CN	2029	STBG(R)	\$2,538,298		\$0	\$396,151	\$2,934,449	10/15/2025
Total			\$8,288,783		\$0	\$1,654,666	\$9,943,449	

Agency Skagit Co.

Project Title Francis Road Section 3

Description Reconstruct this section of Francis Road to current standards to improve safety by realigning horizontal curve, widen road, improve clear zone, stabilize the road base, and remove/replace bridge.



Road Name Francis Road (#79000)

Begin Termini 2.87

End Termini 3.85

Total Project Length 0.98

Improvement Type Reconstruction, Added Capacity

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 4

Amendment Number

Amendment Date

Total Project Cost \$7,539,723

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

STIP ID WA-01192

WSDOT PIN

Federal Aid Number F294(002)

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
PE	2029	STBG(ROA)	\$169,107		\$0	\$26,393	\$195,500	8/19/2026
RW	2026		\$0		\$0	\$147,601	\$147,601	10/15/2025
CN	2028		\$0	CRAB	\$2,400,000	\$240,000	\$2,640,000	10/15/2025
CN	2028	STBG(R)	\$800,000		\$0	\$124,855	\$924,855	10/15/2025
Total			\$969,107		\$2,400,000	\$538,849	\$3,907,956	

2026-2029 Regional Transportation Improvement Program

7/31/2026

Financial Feasibility Table

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			
Regionally Managed Federal Funds	-\$2,465	\$2,846	\$382	\$358	\$2,846	\$2,870	\$1,402	\$2,846	\$4,314	\$3,459	\$2,846	\$3,701	\$2,743	\$8,921	\$7,962	\$959
CRP	\$550	\$293	\$843	\$83	\$293	\$1,053	\$121	\$293	\$1,225	\$770	\$293	\$748	\$0	\$1,722	\$974	\$748
STBG	-\$3,365	\$2,293	-\$1,072	\$0	\$2,293	\$1,221	\$1,208	\$2,293	\$2,305	\$1,860	\$2,293	\$2,738	\$2,538	\$5,806	\$5,606	\$200
TA	\$349	\$261	\$610	\$275	\$261	\$596	\$74	\$261	\$783	\$829	\$261	\$215	\$204	\$1,393	\$1,382	\$11

Other Federal Funds & State Funds	\$0	\$113,292	\$113,292	\$113,292	\$62,741	\$62,741	\$62,741	\$70,490	\$70,490	\$70,490	\$61,639	\$61,639	\$61,639	\$308,162	\$308,162	\$0
5307	\$0	\$6,406	\$6,406	\$6,406	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$16,906	\$16,906	\$0
5339	\$0	\$280	\$280	\$280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280	\$280	\$0
5339(b)	\$0	\$14,369	\$14,369	\$14,369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,369	\$14,369	\$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	\$10,763	\$10,763	\$10,763	\$27,412	\$27,412	\$27,412	\$39,215	\$39,215	\$39,215	\$2,688	\$2,688	\$2,688	\$80,078	\$80,078	\$0
RAISE	\$0	\$17,550	\$17,550	\$17,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,550	\$17,550	\$0
STBG(ROA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,322	\$1,322	\$1,322	\$1,322	\$1,322	\$0
STBG(S)	\$0	\$7,418	\$7,418	\$7,418	\$21,449	\$21,449	\$21,449	\$11,654	\$11,654	\$11,654	\$52,588	\$52,588	\$52,588	\$93,110	\$93,110	\$0
TTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$13	\$13	\$13	\$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	\$5	\$5	\$5	\$210	\$210	\$210	\$348	\$348	\$348	\$26	\$26	\$26	\$589	\$589	\$0
MAW	\$0	\$16,212	\$16,212	\$16,212	\$634	\$634	\$634	\$0	\$0	\$0	\$0	\$0	\$0	\$16,846	\$16,846	\$0
MVA	\$0	\$1,160	\$1,160	\$1,160	\$709	\$709	\$709	\$450	\$450	\$450	\$1,069	\$1,069	\$1,069	\$3,389	\$3,389	\$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
WSDOT	\$0	\$7,446	\$7,446	\$7,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,446	\$7,446	\$0

Matching Funds	\$0	\$20,290	\$20,290	\$20,290	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$6,042	\$6,042	\$6,042	\$37,095	\$37,095	\$0
Local	\$0	\$20,290	\$20,290	\$20,290	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$6,042	\$6,042	\$6,042	\$37,095	\$37,095	\$0

		2026			2027			2028			2029					
Funding Program	Carryover	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	4-Year Allocation	4-Year Pro-grammed	4-Year Difference
Total	-\$2,465	\$136,428	\$133,963	\$133,940	\$69,982	\$70,005	\$68,538	\$79,706	\$81,173	\$80,318	\$70,527	\$71,381	\$70,423	\$354,178	\$353,220	\$959

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

ACTION ITEM X.X. – RESOLUTION 2026-XX TO ADOPT SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Discussion	Sarah Ruether	(360) 416-6605
Transportation Policy Board	06/17/2026	Release for Public Comment	Sarah Ruether	(360) 416-6605
Technical Advisory Board	08/05/2026	Review and Recommendation	Sarah Ruether	(360)416-6605
Transportation Policy Board	08/19/2026	Action	Sarah Ruether	(360) 416-6605

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of Resolution 2026-XX to adopt the [Skagit Intelligent Transportation Systems Architecture](#).

There was one comment received on the ITS plan that can be found in the [Comment Tracker](#). To address this comment, redlines were made to pages 17, 21 and 54 of the ITS plan. The only changes that were made to the ITS draft were strikethrough edits to remove reference to Civic Ready alert systems.

Revisions from the draft Plan to the final Plan appear in strikethrough-underline format. Deletions appear with text struck ("~~strikethrough~~") and additions appear underlined ("additions").

DISCUSSION

Skagit Council of Governments is responsible for creating and maintaining the Intelligent Transportation Systems (ITS) architecture for Skagit County. The current ITS plan 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, includes new stakeholders and updates to include new technology to be consistent with the Architecture Reference for Cooperative and Intelligent Technology (ARC-IT) version 9.2.

The draft ITS plan and ARC-IT 9.2 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.

Examples of technology connection are getting a text message notification of an accident; that is a data connection on a personal device. The accident may be reported via CCTV cameras, which report the accident to a center (which for Skagit County is in Shoreline at the Dayton location through WSDOT) that center puts out the information about the accident to their accident team, emergency response if needed, and public information officers who put it on the website and that information is pushed out to anyone who is subscribed for accident notifications. These data flows are ITS systems at work. Planning

for these future data flows is the purpose of this update. Technology that is not connected or is in the private sector is not part of 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, including the planning priorities in the regional transportation plan, and the steps needed to implement the technology.

APPENDICES

[Appendices](#) included in this document.

Appendix A: Standards for Existing Service Packages

Appendix B: List of Stakeholder Outreach

Appendix C: User needs from RAD-IT

Appendix D: Roles and Responsibilities

Appendix E: Functional Requirements/Physical Objects

Appendix F: Inventory of ITS Elements

SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE

Adopted by the Transportation Policy Board on DATE



CONTENTS

Executive Summary	5
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.

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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 Cooperative 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 Road Weather Information System (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.

DRAFT

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

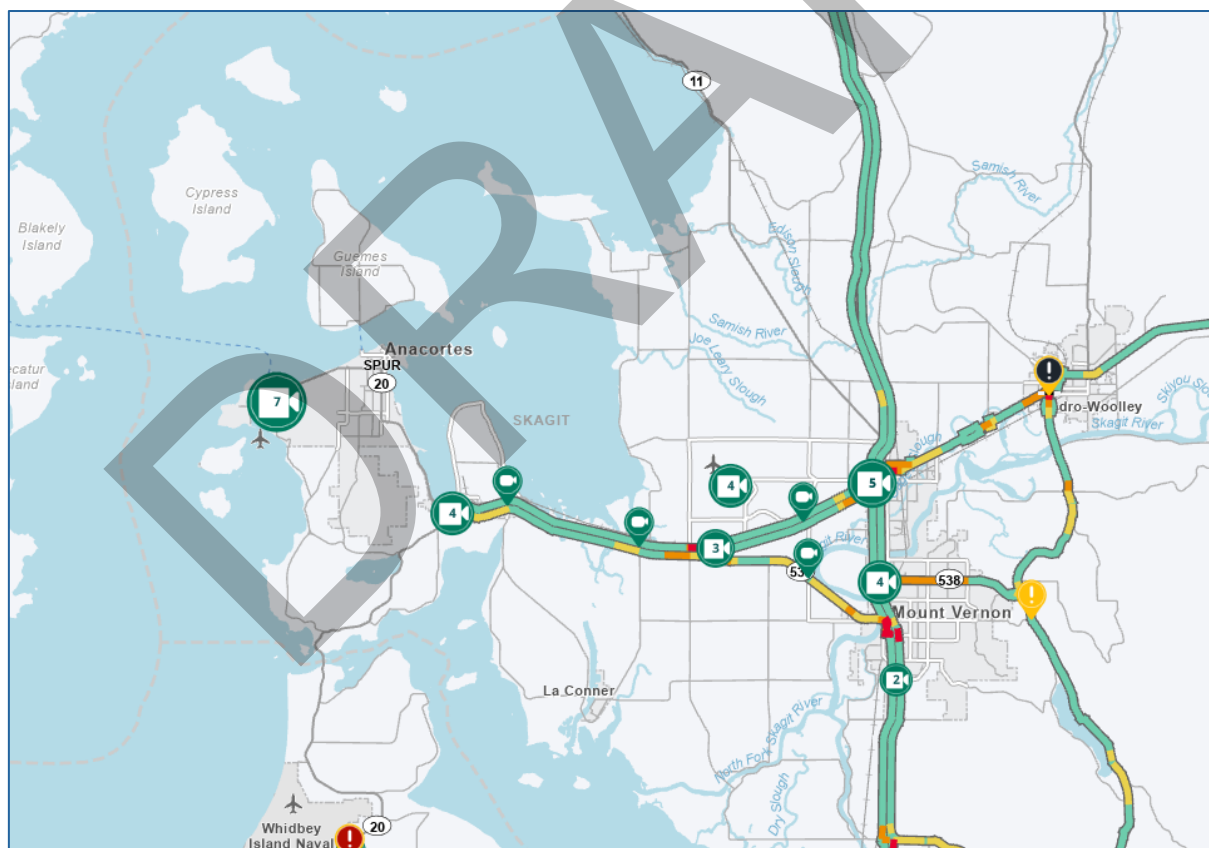
WSDOT is responsible for operating and maintaining all ITS systems along Interstate 5, the State Routes in Skagit County and Washington State, and their Associated Advanced Traveler Information systems (ATIS). Additionally, because Skagit County is rural, cities contract with WSDOT for ITS related services.

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.

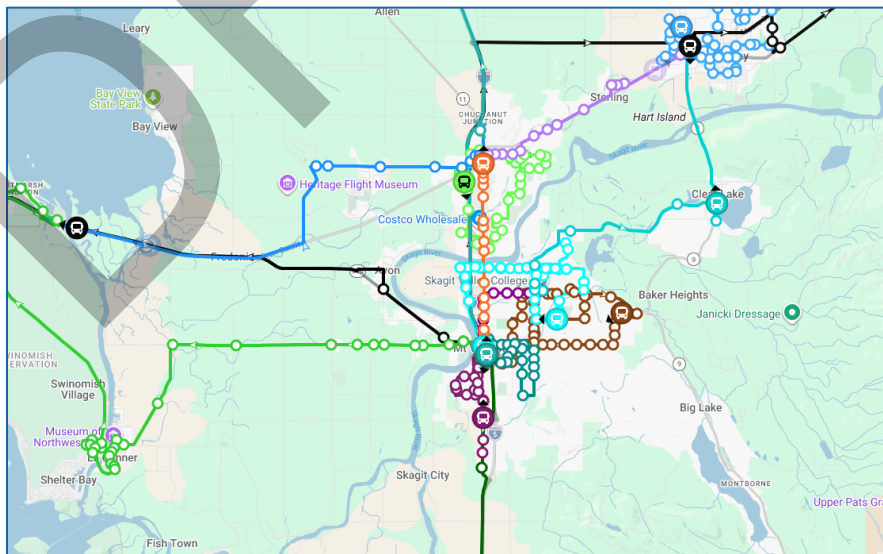
OPERATIONAL CONCEPT SKAGIT TRANSIT

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 and real-time traffic information.
- 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. For future signal ITS projects like freight or signal priority, use Shoreline Dayton TMC as the center.

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. For future ITS services such as freight or bus priority for signals, or traffic metering use Shoreline Dayton TMC as the center.

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. If signal operations for freight priority or signal priority are implemented, use Shoreline Dayton TMC as the center.

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. If signals require connection for future ITS applications use Shoreline Dayton TMC as the center.

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.

Future Roles and Responsibilities:

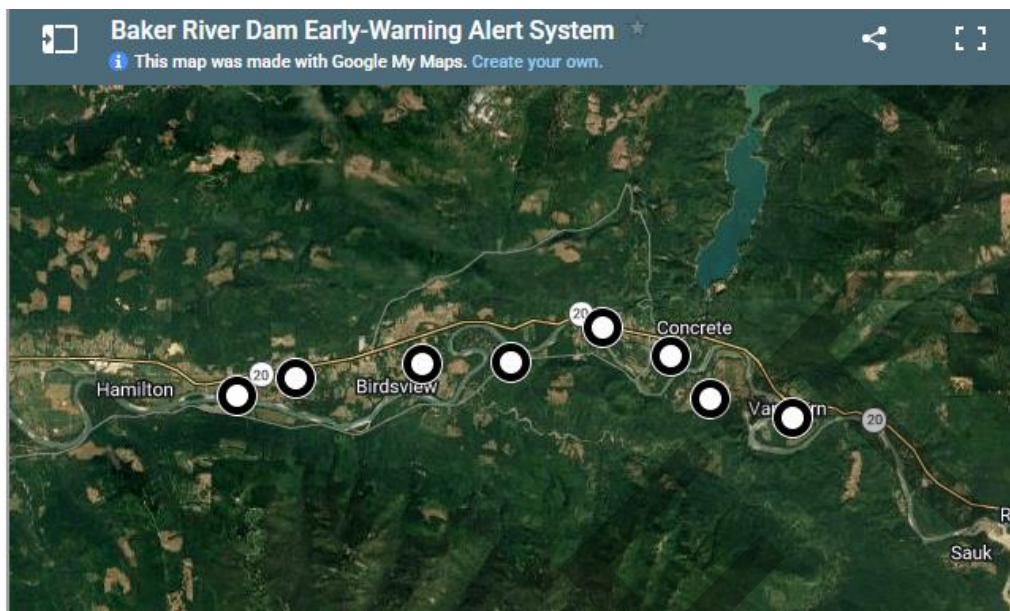
- Work with WSDOT to share control of CCTV and VMS to increase safety.
- Collaborate with WSDOT on I-5 corridor planning to reduce congestion in conjunction with ramp metering and variable speed limits.
- Collaborate with WSDOT on Queue Warning on I-5 for safety and traffic management.
- Work with WSDOT 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 Birdview 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 Dayton 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 Dayton TMC (WSDOT)

WSDOT operates the Shoreline Dayton 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 through Skagit Ready. 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	• Included as part of adaptive signal priorities in I-5 Study, • Congestion reduction • Safety	WSDOT, Sedro-Woolley, Burlington, Mount Vernon, Anacortes
Local Implementation: The purpose of this service package is to give signal priority from the TMC to freight. Benefits are: • Reduction of congestion at freeway intersections. • Increased safety at intersections where implemented. 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. 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.		

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
Planned A lack of parking at Skagit Station and plans to go to park and pay make this location a good candidate for implementation	• Reduce congestion, • Enhance integration and connectivity, • Improve efficiency of transportation systems by increasing transit use	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)
Local Implementation: 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.		

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	• Reduce fatalities and injuries • Improve security, • Reduce congestion, • Enhance integration and connectivity, • Improve efficiency, and improve response time to accidents and emergencies	Skagit 911, WSP, Emergency Responders, WSDOT TMC (depending on emergency)
Local Implementation: 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.		

<u>PS02 Emergency Response Service Package</u>		
Status	Regional Planning Goal	Stakeholders
Existing	• Reduce fatalities and injuries, • Improve security, • Enhance integration and improve efficiency and response times	Skagit 911, Law Enforcement, Medical Responders, Fire Departments, DEM
Local Implementation: 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 response. Skagit DEM has a line open with Skagit 911 that has 24/7 monitoring.		

PS03 Emergency Vehicle Preemption Service Package

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce fatalities and injuries, • Improve response times for emergency medical personnel to an accident, • Improve efficiency and safety for non-emergency vehicles.	Skagit 911, Emergency Vehicles that respond to accidents
Local Implementation: 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.		

PS04 Mayday Notification Service Package

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce fatalities and injuries. • Improve response times to accidents	Skagit 911, Law Enforcement
Local Implementation: 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.		

PS05 Vehicle Emergency Response

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce fatalities and injuries. • Improve security and safety	Skagit 911, Law Enforcement, Fire, DEM
Local Implementation: 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.		

PS06 Incident Scene Pre-Arrival Staging Guidance Service Package

Status	Regional Planning Goal	Stakeholders
Partially Existing – Planned Expansion	• Reduce fatalities, • Injuries, • Improve security, • Enhance integration, connectivity.	Skagit 911, Law Enforcement, Fire Department, Emergency Medical Professionals, Skagit County DEM

Local Implementation: 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.

PS07 Incident Scene Safety Monitoring Service Package

Status	Regional Planning Goal	Stakeholders
Planned	• Reduce fatalities and injuries, • Improve security, • Enhance integration and connectivity, • Improve efficiency.	Law Enforcement, Emergency Medical Response Teams, Fire, Emergency Management

Local Implementation: 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.

PS11 Early Warning System

Status	Regional Planning Goal	Stakeholders
Existing with planned expansion	Reduce fatalities from emergencies that have a lead time that allows for evacuation	Skagit County DEM, Puget Sound Energy PSE, State Emergency Operations Center (SEOC)
Local Implementation: 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 Birdsvie (8 total). For Tsunami sirens, there are 3 on Fidalgo Island, 1 in Padilla Bay area, and 1 north of Edison on Highway 11. Planned projects are to add sirens at the Port of Anacortes, Hamilton, Cape Horn and Marblemount. The Anacortes refinery has a siren system.		

PS10 Wide Area Alert

Status	Regional Planning Goal	Stakeholders
Existing	- Reduce fatalities, and injuries, - Improve security, - Reduce congestion, - Enhance integration and connectivity, improve efficiency	WSDOT Shoreline TMC, State Emergency Operations Center (SEOC), Skagit County DEM
Local Implementation: 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.		

PS14 Disaster Traveler Information

Status	Regional Planning Goal	Stakeholders
Planned	• Reduce fatalities and injuries, • Improve security, • Enhance integration and connectivity • Improve efficiency	WSDOT, Skagit County DEM, any cities that are on State Routes that have or will have VMS or CCTV

Local Implementation: 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, accidents and hazardous weather events by getting that information out in real-time to the public.

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.

PT01 Transit Vehicle Tracking Service Package

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce congestion, • Enhance integration and connectivity, • Improve efficiency, • Improve resiliency and reliability, and • Support more transit use by making it easier to use	Skagit Transit, transit users

Local Implementation: 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.

PT02 Transit Fixed Route Operations

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce congestion, • Enhance integration and connectivity, • Improve efficiency, resiliency and reliability, • Support Transit Use.	Skagit Transit, transit users

Local Implementation: 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.

PT03 Dynamic Transit Operations Service Package

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce congestion, • Enhance integration and connectivity, • Improve efficiency, resiliency, reliability, • Support transit use	Skagit Transit for Para-transit, paratransit users which includes populations with disabilities
Local Implementation: Dynamic Transit Operations functions as a way for users of Para-transit 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.		

PT04 Transit Fare Collection Management

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce congestion, • Enhance integration and connectivity, • Improve efficiency, resiliency, reliability, • Support transit use	Skagit Transit, transit users
Local Implementation: 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.		

PT05 Transit Security

Status	Regional Planning Goal	Stakeholders
Existing	• Improve security, • Reduce fatalities and injuries, • Assist users to feel safer so they are comfortable taking transit.	Skagit Transit, transit users
Local Implementation: 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.		

PT07 Transit Passenger Counting

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce congestion • Improve efficiency	Skagit Transit
Local Implementation: 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.		

PT08 Transit Traveler Information

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce congestion, • Enhance integration, connectivity, • Improve efficiency	Skagit Transit, transit users
Local Implementation: 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.		

PT09 Transit Signal Priority

Status	Regional Planning Goal	Stakeholders
Proposed	• Improve efficiency and reliability of transit by allowing transit vehicles to get through congested intersections more efficiently. • This keeps transit on time and improves the reliability of transit services.	Skagit Transit, transit users, WSDOT- TMC
Local Implementation: 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.		

PT15 Transit Stop Request

Status	Regional Planning Goal	Stakeholders
Proposed	• Reduce fatalities and injuries, • Improve security, reduce congestion, • Improve the experience for the passenger using transit	Skagit Transit, Transit users

Local Implementation: 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.

PT16 Route ID for the Visually Impaired

Status	Regional Planning Goal	Stakeholders
Proposed	• Increase accessibility for special needs populations and make transit more accessible for all. • Increase ridership.	Skagit Transit, special needs populations- seniors and those with disabilities

Local Implementation: 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.

PT17 Transit Connection Protection

Status	Regional Planning Goal	Stakeholders
Proposed	• Make longer, cross-county trips using different modes, including multiple transit agencies, bus and ferry connections or Amtrack train. • These connections are easier for the rider by using technology to help the rider make the connections needed for the trip.	Skagit Transit, WSF, WTA, Community Transit, transit riders

Local Implementation: 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.

TRAVELER INFORMATION AND PERSONAL MOBILITY

TI01 Broadcast Traveler Information

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
Local Implementation: 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.		

TI02 Personalized Traveler Information

Status	Regional Planning Goal	Stakeholders
Partially Existing	• With more real time information, a traveler can better plan for their trip. • Encourages transit use.	Skagit Transit, transit users
Local Implementation: 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.		

TI04 Trip Planning and Payment

Status	Regional Planning Goal	Stakeholders
Planned	• Encourage transit use by making longer transit trips with multiple modes easier, • Make payment for a trip easy by allowing it to be done in advance • Support ridership and accessibility	Skagit Transit, WTA, Community Transit, Sound Transit, Amtrak, Transit riders

Local Implementation: 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.

TI05 Integrated Multi-Modal Electronic Payment

Status	Regional Planning Goal	Stakeholders
Planned	• Encourage transit use by making transit trips with multiple agencies easier. • Support ridership and accessibility by allowing riders to use one card for multiple modes of transit use with different agencies.	Skagit Transit, WTA, Community Transit, Sound Transit, Amtrak, WSF

Local Implementation: 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.

TI06 Shared Use Mobility and Dynamic Ridesharing

Status	Regional Planning Goal	Stakeholders
Planned for Micro Transit	• Reduce congestion, • Improve efficiency, • Improve mobility for rural or hard-to-reach areas for transit.	Skagit Transit, transit riders
Local Implementation: 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.		

TRAFFIC MANAGEMENT

TM01 Infrastructure Based Traffic Surveillance

Status	Regional Planning Goal	Stakeholders
Existing	• Reduce congestion, • Enhance integration and connectivity, • Improve efficiency, • Support transit use.	WSDOT, Burlington, Mount Vernon, and Skagit County CCTV locations. Public that uses WSDOT's real-time traffic information.

Local Implementation: 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.

TM02 Vehicle Based Traffic Surveillance

Status	Regional Planning Goal	Stakeholders
Partially Existing	• Increase accessibility and mobility of people and freight; • Enhance the integration and connectivity of the transportation system across and between modes; • Promote efficient operation and management of the transportation system.	WSDOT, Skagit 911

Local Implementation: 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.

TM03 Traffic Signal Control

Status	Regional Planning Goal	Stakeholders
Existing	• Support economic vitality by reducing congestion • Promote an efficient transportation system	Anacortes, Burlington, Mount Vernon, Sedro-Woolley, Skagit County, La Conner, WSDOT
Local Implementation: 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.		

TM05 Traffic Metering

Status	Regional Planning Goal	Stakeholders
Planned	• Reduce congestion on I-5 and promote more efficient freeway operations. • Recommended as part of WSDOT I-5 study for I-5 operations. • Recommended as part of the WSDOT TSMO Active Traffic Management.	WSDOT, Mount Vernon, Burlington
Local Implementation: 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.		

TM07 Regional Traffic Management

Status	Regional Planning Goal	Stakeholders
Planned	• Support economic vitality and increase accessibility and mobility, • Enhance integration and connectivity of the transportation system. • Promote better management and operations of the system. • Improve reliability and resiliency	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	• Increase safety of the transportation system.	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	• Increase the safety of railroad crossings for both motorized and nonmotorized users.	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	• Increase safety by slowing down traffic for accident or severe weather, • Promote efficient system management and operations, • Improve resiliency and reliability.	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	• Increase safety of I-5, • Increase mobility by decreasing congestion, • Promote efficient system operations and management. • Improve the resiliency and reliability of the transportation system.	WSDOT, Burlington, Mount Vernon, Skagit County

Local Implementation: 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.

WEATHER DATA COLLECTION

WX01 Weather Data Collection

Status	Regional Planning Goal	Stakeholders
Existing	• Increase the safety of the transportation system by giving real-time information on weather. • Enhance the integration and connectivity of the transportation system across and between modes.	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.

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.
- **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.

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:

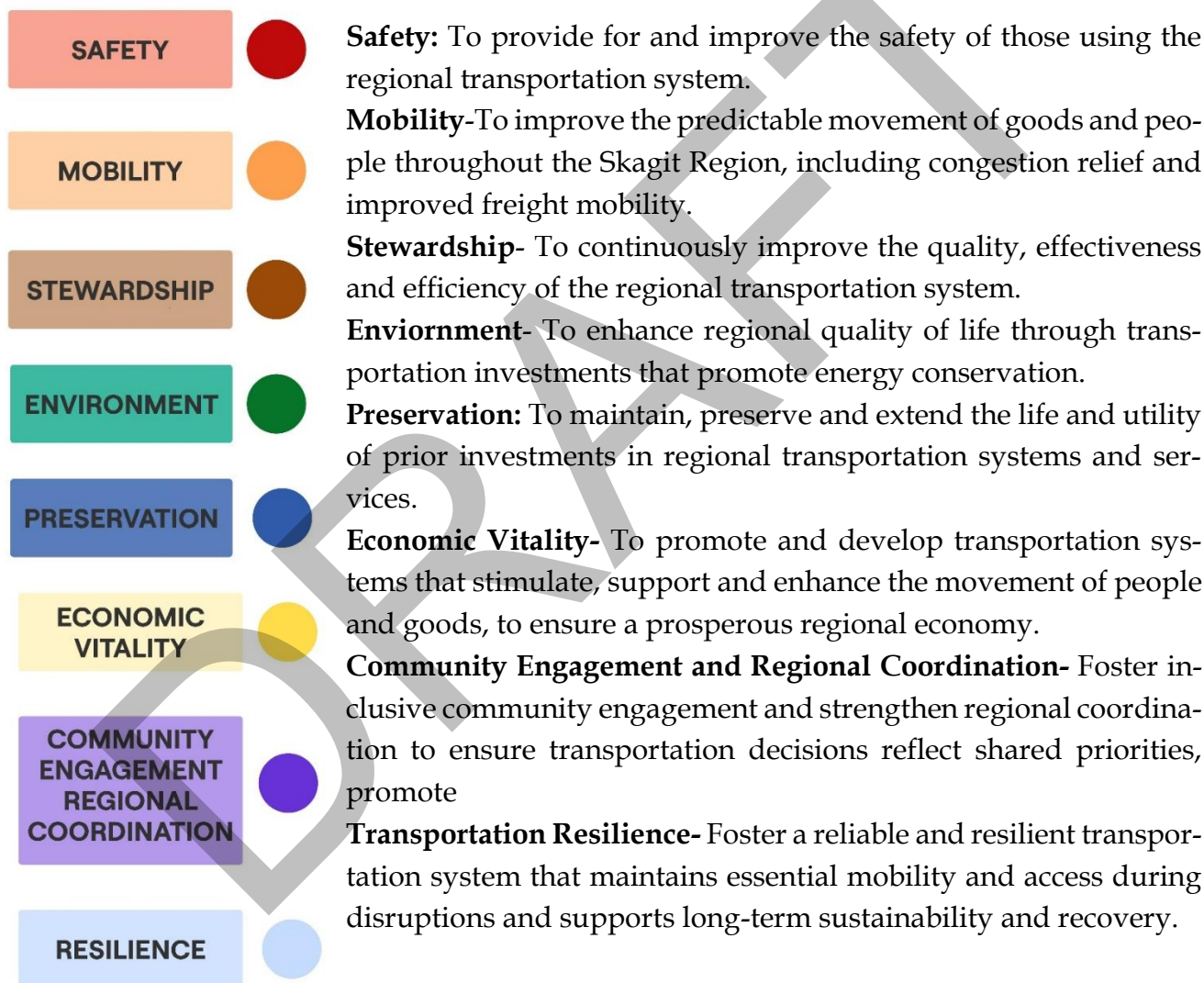
**Proposed- Long-
Term Project**

- **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.

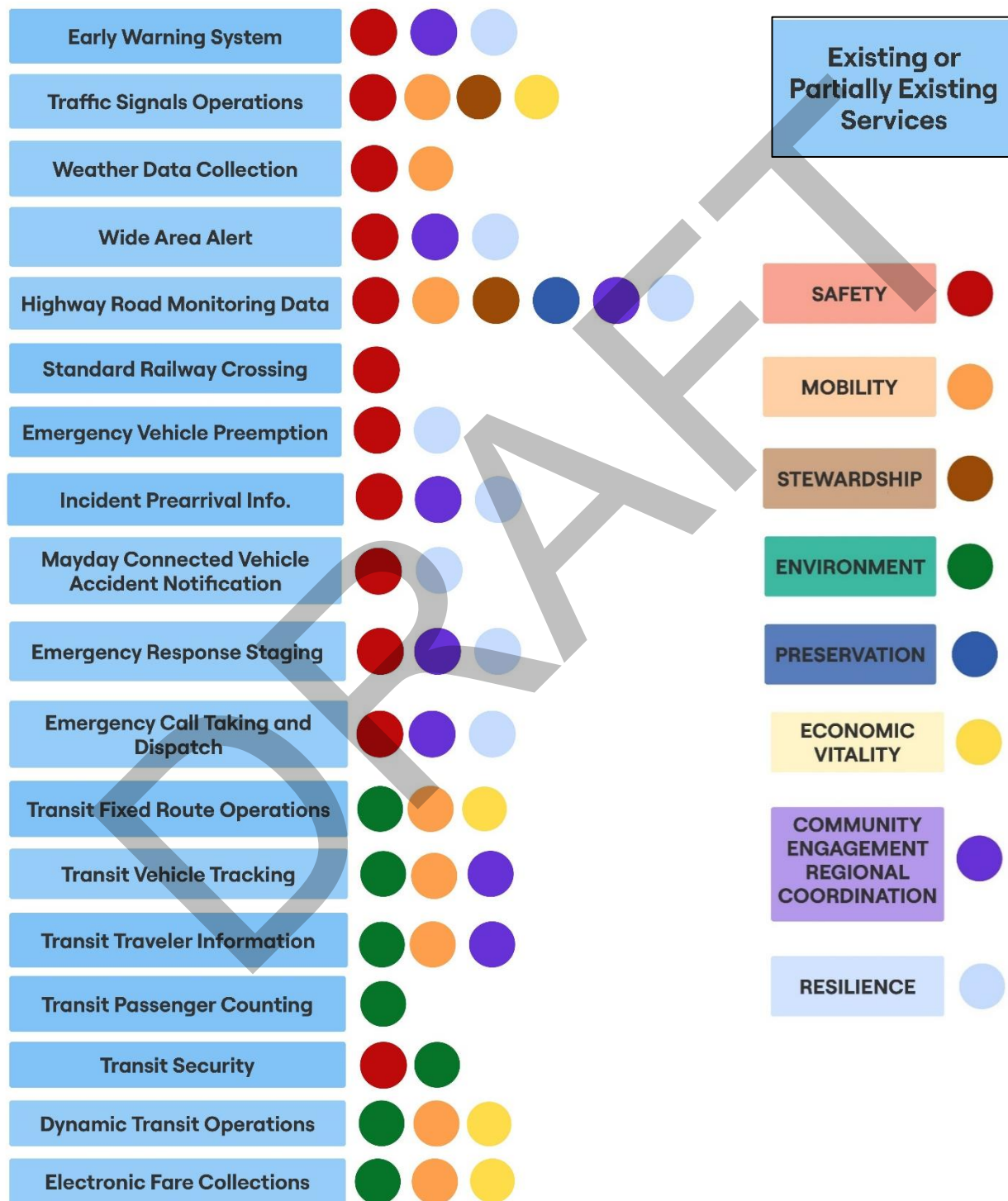
REGIONAL PLANNING PRIORITIES

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.

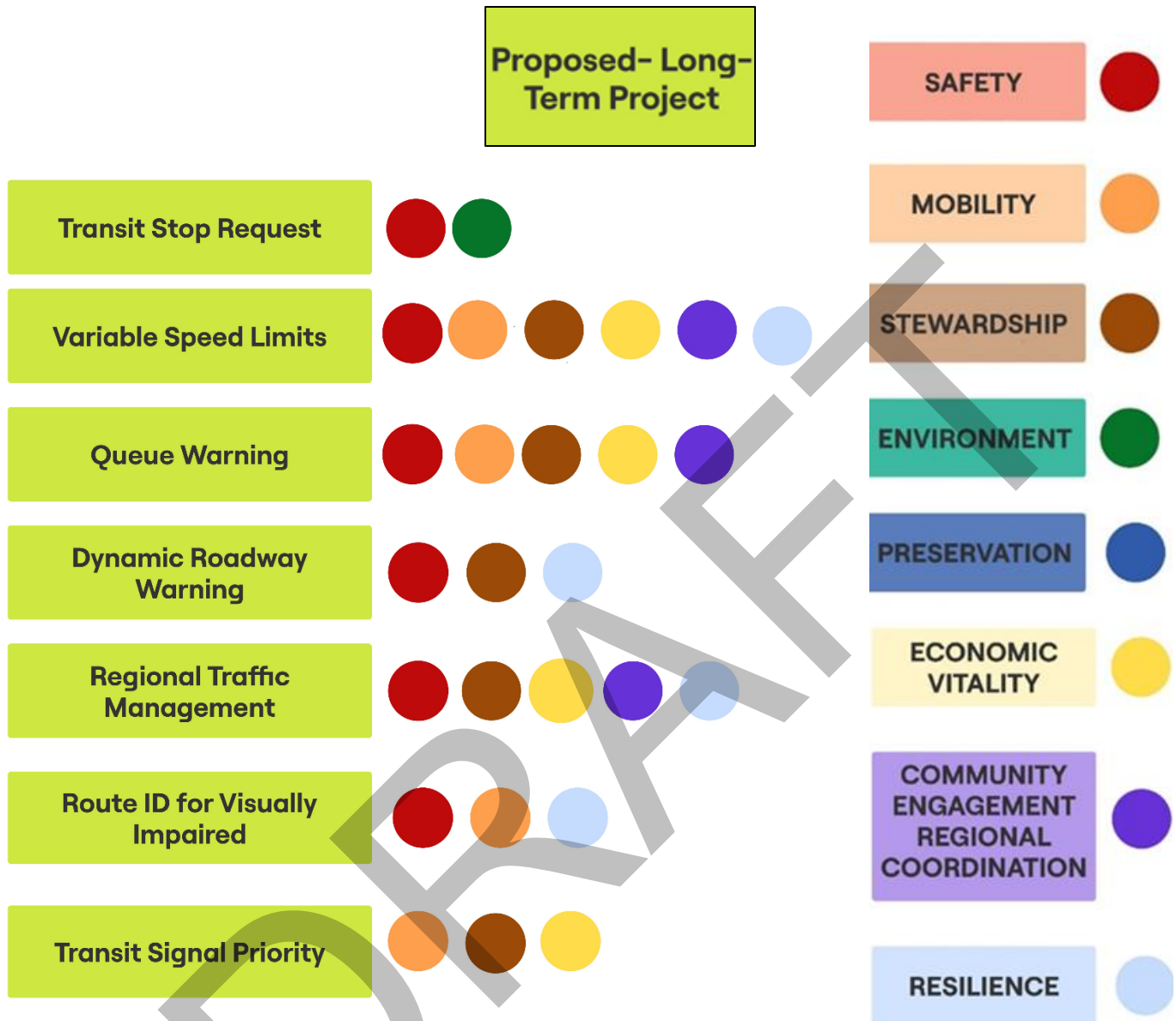


Existing ITS services are currently at work to promote regional planning priorities. Listed below are the existing ITS services in blue boxes. The dots correspond to the ways that these services accomplish regional planning priorities.



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.





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 Shoreline WSDOT Dayton TMC and Transit TMC Flows

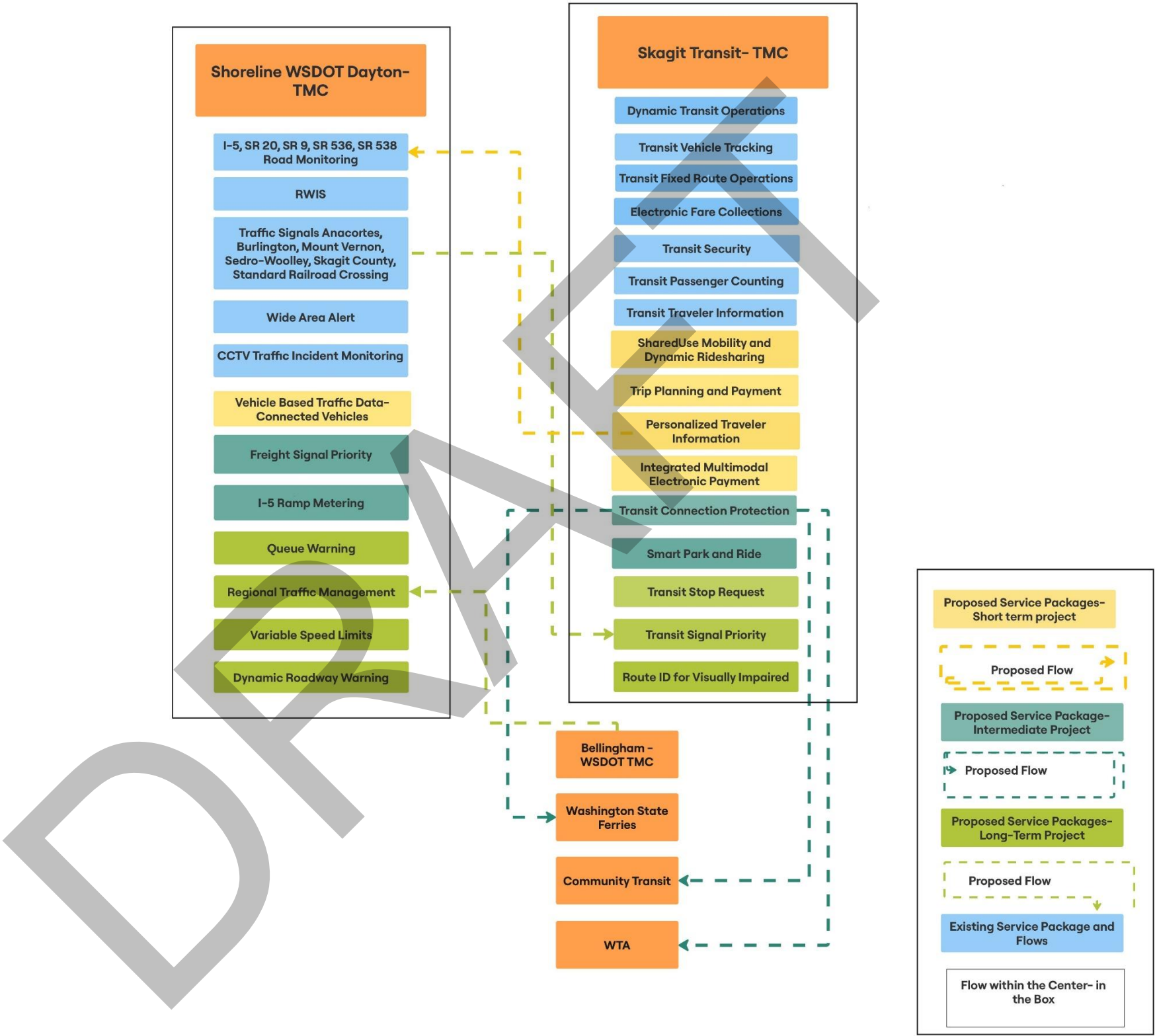


Figure 2 Emergency Management Flows

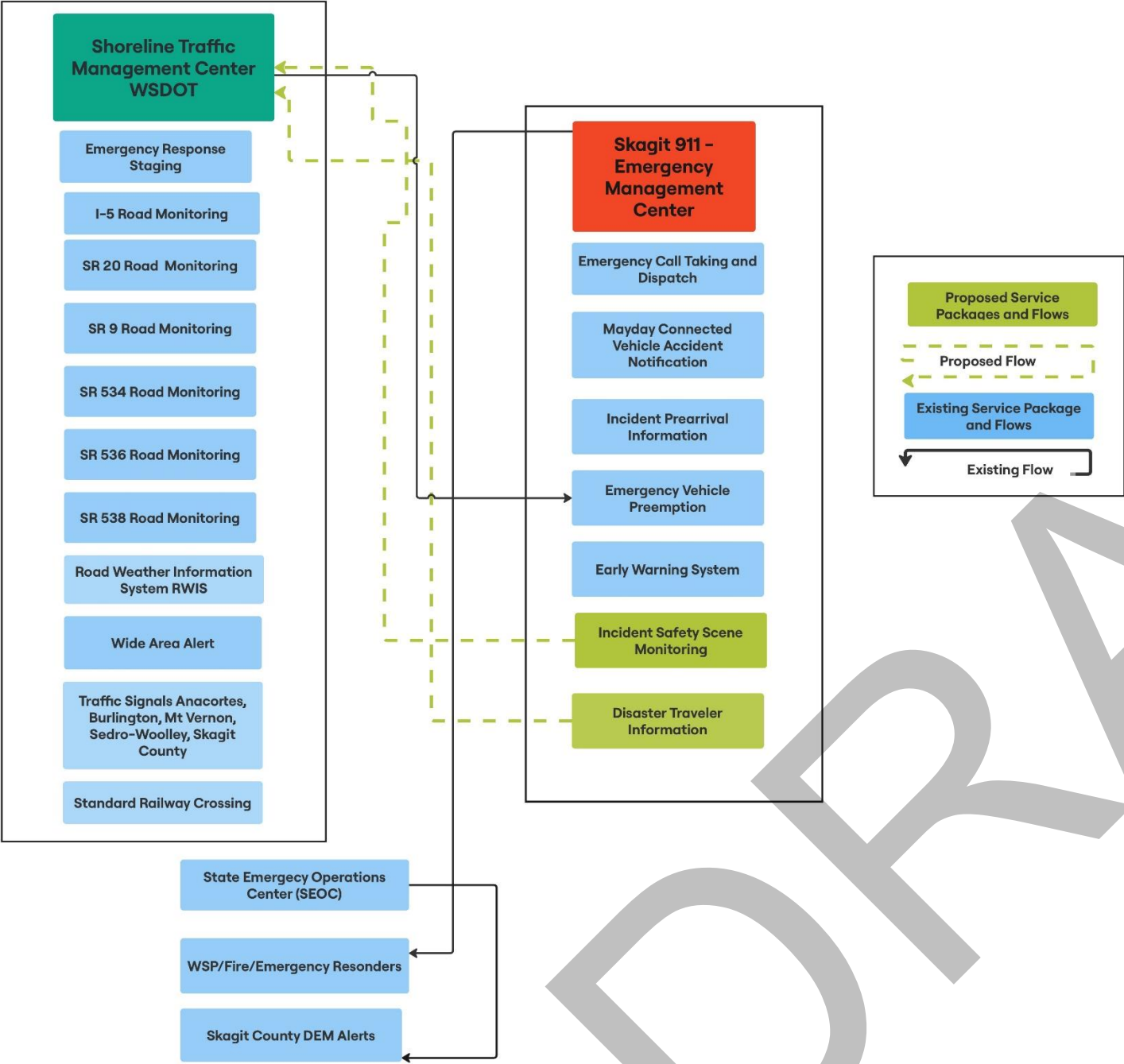
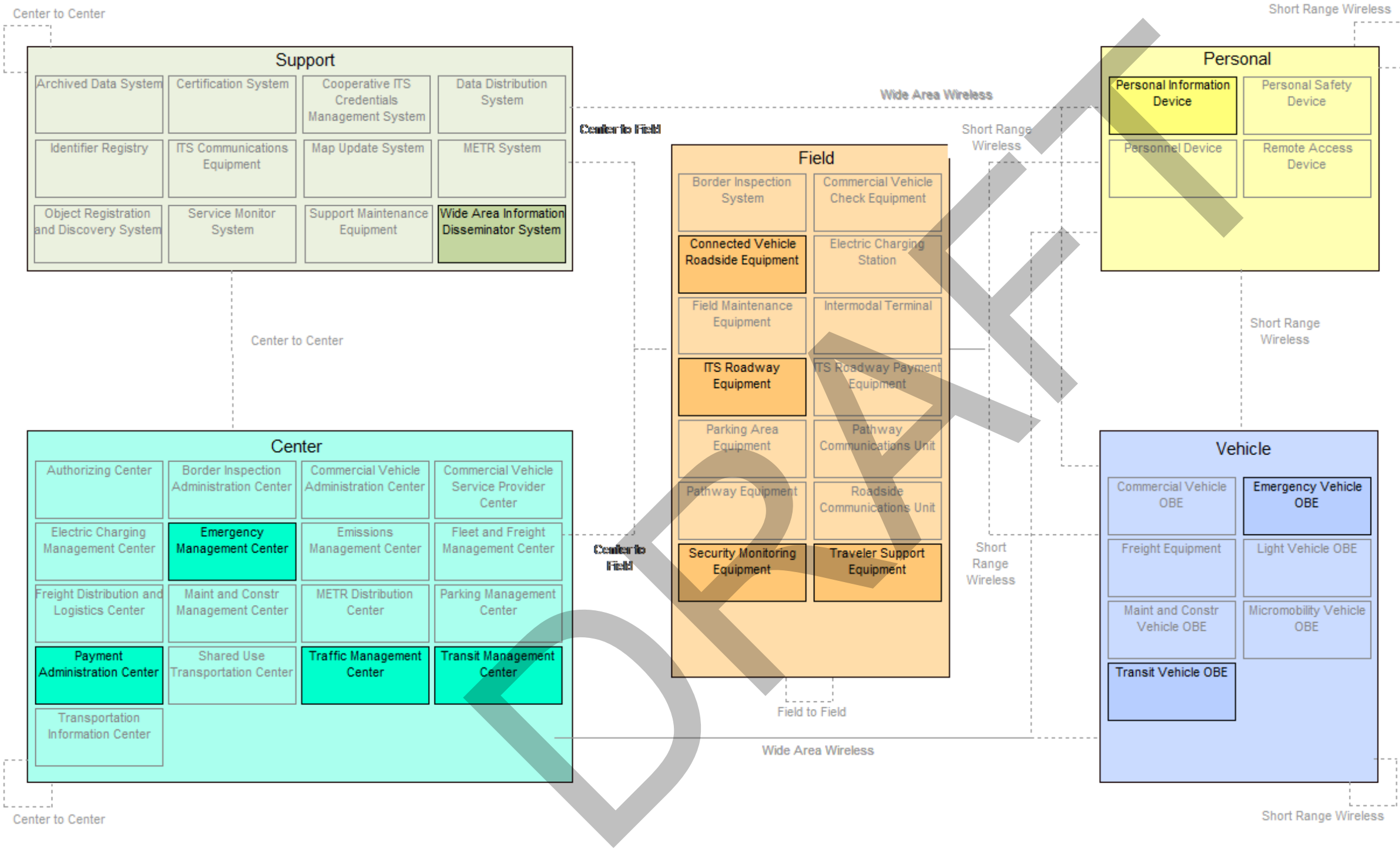


Figure 3 Graphic from Regional Architecture Development for Intelligent Transportation (RAD-IT) Software: Highlighted Boxes show active ITS components and how they connect.



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.

SKAGIT INTELLIGENT TRANSPORTATION SYSTEMS ARCHITECTURE APPENDICES



CONTENTS

Appendix A Standards for existing service packages	5
Appendix B List of Stakeholder Outreach	9
Appendix C User Needs from RAD-IT	10
Appendix D Roles and Responsibilities	34
Appendix E Functional Requirements /Physical Objects	35
Appendix F Inventory of ITS Elements	42

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

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Cover photograph courtesy of Andy Porter Photography.

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 Advanced Transportation Controller	ITS Roadway Equipment

TM13	Standard Rail-road Grade Crossing	ITE ATC ITS Cabinet	Intelligent Transportation System Standard Specification for Roadside Cabinets	ITS Roadway Equipment
TM13	Standard Rail-road Grade Crossing	ITE ATC Model 2070	Cyber and Physical Security for Intelligent Transportation Systems	ITS Roadway Equipment, TMC
TM13	Standard Rail-road Grade Crossing	NEMA TS2 Traffic Controller Assemblies	Traffic Controller Assemblies with NTCIP Requirements	ITS Roadway Equipment
TM13	Standard Rail-road 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.

Commented [AN1]: This exact wording is used on the page above in the row for PS06: Incident Scene Pre-Arrival Staging Guidance for Emergency Responders

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: Infrastructure-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.
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.
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.

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, FieldSecure 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
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

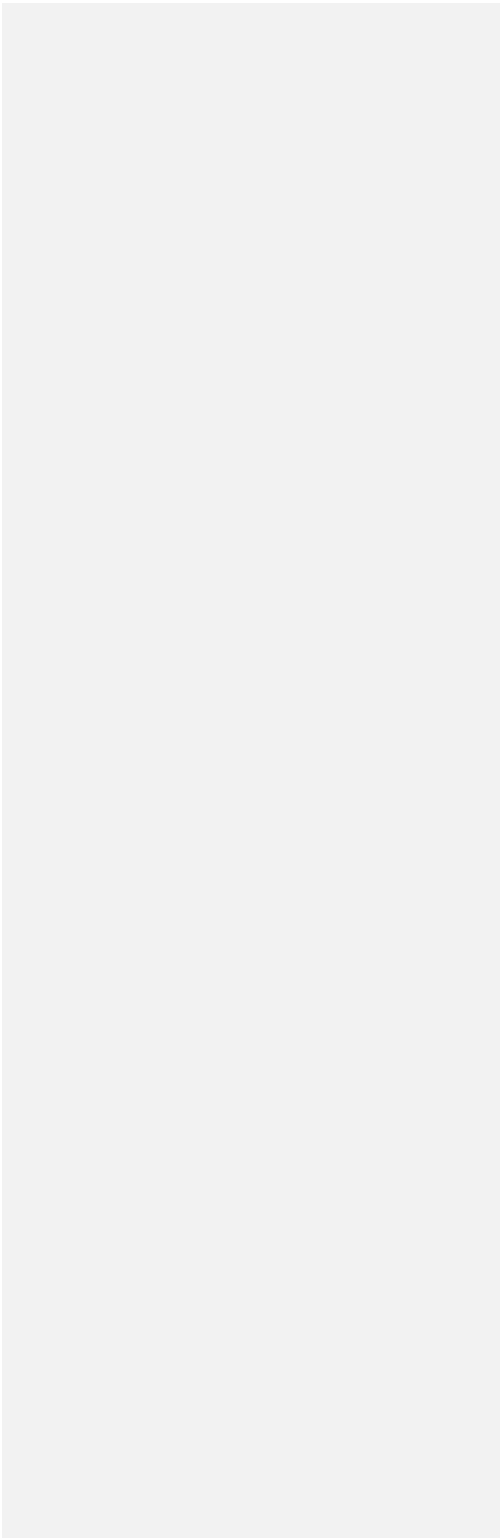
TI05	Integrated Multi-Modal Electronic Payment	ITS Roadway Payment Equipment, Light Vehicle OBE, Parking Area Equipment, Parking Management Center, Payment Administration Center, Personal Information Device, Shared Use Transportation Center, Transit Management Center, Transit Vehicle OBE, Traveler Support 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
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



Comment Tracker for ITS Draft July 2026

ID	Date	Last Name	First Name	Source	Organization	Email	Page #	Comment (Verbatim)	Response	Plan Change Summary
1	6/17/2026	Mayor Walters	Ryan	Email	City of Anacortes	ryanw@anacorteswa.gov	Page 17, 21, 54	In her presentation on the Intelligent Transportation Systems Architecture plan, Sarah mentioned that Anacortes has Civic Alerts. We don't anymore; we have discontinued our subscription to that service (and we never had any capability other than SMS/email with that service).	Thank you for your comments. All references to Civic Alerts will be removed from the draft.	Revise draft to remove reference to Civic Alerts on pages 17,21,54

QUARTERLY OBLIGATION REPORT

3RD QUARTER FEDERAL FISCAL YEAR 2026

As of June 30, 2026, the Skagit region obligated \$509,817 in Surface Transportation Block Grant Program (STBG) funding, \$44,784 in Transportation Alternatives Set-aside (TA) funding and \$417,479 in Carbon Reduction Program (CR) funding for federal fiscal year (FFY) 2026. SCOG's obligation authority target for FFY 2026 is \$381,616. This target can be met by obligating federal funds from STBG, TA and CR.

An obligation summary is below:

- | | |
|--|-----------|
| • Obligation authority target for FFY 2026: | \$381,616 |
| • Total obligated in FFY 2026: | \$972,080 |
| • Estimated remainder to obligate in FFY 2026: | \$0 |
| • Expected FFY 2026 obligations ¹ : | \$972,080 |

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

¹ Per 2026 Obligation Authority Plan last revised July 23, 2026.

2026 SCOG Year to Date Obligations

\$972,080

CRP(UM) \$83,479

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
Skagit Transit	Skagit Station Fire Alarm System Replacement	\$33,211	2/24/2026
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	\$50,268	2/24/2026

CRP(US) \$334,000

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
Anacortes	Q Avenue Pedestrian Crossings	\$334,000	12/2/2025

STBG(R) \$97,160

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
SCOG	SCOG Administration	\$97,160	6/23/2026

STBG(UM) \$366,768

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
SCOG	SCOG Administration	\$193,170	6/23/2026
Sedro Woolley	John Liner Road Arterial Improvements	\$173,598	2/25/2026
Sedro Woolley	SR20/SR9N - Township Intersection Improvements	\$11,834	3/23/2026
Sedro Woolley	SR20/SR9N - Township Intersection Improvements	(\$11,834)	3/23/2026

STBG(US) \$53,561

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
SCOG	SCOG Administration	\$53,561	6/23/2026

STP(US) -\$7,672

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
Mount Vernon	15th Street Sidewalk Improvements	(\$7,672)	1/22/2026

TA(US) \$44,784

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
Anacortes	Q Avenue Pedestrian Crossings	\$44,784	12/2/2025

2026 OBLIGATION AUTHORITY PLAN

The following projects¹ 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	✓	\$343,891

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS²: \$972,080
OBLIGATION AUTHORITY TARGET: \$381,616

¹ 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.

² Includes a total of \$972,080 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – June 30, 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

Appeals³

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

³ 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.

2027–2032 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM PREPARATION TIMELINE

SCOG is about to begin preparation of the 2027–2032 Regional Transportation Improvement Program (RTIP). If you have not already done so, please use the web-based STIP software – SecureAccess Washington – to roll over or add projects for the 2027–2032 RTIP. **Projects should be submitted to SCOG by August 14, 2026.** Please include all federally funded and regionally significant projects expected to obligate federal funding within the **next six years**.

Federal law requires that SCOG maintain a fully programmed four-year TIP (23 CFR 450.326), and Washington state law requires that SCOG develop a six-year TIP (RCW 47.80.023). SCOG prepares a new RTIP every year for consistency with the Statewide Transportation Improvement Program (STIP), which is also prepared yearly and includes the RTIP as a component.

Projects must be included in a comprehensive transportation program (local TIP), tribal TIP, capital improvement program, or transit development plan prior to inclusion into the RTIP.

TIMELINE FOR RTIP PREPARATION

Preliminary review by Technical Advisory Committee	September 3, 2026
RTIP available for public review	September 2026
Final review and recommendation by Technical Advisory Committee	October 1, 2026
Public comment period ends	October 2, 2026
Adoption by Transportation Policy Board	October 21, 2026
Submit RTIP to Washington State Department of Transportation	October 23, 2026
Federal Highway Administration and Federal Transit Administration approve 2027–2030 STIP	January 2027