

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

May 15, 2024 – 9:00 a.m.

In Person: [Burlington City Council Chambers](#), 833 South Spruce Street, Burlington, WA 98233

Remote: [GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 112-023-781

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Grant Johnson*
3. Verbal Public Comments
4. Consent Agenda
 - a. Approval of [April 17, 2024 Transportation Policy Board Meeting Minutes](#)
5. Action Items
 - a. [May Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. [Emergency Regional Transportation Improvement Program Amendment](#) – *Mark Hamilton*
 - c. [Resolution 2024-04 to Approve Unified Planning Work Program for State Fiscal Year 2025](#) – *Mark Hamilton*
 - d. [Ad Hoc Special Needs Transportation Committee](#) – *Grant Johnson*
 - e. [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program Grant Agreement Execution](#) – *Mark Hamilton*
6. Chair's Report
7. Executive Director's Report
8. Roundtable and Open Topic Discussion
9. Next Meeting: June 20, 2024, 9:00 a.m., *Burlington City Council Chambers and Remote*
10. Adjourned

Information Items:

[May 2, 2024 Technical Advisory Committee Meeting Minutes](#)

[2024 Obligation Authority Plan](#)

[Monthly Financial Update](#)

[Meeting Packet](#)

TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Ron Wesen..... Chair

Mayor Peter Donovan..... Vice-Chair

TRANSPORTATION POLICY BOARD MEMBERSHIP AND VOTES

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

NON-VOTING MEMBERS
Major Employer Representative
Skagit PUD
State Representatives
State Senators

QUORUM REQUIREMENT

A quorum consists of a simple majority (6) of the total votes (11), provided there is at least one Skagit County representative 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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SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

April 17, 2024

Burlington City Council Chambers and Remote

MEMBERS PRESENT

Mayor Peter Donovan, City of Mount Vernon, Vice-Chair; Mayor Bill Aslett, City of Burlington; Commissioner Peter Browning, Skagit County; Chris Damitio, Washington State Department of Transportation (WSDOT); Mayor Marna Hanneman, Town of La Conner; Commissioner Lisa Janicki, Skagit County (arrived at 9:36 a.m.); Mayor Julia Johnson, City of Sedro-Woolley; Mayor Matt Miller, City of Anacortes; and Commissioner Jon Ronngren, Port of Anacortes.

STAFF PRESENT

Kevin Murphy, Executive Director; Debbie Carter, Executive Assistant and Clerk of the Board; Mark Hamilton, Senior Transportation Planner; Grant Johnson, Associate Planner; and Sarah Ruether, Associate Planner.

OTHERS PRESENT

John Milton, WSDOT. Four members of the public attended the meeting.

AGENDA

1. Call to Order: Mayor Donovan called the meeting to order at 9:01 a.m.
Roll Call: Roll was taken with a quorum present.
2. Written Public Comments: Mr. Hamilton stated that a public comment period for the meeting was held from April 10-16. During that timeframe, no public comments were received.
3. In-person and Remote Verbal Public Comments: No verbal public comments were provided at the meeting.
4. Consent Agenda
 - a. Approval of March 20, 2024 Transportation Policy Board Meeting Minutes: Commissioner Browning moved to approve the March 20, 2024 Transportation Policy Board Meeting Minutes, and Mayor Johnson seconded the motion. The motion carried unanimously.
5. Action Items
 - a. April Regional Transportation Improvement Program Amendment: Mr. Johnson presented this action item. SCOG staff and Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program amendment: Skagit Transit's Design Services Skagit Station. The amendment adds the project to the Regional Transportation

Improvement Program Amendment. This project is for architect and engineering services to design a transit operator bathroom at Skagit Station. The project was awarded \$106,818 in Federal Transit Administration (FTA) Section 5339 funds, includes a local match of \$26,705, and has a total estimated project cost of \$133,523.

Mayor Aslett moved to approve April Regional Transportation Improvement Program Amendment as presented, and Mayor Johnson seconded the motion. The motion carried unanimously.

- b. Safe Streets and Roads for All Grant Agreement Execution: Mr. Johnson presented this action item. SCOG staff recommends authorizing the Executive Director, Kevin Murphy, to execute a Safe Streets and Roads for All (SS4A) grant agreement with the Federal Highway Administration (FHWA) with \$300,000 in federal funding to develop the Skagit Regional Safety Action Plan. On June 21, 2023, the Transportation Policy Board authorized SCOG staff to apply for an FHWA SS4A Planning and Demonstration Grant in order to create a regional comprehensive safety action plan. SCOG staff submitted a grant application on July 10, 2023 to the SS4A program, requesting \$300,000 in federal funds to help develop the Skagit Regional Safety Action Plan. The overall cost of the project will be \$375,000, which includes a \$75,000 local match. On December 13, 2023, FHWA notified SCOG staff that the Skagit Regional Safety Action Plan was selected to receive \$300,000 in federal funding. SCOG staff have been working with FHWA staff since February on drafting the grant agreement, which is now ready for execution. Upon execution of the grant agreement, staff anticipate beginning the process of procuring a consultant to help in the development of the Plan.

Mayor Miller moved to approve Safe Streets and Roads for All Grant Agreement Execution as presented, and Mayor Aslett seconded the motion. The motion carried unanimously.

6. Discussion Items

- a. WSDOT Safety Presentation: Dr. Milton provided a presentation for this discussion item. In his presentation, Dr. Milton focused on statewide approaches to safety, statewide data that is tracked by WSDOT related to safety, safety data specific to Skagit County and other safety information.

Transportation Policy Board members asked Dr. Milton several questions and provided feedback on subjects covered in his presentation. A Getting to Zero information item was included in the meeting packet and supplemented Dr. Milton's presentation.

- b. Ad Hoc Special Needs Transportation Committee: Mr. Johnson presented this discussion item. He said that SCOG will begin preparing a regional list of prioritized human services and transportation projects later this year. Projects must be on this regional list to be eligible for funding through the WSDOT Consolidated Grant Program. SCOG's role in this statewide process is to evaluate projects in the Skagit region and assign letter grades - A, B, C or D. Projects are then entered into a statewide selection process. Key statewide deadlines for the WSDOT Consolidated Grant Program are now being prepared by WSDOT and are not yet available for distribution. An ad hoc advisory committee was formed in 2014, 2016, 2018, 2020 and 2022 to assist with similar project prioritization processes. SCOG staff recommends that such a committee be formed again in 2024, and that the committee dissolve following completion of their advisory role on this project list. A final list of prioritized projects must be approved by the Transportation Policy Board and submitted to WSDOT. SCOG staff expects

this project list to be approved in December 2024 or January 2025 at the latest. SCOG staff proposes the ad hoc advisory committee be composed of multiple organizations, many of which participated in the 2022 prioritization process, and are included in meeting packet.

- c. Unified Planning Work Program for State Fiscal Year 2025: Mr. Hamilton presented this discussion item. He said SCOG is responsible for preparing a unified planning work program (UPWP) that documents the transportation planning work activities and related tasks to be accomplished during state fiscal year 2025 (July 1, 2024 through June 30, 2025). SCOG staff will attend a remote meeting with representatives from the WSDOT, FHWA and FTA on April 18 to review and discuss the UPWP. Revisions may be made to the UPWP by SCOG staff based on feedback received at the meeting. SCOG staff anticipates that the Transportation Policy Board will take action on the UPWP at the May meeting.
 - d. Redistributed Obligation Authority List of Projects: Mr. Hamilton presented this discussion item. He said WSDOT staff determine every year whether to request obligation authority (OA) redistributed from other states around the U.S. These funds are made available every federal fiscal year by FHWA, typically at the end of August. To position Skagit region jurisdictions to receive any additional funding available through redistributed OA, SCOG staff proposes preparing a list of projects that could utilize redistributed OA this federal fiscal year, as it appears the regional OA target will be met before July 1, 2024. A list of projects is expected to be finalized in June for submittal to WSDOT Local Programs Division. A tentative schedule is included in the meeting packet.
7. Chair's Report: Mayor Donovan had nothing to report.
 8. Executive Director's Report: Mr. Murphy mentioned last summer the Transportation Policy Board authorized SCOG staff to submit a Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) grant application. This month, SCOG was notified by FHWA that the project was selected for funding under this grant program. The grant is 100% federal, so no local match is required, and this additional funding will expand the scope of the Regional Transportation Resilience Improvement Plan for the Skagit region to make it fully comply with new federal requirements under PROTECT. Mr. Murphy thanked everyone for meeting the regional OA target and reiterated that meeting the target makes jurisdictions in the Skagit region eligible for redistributed OA later this year, should WSDOT pursue these funds via the statewide process for redistributed OA.
 9. Roundtable and Open Topic Discussion: Mr. Damitio mentioned Go Orange Day, which raises awareness about work zone safety around the U.S. Commissioner Browning requested copies of meeting materials be brought to future Transportation Policy Board meetings by SCOG staff.
 10. Next Meeting: The next meeting is May 15, 2024 at 9:00 a.m., in the Burlington City Council Chambers and remote.
 11. Adjourned: Mayor Donovan adjourned the meeting at 10:05 a.m.

Information Items: WSDOT's Highway Safety Improvement Program Implementation Plan 2023; Washington State Transportation Commission Press Release; April 4, 2024 Technical Advisory Committee Meeting Minutes; Skagit Transit Letters of Support; 2023 Annual Listing of Obligations; 2024 Obligation Authority Plan; and Monthly Financial Update.



Approved,

Kevin Murphy, Executive Director
Skagit Council of Governments

Date: _____

Commissioner Ron Wesen, Skagit County
Transportation Policy Board Chair
Skagit Council of Governments

Date: _____

DRAFT

ACTION ITEM 5.A. – MAY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	05/02/2024	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	05/15/2024	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 amendments:

- Mount Vernon
 - Riverside Drive Improvements – 2: this amendment reprograms this project in the RTIP. The \$173,000 right-of-way phase has 100% secured local funding. The preliminary engineering phase obligated federal funding in 2022 and again in 2023, and the construction phase has not yet secured funding. Total estimated cost of the project is \$3,476,000.
- Skagit Council of Governments
 - Regional Resilience Improvement Plan: this amendment reprograms this project in the RTIP. This project was selected by the Federal Highway Administration in April to receive federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) discretionary funding. The PROTECT funding adds to the federal Surface Transportation Block Grant Program funding obligated for this project in 2022, and the scope is expanded to meet federal PROTECT requirements for a Resilience Improvement Plan. Total estimated cost of the project is \$449,623.
- Skagit County
 - Cook Road / I-5 Interchange Vicinity Improvements: this amendment revises a project already programmed in the RTIP. Both project description and termini are updated. An amendment for this project was approved in March by the Transportation Policy Board. Following amendment approval, Washington State Department of Transportation staff determined that an amendment would not be required for this project. This May amendment reverses the March amendment, ensuring alignment of project description and termini with what is programmed in the Statewide Transportation Improvement Program.

FISCAL CONSTRAINT

The Regional Transportation Improvement Program is fiscally constrained in the 2024–2027 program years.

PUBLIC PARTICIPATION

A public comment period began on April 25 and ended on May 3. No comments were received.

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 Council of Governments
 - SCOG Admin 2022-2025: this amendment revises 2024–2025 funding for this project. Regional funding for STBG is adjusted to 15% of the STBG allocation for the Skagit region this year, consistent with Regional Transportation Improvement Program Policy 13. Total project cost has been revised from \$1,261,206 to \$1,198,180 to reflect the change in funding, which includes funding already obligated for this project in 2022 and 2023.
 - SCOG Administration: this amendment revises 2026–2029 funding for this project. Regional funding for STBG is adjusted to 15% of the STBG allocation for the Skagit region this year, consistent with Regional Transportation Improvement Program Policy 13. Total project cost has been revised from \$1,477,896 to \$1,351,844 to reflect the change in funding for all four years.

Agency Mount Vernon

Project Title Riverside Drive Improvements - 2

Description Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, implement data traffic data collection capability and underground overhead utilities.

Road Name Riverside Drive

Begin Termini College Way

End Termini Skagit River Bridge

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 4/26/2023

Total Project Cost \$3,476,000



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

STIP ID WA-13533

WSDOT PIN

Federal Aid Number 7323(007)

SCOG ID

Agency ID T-20-01

Hearing Date 8/24/2022

Adoption Date 8/24/2022

Resolution Number 1034

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
RW	2024		\$0		\$0	\$173,000	\$173,000	5/15/2024
Total			\$0		\$0	\$173,000	\$173,000	

Agency SCOG

Project Title Regional Transportation Resilience Improvement Plan

Description Prepare a Resilience Improvement Plan covering Skagit County that assesses the vulnerabilities of the transportation system for current and future weather events such as severe storms, flooding, droughts, levee and dam failures, wildfires, rockslides, and earthquakes.

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Planning

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$449,623



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

STIP ID WA-13485

WSDOT PIN

Federal Aid Number PD23(012)

SCOG ID

Agency ID

Hearing Date 5/15/2024

Adoption Date 5/15/2024

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PL	2024	PROTECT	\$299,623		\$0	\$0	\$299,623	5/15/2024
Total			\$299,623		\$0	\$0	\$299,623	

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 signaling 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

Total Project Cost \$10,154,492

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

STIP ID WA-01137

WSDOT PIN

Federal Aid Number M290(006)

SCOG ID

Agency ID

Hearing Date 4/25/2023

Adoption Date 4/25/2023

Resolution Number R20230072

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2024	STBG(R)	\$352,957		\$0	\$55,086	\$408,043	10/18/2023
RW	2025	NHFP	\$389,000		\$0	\$61,000	\$450,000	10/18/2023
CN	2026	NHFP	\$4,506,000		\$0	\$1,064,000	\$5,570,000	10/18/2023
Total			\$5,247,957		\$0	\$1,180,086	\$6,428,043	

Agency SCOG

Project Title SCOG Admin 2022-2025

Description SCOG Administration for FFY 2022-2025

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Planning

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$1,198,180



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

STIP ID SCOG 22-25

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 10/18/2023

Adoption Date 10/18/2023

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PL	2024	STBG(R)	\$292,336		\$0	\$45,625	\$337,961	5/15/2024
PL	2025	STBG(UM)	\$292,336		\$0	\$45,625	\$337,961	5/15/2024
Total			\$584,672		\$0	\$91,250	\$675,922	

Agency SCOG

Project Title SCOG Administration

Description Surface transportation planning program support of the agency.

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Planning

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$1,351,844



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

STIP ID SCOG Admin

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 10/18/2023

Adoption Date 10/18/2023

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PL	2026	STBG(US)	\$292,336		\$0	\$45,625	\$337,961	5/15/2024
PL	2027	STBG(UM)	\$292,336		\$0	\$45,625	\$337,961	5/15/2024
Total			\$584,672		\$0	\$91,250	\$675,922	

Funding Program	Carryover	2024			2025			2026			2027			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed			
Regionally Managed Federal Funds	\$1,197	\$2,472	\$3,669	\$1,806	\$2,472	\$4,334	\$2,279	\$2,472	\$4,527	\$3,020	\$2,472	\$3,979	\$1,138	\$11,085	\$8,244	\$2,841
CRP	\$574	\$278	\$852	\$46	\$278	\$1,085	\$334	\$278	\$1,029	\$0	\$278	\$1,307	\$0	\$1,687	\$380	\$1,307
STBG	\$337	\$1,949	\$2,286	\$1,603	\$1,949	\$2,632	\$1,851	\$1,949	\$2,730	\$2,641	\$1,949	\$2,038	\$1,121	\$8,133	\$7,216	\$917
TA	\$286	\$245	\$530	\$158	\$245	\$617	\$94	\$245	\$768	\$380	\$245	\$633	\$17	\$1,264	\$648	\$616
Other Federal Funds & State Funds	\$0	\$88,431	\$88,431	\$88,431	\$62,421	\$62,421	\$62,421	\$38,894	\$38,894	\$38,894	\$22,572	\$22,572	\$22,572	\$212,318	\$212,318	\$0
5307	\$0	\$1,500	\$1,500	\$1,500	\$5,500	\$5,500	\$5,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$14,000	\$14,000	\$0
5339	\$0	\$107	\$107	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$107	\$107	\$0
BR	\$0	\$1,490	\$1,490	\$1,490	\$19,486	\$19,486	\$19,486	\$0	\$0	\$0	\$0	\$0	\$0	\$20,976	\$20,976	\$0
DEMO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740	\$1,740	\$1,740	\$0	\$0	\$0	\$1,740	\$1,740	\$0
Discretionary	\$0	\$12,500	\$12,500	\$12,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$12,500	\$0
FBP	\$0	\$574	\$574	\$574	\$605	\$605	\$605	\$621	\$621	\$621	\$0	\$0	\$0	\$1,799	\$1,799	\$0
FTA Discretionary	\$0	\$2,580	\$2,580	\$2,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,580	\$2,580	\$0
HIP(S)	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$5,917	\$0	\$0	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$0
HSIP	\$0	\$2,901	\$2,901	\$2,901	\$9,160	\$9,160	\$9,160	\$2,707	\$2,707	\$2,707	\$0	\$0	\$0	\$14,768	\$14,768	\$0
NHFP	\$0	\$0	\$0	\$0	\$389	\$389	\$389	\$4,506	\$4,506	\$4,506	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$2,972	\$2,972	\$2,972	\$17,537	\$17,537	\$17,537	\$20,480	\$20,480	\$20,480	\$17,824	\$17,824	\$17,824	\$58,814	\$58,814	\$0
PROTECT	\$0	\$300	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$300	\$0
STBG(S)	\$0	\$1,872	\$1,872	\$1,872	\$0	\$0	\$0	\$2,346	\$2,346	\$2,346	\$336	\$336	\$336	\$4,555	\$4,555	\$0
TIFIA	\$0	\$26,826	\$26,826	\$26,826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,826	\$26,826	\$0
TTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155	\$1,155	\$1,155	\$0	\$0	\$0	\$1,155	\$1,155	\$0
CRAB	\$0	\$7,603	\$7,603	\$7,603	\$2,400	\$2,400	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,003	\$10,003	\$0
CSRF	\$0	\$7,159	\$7,159	\$7,159	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,159	\$7,159	\$0
MAW	\$0	\$14,494	\$14,494	\$14,494	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,494	\$14,494	\$0
MVA	\$0	\$2,589	\$2,589	\$2,589	\$1,101	\$1,101	\$1,101	\$1,444	\$1,444	\$1,444	\$911	\$911	\$911	\$6,046	\$6,046	\$0
Other	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$0
TIB	\$0	\$0	\$0	\$0	\$326	\$326	\$326	\$395	\$395	\$395	\$0	\$0	\$0	\$721	\$721	\$0
Matching Funds	\$0	\$13,573	\$13,573	\$13,573	\$6,598	\$6,598	\$6,598	\$5,447	\$5,447	\$5,447	\$3,678	\$3,678	\$3,678	\$29,296	\$29,296	\$0
Local	\$0	\$13,573	\$13,573	\$13,573	\$6,598	\$6,598	\$6,598	\$5,447	\$5,447	\$5,447	\$3,678	\$3,678	\$3,678	\$29,296	\$29,296	\$0
Total	\$1,197	\$104,476	\$105,673	\$103,811	\$71,491	\$73,353	\$71,298	\$46,814	\$48,869	\$47,362	\$28,721	\$30,228	\$27,387	\$252,698	\$249,858	\$2,841

ACTION ITEM 5.B. – EMERGENCY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	05/15/2024	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommend approval of the following Regional Transportation Improvement Program (RTIP) amendment:

- Mount Vernon
 - Library Commons Project: Regional Transportation Supporting Elements: this amendment reprograms this project in the RTIP. Mount Vernon staff notified SCOG staff on April 29, which is after the submission deadline for May RTIP amendments, that the Library Commons Project needs to be programmed in the Statewide Transportation Improvement Program as soon as possible. This statewide programming requirement is necessary for Mount Vernon’s federal Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and federal funding from the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. Both federal funding sources are provided at 100% federal, with the TIFIA funds an allowable match for the CFI funds. Total estimated cost of the project is \$54,746,018.

Agency Mount Vernon

Project Title Library Commons Project: Regional Transportation Supporting Elements

Description Construction of a structured parking facility available for Skagit Station park & ride use, EV charging stations, transit, library, and community center facilities. Discretionary funds are from federal Charging and Fueling Infrastructure Program grant. Proceeds from secured TIFIA loan used to cover non-federal share requirement of CFI grant, consistent with 23 USC 603(b)(8).

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Other

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date 4/26/2023

Total Project Cost \$54,746,018



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

STIP ID WA-14463

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/24/2022

Adoption Date 8/24/2022

Resolution Number 1034

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2024	Discretionary	\$12,500,000		\$0	\$0	\$12,500,000	5/15/2024
CN	2024	TIFIA	\$26,825,549		\$0	\$0	\$26,825,549	5/15/2024
Total			\$39,325,549		\$0	\$0	\$39,325,549	

Financial Feasibility Table

Funding Program	Carryover	2024			2025			2026			2027			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed			
Regionally Managed Federal Funds	\$1,197	\$2,472	\$3,669	\$1,806	\$2,472	\$4,334	\$2,279	\$2,472	\$4,527	\$3,020	\$2,472	\$3,979	\$1,138	\$11,085	\$8,244	\$2,841
CRP	\$574	\$278	\$852	\$46	\$278	\$1,085	\$334	\$278	\$1,029	\$0	\$278	\$1,307	\$0	\$1,687	\$380	\$1,307
STBG	\$337	\$1,949	\$2,286	\$1,603	\$1,949	\$2,632	\$1,851	\$1,949	\$2,730	\$2,641	\$1,949	\$2,038	\$1,121	\$8,133	\$7,216	\$917
TA	\$286	\$245	\$530	\$158	\$245	\$617	\$94	\$245	\$768	\$380	\$245	\$633	\$17	\$1,264	\$648	\$616
Other Federal Funds & State Funds	\$0	\$88,431	\$88,431	\$88,431	\$62,421	\$62,421	\$62,421	\$38,894	\$38,894	\$38,894	\$22,572	\$22,572	\$22,572	\$212,318	\$212,318	\$0
5307	\$0	\$1,500	\$1,500	\$1,500	\$5,500	\$5,500	\$5,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$14,000	\$14,000	\$0
5339	\$0	\$107	\$107	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$107	\$107	\$0
BR	\$0	\$1,490	\$1,490	\$1,490	\$19,486	\$19,486	\$19,486	\$0	\$0	\$0	\$0	\$0	\$0	\$20,976	\$20,976	\$0
DEMO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740	\$1,740	\$1,740	\$0	\$0	\$0	\$1,740	\$1,740	\$0
Discretionary	\$0	\$12,500	\$12,500	\$12,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,500	\$12,500	\$0
FBP	\$0	\$574	\$574	\$574	\$605	\$605	\$605	\$621	\$621	\$621	\$0	\$0	\$0	\$1,799	\$1,799	\$0
FTA Discretionary	\$0	\$2,580	\$2,580	\$2,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,580	\$2,580	\$0
HIP(S)	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$5,917	\$0	\$0	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$0
HSIP	\$0	\$2,901	\$2,901	\$2,901	\$9,160	\$9,160	\$9,160	\$2,707	\$2,707	\$2,707	\$0	\$0	\$0	\$14,768	\$14,768	\$0
NHFP	\$0	\$0	\$0	\$0	\$389	\$389	\$389	\$4,506	\$4,506	\$4,506	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$2,972	\$2,972	\$2,972	\$17,537	\$17,537	\$17,537	\$20,480	\$20,480	\$20,480	\$17,824	\$17,824	\$17,824	\$58,814	\$58,814	\$0
PROTECT	\$0	\$300	\$300	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300	\$300	\$0
STBG(S)	\$0	\$1,872	\$1,872	\$1,872	\$0	\$0	\$0	\$2,346	\$2,346	\$2,346	\$336	\$336	\$336	\$4,555	\$4,555	\$0
TIFIA	\$0	\$26,826	\$26,826	\$26,826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,826	\$26,826	\$0
TTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155	\$1,155	\$1,155	\$0	\$0	\$0	\$1,155	\$1,155	\$0
CRAB	\$0	\$7,603	\$7,603	\$7,603	\$2,400	\$2,400	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,003	\$10,003	\$0
CSRF	\$0	\$7,159	\$7,159	\$7,159	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,159	\$7,159	\$0
MAW	\$0	\$14,494	\$14,494	\$14,494	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,494	\$14,494	\$0
MVA	\$0	\$2,589	\$2,589	\$2,589	\$1,101	\$1,101	\$1,101	\$1,444	\$1,444	\$1,444	\$911	\$911	\$911	\$6,046	\$6,046	\$0
Other	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$0
TIB	\$0	\$0	\$0	\$0	\$326	\$326	\$326	\$395	\$395	\$395	\$0	\$0	\$0	\$721	\$721	\$0
Matching Funds	\$0	\$13,573	\$13,573	\$13,573	\$6,598	\$6,598	\$6,598	\$5,447	\$5,447	\$5,447	\$3,678	\$3,678	\$3,678	\$29,296	\$29,296	\$0
Local	\$0	\$13,573	\$13,573	\$13,573	\$6,598	\$6,598	\$6,598	\$5,447	\$5,447	\$5,447	\$3,678	\$3,678	\$3,678	\$29,296	\$29,296	\$0
Total	\$1,197	\$104,476	\$105,673	\$103,811	\$71,491	\$73,353	\$71,298	\$46,814	\$48,869	\$47,362	\$28,721	\$30,228	\$27,387	\$252,698	\$249,858	\$2,841

ACTION ITEM 5.c. – RESOLUTION 2024-04 TO APPROVE UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEAR 2025

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	04/04/2024	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	04/17/2024	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	05/02/2024	Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	05/15/2024	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving [Resolution 2024-04](#) to approve the state fiscal year 2025 [Unified Planning Work Program](#) (UPWP).

DISCUSSION

SCOG is responsible for preparing a UPWP that documents the transportation planning work activities and related tasks to be accomplished during state fiscal year 2025 (July 1, 2024 through June 30, 2025). The UPWP identifies planning work tasks, their associated costs and applicable funding sources.

A meeting with representatives from the Federal Highway Administration, Federal Transit Administration, Washington State Department of Transportation and SCOG occurred on April 18 to review and discuss the draft UPWP. Revisions were made to the draft UPWP by SCOG staff following the meeting. Revisions appear in strikethrough-underline format, with additions underlined in red (“[additions](#)”) and deletions struck in red (“~~deletions~~”).

The document must be approved no later than the end of June.

RESOLUTION 2024-04

TO APPROVE UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEAR 2025

WHEREAS, the Skagit Council of Governments (SCOG), is the designated metropolitan planning organization and regional transportation planning organization for the Skagit region, as authorized by federal and state laws;

WHEREAS, the Unified Planning Work Program (UPWP) documents transportation planning activities in the Skagit region, and is consistent with federal and state laws;

WHEREAS, the UPWP development and approval process follows requirements included in the Metropolitan/Regional Transportation Planning Organization Agreement, GCB 3865, executed by SCOG and the Washington State Department of Transportation (WSDOT);

WHEREAS, the 2025 state fiscal year in the State of Washington is July 1, 2024–June 30, 2025, and the UPWP is in effect during this timeframe;

WHEREAS, the Federal Highway Administration, Federal Transportation Administration and WSDOT prepared Unified Planning Work Program Guidance for Metropolitan Planning Organizations and Regional Transportation Planning Organizations (Guidance) for the State of Washington, with publication in December 2023;

WHEREAS, Guidance was reviewed and followed as the state fiscal year 2025 UPWP was prepared;

WHEREAS, the UPWP was prepared in cooperation with Skagit Transit, which is the public transportation operator in the Skagit region, and WSDOT;

WHEREAS, the draft UPWP was discussed by the Transportation Policy Board at the April 17, 2024 meeting in an open public meeting, and the draft UPWP was made available for public review on April 10, 2024 and May 8, 2024.

NOW THEREFORE BE IT RESOLVED BY THE SKAGIT COUNCIL OF GOVERNMENTS:

The state fiscal year 2025 UPWP is hereby approved.

Adopted: May 15, 2024

Commissioner Ron Wesen, Skagit County
Transportation Policy Board Chair

Kevin Murphy
Executive Director

UNIFIED PLANNING WORK PROGRAM

Adopted by the Transportation Policy Board on May 15, 2024

DRAFT

State Fiscal Year

2025

July 1, 2024 – June 30, 2025

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DRAFT

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

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

Cover photograph courtesy of Andy Porter Photography.

PLANNING ORGANIZATION OVERVIEW

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

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

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

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

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

UNIFIED PLANNING WORK PROGRAM OVERVIEW

The unified planning work program (UPWP) documents the transportation planning work activities and related tasks to be accomplished during state fiscal year (SFY) 2025 – July 1, 2024 through June 30, 2025. Work activities included in the UPWP comply with regional policies, goals and objectives. SCOG's Transportation Policy Board reviews and approves the UPWP, with final approval issued by FHWA, FTA and WSDOT.

This document outlines federal and state planning requirements, then presents a work program of planning activities for SFY 2025 that address the requirements and regional priorities. The work activities in the UPWP are organized into four elements:

- Element 1: **Administration**;
- Element 2: **Multimodal Planning**;

- Element 3: **Programming & Project Selection**; and
- Element 4: **Data Collection & Analysis**.

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

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

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

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

AMENDING THE UPWP

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

FEDERAL AND STATE REQUIREMENTS

FEDERAL REQUIREMENTS

FEDERAL PLANNING FACTORS

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

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

These federal planning factors were considered as the SFY 2025 UPWP was prepared to ensure consistency between federal priorities and the work program.

FEDERAL PLANNING EMPHASIS AREAS

The Federal Highway Administration and the Federal Transit Administration jointly issued federal planning emphasis areas in 2021. SCOG is asked to identify and develop tasks in the SFY 2025 UPWP that address the following federal planning emphasis areas:

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

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

Each of the federal planning emphasis areas is addressed through various work tasks selected for SFY 2025, as shown in the following table.

Unified Planning Work Program Work Task	Tackling the Climate Crisis	Equity and Justice40	Complete Streets	Public Involvement	Strategic Highway Network	Federal Land Management Agency Coordination	Planning and Environment Linkages	Data in Transportation Planning
1.1 – MPO and RTPO Administration				✓				
1.2 – Unified Planning Work Program				✓				
1.3 – Legislator Contact								
1.4 – Title VI Annual Report		✓						
1.5 – Public Participation Plan Annual Report				✓				
1.6 – Metropolitan Planning Agreement								
2.1 – Regional Transportation Plan	✓	✓	✓	✓	✓	✓		✓
2.2 – Statewide Planning Initiatives	✓	✓		✓			✓	
2.3 – Local Transportation Planning	✓	✓		✓				
2.4 – North Sound Transportation Alliance				✓				
2.5 – Nondiscrimination Planning		✓		✓				
2.6 – Nonmotorized Transportation Planning	✓		✓	✓				
2.7 – Infrastructure Investment and Jobs Act	✓							
2.8 – Public Participation Plan		✓		✓				
2.9 – Regional Multimodal Level of Service			✓					
2.10 – Transportation Elements and Countywide Planning Policies			✓					
2.11 – Regional Planning Duties								
2.12 – Regional Transportation Resilience Improvement Plan	✓	✓		✓		✓		✓
2.13 – Regional Safety Action Plan		✓	✓	✓				✓
2.14 – Intelligent Transportation Systems Architecture				✓				✓
3.1 – Regional Transportation Improvement Program				✓		✓		✓
3.2 – Annual Listing of Obligations								✓
3.3 – Project Selection and Prioritization				✓				
3.4 – List of Regional High Priority Projects								
4.1 – Regional Performance Management								✓
4.2 – Travel Demand Model								✓
4.3 – Traffic Counts								✓
4.4 – Geographic Information Systems				✓				✓
4.5 – Highway Functional Classification					✓			✓
4.6 – Household Travel Survey				✓				✓
4.7 – Growth Projections and Allocations								✓

INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

The 2021 Infrastructure Investment and Jobs Act introduced a requirement that MPOs utilize not less than 2.5% of funds provided under 23 USC 104(d) be utilized on activities described in federal law that improve safe and accessible transportation options, which primarily focus on active transportation and

public transportation modes. There is an exemption to this requirement for MPOs that have Complete Streets standards and policies in place, along with an updated Complete Streets prioritization plan. SCOG does not qualify for this Complete Streets exemption.

In Washington state, FHWA and WSDOT ask MPOs to identify which UPWP work tasks address these requirements, for the MPOs that do not meet the Complete Streets exemption. The following work tasks have been identified in the SFY 2025 UPWP that address these federal Increasing Safe and Accessible Transportation Options requirements:

- 2.1 – Regional Transportation Plan
- 2.2 – Statewide Planning Initiatives
- 2.3 – Local Transportation Planning
- 2.4 – North Sound Transportation Alliance
- 2.5 – Nondiscrimination Planning
- 2.6 – Nonmotorized Transportation Planning
- 2.7 – Infrastructure Investment and Jobs Act
- 2.8 – Public Participation Plan
- 2.9 – Regional Multimodal Level of Service
- 2.10 – Transportation Elements and Countywide Planning Policies
- 2.11 – Regional Planning Duties
- 2.12 – Regional Transportation Resilience Improvement Plan
- 2.13 – Regional Safety Action Plan
- 2.14 – Intelligent Transportation Systems Architecture

All **Multimodal Planning** element work tasks in the SFY 2025 UPWP address these federal requirements for Increasing Safe and Accessible Transportation Options, in whole or in part, as activities that are identified for the 2.5% of funding.

STATE REQUIREMENTS

WASHINGTON STATE POLICY GOALS

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

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

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

WASHINGTON STATE PLANNING EMPHASIS AREAS

The following state planning emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources towards during state fiscal year 2025.

Administrative

WSDOT requests that MPOs and RTPOs consider the following:

- Update RTPO Duties: The Tribal and Regional Integrated Planning Office (TRIP) looks forward to continuing the effort to assess, analyze, and potentially adjust the duties of RTPOs as found in RCW 47.80. ~~We-They~~ want to work closely with RTPOs to ~~make sure that we are all aligned~~ ensure alignment on what is expected of RTPOs as well as identify areas where RTPOs can more effectively enhance regional transportation planning.
- Make Public Documents Accessible: Governing documents should be posted online. Governance documents are public documents and should be easily accessible on the MPO/RTPO website. These include Interlocal Agreements, bylaws, and policies.
- Make Planning Processes More Inclusive: WSDOT is committed to combatting racism and is working to enhance diversity, equity, and inclusion efforts. WSDOT will be placing an emphasis on environmental justice assessments of regional transportation plans and regional transportation improvement programs. ~~Please work with your~~ WSDOT requests that MPOs and RTPOs work with Tribal and Regional Integrated Planning Office regional coordinators to determine how to best address these requirements for ~~your-their~~ respective organizations.

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

State of Washington

State Fiscal Year (SFY) 2025
(July 1, 2024 – June 30, 2025)

December 2023



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

Planning Collaboration

MPOs and RTPOs are requested to set aside resources to collaboratively develop and/or review planning efforts. ~~Plans-WSDOT plans~~ and efforts expected to be developed during SFY 2025 include:

- Multimodal Planning and Data Division Planning Activities: WSDOT will be scoping the update to the Washington Transportation Plan, Phase II, developing the legislatively directed performance-based project evaluation model, and addressing updates to legislation related to vehicle miles of travel reduction, land use/housing, and multimodal level of service. MPOs and RTPOs are requested to dedicate resources to coordinate on these efforts during SFY 2025.
- Active Transportation Division Planning Activities: WSDOT requests that MPOs and RTPOs ~~Please~~ reserve resources to coordinate with WSDOT on the Sandy Williams Connecting Communities program. If any MPO or RTPO is collecting active transportation data, ~~please-WSDOT~~ asks that they work with the Active Transportation Division to coordinate on how it is collected. Also, if any MPOs or RTPOs are working on active transportation plans during SFY 2025, WSDOT requests that they please coordinate with the Active Transportation Division, as there may be opportunities to jointly apply for Active Transportation Infrastructure Investment

Program funding. Finally, ~~please~~ WSDOT asks that MPOs and RTPOs reserve resources to potentially assist ~~your~~ their local agencies if they are successful in receiving bike/ped program funding.

- Public Transportation Division Planning Activities: WSDOT's Public Transportation Division will be working on the State Transportation Demand Management Plan, the State Commute Trip Reduction Plan, and local Commute Trip Reduction plans, all of which will inform the development of the [Statewide Public Transportation Plan](#). MPOs and RTPOs are encouraged to dedicate some resources to coordinate and collaborate with WSDOT's Public Transportation Division as they work on these efforts.
- Rail, Freight, and Ports Division Planning Activities:
 - The WSDOT Rail, Freight, and Ports Division requests that MPOs and RTPOs incorporate truck parking needs into local and regional planning efforts.
 - WSDOT will update the State Rail Plan and State Freight Plan during SFY 2025. WSDOT requests that MPOs and RTPOs ~~Please~~ reserve resources to coordinate with WSDOT on this project.
 - WSDOT will also be updating the Freight and Goods Transportation System. WSDOT requests that MPOs and RTPOs ~~Please~~ be prepared to provide traffic count data for ~~your~~ their region.
- Comprehensive Plan Updates: Many cities and counties in Washington are ramping up efforts to update their comprehensive plans. WSDOT encourages MPOs and RTPOs to coordinate with WSDOT region planning offices in the review and support of the local agency comprehensive plan transportation elements. [WSDOT has developed a resource page for this effort](#).

Federal Functional Classification Update

Following the designations of new urban area boundaries WSDOT will work with MPOs and RTPOs to update the [federal functional classification designations](#). ~~Please reserve~~ WSDOT requests that MPOs and RTPOs reserve some resources to work with WSDOT on this project. ~~as necessary~~.

Transportation Asset Management Plan Reporting

~~Please~~ WSDOT requests that MPOs work with the local agencies in ~~your~~ their regions to develop estimates (% by lane mile) for preservation and maintenance needs of pavement and bridge on the locally managed National Highway System. WSDOT will need to provide financial information during the update to the Transportation Asset Management Plan update during SFY 2025 ([Click here for example of this information in the current Transportation Asset Management Plan](#)).

Washington state planning emphasis areas are addressed through various work activities selected for SFY 2025, as shown in the following table.

Unified Planning Work Program Work Task	Update RTPO Duties	Make Public Documents Accessible	Make Planning Processes More Accessible	Multimodal Planning and Data Division	Active Transportation Division	Public Transportation Division	Rail, Freight, and Ports Division	Comprehensive Plan Updates	Federal Functional Classification Update	Transportation Asset Management Plan Reporting
1.1 – MPO and RTPO Administration		✓								
1.2 – Unified Planning Work Program		✓								
1.3 – Legislator Contact										
1.4 – Title VI Annual Report		✓	✓							
1.5 – Public Participation Plan Annual Report		✓								
1.6 – Metropolitan Planning Agreement		✓								
2.1 – Regional Transportation Plan		✓	✓					✓		
2.2 – Statewide Planning Initiatives				✓	✓	✓	✓	✓		
2.3 – Local Transportation Planning					✓	✓	✓	✓		
2.4 – North Sound Transportation Alliance										
2.5 – Nondiscrimination Planning		✓	✓			✓				
2.6 – Nonmotorized Transportation Planning		✓								
2.7 – Infrastructure Investment and Jobs Act										
2.8 – Public Participation Plan		✓	✓							
2.9 – Regional Multimodal Level of Service		✓						✓		
2.10 – Transportation Elements and Countywide Planning Policies		✓						✓		
2.11 – Regional Planning Duties	✓	✓						✓		
2.12 – Regional Transportation Resilience Improvement Plan		✓	✓							
2.13 – Regional Safety Action Plan		✓	✓							
2.14 – Intelligent Transportation Systems Architecture		✓	✓							
3.1 – Regional Transportation Improvement Program		✓	✓							
3.2 – Annual Listing of Obligations		✓								
3.3 – Project Selection and Prioritization		✓				✓				
3.4 – List of Regional High Priority Projects		✓								
4.1 – Regional Performance Management		✓								✓
4.2 – Travel Demand Model		✓						✓		
4.3 – Traffic Counts		✓					✓	✓	✓	
4.4 – Geographic Information Systems		✓								
4.5 – Highway Functional Classification		✓					✓		✓	

PUBLIC INVOLVEMENT

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

FUNDING SOURCES FOR PLANNING ACTIVITIES

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

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

FEDERAL HIGHWAY ADMINISTRATION

23 USC SECTION 133 AND SECTION 134 GRANT FUNDS

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

Refer to the [Surface Transportation Block Grant Funding Breakdown](#) table in the UPWP for estimated STBG funding for SFY 2025 by project.

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

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

NEW FOR SFY 2025

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

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

FEDERAL TRANSIT ADMINISTRATION
49 USC SECTION 5303 AND 5310 GRANT FUNDS

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

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

WASHINGTON STATE
REGIONAL TRANSPORTATION PLANNING ORGANIZATION GRANT FUNDS

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

DRAFT

ELEMENT 1: ADMINISTRATION

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

WORK TASKS

1.1 MPO and RTPO Administration

Description: Manage and administer the unified planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Administration will also include assuring compliance with rules and regulations of funding agencies. Supervise staff and personnel activities. Procure office supplies and furniture. Review and update contracts and agreements. Provide clerical support for general administration and other work program elements. Procure software and hardware, and other technologies and devices as needed. Maintain SCOG's website. Participate at monthly meetings of the Transportation Policy Board, Technical Advisory Committee and other committees as needed. Coordinate and consult with other MPOs and RTPOs on federal, state and regional transportation issues. Prepare 2025 operating budget. Provide continuing education and training opportunities through participation in webinars, conferences and seminars. Draft letters of support for transportation projects consistent with applicable policies, plans and programs. Prepare the annual self-certification, specifying that MPO functions are being performed in accordance with all applicable requirements. Facilitate public involvement and outreach efforts in accordance with the Title VI Plan and Public Participation Plan. Consult with tribal governments on transportation planning and programming efforts. Engage applicable federally recognized tribal governments in regional governance of SCOG, consistent with [RCW 47.80.050\(2\)](#).

Responsibilities: SCOG

Product: 2025 SCOG operating budget completed and adopted prior to calendar year 2025. Self-certification documentation completed in October 2024. By the second quarter of calendar year 2025, SCOG will provide a reasonable opportunity for voting membership to all federally recognized tribes that hold reservation or trust lands within the Skagit region.

Direct Cost: Technology-related (hardware, software, etc.) direct costs are expected to total up to \$3,500. Travel and training costs are expected to total up to \$20,000.

1.2 Unified Planning Work Program

Description: Creation of the SFY 2024 UPWP Annual Performance and Expenditure Report per [23 CFR 420.117](#). SCOG will prepare the SFY 2026 UPWP in cooperation with the Federal Highway Administration, Federal Transit Administration, Skagit Transit and WSDOT.

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

Product: SFY 2024 Annual UPWP Performance and Expenditure Report completed in September 2024, and SFY 2026 UPWP in spring 2025.

1.3 Legislator Contact

Description: Develop and submit Public Disclosure Commission Reports as required. The reports identify all contact with Washington state legislators. All expenses in meeting with federal and state elected, and administration officials are paid using local funds. SCOG occasionally visits state legislators in the first or second month of the Washington state legislature’s regular session. Other contact may occur, but it is unknown when this will happen during the UPWP timeframe.

Responsibilities: SCOG

Product: Quarterly Public Disclosure Commission Reports as necessary.

1.4 Title VI Annual Report

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

Responsibilities: SCOG (lead), WSDOT

Product: Title VI annual report completed in November 2024.

1.5 Public Participation Plan Annual Report

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

Responsibilities: SCOG

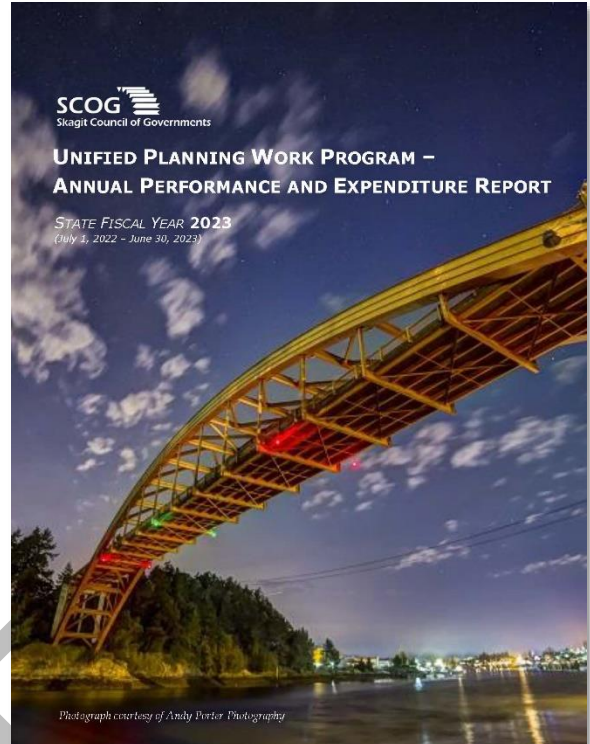
Product: Public Participation Plan annual report completed in June 2025.

1.6 Metropolitan Planning Agreement

Description: Prepare and execute an updated [Metropolitan Planning Agreement](#) between SCOG, Skagit Transit and WSDOT. The agreement, meeting the requirements of [23 CFR 450.314](#), was executed by SCOG, Skagit Transit and WSDOT in 2017. WSDOT staff requested that this work task be added to the UPWP and has committed to leading the update process.

Responsibilities: WSDOT (lead), SCOG, Skagit Transit

Product: Metropolitan Planning Agreement updated in SFY 2025.



ELEMENT 2: MULTIMODAL PLANNING

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

WORK TASKS

2.1 Regional Transportation Plan

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



Responsibilities: SCOG (lead), WSDOT, Consultant

Product: Work on major update to Regional Transportation Plan in SFY 2025 that is due in March 2026.

Direct Cost: An estimated \$175,000 of STBG ~~(US)~~ funds will be used for professional services in SFY 2025 for this work task. Direct cost for this work tasks also includes work done under the Travel Demand Model work task, which is not separately identified in that work task to avoid double counting.

2.2 Statewide Planning Initiatives

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

Responsibilities: WSDOT (lead), SCOG

Product: Participation in statewide planning initiatives as needs arise and staffing permits in SFY 2025.

North Sound Transportation Alliance



2.3 Local Transportation Planning

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

Responsibilities: SCOG

Product: SCOG will assist with local planning efforts as needed in SFY 2025.

2.4 North Sound Transportation Alliance

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

Responsibilities: Whatcom Council of Governments (lead), SCOG

Product: NSTA meeting administration and attendance in SFY 2025. Staff support for additional multimodal planning activities that NSTA performs.

2.5 Nondiscrimination Planning

Description: SCOG will review planning, programming and project selections to ensure that SCOG decisions do not have a disproportionate adverse impact on protected populations. SCOG will maintain a Title VI complaint log and implement the adopted Title VI Plan to ensure continued nondiscrimination in SCOG’s transportation program. SCOG will continue implementation of activities from the Americans with Disabilities Act (ADA) Self-evaluation and Program Access Plan adopted in July 2022. SCOG will also continue implementation of activities from the most recent Title VI Plan update, adopted in May 2023. The next major updates to the Title VI Plan and ADA Self-evaluation and Program Access Plan are expected to occur in calendar year 2026. Each plan is on a three-year update cycle.

Responsibilities: SCOG (lead), WSDOT

Product: Conduct ongoing nondiscrimination activities at SCOG throughout SFY 2025.

2.6 Nonmotorized Transportation Planning

Description: The Non-Motorized Advisory Committee (NMAC) is an advisory committee to the Technical Advisory Committee on nonmotorized issues. Assistance will be provided by the NMAC during SFY 2025 to SCOG member organizations and volunteer groups to improve nonmotorized transportation and safety. Other NMAC activities for SFY 2025 will be determined after their calendar year 2025 work program is approved by the Technical Advisory Committee.

An update to the Skagit County Bike Map will be printed in April/May 2024 with distribution in SFY 2025. The Skagit County Walking Trail Guide will continue to be distributed in SFY 2025.

Responsibilities: SCOG

Product: Distribution of bike maps and walking trail guides in SFY 2025. Other nonmotorized products consistent with approved NMAC work programs.

2.7 Infrastructure Investment and Jobs Act

Description: The federal Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. Many new features of this surface transportation law affect SCOG, specifically the MPO duties that SCOG performs and the federal funding that SCOG receives. There are also many discretionary grant programs created through the law, two of which SCOG applied for funding through in SFY 2024 to assist with regional plans: the Regional Transportation Resilience Improvement Plan; and Regional Safety Action Plan. The Code of Federal Regulations should be updated during the timeframe of the SFY 2025 UPWP with regulations implementing the new law. SCOG will continue to participate in processes related to implementing the IIJA and begin to address changes to MPO duties that the 2021 law requires. Implementation activities may occur at the national, statewide and local levels.

Responsibilities: WSDOT (lead), SCOG

Product: Participation in implementation activities related to the Infrastructure Investment and Jobs Act in SFY 2025 at the national, statewide and local levels.

2.8 Public Participation Plan

Description: The Public Participation Plan guides engagement activities at SCOG and was last updated in 2017. This 2017 update followed a major update to the plan in 2015, which included an assessment of an earlier public participation plan. Another minor update to the 2017 plan is anticipated in SFY 2025, primarily to address changes with governing bodies, advisory committees, remote meetings and new Infrastructure Investment and Jobs Act requirements. The plan update will follow changes in the Code of Federal Regulations, expected in SFY 2025.

Responsibilities: SCOG

Product: Public Participation Plan amended in SFY 2025, pending new regulations implementing the Infrastructure Investment and Jobs Act.

2.9 Regional Multimodal Level of Service

Description: Washington state law requires SCOG to “review level of services methodologies used by cities and counties planning under the Growth Management Act to promote a consistent regional evaluation of transportation facilities and corridors” ([RCW 47.80.023](#)). SCOG documented level of service methodologies used by cities, towns and Skagit County in the Skagit region in April/May 2024 and provided recommendations on how to make them more consistent. House Bill 1181 introduced new multimodal level of service requirements for local governments, beginning with 2025 periodic updates to local comprehensive plans. Consistent with RCW 47.80.023, SCOG will “work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance

measures”. This work on developing level of service standards, including multimodal, is expected to occur throughout SFY 2025. SCOG will also be jointly establishing level of service standards for state highways and ferry routes with WSDOT, pursuant to [RCW 47.80.030](#), as work is underway for the major Regional Transportation Plan update, due in March 2026.

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

Product: SCOG will work with other government agencies – including WSDOT, cities, towns, Skagit County, and Skagit Transit – as they develop multimodal level of services standards in SFY 2025. SCOG will also work on jointly establishing level of service standards with WSDOT for state highways and state ferry routes in SFY 2025.

2.10 Transportation Elements and Countywide Planning Policies

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

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

Responsibilities: SCOG

Product: Certification of local comprehensive plan transportation elements and countywide planning policies as necessary in SFY 2025.

2.11 Regional Planning Duties

Description: Some elements of SCOG’s regional transportation planning organization certification processes are over 20 years old and were generated when Skagit County was part of the Skagit-Island Regional Transportation Planning Organization, which dissolved in 2015. SCOG conducted an in-depth review of the RTPO certification processes and other RTPO duties in March–April 2024, leading to several recommended revisions to refresh certain regional planning duties in SFY 2025. Initial recommendations from the review include: updating the comprehensive plan transportation element certification checklist, primarily due to changes in state law over the past few years, to ensure continued consistency with Growth Management Act requirements; develop a consistency review process to ensure countywide planning policies and the Regional Transportation Plan are consistent, conduct a consistency review whenever either of these products are updated and document consistency; update the guidelines and principles from 1997 – prepared when the Skagit-Island Regional Transportation Planning Organization existed for what was the Skagit Sub-region – to provide for the development and evaluation of comprehensive plan transportation elements; and prepare a periodic update to the transportation strategy for the Skagit region to serve as a guide in preparing the Regional Transportation Plan due in March 2026.

Responsibilities: SCOG

Product: Regional planning duties updated in first quarter of SFY 2025.

2.12 Regional Transportation Resilience Improvement Plan

Description: SCOG will prepare a plan to inform how SCOG may implement a resilience focus in its planning activities and investments. This plan will consider natural hazard risk and exposure on the surface transportation system in the Skagit region, as well as pilot analysis methods for future use. The federal Infrastructure Investment and Jobs Act provides for metropolitan planning organizations, such as SCOG, to optionally prepare a resilience improvement plan as part of the new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (~~PROTECT~~) Program. SCOG applied for funding through the PROTECT discretionary grant program in August 2023, and was notified in April 2024 that the project was selected for these federal funds to expand the scope of this project to meet federal requirements. ~~SCOG expects an announcement from FHWA prior to SFY 2025 on which grant applications were selected for funding. Prior to beginning the procurement process for professional services, SCOG expects to execute an agreement with FHWA in June/July 2024, adding the PROTECT discretionary federal funding to this project.~~

Responsibilities: SCOG (lead), Consultant

Product: Completion of Regional Transportation Resilience Improvement Plan expected in ~~June 2025~~ SFY 2026. ~~SCOG may seek WSDOT FHWA approval of an extension to the June 2025 completion deadline if additional funds are secured for this work task.~~

Direct Cost: An estimated \$~~108,125~~56,225 of STBG (~~UM~~) funds and \$125,000 of PROTECT funds will be used for professional services in SFY 2025 for this work task.

2.13 Regional Safety Action Plan

Description: SCOG was notified in December 2023 that the Federal Highway Administration selected SCOG to receive a Safe Streets and Roads for All discretionary grant to prepare a Regional Safety Action Plan. Once finalized, the plan will help create a safer transportation system for the Skagit region's residents and visitors, while also making jurisdictions eligible for implementation grants for safety projects. The procurement process to hire a consultant to assist with this planning process is expected to begin in June 2024, with a professional services agreement executed in early SFY 2025. Prior to beginning the procurement process, SCOG expects to execute an agreement with FHWA in April/May 2024 prior to utilizing any of the discretionary federal funding for this project.

Responsibilities: SCOG (lead), Consultant

Product: Work on this plan began in SFY 2024, with completion of Regional Safety Action Plan expected in SFY 2026.

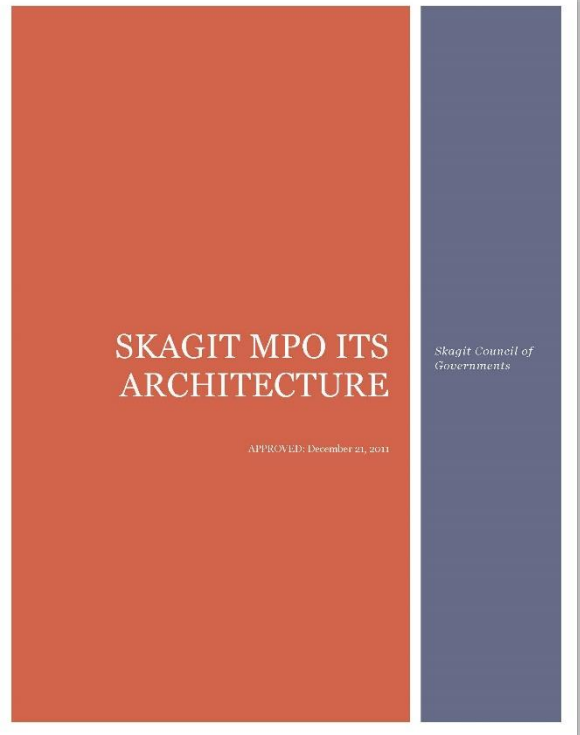
Direct Cost: An estimated \$200,000 of SS4A funds will be used for professional services in SFY 2025 for this work task.

2.14 Intelligent Transportation Systems Architecture

Description: Federal regulations require that SCOG develop an intelligent transportation systems architecture to guide the development of intelligent transportation strategies and projects. SCOG adopted the Skagit MPO Intelligent Transportation System Architecture in December 2011. Since then, SCOG has updated its governance agreement and expanded its metropolitan planning area. As such, the intelligent transportation systems architecture should be updated to reflect the new alignment of SCOG’s planning boundaries and any existing or planned intelligent transportation systems for the Skagit region.

Responsibilities: SCOG

Product: Intelligent Transportation Systems Architecture updated in SFY 2025.



ELEMENT 3: PROGRAMMING & PROJECT SELECTION

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

WORK TASKS

3.1 Regional Transportation Improvement Program

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

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

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: 2025–2030 Regional Transportation Improvement Program adopted by SCOG’s Transportation Policy Board in October 2024. Regional Transportation Improvement Program amendments and administrative modifications as needed in SFY 2025.



3.2 Annual Listing of Obligations

Description: Prepare an annual listing of obligated projects, showing Federal Highway Administration and Federal Transit Administration funds obligated in calendar year 2024 for the Skagit region.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: Annual listing of obligated projects completed in March 2025.

3.3 Project Selection and Prioritization

Description: SCOG will have one project-selection process and one project-prioritization process occurring in SFY 2025. SCOG’s project-selection process is for Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives Set-aside funding. Through this process, SCOG selects projects for federal funding, and later programs selected projects in the RTIP. SCOG’s project-prioritization process will assign regional priority to projects that will compete in the statewide WSDOT Consolidated Grant Program. Regional priorities will be considered in a statewide evaluation of projects, with WSDOT making project-selection decisions – selecting which projects receive funding across Washington.

Responsibilities: SCOG (lead), WSDOT

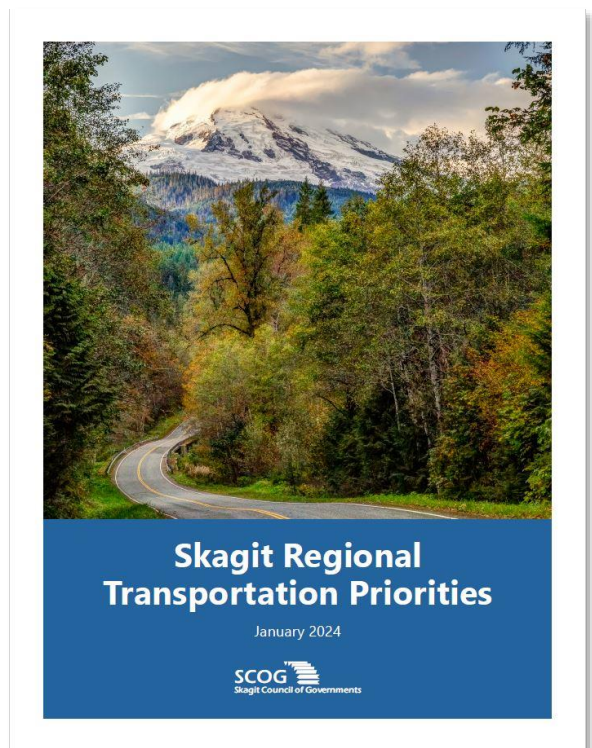
Product: Select projects for federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives Set-aside in June 2025. Complete a regional list of prioritized human services transportation projects in January 2025.

3.4 List of Regional High Priority Projects

Description: SCOG will prepare a list of projects that are regional priorities prior to the 2025 Washington state legislative session. Projects on the list will represent the highest regional priorities for state transportation funding.

Responsibilities: SCOG

Product: List of regional high priority projects adopted in December 2024.



ELEMENT 4: DATA COLLECTION & ANALYSIS

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

WORK TASKS

4.1 Regional Performance Management

Description: In cooperation with Skagit Transit and WSDOT, SCOG will continue to develop regional performance targets. In SFY 2025, SCOG will assist WSDOT with obtaining local National Highway System information to inform the statewide Transportation Asset Management Plan. ~~WSDOT set Greenhouse Gas (GHG) emissions targets in February 2024, consistent with a new federal rule published in December 2023. SCOG has until July 30, 2024 to set regional GHG emissions targets for the first time.~~ Other regional performance targets may be revisited by SCOG in SFY 2025 if necessary, including regional FTA targets for transit asset management and transit safety, in consultation with Skagit Transit and WSDOT.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: Regional performance targets updated in SFY 2025 as necessary. FHWA regional highway safety performance targets are revisited every year by SCOG, and will be adopted in February 2025. ~~FHWA regional GHG emissions targets will be adopted by July 30, 2024.~~ Other regional performance targets, such as FTA targets, may be revisited by SCOG in SFY 2025.

4.2 Travel Demand Model

Description: SCOG most recently completed an update to the regional travel demand model in SFY 2021 to inform the Skagit 2045 Regional Transportation Plan, and other transportation planning efforts. The regional travel demand model is utilized by SCOG on an as-needed basis. Model updates in SFY 2025 will include incorporating outputs from a household travel survey that was completed in SFY 2022, and interim modifications to make the model more useful for 2025 local comprehensive plan updates. Additional revisions to the model are expected in SFY 2025 and into SFY 2026, occurring with the major update to the Regional Transportation Plan.

Responsibilities: SCOG (lead), Consultant

Product: Provide the model and model documentation upon request to local, regional and statewide partners in SFY 2025. Tentative schedule is to complete interim model updates in December 2024 for utilization in 2025 local comprehensive plan updates. Continue model updates throughout SFY 2025 and finalize in SFY 2026, in alignment with major update to Regional Transportation Plan due in March 2026.

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

4.3 Traffic Counts

Description: This task includes a continuation of [SCOG's agreement](#) with Skagit County to perform traffic counting services for jurisdictions within Skagit County. The current agreement expires on January 1, 2025, and a new agreement will need to be negotiated to continue traffic count services with Skagit County, or the current agreement will need to be amended to extend the term. Continue to maintain inventory of traffic and vehicle classification counts and travel time studies from all available sources; store data and make available in electronic format. Count bicycle traffic at permanent count locations in Anacortes and Sedro-Woolley. Post process and analyze traffic-count data as necessary.

Responsibilities: SCOG (lead), Consultant

Product: Maintain the regional clearinghouse of traffic counts for Skagit County in SFY 2025. Counts will be done throughout the year on both a scheduled and as-needed basis. Execute/amend agreement prior to January 1, 2025 when the current agreement with Skagit County expires.

Direct Cost: An estimated \$26,815 of FHWA-FTA CPG funds will be used for traffic counts in SFY 2025, including a pass-through of \$25,950 for traffic counts and \$865 for maintenance of permanent bicycle counters.

4.4 Geographic Information Systems

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

Responsibilities: SCOG

Product: Provide GIS data and maps as necessary in SFY 2025. Conduct geospatial analysis, including geocoding of employment data used for the regional travel demand model and other purposes. Continue to increase access to SCOG data through ArcGIS Online and story maps.

4.5 Highway Functional Classification

Description: Update, review and process requests for modifications of the federal highway functional classification system within the Skagit region, as necessary. In SFY 2025, revisit classifications consistent with a past state planning emphasis area suggesting that MPOs review unbuilt proposed routes that have been on the system for six or more years. Resulting adjustments to urban areas, which should be complete prior to SFY 2025, will impact how facilities are classified (i.e. urban vs. rural). WSDOT will lead the highway functional classification process statewide and has made this an area of emphasis in SFY 2025. WSDOT will also update the statewide Freight and Goods Transportation System in SFY 2025, and will request regional traffic-count data from SCOG to input into the process.

Responsibilities: WSDOT (lead), SCOG

Product: Collaboration with WSDOT on roadway classification issues in SFY 2025. Highway functional classifications updated in the Skagit region in SFY 2025, consistent with changes to

urban areas. Freight and Goods Transportation System updated in SFY 2025, utilizing traffic-count data provided by SCOG.

4.6 Household Travel Survey

Description: The household travel survey studies regional travel behavior and public sentiment for what transportation investments should be made. The project informs the regional travel demand model and provides scientifically valid representation of public preference on regional travel issues. The household travel survey was completed in SFY 2022 after several delays due to

travel impacts associated with the COVID-19 pandemic. Work products for SFY 2025 using household travel survey data will be prepared on an as-needed basis.

Responsibilities: SCOG

Product: Conduct analysis of household travel survey data as needed in SFY 2025. Integrate survey data with regional travel demand model. Develop/refine tools for analyzing household travel survey data.

4.7 Growth Projections and Allocations

Description: Prepare regional projections of population, housing and employment growth in the Skagit region. Products of this work task will inform local comprehensive plan updates, due in 2025, and a major update to the Regional Transportation Plan, due in March 2026. Initial projections and allocations were prepared in December 2023. Final projections and allocations should be finalized in December 2024. Consultant work on this project concluded in SFY 2024, but SCOG work will continue into SFY 2025.

Responsibilities: SCOG

Product: Final projections and allocations of population, housing and employment prepared in SFY 2025. Horizon for products will extend to 2045 for local comprehensive plans and 2050 for the regional transportation plan.



EXPENDITURES BY WORK TASK

Element	Work Task #	Work Task Title	FHWA-FTA CPG			FHWA - STBG			FHWA - SS4A			FHWA - PRO-TECT	RTPO	Summary			Total
			Total 100.0%	Federal 86.5%	Local 13.5%	Total 100.0%	Federal 86.5%	Local 13.5%	Total 100.0%	Federal 80.0%	Local 20.0%	Federal 100%	State 100.0%	Federal	State	Local	
Administration	1.1	MPO and RTPO Administration	\$53,600	\$46,400	\$7,200	\$88,100	\$76,200	\$11,900	\$0	\$0	\$0	\$0	\$7,900	\$122,600	\$7,900	\$19,100	\$149,600
	1.2	Unified Planning Work Program	\$6,100	\$5,300	\$800	\$11,600	\$10,000	\$1,600	\$0	\$0	\$0	\$0	\$3,900	\$15,300	\$3,900	\$2,400	\$21,600
	1.3	Legislator Contact	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	1.4	Title VI Annual Report	\$4,000	\$3,500	\$500	\$3,000	\$2,600	\$400	\$0	\$0	\$0	\$0	\$0	\$6,100	\$0	\$900	\$7,000
	1.5	Public Participation Plan Annual Report	\$3,200	\$2,800	\$400	\$3,000	\$2,600	\$400	\$0	\$0	\$0	\$0	\$0	\$5,400	\$0	\$800	\$6,200
	1.6	Metropolitan Planning Agreement	\$7,200	\$6,200	\$1,000	\$11,600	\$10,000	\$1,600	\$0	\$0	\$0	\$0	\$0	\$16,200	\$0	\$2,600	\$18,800
	Subtotal			\$74,100	\$64,200	\$9,900	\$117,300	\$101,400	\$15,900	\$0	\$0	\$0	\$0	\$11,800	\$165,600	\$11,800	\$25,800
Multimodal Planning	2.1	Regional Transportation Plan	\$0	\$0	\$0	\$254,100	\$219,800	\$34,300	\$0	\$0	\$0	\$0	\$14,800	\$219,800	\$14,800	\$34,300	\$268,900
	2.2	Statewide Planning Initiatives	\$7,300	\$6,300	\$1,000	\$21,600	\$18,700	\$2,900	\$0	\$0	\$0	\$0	\$5,900	\$25,000	\$5,900	\$3,900	\$34,800
	2.3	Local Transportation Planning	\$1,800	\$1,600	\$200	\$2,300	\$2,000	\$300	\$0	\$0	\$0	\$0	\$2,900	\$3,600	\$2,900	\$500	\$7,000
	2.4	North Sound Transportation Alliance	\$3,700	\$3,200	\$500	\$5,100	\$4,400	\$700	\$0	\$0	\$0	\$0	\$3,900	\$7,600	\$3,900	\$1,200	\$12,700
	2.5	Nondiscrimination Planning	\$6,800	\$5,900	\$900	\$7,400	\$6,400	\$1,000	\$0	\$0	\$0	\$0	\$0	\$12,300	\$0	\$1,900	\$14,200
	2.6	Nonmotorized Transportation Planning	\$3,500	\$3,000	\$500	\$11,800	\$10,200	\$1,600	\$0	\$0	\$0	\$0	\$0	\$13,200	\$0	\$2,100	\$15,300
	2.7	Infrastructure Investment and Jobs Act	\$5,400	\$4,700	\$700	\$5,900	\$5,100	\$800	\$0	\$0	\$0	\$0	\$0	\$9,800	\$0	\$1,500	\$11,300
	2.8	Public Participation Plan	\$6,100	\$5,300	\$800	\$14,900	\$12,900	\$2,000	\$0	\$0	\$0	\$0	\$0	\$18,200	\$0	\$2,800	\$21,000
	2.9	Regional Multimodal Level of Service	\$0	\$0	\$0	\$2,100	\$1,800	\$300	\$0	\$0	\$0	\$0	\$18,000	\$1,800	\$18,000	\$300	\$20,100
	2.10	Transportation Elements and Countywide Planning Policies	\$0	\$0	\$0	\$2,300	\$2,000	\$300	\$0	\$0	\$0	\$0	\$9,700	\$2,000	\$9,700	\$300	\$12,000
	2.11	Regional Planning Duties	\$0	\$0	\$0	\$2,300	\$2,000	\$300	\$0	\$0	\$0	\$0	\$14,800	\$2,000	\$14,800	\$300	\$17,100
	2.12	Regional Transportation Resilience Improvement Plan	\$0	\$0	\$0	\$93,300	\$80,700	\$12,600	\$0	\$0	\$0	\$139,800	\$0	\$220,500	\$0	\$12,600	\$233,100
	2.13	Regional Safety Action Plan	\$0	\$0	\$0	\$0	\$0	\$0	\$263,000	\$210,400	\$52,600	\$0	\$0	\$210,400	\$0	\$52,600	\$263,000
	2.14	Intelligent Transportation Systems Architecture	\$4,900	\$4,200	\$700	\$16,300	\$14,100	\$2,200	\$0	\$0	\$0	\$0	\$0	\$18,300	\$0	\$2,900	\$21,200
Subtotal			\$39,500	\$34,200	\$5,300	\$439,400	\$380,100	\$59,300	\$263,000	\$210,400	\$52,600	\$139,800	\$70,000	\$764,500	\$70,000	\$117,200	\$951,700
Programming & Project Selection	3.1	Regional Transportation Improvement Program	\$6,600	\$5,700	\$900	\$23,200	\$20,100	\$3,100	\$0	\$0	\$0	\$0	\$4,100	\$25,800	\$4,100	\$4,000	\$33,900
	3.2	Annual Listing of Obligations	\$5,800	\$5,000	\$800	\$4,000	\$3,500	\$500	\$0	\$0	\$0	\$0	\$0	\$8,500	\$0	\$1,300	\$9,800
	3.3	Project Selection and Prioritization	\$6,700	\$5,800	\$900	\$30,600	\$26,500	\$4,100	\$0	\$0	\$0	\$0	\$2,700	\$32,300	\$2,700	\$5,000	\$40,000
	3.4	List of Regional High Priority Projects	\$3,100	\$2,700	\$400	\$6,000	\$5,200	\$800	\$0	\$0	\$0	\$0	\$0	\$7,900	\$0	\$1,200	\$9,100
Subtotal			\$22,200	\$19,200	\$3,000	\$63,800	\$55,300	\$8,500	\$0	\$0	\$0	\$0	\$6,800	\$74,500	\$6,800	\$11,500	\$92,800
Data Collection & Analysis	4.1	Regional Performance Management	\$4,400	\$3,800	\$600	\$9,200	\$8,000	\$1,200	\$0	\$0	\$0	\$0	\$0	\$11,800	\$0	\$1,800	\$13,600
	4.2	Travel Demand Model	\$4,400	\$3,800	\$600	\$22,300	\$19,300	\$3,000	\$0	\$0	\$0	\$0	\$0	\$23,100	\$0	\$3,600	\$26,700
	4.3	Traffic Counts	\$35,200	\$30,400	\$4,800	\$9,700	\$8,400	\$1,300	\$0	\$0	\$0	\$0	\$0	\$38,800	\$0	\$6,100	\$44,900
	4.4	Geographic Information Systems	\$2,000	\$1,700	\$300	\$14,300	\$12,400	\$1,900	\$0	\$0	\$0	\$0	\$0	\$14,100	\$0	\$2,200	\$16,300
	4.5	Highway Functional Classification	\$2,500	\$2,200	\$300	\$9,000	\$7,800	\$1,200	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0	\$1,500	\$11,500
	4.6	Household Travel Survey	\$4,700	\$4,100	\$600	\$5,400	\$4,700	\$700	\$0	\$0	\$0	\$0	\$0	\$8,800	\$0	\$1,300	\$10,100
	4.7	Growth Projections and Allocations	\$5,100	\$4,400	\$700	\$3,700	\$3,200	\$500	\$0	\$0	\$0	\$0	\$2,200	\$7,600	\$2,200	\$1,200	\$11,000
Subtotal			\$58,300	\$50,400	\$7,900	\$73,600	\$63,800	\$9,800	\$0	\$0	\$0	\$0	\$2,200	\$114,200	\$2,200	\$17,700	\$134,100
Total			\$194,100	\$168,000	\$26,100	\$694,100	\$600,600	\$93,500	\$263,000	\$210,400	\$52,600	\$139,800	\$90,800	\$1,118,800	\$90,800	\$172,200	\$1,381,800

Note: Figures rounded to nearest hundred

UPDATED

EXPENDITURES & REVENUE BY FUND TYPE

FEDERAL FUNDS

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2024	Est. Carry Forward to 2026
SCOG	FHWA-FTA CPG Federal Funds - 86.5%	\$64,100	\$34,300	\$19,200	\$50,400	\$168,000	\$434,600	\$106,600	\$373,200
	Local Match - 13.5%	\$10,000	\$5,300	\$3,000	\$7,900	\$26,200	\$26,200	N/A	
	FHWA STBG Federal Funds - 86.5%	\$101,300	\$380,400	\$55,300	\$63,900	\$600,900	\$638,300	\$120,500	\$157,900
	Local Match - 13.5%	\$15,800	\$59,400	\$8,600	\$10,000	\$93,800	\$93,800	N/A	
	FHWA SS4A Federal Funds - 80.0%	\$0	\$210,400	\$0	\$0	\$210,400	\$300,000	\$0	\$89,600
	Local Match - 20.0%	\$0	\$52,600	\$0	\$0	\$52,600	\$52,600	N/A	
	FHWA PROTECT Federal Funds - 100.0%	\$0	\$139,800	\$0	\$0	\$139,800	\$300,000	\$0	\$160,200
	Total	\$191,200	\$882,200	\$86,100	\$132,200	\$1,291,700	\$1,845,500	\$227,100	\$620,700

Note: Figures rounded to nearest hundred

STATE FUNDS

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2024	Est. Carry Forward to 2026
SCOG	RTPO	\$11,800	\$70,000	\$6,800	\$2,200	\$90,800	\$0	\$90,800	\$0
	Total	\$11,800	\$70,000	\$6,800	\$2,200	\$90,800	\$0	\$90,800	\$0

Note: Figures rounded to nearest hundred

SURFACE TRANSPORTATION BLOCK GRANT FUNDING BREAKDOWN

The following funding table is provided to show estimated federal Surface Transportation Block Grant Program funds with local match for applicable projects programmed in the SFY 2025 UPWP.

SCOG Administration occurs every state fiscal year, with the next year of funding spanning SFY 2025. SCOG anticipates obligation of the SCOG Administration federal funding prior to start of SFY 2025. These STBG funds provide revenue to support work tasks in the SFY 2025 UPWP, as illustrated in the [Expenditures by Work Task](#) table.

A consultant contract is expected to begin in SFY 2025 for the Regional Transportation Resilience Improvement Plan, with the contract ending ~~late in SFY 2025/2026, though the project may be extended if federal PROTECT funding, or other funding, is secured to expand the scope and budget of the project.~~ Federal [Surface Transportation Block Grant Program](#) funds were authorized in SFY 2023 for the Regional Transportation Resilience Improvement Plan, and SCOG ~~is waiting on a federal decision on~~ [was notified in April 2024 that the project was selected to receive](#) PROTECT discretionary funding ~~as well, as of April 2024.~~

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

	Program Fund Source	SCOG Admin. (SFY 2025 est.)	Consultant Contract: Regional Transportation Resilience Improvement Plan (SFY 2025 est.)	Consultant Contract: Regional Transportation Plan (SFY 2025 est.)
SCOG	FHWA STBG Federal Funds - 86.5%	\$292,336	\$56,225	\$175,000
	Local Match - 13.5%	\$45,625	\$8,775	\$27,312
	Total	\$337,961	\$65,000	\$202,312

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

REDISTRIBUTED OBLIGATION AUTHORITY

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

If SCOG requests and receives redistributed obligation authority for use in SFY 2025 for **SCOG Admin.**, the amount requested and received shall not exceed an additional ~~\$150,198,142,080~~ in federal funds with ~~\$23,441,22,174~~ local match – equaling the estimated FHWA-FTA CPG expenditures for SFY 2025, minus the costs for the Traffic Counts work task that goes to Skagit County to perform traffic-count services. If received by SCOG, redistributed obligation authority would be used for work tasks identified in the UPWP, and the UPWP may require amendment after additional funding is authorized by FHWA to ensure the funding is adequately accounted for in the work program.

~~If SCOG requests and receives redistributed obligation authority for use in SFY 2025–2026 for the **Regional Transportation Resilience Improvement Plan**, the amount requested and received shall not exceed an additional \$259,174 in federal funds with \$40,449 local match—equaling the amount submitted by SCOG to FHWA for the federal PROTECT discretionary grant for this project¹. If received by SCOG, redistributed obligation authority would be used for the scope already submitted to FHWA for the PROTECT funding, and the UPWP may require amendment after additional funding is authorized by FHWA to ensure the funding is adequately accounted for in the work program. SCOG would only submit for redistributed obligation authority for this project if PROTECT funding is not obtained through the discretionary grant program. An FHWA decision on the PROTECT discretionary grants is expected by SCOG to occur prior to the beginning of SFY 2025. SCOG also anticipates these additional funds would necessitate extending the end date of the project.~~

If SCOG requests and receives redistributed obligation authority for use in SFY 2025–2026 for the **Regional Transportation Plan**, the amount requested and received shall not exceed an additional \$346,000 in federal funds with \$54,000 local match - potentially doubling federal funding and local match for this project. If received by SCOG, redistributed obligation authority would be used for three components addressing new federal and state requirements: (1) expanding travel demand modeling activities, primarily related to new requirements imposed on local jurisdictions and RTPs by recent changes in the Growth Management Act; (2) expanding planning capacity at the regional level for vehicle miles traveled, greenhouse gas emissions and multimodal level of service addressing new federal and state requirements, which may include some crossover with modeling activities; and (3) fully integrating equity considerations into the Regional Transportation Plan, consistent with Washington state’s E2SSB 5141, and federal emphasis on advancing racial equity and support for underserved communities via Executive Order 13985 and the Justice40 Initiative.

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

¹~~PROTECT discretionary planning grants are funded at 100% federal share. The PROTECT funding request submitted by SCOG to FHWA was \$299,623.~~

EXPECTED CONSULTANT & AGENCY AGREEMENTS

Agreements expected between SCOG and other parties related to SFY 2025 UPWP work tasks are included in the following table. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2025 only and do not include any matching funds.

Work Task #	Work Task Title	Agreement Type	Fund Type	Estimated Cost
2.1	Regional Transportation Plan	Professional Services	FHWA STBG	\$175,000
2.12	Regional Transportation Resilience Improvement Plan	Professional Services	FHWA STBG & FHWA PROTECT	\$181,225
2.13	Regional Safety Action Plan	Professional Services	FHWA SS4A	\$200,000
4.3	Traffic Counts	Interlocal	FHWA-FTA CPG	\$25,950
Total				\$582,175

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CONTACT INFORMATION

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

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Appendix A: BOARD MEMBERSHIP

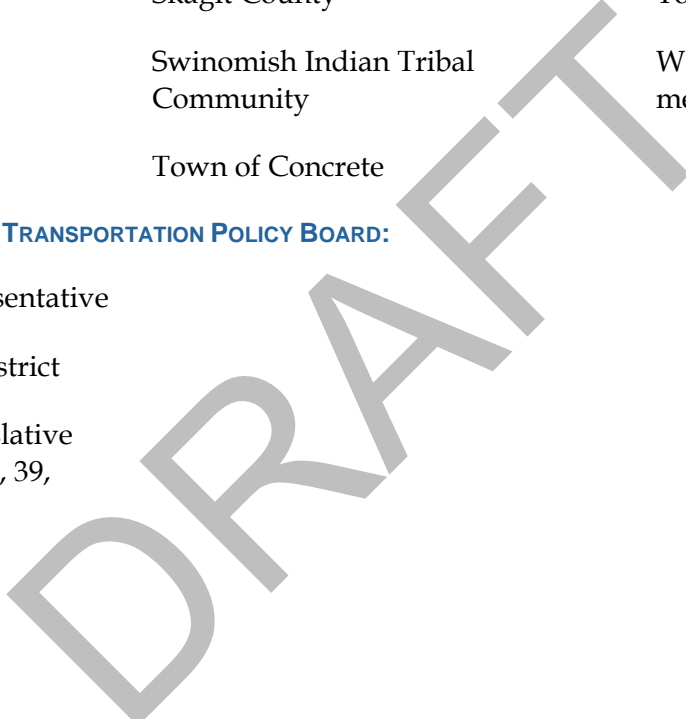
The Skagit Council of Governments Transportation Policy Board has the authority to make regional transportation decisions for the MPO and RTPO. The responsibilities of the Transportation Policy Board include approving planning documents and programs, selecting projects for funding, as well as establishing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

VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

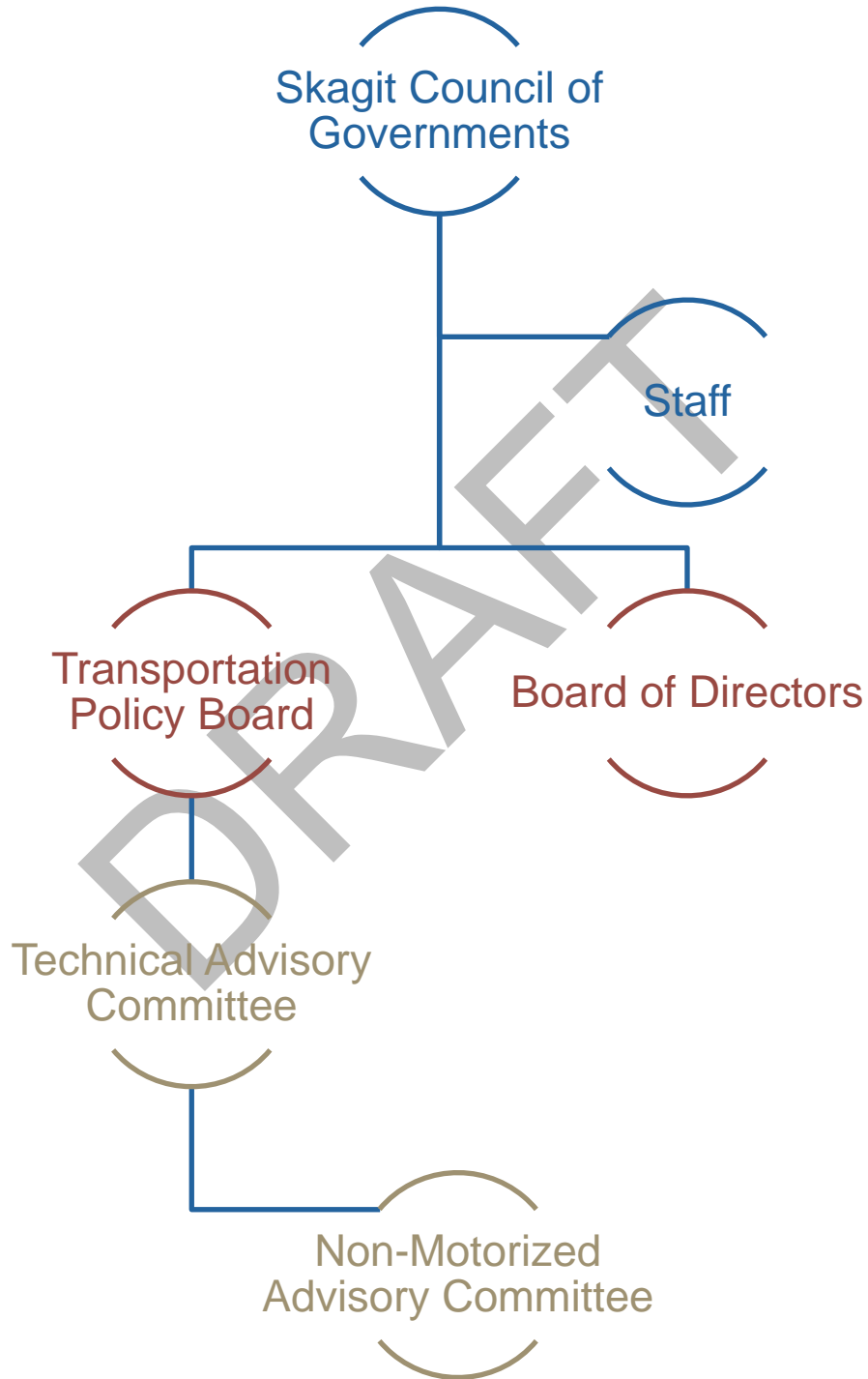
City of Anacortes	Port of Skagit	Town of Hamilton
City of Burlington	Samish Indian Nation	Town of La Conner
City of Mount Vernon	Skagit County	Town of Lyman
City of Sedro-Woolley	Swinomish Indian Tribal Community	Washington State Department of Transportation
Port of Anacortes	Town of Concrete	

NON-VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

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

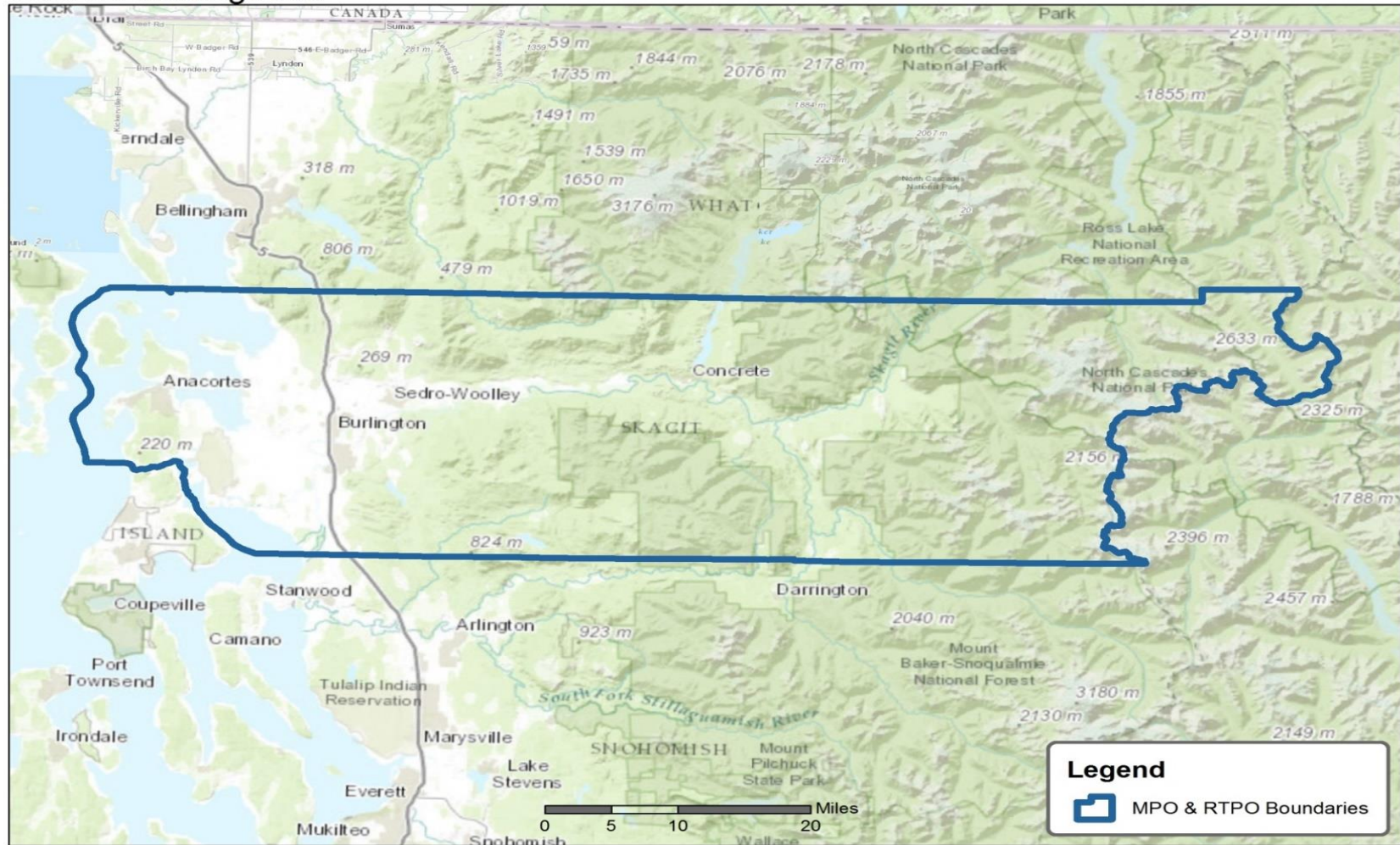


Appendix B: ORGANIZATIONAL STRUCTURE

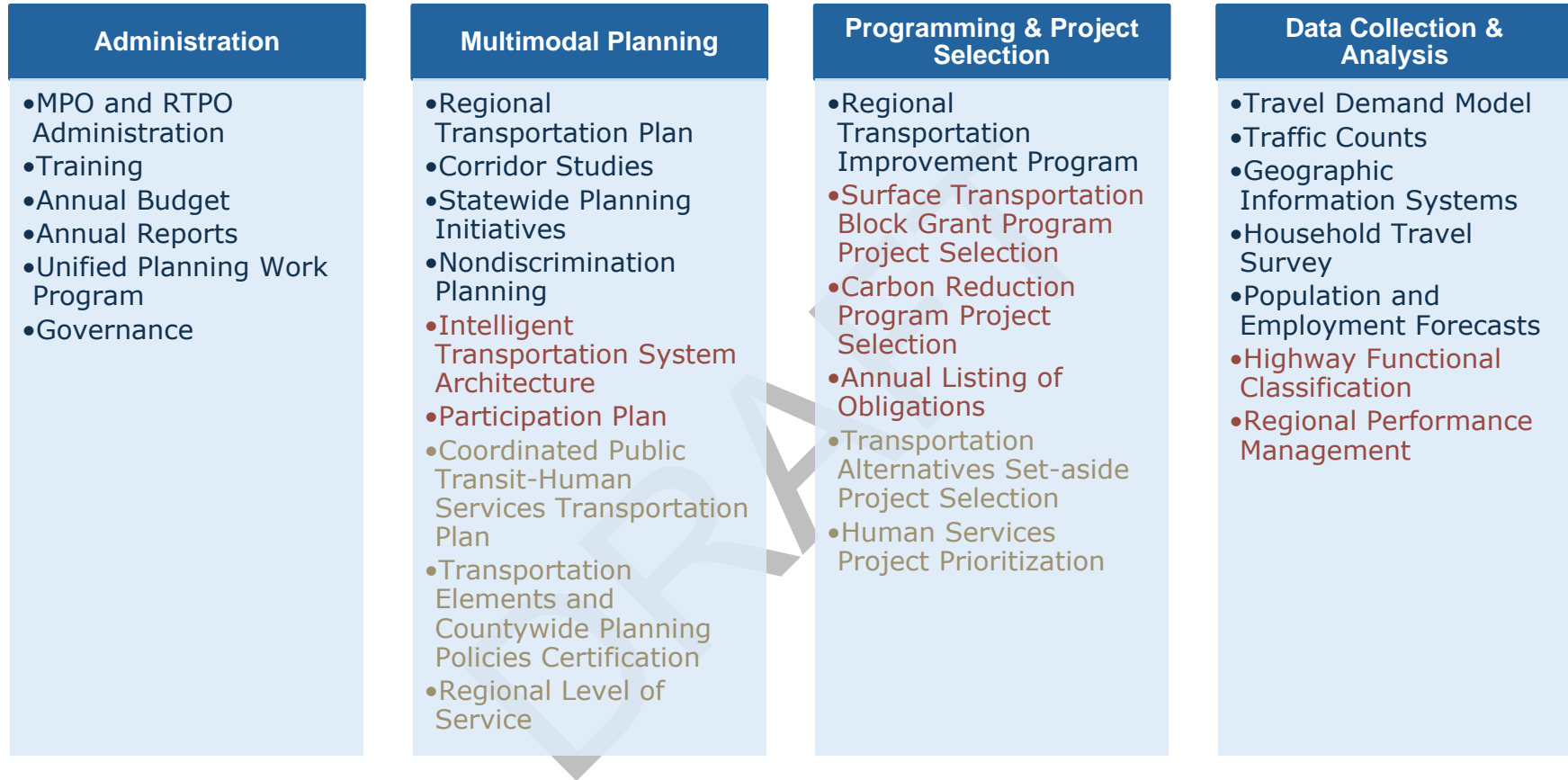


Appendix C: MPO & RTPO PLANNING AREA

SCOG Planning Area



Appendix D: CORE PROGRAMS AND FUNCTIONS



MPO (Federal)

RTPPO (State)

MPO & RTPPO

Appendix E: PLANNING PROJECTS BY OTHER AGENCIES

CITY OF ANACORTES

LOCAL SAFETY ACTION PLAN

Along with SCOG, the City of Anacortes received funding from FHWA to prepare a Safety Action Plan. The selection of both projects for funding was announced by FHWA in December 2023. Anacortes’s project will be underway during the same timeframe as SCOG’s, and the planning processes for each plan will be coordinated to ensure both plans are consistent.

Schedule: Calendar years 2024–2025

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

SKAGIT TRANSIT

2024 TRANSIT DEVELOPMENT PLAN

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

Schedule: May–August 2024

Funding: Local funds

2024 LONG-RANGE TRANSIT PLAN

Skagit Transit will be engaging in a strategic planning process in 2024. The goal of this process is to help the agency chart a path forward with its services as it emerges from the pandemic. This will include a public outreach process that includes a public survey and two sets of public meetings. The project will be comprised of three distinct efforts that will have a joint public outreach campaign. Part One is a Comprehensive Operations Analysis of local fixed route operations. Part Two is the NW Washington Regional Transit Study that is a joint project between Skagit Transit, WTA, and Island Transit. Part Three is a study for deploying microtransit services in western Skagit County.

Schedule: January–November 2024

Part One: Comprehensive Operations Analysis

This review will include a demographic review of the areas Skagit Transit serves and does not serve to make sure their services are oriented towards the demographics who will most likely use their services. Part One will include an analysis of routing, ridership and service effectiveness.

Funding: Local funds

Part Two: NW Washington Regional Transit Study

The County Connector service that is currently provided in northwest Washington will need to adapt to growth in the region. Skagit Transit, in partnership with Island Transit and WTA, will conduct a consultant led study of intercountry travel on public transportation in our region. This study would look at expected growth in usage and make recommendations related to service levels and infrastructure necessary to meet the anticipated demand. Skagit Transit will serve as the lead agency for this project.

Funding: WSDOT Consolidated Grant Program funds

Part Three: Microtransit Study

Skagit Transit is seeking funding to develop an operational plan for deploying microtransit services in western Skagit County. Fidalgo Island is home to Indian tribes and possesses some challenging geography that makes traditional fixed-route service difficult to provide. Northwest Skagit County is a large agricultural area that uses migrant agricultural workers. Some workers live in urban areas and need access to rural worksites. Some workers live in employer-provided housing in rural areas and need to access services available in the urban area. The flexible nature of microtransit enables it to provide service for a variety of populations such as seniors aging in place, low income and migrant workers. This plan would be crafted to allow Skagit Transit to replicate it in other areas of Skagit County as needed.

Funding: FTA Areas of Persistent Poverty Program funds

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

I-5 SKAGIT TRANSPORTATION STUDY

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

Schedule: Phase I Existing and Future Forecast Analysis, calendar years 2023–2024; Phase II Strategies and Solution Alternatives Analysis, calendar years 2024–2026

Funding: WSDOT funds

CASCADIA HIGH-SPEED RAIL SERVICE DEVELOPMENT PLAN

WSDOT and its partners in Oregon and British Columbia are working to advance planning for a proposed high-speed rail system that would connect the metropolitan areas of Portland, Seattle, and Vancouver, BC. The opportunity is to realize transformative social, environmental, and economic benefits by leveraging one-hour, low/no emission trips, with speeds up to 250 mph. This planning phase will begin the engagement and analysis work necessary to produce a set of route and station alternatives along the

corridor. This work will be closely coordinated with the I-5 Master Plan effort within the Cascadia High-Speed Rail and I-5 Program and with partners in Oregon and British Columbia.

Schedule: To Be Determined

Funding: WSDOT and US federal funds

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Appendix F: LONG-TERM WORK SCHEDULE

STATE FISCAL YEAR 2026–2029 WORK SCHEDULE

Several work tasks are anticipated past the one-year timeframe of the UPWP. Work tasks that appear on every UPWP are excluded. Some of the work tasks began in SFY 2024 and carryover into future work programs while others may begin after SFY 2025. The long-term work schedule is not intended to be a comprehensive list of all future work tasks.

Work tasks anticipated from SFY 2026–2029 are included in the following table.

Work Task	Description	Consultant Contract	State Fiscal Year			
			2026	2027	2028	2029
Regional Transportation Plan	An update to the metropolitan-regional plan is completed every five years. This will be a major update to the plan. Completion is anticipated in March 2026.	✓	Complete			
Travel Demand Model	Updates to the model occurring concurrently with the Regional Transportation Plan update.	✓	Complete			
Regional Safety Action Plan	The planning process for this plan begins in SFY 2025, with plan adoption expected in SFY 2026.	✓	Complete			

ACTION ITEM 5.D. – AD HOC SPECIAL NEEDS TRANSPORTATION COMMITTEE

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	04/17/2024	Discussion	Grant Johnson	(360) 416-6678
Transportation Policy Board	05/15/2024	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

SCOG staff recommends creating a 2024 ad hoc advisory committee to assist with regional prioritization of human services and transportation projects. Recommended organizations are included in the following table.

Organization
Boys & Girls Clubs of Skagit County
Center for Independence: North Sound
Community Action of Skagit County
Northwest Educational Service District #189
Northwest Regional Council
Samish Indian Nation
Sauk-Suiattle Indian Tribe*
Skagit County Veterans Services
Skagit Transit
Swinomish Indian Tribal Community
Volunteers of America, Northsound 211
Washington State Department of Transportation
Washington Vocational Services **

*Pending final approval ** No response received by May 8

All of the above organizations were contacted from April 17 – May 8 and provided verbal or email confirmation to SCOG staff indicating their interest in participating. Washington Vocational Services had not yet responded to a request to participate prior to the Transportation Policy Board (TPB) meeting packet distribution on May 8. Participation by these organizations will be finalized at the May 15 TPB meeting.

DISCUSSION

The Skagit Council of Governments (SCOG) will be preparing a regional list of prioritized human services and transportation projects. Projects must be on the regional list in order to be eligible for funding through the WSDOT Consolidated Grant Program. SCOG’s role in this statewide process is to evaluate projects in our region and assign regional letter grades – A, B, C or D. Projects are then entered into a statewide selection process. Regional letter grades are an input into this broader statewide process. Project funding decisions are not made by SCOG, but by WSDOT’s Public Transportation Division after the Washington state transportation budget is set for the 2025–2027 biennium. The regional prioritization

of human services and transportation projects is also a duty of SCOG under Washington state law ([RCW 47.80.023\(10\)](#)).

Key statewide deadlines for the WSDOT Consolidated Grant Program are now being prepared by WSDOT and are not yet available for distribution. These statewide deadlines are in addition to regional deadlines associated with the regional prioritization process that have not yet been determined. More information on the WSDOT Consolidated Grant Program is available on [WSDOT's website](#).

AD HOC ADVISORY COMMITTEE

An ad hoc advisory committee was formed in 2014, 2016, 2018, 2020 & 2022 to assist with project prioritization. SCOG staff recommends that such a committee be formed again in 2024, and that the committee dissolve following completion of their advisory role on the project list.

The ad hoc advisory committee is anticipated to have one primary duty:

1. Prioritize Regional Human Services and Transportation Projects in the Skagit Region

The committee would assist with prioritization of human services and transportation projects in the Skagit region that will be submitted to WSDOT for consideration of grant funding in the 2025–2027 biennium. The project evaluation process will be developed this year with the assistance of the committee who would later recommend a regional prioritized list of human services and transportation projects to the Board.

A final list of prioritized projects must be approved by the Board and submitted to WSDOT. SCOG staff expects this to be by December 2024 or January 2025 at the latest. A final decision on project prioritization will be before the Board, most likely at the December/January meeting.

Following the April 17 board meeting, SCOG staff reached out to organizations in the following table to gauge their interest in participating on the committee. Confirmations to date are identified below, and a final list of participating organizations will be presented to the Board at the May 15 meeting.

Organization	Confirmed
Boys & Girls Clubs of Skagit County	✓
Center for Independence: North Sound	✓
Community Action of Skagit County	✓
Northwest Educational Service District #189	✓
Northwest Regional Council	✓
Samish Indian Nation	✓
Sauk-Suiattle Indian Tribe	
Skagit County Veterans Services	✓
Skagit Transit	✓
Swinomish Indian Tribal Community	✓
Volunteers of America, Northsound 211	✓
Washington State Department of Transportation	✓
Washington Vocational Services	

ACTION ITEM 5.E. – PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM GRANT AGREEMENT EXECUTION

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	05/15/2024	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends authorizing the Executive Director, Kevin Murphy, to enter into a Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT) grant agreement with the Federal Highway Administration (FHWA), in the amount of \$299,623, to develop the Skagit Regional Resilience Improvement Plan.

DISCUSSION

On July 19, 2023, the Transportation Policy Board authorized SCOG staff to apply for an FHWA PROTECT Planning Grant in order to create a resilience improvement plan, expanding the scope of a project that had already obligated federal funding. On August 17, 2023, SCOG staff submitted a grant application to the PROTECT program requesting \$299,623 in funds to help develop the Skagit Regional Resilience Improvement Plan. The overall cost of the project will be \$449,623 including \$129,750 in Surface Transportation Block Grant Program funds, that have already received federal authorization, with a \$20,250 local match. PROTECT funding is 100% federal with no match requirement, and STBG funding is 86.5% federal and 13.5% local.

On April 10, 2024, FHWA notified SCOG staff that the Skagit Regional Resilience Improvement Plan was selected for \$299,623 in funding – one of only two projects selected to receive discretionary PROTECT funds in Washington state. SCOG staff anticipates beginning to work with FHWA staff over the next month drafting the grant agreement. Following execution of the grant agreement, the process to select a consultant via a professional services agreement will begin.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

May 2, 2024

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Logan Lee
- City of Burlington Brian Dempsey
- City of Sedro-Woolley Bill Bullock, Kyle Anderson
- Samish Indian Nation..... Nick Dorr
- Skagit County Forrest Jones, Tom Weller
- Town of La Conner Scott Thomas
- Washington State Department of Transportation (WSDOT)..... Mehrdad Moini, Erica Nolan,
John Shambaugh

STAFF PRESENT

- Skagit Council of Governments (SCOG) Kevin Murphy, Mark Hamilton, Grant Johnson,
Sarah Ruether

OTHERS PRESENT

No one else was present at the meeting.

AGENDA

1. Call to Order: 1:32 p.m.

Roll Call: Roll was taken with a quorum present.

2. April 4, 2024 Technical Advisory Committee Meeting Minutes: Mr. Anderson moved to approve the April 4, 2024 Technical Advisory Committee meeting minutes, and Mr. Shambaugh seconded the motion. The motion carried unanimously.
3. May Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. Three amendments and two administrative modifications were submitted for May. Mount Vernon submitted the Riverside Drive Improvements – 2 proposed amendment, which reprograms this project into the RTIP. The \$173,000 right-of-way phase has secured 100% funding, the preliminary engineering phase obligated funding in both 2022 and 2023, and the construction phase has not yet secured funding. Total estimated cost of the project is \$3,476,000. SCOG submitted the Regional Resilience Improvement Plan proposed amendment, which reprograms this project due to a change in project scope and budget. This project was selected by the Federal Highway Administration (FHWA) for Promoting Resilient Operations for Transformative, Efficient, and Cost-

Saving Transportation (PROTECT) funding and has an estimated project cost of \$449,623. A proposed amendment was submitted by SCOG for the Cook Road/ I-5 Interchange Vicinity Improvements project. This amendment revises a project that is already programmed. An amendment for this project was approved in March by the Transportation Policy Board. Following amendment approval, Washington State Department of Transportation staff determined that an amendment would not be required for this project. This May amendment reverses the March amendment, ensuring alignment of project description and termini with what is programmed in the Statewide Transportation Improvement Program. Two administrative modifications do not require action but were presented for informational purposes only.

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

4. Unified Planning Work Program for State Fiscal Year 2025: Mr. Hamilton presented this agenda item. He explained that this item was presented as a discussion item last month, and that SCOG is responsible for preparing a unified planning work program (UPWP) document on an annual basis that includes all transportation planning activities for the upcoming state fiscal year. Mr. Hamilton stated that several revisions were made to the document after it was presented to the Technical Advisory Committee (TAC) based upon feedback from WSDOT and federal agencies. He then went over substantive changes to the document since it was last presented, such as changes to the wording about how the UPWP is amended, changes to the planning emphasis areas and adding language about the PROTECT funding.

Mr. Dempsey motioned to recommend approval of the Unified Planning Work Program for State Fiscal Year 2025 to the Transportation Policy Board, as presented. Mr. Anderson seconded the motion and it carried unanimously.

5. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He explained that this is a report that comes to the TAC every quarter, noting that halfway through the federal fiscal year the Skagit region has already met its obligation authority target. He stated that there is another approximately \$300,000 expected to obligate by the end of September, and possibly more.
6. 2024 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He said that only one project did not obligate by the March 1 deadline and was deprogrammed from the Regional Transportation Improvement Program. He explained that the SCOG Admin 2022-2025 project is unable to obligate until after the UPWP for next state fiscal year is approved in May.
7. Redistributed Obligation Authority List of Projects: Mr. Hamilton presented this agenda item. He restated that the Skagit region has already hit its obligation authority target for the year, which means that jurisdictions are eligible for redistributed obligation authority, if WSDOT requests obligation authority from FHWA. He explained that WSDOT Local Programs Division staff will likely decide in July as to whether to seek redistributed obligation authority or not. He stated that SCOG staff recommend creating a list of eligible projects and if Washington state does receive redistributed obligation authority, the window for project sponsors to obligate will be very short. He explained that projects must already be federalized and then he discussed the timeline for the process. He stated that SCOG staff will bring the proposed list of projects to the Transportation Policy Board at their June meeting. He stated that some projects may require Regional Transportation Improvement

Program amendments in July - SCOG staff plans to build into the project-list approval the ability for SCOG to execute expedited amendments in July, if necessary, outside of the typical amendment process.

8. Skagit Roadway Regional Level of Service Review: Mr. Johnson presented this agenda item. He stated that this is a project that was originally started in 2018 after the last round of comprehensive plan updates were completed in 2016, but that it had been put on hold while remaining comprehensive plans were adopted after the 2016 deadline. He explained that there have been many changes in Washington state law since that time, including House Bill 1181, which created a requirement for the adoption of multimodal level-of-service (LOS) standards in comprehensive plans, while previously LOS standards were for roadways and transit only. He then went over the document in detail, highlighting regulatory framework and guidance, and giving a summary of each jurisdiction’s adopted LOS standards and the methodologies used.
9. Contacts for Intelligent Transportation Systems Architecture Update: Ms. Ruether presented this agenda item. She stated that staff are beginning an update to the Intelligent Transportation Systems Architecture and are building a list of stakeholders for the update process. She stated that she will be reaching out to TAC members soon, and that SCOG staff will also be putting together a list of stakeholders for the upcoming process to prepare a resilience improvement plan.
10. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
11. Next Meeting: June 6, 2024, 1:30 p.m.
12. Adjourned: 2:45 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

2024 OBLIGATION AUTHORITY PLAN

The following projects had to obligate federal funding before **March 1, 2024**. If projects did not obligate by March 1, 2024, they were deprogrammed from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
Skagit County	Peterson Road (Urban)	WA-11739	PE	✓	\$880,516
SCOG	Skagit 2050 Regional Transportation Plan	WA-15130	PL	✓	\$346,000
Skagit Transit	Bus Stop Amenities	WA-15126	ALL	✓	\$157,560
Mount Vernon	River Dike Trail System - Phase 1	WA-13500	PE	✗	\$41,000
Anacortes	Q Avenue Pedestrian Crossings	WA-15131	PE	✓	\$46,000

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

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PL	(Not Yet)	\$292,336

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS¹: \$4,026,821
OBLIGATION AUTHORITY TARGET: \$3,668,840

¹ Includes a total of \$3,734,485 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2023 – March 31, 2024. 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, 2024**. These projects will be deprogrammed with expiration of the 2024–2029 RTIP in January 2025.

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

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	PE	✓	\$350,000
Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	WA-01137	PE	(Not Yet)	\$352,957

TOTAL STBG-TA-CR EXTENSIONS: \$702,957

Appeals

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

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

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

TOTAL STBG-TA-CR APPEALS: \$0

Dates		Total Funding Available	FHWA (13.5%)	STBG (13.5%)	FTA (13.5%)	RTPO	Resilience Improvement Project (13.5%)	Skagit 2050 (13.5%)
06/30/2023 Carryforward		\$ 379,041	\$ 181,529	\$ -	\$ 69,286	\$ -	\$ 128,226	\$ -
RTPO	07/01/2023 - 06/30/2025	143,286	-	-	-	143,286	-	-
STBG	07/01/2023 - 06/30/2024	261,176	-	261,176	-	-	-	-
FHWA	10/01/2023 - 11/17/2023	34,521	34,521	-	-	-	-	-
FHWA	11/18/2023 - 01/19/2024	45,308	45,308	-	-	-	-	-
FHWA	01/20/2024 - 03/01/2024	30,205	30,205	-	-	-	-	-
FHWA	03/02/2024 - 09/30/2024	152,466	152,466					
FTA	10/01/2023 - 03/01/2024	29,356	-	-	29,356	-	-	-
STBG	03/01/2024 - 06/30/2027	346,000						346,000
		-						-
Authorized		\$ 1,421,359	\$ 444,029	\$ 261,176	\$ 98,642	\$ 143,286	\$ 128,226	\$ 346,000
Expenditures								
July 2023		\$ 44,065	\$ 25,825	\$ 11,694	\$ 3,594.28	\$ 1,453	\$ 1,499	\$ -
August		48,000	20,025	14,602	5,274	4,712	3,388	-
September		47,326	19,281	18,160	6,026	3,858	-	-
October		66,900	36,395	22,835	3,623	3,992	55	-
November		37,273	16,265	13,204	2,400	5,404	-	-
December		41,133	16,390	16,111	3,974	4,658	-	-
January 2024		49,949	18,169	21,574	5,256	4,739	210	-
February		66,077	15,105	39,504	5,277	6,191	-	-
March		60,901	10,026	37,436	6,334	7,104	-	-
April		-	-	fc	-	-	-	-
May		-	-	-	-	-	-	-
June		-	-	-	-	-	-	-
Expenditures to Date		\$ 461,623	\$ 177,481	\$ 195,120	\$ 41,757	\$ 42,112	\$ 5,153	\$ -
Balances		\$ 959,736	\$ 266,548	\$ 66,056	\$ 56,885	\$ 101,174	\$ 123,074	\$ 346,000