



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

October 15, 2025 – 9:00 a.m.

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

Remote: [GoToMeeting](#)

Dial In: 1 (877) 309-2073

Access Code: 285-209-981

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. Verbal Public Comments
4. Consent Agenda
 - a. Approval of [September 17, 2025 Transportation Policy Board Meeting Minutes](#)
5. Action Items
 - a. [October Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. [Resolution 2025-08 to Approve 2026–2031 Regional Transportation Improvement Program](#) – *Mark Hamilton*
 - c. [2026 Obligation Authority Plan](#) – *Mark Hamilton*
 - d. [Budget Increase and Revised Work Scope for Regional Transportation Planning and Travel Demand Modeling Services Consultant Contract with Resource Systems Group, Inc.](#) – *Mark Hamilton*
 - e. [Resolution 2025-09 to Amend Unified Planning Work Program](#) – *Mark Hamilton*
6. Discussion Items
 - a. [Ad Hoc Special Needs Transportation Committee](#) – *Sarah Reuther*
7. Chair's Report
8. Executive Director's Report
9. Roundtable and Open Topic Discussion
10. Next Meeting: November 19, 2025, 9:00 a.m., *[Burlington City Council Chambers and Remote](#)*
11. Adjourned

Information Items:

[Unified Planning Work Program Annual Performance and Expenditure Report](#)
[October 2, 2025 Technical Advisory Committee Meeting Minutes](#)
[2025 Obligation Authority Plan](#)
[Monthly Financial Update](#)

[Meeting Packet](#)

TRANSPORTATION POLICY BOARD OFFICERS

Mayor Peter Donovan Chair

Commissioner Peter Browning.....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/>.

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SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

September 17, 2025

Burlington City Council Chambers and Remote

MEMBERS PRESENT

Mayor Peter Donovan, City of Mount Vernon, Chair; Commissioner Peter Browning, Skagit County, Vice Chair; Mayor Bill Aslett, City of Burlington; Mayor Mandy Bates, Town of Hamilton; Chris Damitio, Washington State Department of Transportation; Assessor Danny Hagen, Skagit County; Mayor Marna Hanneman, Town of La Conner; Commissioner Jon Ronngren, Port of Anacortes; Commissioner Melanie Mankamy, Port of Skagit; Mayor Matt Miller, City of Anacortes; Auditor Sandy Perkins, Skagit County; and Chairman Tom Wooten, Samish Indian Nation.

STAFF PRESENT

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

OTHERS PRESENT

Five members of the public attended the meeting.

AGENDA

1. Call to Order: Mayor Donovan called the meeting to order at 9:00 a.m.

Roll Call: Roll was taken with a quorum present.

2. Written Public Comments: Mr. Hamilton stated that a public comment period was held prior to the meeting and no comments were received.
3. Verbal Public Comments: No verbal public comments were provided at the meeting.

4. Consent Agenda

- a. Approval of August 20, 2025 Transportation Policy Board Meeting Minutes: Mayor Aslett moved to approve the August 20, 2025 Transportation Policy Board Meeting Minutes. Mayor Miller seconded the motion and it carried unanimously.

5. Action Items

- a. September Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this action item. SCOG staff and Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program (RTIP) amendments: Con-

crete's School Secondary Access project; and SCOG's SCOG Administration project. Both projects are already programmed in the RTIP and the amendments would maintain overall RTIP fiscal constraint in the 2025–2028 program years by moving federal funding for these projects out of the first four years of the program. Mr. Hamilton explained that neither project has expected obligations in 2025 and taking this action is purely for the purpose of maintaining fiscal constraint, noting both projects are expected to be reprogrammed in the 2026–2031 RTIP. Mr. Hamilton also presented one administrative modification for September for Sedro Woolley's John Liner Road Arterial Improvements project, which does not require Transportation Policy Board action, but was provided for informational purposes.

Chairman Wooten moved to approve the September Regional Transportation Improvement Program Amendments as presented. Mayor Aslett seconded the motion and it carried unanimously.

- b. Release 2026-2031 Regional Transportation Improvement Program for Public Comment: Mr. Hamilton presented this action item. He gave an overview presentation of what is included in the draft 2026-2031 Regional Transportation Improvement Program. SCOG staff recommend the Transportation Policy Board release the draft 2026-2031 Regional Transportation Improvement Program for public review and comment.

Commissioner Browning asked Mr. Hamilton to clarify whether the totals on the Financial Feasibility Table were in thousands or millions of dollars. Mr. Hamilton clarified that the totals are in millions.

Mayor Miller moved to release the draft 2026–2031 Regional Transportation Improvement Program for public comment as presented. Commissioner Browning seconded the motion and it carried unanimously.

6. Discussion Items

- a. 2026 Obligation Authority Plan: Mr. Hamilton presented this discussion item. Continuing past practice, SCOG staff recommends not including the 2026 Obligation Authority Plan as a component of the RTIP so that the plan can be revised quickly if necessary to assist with meeting the 2026 regional obligation authority target by October 1 each year. Mr. Hamilton went over the projects included in the 2026 Obligation Authority Plan and described the regional obligation authority procedures SCOG staff expect to use for next year.

There was no discussion from Transportation Policy Board members about this agenda item.

- b. 2026 Skagit Regional Transportation Priorities: Mr. Johnson presented this discussion item. The Skagit Regional Transportation Priorities is an annual list of projects created as an information item for the Washington state legislature to provide visibility for regionally important projects. SCOG staff are beginning the process of gathering updates and finalizing the draft document prior to the 2026 legislative session, set to begin in January. The document will be presented to the Technical Advisory Committee at their December 4, 2025 meeting for review and recommendation. SCOG staff anticipate that the Transportation Policy Board will take action on the 2026 Skagit Regional Transportation Priorities at the December 17, 2025 meeting.

Commissioner Browning asked about the process for SCOG member jurisdictions to suggest important projects to the jurisdiction. Mr. Hamilton explained that SCOG staff typically receive project input from public works department staffs to gather local priorities.

7. Chair's Report: Mayor Donovan had nothing to share.
8. Executive Director's Report: Mr. Murphy mentioned that the consultants assisting with the search process for a new Executive Director for SCOG have reviewed the candidates and are planning to move forward with interviews within the next week. More information should be available next month after interviews occur.
9. Roundtable and Open Topic Discussion: Mayor Miller shared that the 12th and Commercial project in Anacortes is going smoothly, but the South Commercial Overlay project could use more support from WSDOT for funding as it is primarily locally funded at this time. Commissioner Mankamyer invited other Transportation Policy Board members to attend the dedication of the new walking bridge on Friday, September 19.
10. Next Meeting: The next meeting is October 15, 2025, at 9:00 a.m., in the Burlington City Council Chambers and remote.
11. Adjourned: Mayor Donovan adjourned the meeting at 9:27 a.m.

Information Items: September 4, 2025 Technical Advisory Committee Meeting Minutes; 2025 Obligation Authority Plan; and Monthly Financial Update.

Approved,

Kevin Murphy, Executive Director
Skagit Council of Governments

Date: _____

Mayor Peter Donovan, Mount Vernon
Transportation Policy Board Chair
Skagit Council of Governments

Date: _____

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

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	10/02/2025	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	10/15/2025	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

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

- Washington State Department of Transportation
 - SR 20 Childs Creek to Skagit River - Fish Passage: this amendment adds a project to the RTIP. State funding for this project comes from Move Ahead Washington. Total estimated project cost is \$17,869,013.
 - SR 534 I-5 Interchange to SR 9 Vicinity - Paving: this amendment adds a project to the RTIP. Federal funding for this project comes from the Surface Transportation Block Grant Program, with state funding from Move Ahead Washington and Motor Vehicle Account. Total estimated project cost is \$5,049,812.

FISCAL CONSTRAINT

Regional Transportation Improvement Program is fiscally constrained in the 2025–2028 program years.

PUBLIC PARTICIPATION

A public comment period began on September 26 and ended on October 3. No comments were received.

Agency WSDOT - NW

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

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



Road Name SR 20

Begin Termini 72.68

End Termini 73.10

Total Project Length 0.42

Improvement Type Environmental Only

Functional Class Minor Arterial

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$17,869,013

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

STIP ID WA-16824

WSDOT PIN 102069B

Federal Aid Number

SCOG ID

Agency ID

Hearing Date

Adoption Date

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2026		\$0	MAW	\$15,723,631	\$0	\$15,723,631	10/15/2025
Total			\$0		\$15,723,631	\$0	\$15,723,631	

Agency WSDOT - NW

Project Title SR 534 I-5 Interchange to SR 9 Vicinity - Paving

Description This project will mill and fill with Hot Mix Asphalt (HMA) on mainline SR 534 between MP 0.00 and MP 4.61 on both directions.



Road Name SR 534

Begin Termini 0.00

End Termini 4.61

Total Project Length 4.61

Improvement Type 4R Maintenance Resurfacing

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$5,049,812

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

STIP ID WA-16808

WSDOT PIN 153404B

Federal Aid Number

SCOG ID

Agency ID

Hearing Date

Adoption Date

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2025		\$0	MAW	\$411,480	\$0	\$411,480	10/15/2025
CN	2026	STBG(S)	\$4,545,565	MVA	\$92,767	\$0	\$4,638,332	10/15/2025
Total			\$4,545,565		\$504,247	\$0	\$5,049,812	

2025-2028 Regional Transportation Improvement Program

9/26/2025

Financial Feasibility Table

Funding Program	Carryover	2025			2026			2027			2028			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	\$2,561	\$2,650	\$5,211	\$6,691	\$2,650	\$1,170	\$509	\$2,650	\$3,311	\$817	\$2,650	\$5,145	\$1,284	\$13,161	\$9,301	\$3,860
CRP	\$806	\$294	\$1,100	\$1,016	\$294	\$379	\$0	\$294	\$673	\$0	\$294	\$967	\$0	\$1,983	\$1,016	\$967
STBG	\$1,542	\$2,086	\$3,629	\$5,581	\$2,086	\$134	\$130	\$2,086	\$2,091	\$800	\$2,086	\$3,377	\$1,060	\$9,888	\$7,571	\$2,317
TA	\$212	\$270	\$482	\$94	\$270	\$657	\$380	\$270	\$547	\$17	\$270	\$800	\$224	\$1,291	\$715	\$576

Other Federal Funds & State Funds	\$0	\$133,096	\$133,096	\$133,096	\$64,548	\$64,548	\$64,548	\$26,475	\$26,475	\$26,475	\$15,225	\$15,225	\$15,225	\$239,344	\$239,344	\$0
5307	\$0	\$2,011	\$2,011	\$2,011	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$12,511	\$12,511	\$0
5339	\$0	\$239	\$239	\$239	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$239	\$239	\$0
5339(b)	\$0	\$5,000	\$5,000	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	\$0
BR	\$0	\$16,364	\$16,364	\$16,364	\$4,612	\$4,612	\$4,612	\$0	\$0	\$0	\$0	\$0	\$0	\$20,976	\$20,976	\$0
DEMO	\$0	\$1,740	\$1,740	\$1,740	\$0	\$0	\$0	\$0	\$0	\$0	\$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	\$605	\$605	\$605	\$621	\$621	\$621	\$0	\$0	\$0	\$0	\$0	\$0	\$1,226	\$1,226	\$0
FTA Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	\$0	\$0	\$0	\$2,500	\$2,500	\$0
HIP(S)	\$0	\$0	\$0	\$0	\$12,432	\$12,432	\$12,432	\$0	\$0	\$0	\$0	\$0	\$0	\$12,432	\$12,432	\$0
HSIP	\$0	\$10,487	\$10,487	\$10,487	\$3,429	\$3,429	\$3,429	\$785	\$785	\$785	\$0	\$0	\$0	\$14,701	\$14,701	\$0
NHFP	\$0	\$389	\$389	\$389	\$4,506	\$4,506	\$4,506	\$0	\$0	\$0	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$10,321	\$10,321	\$10,321	\$9,756	\$9,756	\$9,756	\$9,197	\$9,197	\$9,197	\$9,197	\$9,197	\$9,197	\$38,472	\$38,472	\$0
RAISE	\$0	\$19,500	\$19,500	\$19,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,500	\$19,500	\$0
STBG(S)	\$0	\$3,377	\$3,377	\$3,377	\$6,652	\$6,652	\$6,652	\$0	\$0	\$0	\$579	\$579	\$579	\$10,608	\$10,608	\$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	\$1,471	\$1,471	\$1,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,471	\$1,471	\$0
CRAB	\$0	\$0	\$0	\$0	\$1,378	\$1,378	\$1,378	\$3,841	\$3,841	\$3,841	\$0	\$0	\$0	\$5,219	\$5,219	\$0
CSRF	\$0	\$7,398	\$7,398	\$7,398	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,398	\$7,398	\$0
MAW	\$0	\$1,140	\$1,140	\$1,140	\$15,724	\$15,724	\$15,724	\$0	\$0	\$0	\$0	\$0	\$0	\$16,863	\$16,863	\$0
MVA	\$0	\$5,632	\$5,632	\$5,632	\$1,939	\$1,939	\$1,939	\$3,688	\$3,688	\$3,688	\$959	\$959	\$959	\$12,218	\$12,218	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$2,964	\$2,964	\$0
TIB	\$0	\$326	\$326	\$326	\$0	\$0	\$0	\$0	\$0	\$0	\$989	\$989	\$989	\$1,315	\$1,315	\$0
WSDOT	\$0	\$7,771	\$7,771	\$7,771	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,771	\$7,771	\$0

Matching Funds	\$0	\$17,089	\$17,089	\$17,089	\$5,726	\$5,726	\$5,726	\$6,240	\$6,240	\$6,240	\$3,700	\$3,700	\$3,700	\$32,755	\$32,755	\$0
Local	\$0	\$17,089	\$17,089	\$17,089	\$5,726	\$5,726	\$5,726	\$6,240	\$6,240	\$6,240	\$3,700	\$3,700	\$3,700	\$32,755	\$32,755	\$0

Total	\$2,561	\$152,835	\$155,396	\$156,876	\$72,924	\$71,444	\$70,783	\$35,365	\$36,026	\$33,532	\$21,575	\$24,070	\$20,210	\$285,261	\$281,401	\$3,860
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ACTION ITEM 5.B. – RESOLUTION 2025-08 TO APPROVE 2026–2031 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	09/04/2025	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	09/17/2025	Release	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	10/02/2025	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	10/15/2025	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend adoption of [Resolution 2025-08](#) to approve the [2026–2031 Regional Transportation Improvement Program](#) (RTIP).

DISCUSSION

The RTIP is a compilation of projects from the various federal, state, tribal and local funding programs for all transportation agencies in the Skagit region. Projects included in the program implement the long-range transportation and transit plans for the region, help meet short-range needs and maintain the existing transportation system. SCOG prepares a new RTIP every year and provides for monthly amendments every month, except for November and December.

The primary purpose of the Regional Transportation Improvement Program is to identify and document federally funded and regionally significant projects to be included in the Statewide Transportation Improvement Program. Projects cannot obligate¹ federal funds – even when funds have already been awarded – unless they are included in the RTIP and the Statewide Transportation Improvement Program. Once the project funds have been obligated, the obligated funds will not be included in the next update to the RTIP, even if all of the funds have not been spent. For this reason, the RTIP should be viewed as a document that identifies programs and projects from the Skagit 2045 Regional Transportation Plan and prioritizes them for implementation within the constraints of a reasonable financial forecast – not a listing of federal, state and local transportation spending. SCOG produces an [Annual Listing of Federal Obligations](#) that documents all of the federal fund obligations that have occurred within SCOG's planning area in the previous calendar year.

The Regional Transportation Improvement Program also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed² in the next four years

¹ Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or “obligated,” for that particular project.

² “Programmed” means that the funding for the project is scheduled to be obligated (see footnote 1) in a particular federal fiscal year (October 1 through September 30) identified in the RTIP.

will not cost more than the amount of funding the region expects to be available. Section 5 includes detailed financial tables for the projects programmed in the fiscally constrained³ portion of the RTIP.

KEY UPDATES

The following updates have been made to the 2026–2031 Regional Transportation Improvement Program.

PROJECT LISTS

The project list in the Regional Transportation Improvement Program has been refreshed to identify projects that are federally funded or regionally significant and have secured funding for the years 2026–2029. These projects will also be included in the Statewide Transportation Improvement Program.

- [Fiscally Constrained Project List](#)

Years 2030 and 2031 fall outside of the fiscally constrained portion of the Regional Transportation Improvement Program and serve as an illustrative list of project priorities. These projects cannot be included in the Statewide Transportation Improvement Program, but act as an illustrative list of projects to be included in the fiscally constrained portion of the RTIP if additional funding becomes available or if priorities change in the Skagit region. Only projects that have been competitively selected by SCOG to receive federal funding can be programmed on the illustrative list. The illustrative list can also include planned funding that has not yet been committed to the project, for projects that have not secured 100% funding for a relevant phase.

- [Illustrative Project List](#)

REGIONALLY SIGNIFICANT PROJECTS

SCOG makes a determination on a project-by-project basis of regional significance, and programs regionally significant projects in the RTIP. Projects can be regionally significant whether or not they include federal funding.

- [Determination of Regional Significance](#)

FISCAL CONSTRAINT

The Regional Transportation Improvement Program financial feasibility table depicts the funding programmed for obligation between 2026 and 2029.

- [Financial Feasibility Table](#)

REGIONAL PROJECT SELECTIONS

For federal funds managed by SCOG, programming of project selection decisions are maintained in six-year programming sheets. These sheets are components of the Regional Transportation Improvement Program and all projects appearing on them have been competitively selected for programming.

- [Surface Transportation Block Grant Program](#)
- [Carbon Reduction Program](#)
- [Transportation Alternatives](#)

³ The fiscally constrained portion of the RTIP includes the first four years of the RTIP that are also included in the Statewide Transportation Improvement Program. The RTIP may include projects programmed to receive regionally managed funding in years five and six — such as Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds — but may not be fiscally constrained.

REGIONAL PERFORMANCE TARGETS

There is a section in the Regional Transportation Improvement Program which documents SCOG's effort setting regional performance targets, in accordance with federal regulations. This target setting is part of the performance-based planning approach applied across the United States by metropolitan planning organizations, such as SCOG.

EMERGENT NEED AWARD PROCESS

A section is incorporated into the Regional Transportation Improvement Program, documenting the emergent need award process adopted by the Transportation Policy Board in April 2019.

OBLIGATION AUTHORITY PROCEDURES

Obligation authority procedures are included within the Regional Transportation Improvement Program.

- [Obligation Authority Procedures](#)

POLICIES

Programming policies are included within the Regional Transportation Improvement Program to guide investment priorities.

- [Policies](#)

PUBLIC PARTICIPATION

Following the release of the draft RTIP for public comment by the Transportation Policy Board, a public comment period began on September 17 and concluded on October 3. The Notice of Public Comment Period was posted in the Skagit Valley Herald on September 23 and 30, and on SCOG's website for the entirety of the public comment period. No comments were received.

ERRATA

The following revisions have been made to the 2026–2031 RTIP since it was released for public comment. Most of the changes would be considered STIP administrative modifications if the 2026–2031 RTIP had already been adopted.

MOUNT VERNON

Kulshan Trail Safety Lighting - Phase 3: added federal project number. Increased total estimated cost of project to \$375,000 to reflect \$55,000 cost of preliminary engineering phase and \$320,000 programmed for construction phase.

SEDRO-WOOLLEY

SR20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road: added federal project number.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

I-5/Martha Washington & Maddox Creeks - Fish Passage: increased total estimated cost of the project to \$53,347,579.

I-5/Unnamed Tributaries to Milltown Creek - Fish Passage: increased total estimated cost of the project to \$33,424,195.

SR 20/Burlington to Sedro-Woolley - Corridor Improvements: deleted right-of-way phase as it received federal authorization in September 2025.

SR 536/Skagit River Bridge – Painting: project removed from 2026–2031 RTIP as construction phase received federal authorization in August 2025.

RESOLUTION 2025-08

TO APPROVE 2026–2031 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Skagit Council of Governments, under its designation as the metropolitan planning organization and the regional transportation planning organization for the Skagit region, has the responsibility for preparing and adopting a Regional Transportation Improvement Program (RTIP);

WHEREAS, transportation improvement projects must be included in the RTIP to be eligible for federal assistance under most Federal Transit Administration and Federal Highway Administration funding programs;

WHEREAS, the Skagit Council of Governments certifies that the requirements of 23 USC, Section 134 are met – certification is determined jointly by the Skagit Council of Governments and the Washington State Department of Transportation, and is included in the approved RTIP;

WHEREAS, the Skagit Council of Governments selects and prioritizes projects to receive certain Federal Highway Administration funds in the Skagit region, and programs these projects in the RTIP;

WHEREAS, the Regional Transportation Improvement Program includes regional performance targets and descriptions of anticipated effects of RTIP investment priorities toward achieving targets; and

WHEREAS, the Regional Transportation Improvement Program Policies, Amendment and Modification Procedures, Obligation Authority Procedures and Determinations of Significance are adopted by reference as part of the RTIP.

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

The 2026–2031 Regional Transportation Improvement Program and its associated supporting policy and procedure documents are hereby approved.

Adopted: October 15, 2025

Mayor Peter Donovan, Mount Vernon
Transportation Policy Board Chair

Kevin Murphy
Executive Director

2026 – 2031

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM



Adopted by the
Transportation Policy Board on
October 15, 2025

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METROPOLITAN PLANNING AREA SELF-CERTIFICATION

In accordance with 23 CFR § 450.336, the Washington State Department of Transportation (WSDOT) and the Skagit Council of Governments (SCOG), the metropolitan planning organization for the Skagit Metropolitan Planning Area, hereby certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the Fast Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).
12. The MPO uses at least 2.5% of its PL funds on planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities.

SCOG

WSDOT

Kevin Murphy
Executive Director
Skagit Council of Governments

Ryan Clemens
Regional Coordinator
Tribal and Regional Planning Office

Date: _____

Date: _____

1 INTRODUCTION

1.1 ABOUT SCOG

The Skagit Council of Governments is a federally designated metropolitan planning organization consisting of Skagit County, all cities and towns within Skagit County, Swinomish Indian Tribal Community, Samish Indian Nation, Skagit Transit, Skagit PUD, Port of Anacortes, Port of Skagit and Washington State Department of Transportation. SCOG leads the development of the long-range [Skagit 2045 Regional Transportation Plan](#) (Skagit 2045) and a medium-range regional transportation improvement program. These efforts are coordinated with the public, United States Department of Transportation, WSDOT, local elected leadership, local planners and engineers.

In addition to being a metropolitan planning organization, SCOG is also a regional transportation planning organization, as designated through Washington state's Growth Management Act. As a regional transportation planning organization, SCOG includes cities, towns, Skagit County, Skagit Transit, ports, tribes, private employer representatives and WSDOT in its planning activities. This includes preparation of a regional transportation plan, certification that countywide planning policies and local transportation elements are consistent with the plan, and development and maintenance of the six-year regional transportation improvement program.

1.2 PURPOSE OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

SCOG is required by federal and state regulations to develop a regional transportation improvement program (RTIP) which spans at least four years and is updated at least every two years. SCOG updates the RTIP annually and allows amendments to the RTIP on a monthly basis, except the last two months every calendar year.

The RTIP is a compilation of projects from various federal, state and local funding programs for all transportation agencies in the Skagit region. Projects included in the program implement the long-range transportation and transit plans for the region, help meet the short-range needs of the area, and provide for ongoing maintenance and preservation of the existing transportation system.

A primary purpose of the RTIP is to identify and document federally funded and/or regionally significant projects to be included in the Washington Statewide Transportation Improvement Program (STIP). Projects cannot obligate¹ certain federal funds – even though the funds have been awarded – unless they are included in the RTIP and the STIP. Once the project funds have been obligated, the obligated funds will not be included in the next update to the RTIP, even if all of the funds have not been spent. For this reason, the RTIP should be viewed as a document that identifies programs and projects from the regional transportation plan and prioritizes them for implementation within the constraints of a reasonable financial forecast – not a listing of federal, state and local transportation spending. SCOG



CONCEPTUAL IMAGE OF NEW GUEMES ELECTRIC FERRY

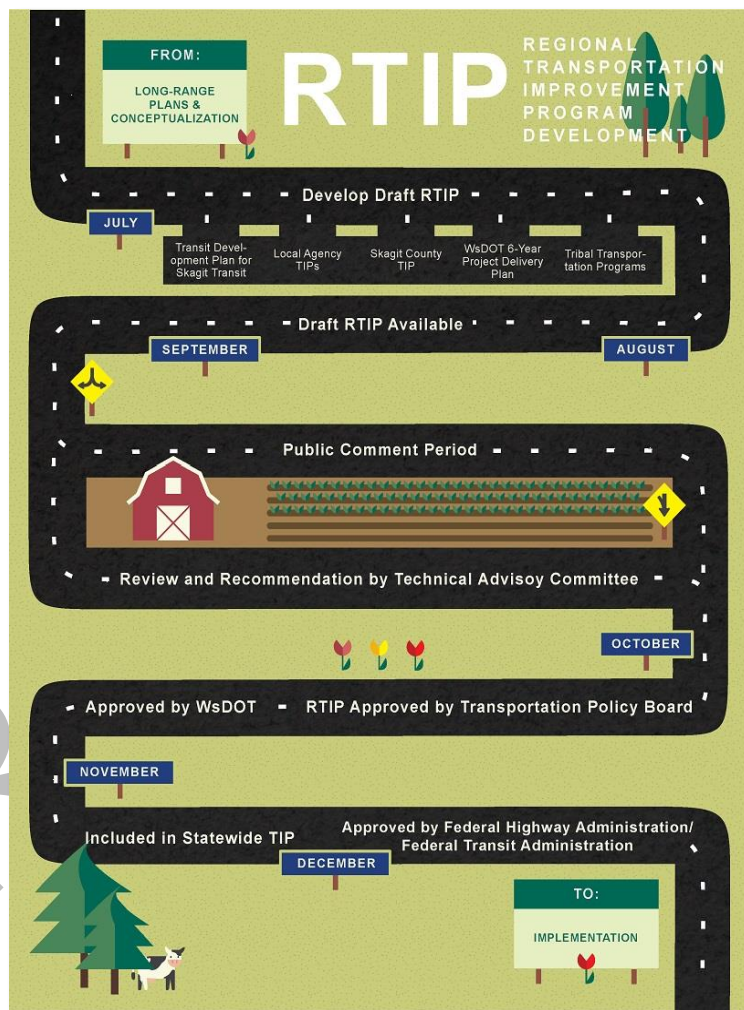
¹ Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or "obligated" for that particular project.

produces an [annual listing of federal obligations](#) that documents federal fund obligations that have occurred within the Skagit region in the previous calendar year.

The RTIP also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed² in the next four years will not cost more than the amount of funding the region expects to be available. Section 5.2 includes a detailed financial table for the projects programmed in the fiscally constrained³ portion of the RTIP.

2 DOCUMENT PREPARATION

The RTIP is coordinated with the development of capital improvement plans, local comprehensive transportation programs, and tribal transportation improvement programs of SCOG member jurisdictions. When developing their transportation programs, member jurisdictions evaluate their transportation needs for the ensuing six-year period based on local priorities and expected funding levels available to meet those needs. Because the need for transportation improvements is often greater than the amount of funding available, the member jurisdictions prioritize their transportation needs to identify a six-year list of projects that they determine to be most important to undertake. Drafts of the transportation programs are available for the public, other agencies and internal departments to review. Member jurisdictions then make any revisions deemed necessary before adopting their comprehensive transportation programs, capital improvement plans, and tribal transportation improvement programs – indicating which projects have secured⁴ and planned funding.



RTIP DEVELOPMENT PROCESS

Local governments, tribal governments and WSDOT then submit their programmed projects to SCOG. The RTIP is a compilation of the projects with secured federal funding or regionally significant projects that have secured state or local funding. The project list for the 2026–2031 RTIP is included in Section 4. From these projects, an assessment of region-wide financial feasibility is estimated in Section 5.

² “Programmed” means that the funding for the project is scheduled to be obligated (see footnote 1) in a particular calendar year (January 1 through December 31) identified in the RTIP.

³ The fiscally constrained portion of the RTIP includes the first four years of the RTIP that are also included in the STIP. The RTIP may include projects programmed to receive regionally managed funding in years five and six – such as from the Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives – but may not be fiscally constrained.

⁴ “Secured” means funding has been committed or is available to the project sponsor for the project, including any required match.

Submit comments on the draft 2026–2031 RTIP to:

Mark Hamilton, AICP
Skagit Council of Governments
315 South Third Street, Suite 100
Mount Vernon, WA 98273
markh@scog.net

2.1 REVIEW AND APPROVAL

The draft RTIP is released to the public for review and comment in September, and is presented to the SCOG Technical Advisory Committee⁵ and Transportation Policy Board⁶ by SCOG staff. The Technical Advisory Committee recommends whether the Transportation Policy Board should or should not approve the draft RTIP. Members of the public are encouraged to provide written comments to SCOG staff. Written comments are included in meeting materials sent to the Transportation Policy Board for their consideration. The public

is also welcome to provide comments during the public comment period for the September Transportation Policy Board meeting where the draft RTIP is discussed, and for their next monthly meeting in October where RTIP adoption is considered. Opportunities for verbal comments are also provided at Transportation Policy Board meetings where the RTIP is discussed and considered for adoption.

After considering public input and the recommendation from the Technical Advisory Committee, the Transportation Policy Board decides whether to adopt the draft RTIP. After approval, the adopted RTIP is then submitted to WSDOT. WSDOT then reviews the RTIP and issues its approval by the end of November. With WSDOT approval of the RTIP, all fiscally constrained RTIP projects (Section 4.1) are included in the draft STIP. Representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then review the draft STIP, issuing approval in January 2026.

2.2 PUBLIC INVOLVEMENT PROCESS

The RTIP is developed in part from local comprehensive transportation programs that are compiled and adopted annually by local governments in the Skagit region. As required by state law, each local agency conducts a public involvement process in the development and review of their comprehensive transportation program. These processes vary by jurisdiction, but all culminate in a formal public hearing prior to adoption by the local governing boards.

Tribal governments follow federal requirements for preparation of tribal transportation improvement programs prior to including projects in the RTIP. WSDOT includes projects in a 10-year list of statewide project priorities referred to as the “[Project Delivery Plan](#)”, which is updated every year, and Skagit Transit includes projects in their six-year [Transit Development Plan](#), which is adopted every year by Skagit Transit’s board of directors. Both WSDOT and Skagit Transit projects in the Skagit region can be included in the RTIP following inclusion as priorities in their own planning documents.



PLANNED SKAGIT TRANSIT MAINTENANCE, OPERATIONS AND ADMINISTRATION BASE

⁵ The Technical Advisory Committee is a SCOG committee consisting of transportation professionals who provide technical advice and recommendations to the Transportation Policy Board.

⁶ The Transportation Policy Board is a governing body of SCOG consisting of local and tribal elected leaders, a WSDOT representative, a private employer representative and state elected leaders.

In most cases, projects that have secured FHWA or FTA funding, or have secured another type of funding and are regionally significant, are included in the RTIP. The RTIP is a compilation of these projects, sourced from local comprehensive transportation programs, tribal transportation improvement programs, WSDOT's Project Delivery Plan and Skagit Transit's Transit Development Plan.

After transportation programs have been prepared and reviewed by the public, a supplementary public review process for the RTIP is also conducted. This allows the public to review and comment on the six years of medium-range transportation projects intended to implement the long-range transportation goals identified in *Skagit 2045*. Comments regarding the specifics of projects are often better directed to the project sponsors during the project planning stage. A flowchart that depicts the development of regional transportation projects from the conceptual stage to implementation and the associated opportunities for public input is hyperlinked below.

- [Project Planning Process Flowchart](#)

SCOG posts notifications in the Skagit Valley Herald when the draft RTIP is available for public review. Notice is also posted on SCOG's website where the document is available to view and download. Printed copies of the draft RTIP are available from SCOG upon request.

A public comment period was held from September 17 through October 3, 2025. The final draft of the RTIP includes the submitted public comments below and will be presented to the Transportation Policy Board prior to any action taken regarding the adoption of the RTIP.

- ~~(This will be updated following the public comment period.)~~ No public comments were received.

The public involvement activities and time established for public review and comments on the RTIP development process satisfy the Federal Transit Administration's Program of Projects requirements that Skagit Transit must follow.

2.3 PROGRAMMING POLICIES

SCOG has developed policies to aid in the preparation and maintenance of the RTIP, and to assist in the effective administration of regionally managed federal grant funds. These policies are hyperlinked below.

- [RTIP Policies](#)

2.4 PROJECT SELECTION AND PRIORITIZATION

SCOG is responsible for selecting projects for the regionally managed portion of federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funding in the Skagit region. Projects selected are prioritized and incorporated into the RTIP, along with other FHWA and FTA federally funded projects, and regionally significant projects (see Section 4). SCOG has prepared a flowchart that graphically depicts the timeline for selecting projects to receive regionally managed grant funding and the associated opportunities for public input. A hyperlink to this flowchart follows.

- [Regionally Managed Project Selection Timeline](#)

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM, CARBON REDUCTION PROGRAM AND TRANSPORTATION ALTERNATIVES

SCOG receives an annual allocation of federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds from WSDOT to commit to priority projects in the Skagit region. Projects are selected by the Transportation Policy Board using a competitive

process guided by evaluation criteria, which is designed to ensure that projects are prioritized consistent with *Skagit 2045*.

SCOG programs four years of prioritized Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects into the RTIP and the STIP. SCOG typically programs an additional two years of projects to provide flexibility in project timelines, though this additional two years of programming can vary depending upon when calls for projects are issued by SCOG. Calls for projects are usually conducted every two years. Years five and six of the project selection serve as an illustrative list of projects that can be included in the fiscally constrained portion of the RTIP if funding becomes available (see Section 4.2). SCOG ensures that Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects are competitively selected to receive funding based on their ability to address priorities identified in *Skagit 2045*. The most recent formal project selection process developed to provide clarity on how projects are regionally prioritized for funding is hyperlinked below. Current programming of these three federal funding sources in the RTIP is hyperlinked as well.

- [2025 Regional Call for Projects](#) and [Project Application Form](#)
- [Projects currently programmed using Surface Transportation Block Grant Program funds](#)
- [Projects currently programmed using Carbon Reduction Program funds](#)
- [Projects currently programmed using Transportation Alternatives funds](#)

EMERGENT NEED PROJECT SELECTION

The Transportation Policy Board approved a process to allocate additional federal funds to projects in certain emergent needs instances. Projects can only receive an emergent need award if they have been competitively selected by SCOG to receive federal funding for construction, and experience an unanticipated need during the construction phase. Emergent need allocation decisions are made on a case-by-case basis by the Transportation Policy Board.

- [Project Application Form](#)

2.5 2025–2030 RTIP PROJECTS NOT INCLUDED IN THE 2026–2031 RTIP

The following projects were included in the fiscally constrained portion of the 2025–2030 RTIP, including amendments to the RTIP that added new projects, but are not included in the fiscally constrained portion of the 2026–2031 RTIP. There are various reasons why a project would no longer be programmed in the RTIP. For example, a project could be completed, underway, cancelled or delayed.

See the following table for a summary of 2025–2030 RTIP projects that are not programmed in the 2026–2031 RTIP.

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST (EST.)	STATUS
Anacortes	12th Street and K Avenue Intersection Improvements	Intersection improvements to address projected traffic congestion at intersection. A one-lane roundabout or signal may be included with revisions to the intersection.	\$2,504,720	Construction pending
Anacortes	32nd Street at Storvik Park Pedestrian Crossing	The planned project involves the installation of a mid-block crosswalk at a heavily used pedestrian crossing point leading to a local park. This project includes the addition of bulb-outs to minimize crossing distance, enhance pedestrian visibility, and naturally slow down vehicle speeds by narrowing the roadway at the crossing point.	\$180,500	Construction pending
Anacortes	Q Avenue Pedestrian Crossings	Improve pedestrian crossings at 13th Street and Q Avenue intersection and midblock crossing at Safeway entrance, east of 12th Street. Project includes: marked crosswalks and enhancements; and a paved, separated trail.	\$511,999	Construction pending
Anacortes	South Commercial Avenue Complete Streets	Rechannelization of the corridor to calm traffic by narrowing travel lanes and creating bike lanes. Replace non-compliant ADA ramps and install new ADA ramps where they don't currently exist. Overlay entire width and length of project area.	\$2,874,181	Project broken into smaller projects
Burlington	SR20 Nonmotorized & Safety Improvements	Road widening including stormwater improvements, utility relocation, lighting, sidewalks, bicycle wayfinding, and bike lanes.	\$3,710,248	Preliminary engineering underway
Mount Vernon	30th Street Improvements - 1	Rehabilitate pavement, add sidewalk, shared use path, drainage improvements, and fish passage culvert.	\$3,402,214	Funding for future phases not yet secured
Mount Vernon	Library Commons Project: Regional Transportation Supporting Elements	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).	\$54,746,018	Project complete
Mount Vernon	Riverside Drive Improvements - 1	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities.	\$3,673,145	Funding for future phases not yet secured
Samish Indian Nation	SR20/Campbell Lake Road - Intersection Improvement	The 3-legged roundabout will improve regional mobility and safety, accommodate projected growth in the area, and improve resilience of local and regional transportation networks. Project features include: safety edge surface treatment; minimum 4-ft shoulder with fog stripe; additional lighting; bicycle wayfinding; roundabout; and traffic calming measures. Project is being done by WSDOT.	\$5,156,039	Construction pending
SCOG	SCOG Admin 2022-2025	SCOG Administration for FFY 2022-2025	\$1,222,031	Project underway

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST (EST.)	STATUS
Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street.	\$1,114,035	Construction pending
Skagit County	Guemes Island Ferry Operating Cost	Capture Operational Ferry Cost: - Salary & Wages - Benefits - Fueling Cost	\$1,683,900	Project underway
Skagit County	Preventative Maintenance - Bridge Deck Repair (Bundle)	Mill and overlay the Decks on the following Bridges: * Structure ID 08213600 (Cascade River Bridge) * Structure ID 08009600 (F&S Grade Road - Samish River Bridge) * Structure ID 08165500 (S. Skagit Hwy Pressentin Creek Bridge)	\$1,613,000	Construction pending
Skagit County	Skagit River Marblemount Bridge	Rehabilitate the Marblemount Bridge. Includes but not limited to strengthening, minor repairs, cleaning, and painting.	\$18,592,865	Construction underway
Skagit Transit	Construction of Ancillary Maintenance Buildings	Construction of ancillary maintenance building at Skagit Transit's Maintenance, Operations and Administration Facility.	\$317,919	Project underway
Skagit Transit	Construction of Zero Emissions Vehicle Infrastructure & Equipment Purchase	Construction of zero emissions (ZE) vehicle infrastructure, purchase of necessary ZE vehicle equipment & installation at Skagit Transit's Maintenance, Operations and Administration Facility.	\$317,919	Project underway
Skagit Transit	Design Build Services - Operator Restroom Skagit Station	Design Build services for transit operator bathroom at Skagit Station.	\$108,000	Project underway
Skagit Transit	Skagit Station HVAC Repair	Repair of Skagit Station HVAC system.	\$300,000	Project underway
Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Project Phase II	This project will renovate Skagit Transit's Maintenance, Operations, and Administration (MOA) Facility. The improvements include the complete buildout of transit staff offices, conference rooms, breakrooms, inventory and file storage, light and heavy-duty vehicle maintenance bays, workshops for vehicle body repair, and a parts warehouse.	\$45,185,412	Project underway
WSDOT - NW	I-5/Tributaries to Friday, Lake & Chuckanut Creeks - Fish Passage	Remove the existing fish passage barriers and replace them with fish passable structures. Note: This project is located within the boundaries of SCOG and WCOG. The amounts shown are for SCOG only.	\$82,563,024	Project underway

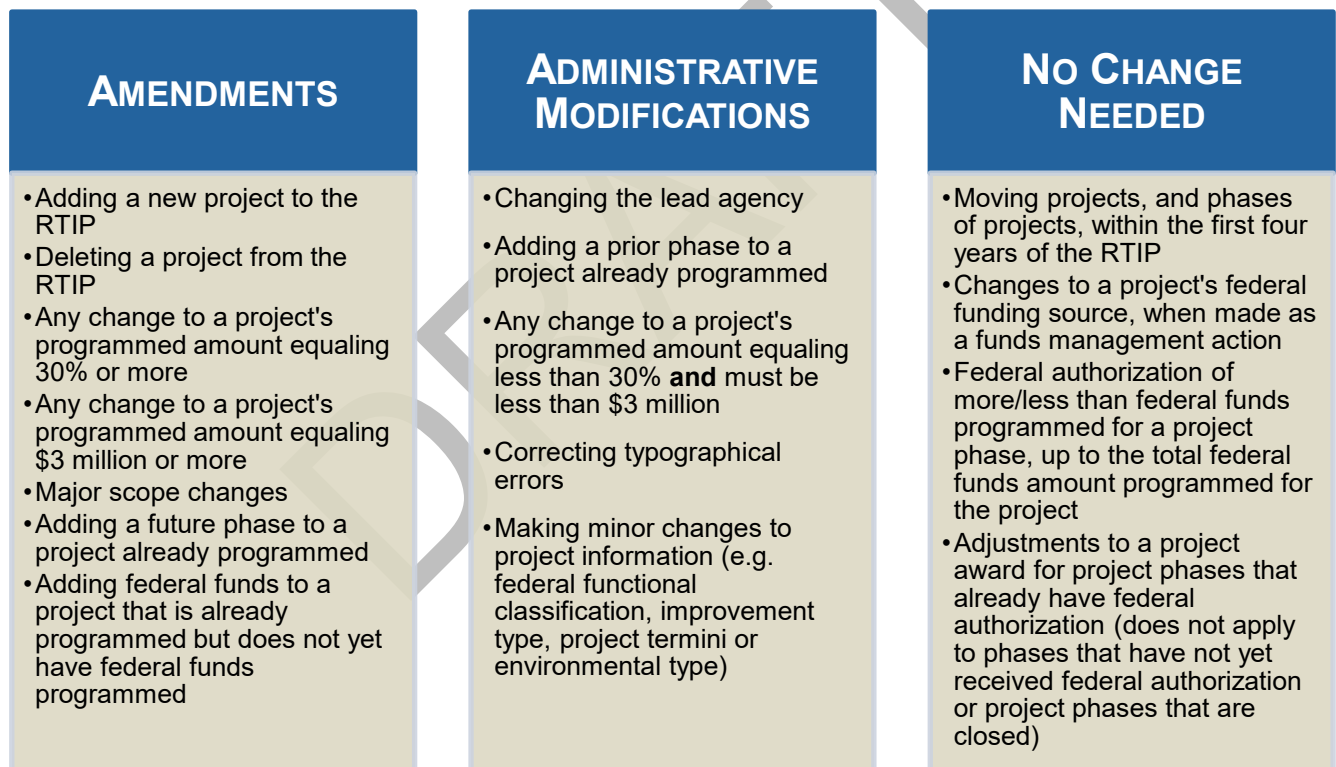
3 AMENDMENT & ADMINISTRATIVE MODIFICATION PROCEDURES

Transportation priorities and funding strategies change over time. As is the case every year, it is likely the project list programmed in the RTIP in October 2025 will need to be altered during calendar year 2026. Federal requirements stipulate that in most cases jurisdictions cannot utilize FHWA or FTA federal funds on a project until it is programmed in the RTIP and STIP, even though the jurisdiction already has secured funding for that project. SCOG has developed RTIP amendment and administrative modification procedures to ensure that new projects and changes to existing projects can be included in the RTIP efficiently. These procedures are hyperlinked below.



- [RTIP Amendment and Administrative Modification Procedures](#)

Refer to the following figure for differences between amendments, administrative modifications and project updates that do not require an RTIP change.



COMPARISON OF RTIP ACTIONS

3.1 AMENDMENT CYCLE

Project sponsors are generally ready and willing to obligate federal funds soon after they are secured. To accommodate faster implementation of transportation projects, SCOG allows amendments to the RTIP on a monthly basis (excluding November and December). In order to ensure that sufficient time

is available for decision makers and the public to review the proposed amendment prior to formal action being taken, project sponsors must adhere to the deadlines listed in the following table.

SUBMIT REQUEST TO SCOG*	TAC REVIEW/ RECOMMENDATION	SCOG TPB ACTION	WSDOT REVIEW	FHWA/FTA REVIEW**	AMENDMENT INCLUDED IN STIP
12/24/2025	1/1/2026	1/21/2026†	1/16/2026	1/30/2026	2/16/2026
1/28/2026	2/5/2026	2/18/2026	2/20/2026	3/6/2026	3/20/2026
2/25/2026	3/5/2026	3/18/2026	3/20/2026	4/3/2026	4/17/2026
3/25/2026	4/2/2026	4/15/2026	4/17/2026	5/1/2026	5/15/2026
4/29/2026	5/7/2026	5/20/2026†	5/15/2026	5/29/2026	6/12/2026
5/27/2026	6/4/2026	6/17/2026	6/19/2026	7/3/2026	7/17/2026
6/24/2026	7/2/2026	7/15/2026	7/17/2026	7/31/2026	8/14/2026
7/29/2026	8/6/2026	8/19/2026	8/21/2026	9/4/2026	9/18/2026
8/26/2026	9/3/2026	9/16/2026	9/18/2026	10/2/2026	10/16/2026
9/23/2026	10/1/2026	10/21/2026†	10/16/2026	10/30/2026	11/13/2026

Notes: Meeting dates and request deadlines are subject to change.

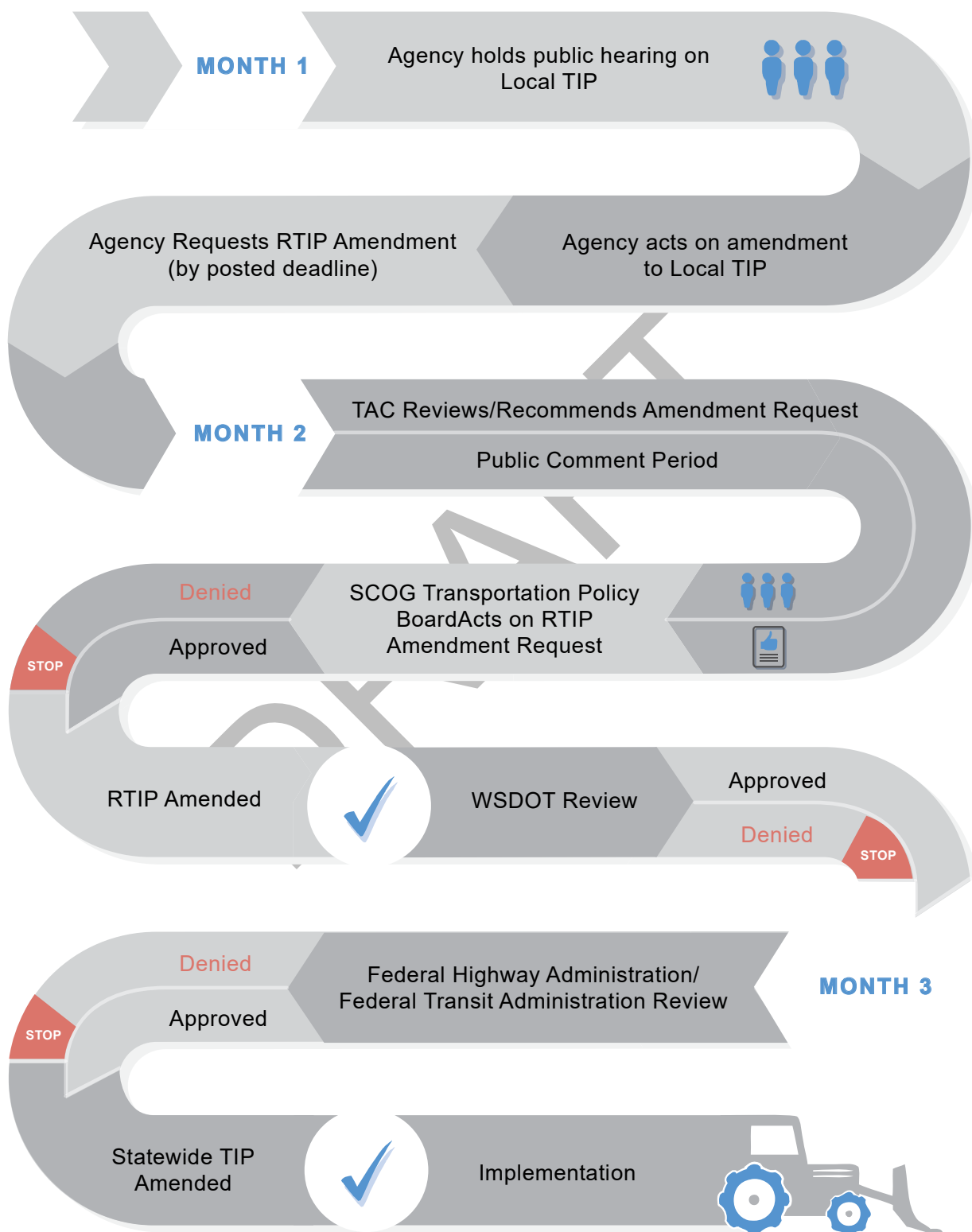
*Request must include documentation of funding award and proof that project is consistent with RTIP Policy #2: Compliance with Local and Tribal Plans.

**Administrative modifications do not require FHWA/FTA approval. Administrative modifications will be included in STIP at this date.

†If WSDOT review deadline occurs before Transportation Policy Board action, SCOG will submit amendment to WSDOT by deadline and verify the SCOG TPB action once it occurs.

Refer to the following figure for an illustrative representation of the RTIP and STIP amendment process.

RTIP AMENDMENT PROCESS



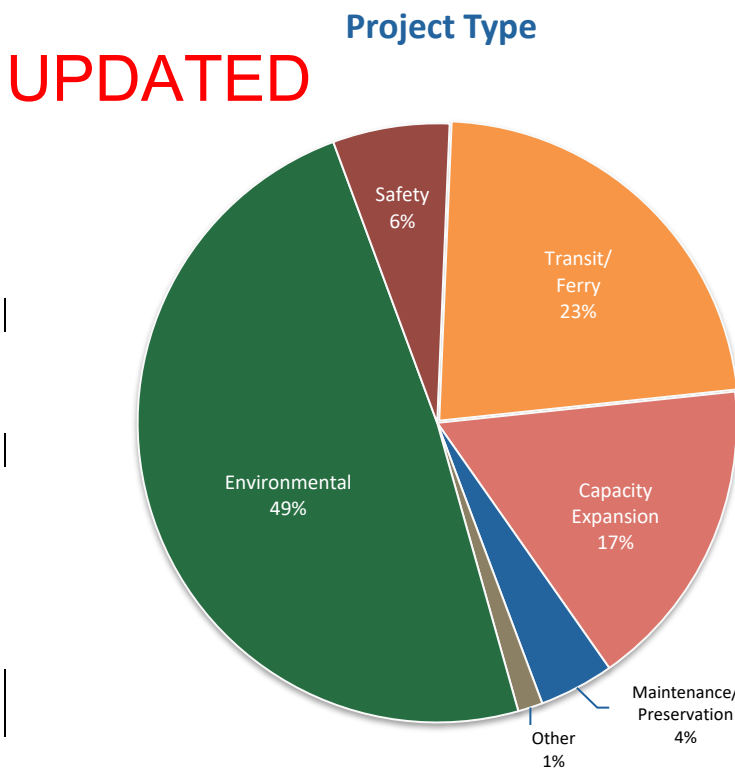
RTIP AMENDMENT CYCLE

4 PROJECTS

4.1 FISCALLY CONSTRAINED PROJECTS

The 2026–2029 fiscally constrained RTIP project list includes projects that have secured FHWA or FTA federal funding, or have secured funding from another source and are also regionally significant. This project list is updated as amendments are made to the RTIP. Projects included in the four-year fiscally constrained portion of the RTIP are forwarded to WSDOT for inclusion in the STIP. Section 4.2 includes projects that have been selected to receive regionally managed Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds in years five and six (2030 and 2031) of the RTIP.

- [2026–2029 Fiscally Constrained Projects](#)



A summary of the funding by project type in the fiscally constrained portion of the RTIP as of October 15, 2025 is presented in the figure to the left. Many transportation projects planned to occur on non-regionally significant routes are not included in the RTIP. For example, jurisdictions' repaving programs, other than WSDOT's, are not included in the RTIP.

Twenty-one percent (21%) of secured funding included in the fiscally constrained portion of the 2026–2031 RTIP is dedicated to Skagit Transit and Guemes Island Ferry projects. Forty-five percent (45%) of secured funding is committed to environmental projects designed to improve fish passage under WSDOT facilities along with a WSDOT soil-abatement project. Six percent (6%) of secured funding is devoted to safety projects, with four percent (4%) to maintenance/preservation projects – primarily WSDOT paving projects. Sixteen percent (16%) of secured funding is slated to expand capacity of the transportation system, and the remaining eight percent (8%) of secured fund-

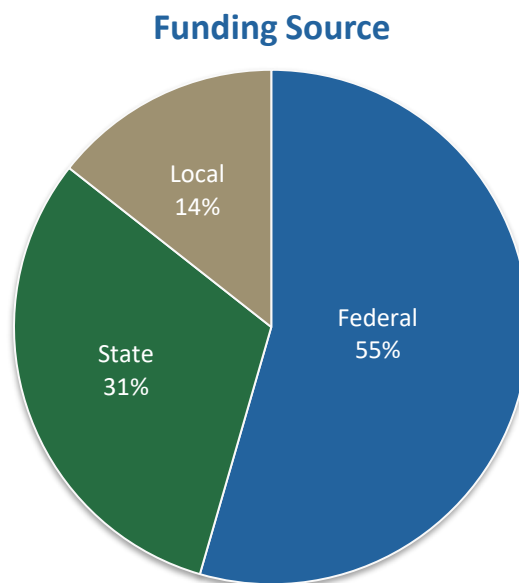
ing is programmed to other project types – primarily WSDOT bridge painting projects. Project funding that has not yet been secured, and all funding in 2030 and 2031, is not included in these percentages.

The next figure illustrates the proportion of federal, state and local funds programmed in the fiscally constrained portion of the RTIP. Fifty-eight percent (58%) of the secured funding for fiscally constrained RTIP projects is from federal sources, with twenty-nine percent (29%) from state sources. Thirteen percent (13%) of project funding is from local sources, which are commonly used as matching funds to federal grants received by project sponsors. Many transportation projects utilizing only state and/or local funds are not included in the RTIP, so are not included in this financial analysis.

4.2 ILLUSTRATIVE PRIORITIES

To ensure that SCOG has a fully programmed four-year RTIP, SCOG typically selects projects to ensure that at least six years' worth of Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funding is programmed. The first four years in the RTIP are fiscally constrained and included in the STIP (see Section 4.1). The additional two years' worth of programmed projects function as Illustrative Priorities if additional funding becomes available to SCOG. Examples of ways that additional funds can become available include:

- A project currently in the fiscally constrained portion of the RTIP is unable to proceed and the agency returns the funds to SCOG;
- A project which previously obligated Surface Transportation Block Grant Program, Carbon Reduction Program, or Transportation Alternatives funds de-obligates⁷ its funds, including if a project closes out using less than the amount of federal funds awarded; and
- Allocations of Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds are higher than anticipated at the time of RTIP adoption.



If additional funds are obtained by SCOG, the projects can be moved to the fiscally constrained portion of the RTIP in the next RTIP update, or through the amendment process. Additional considerations (e.g. lower costs, project readiness) may be used in the determination of projects that will be added to the fiscally constrained portion of the RTIP from the Illustrative Priorities. The 2030–2031 Illustrative Priorities are hyperlinked below.

- [2030–2031 Illustrative Projects](#)

4.3 REGIONALLY SIGNIFICANT PROJECTS

Regionally significant projects are projects that serve regional transportation needs on the existing or proposed regional transportation system. Per the [23 CFR 450.104](#) definition of a regionally significant project, examples of these types of projects include "...access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals..." and would normally be included in modeling of SCOG's regional transportation network.

The determination of whether or not a project is regionally significant is made by SCOG in the agency's capacity as a metropolitan planning organization. Regionally significant projects are programmed in the RTIP, even if there is no federal funding associated with the project. Examples of projects determined to be regionally significant are in the following hyperlink.

- [RTIP Determinations of Regional Significance](#)

⁷ De-obligation occurs when the project sponsor has obligated (see footnote 1) funds for a particular project and then the project is unable to move forward for some reason, or a project closes out with federal funds remaining that were not expended. The funds are essentially "returned to the pot" of regionally managed funds.

5 FINANCIAL PLAN

5.1 FISCAL CONSTRAINT

The RTIP is required to include a financial plan that demonstrates how the program of projects can be implemented. The detailed financial table located in Section 5.2 include the estimated amount of available funds, programmed funds and remaining funds by fund type for each program year. Project sponsors with projects in the RTIP have indicated that they have the financial resources available to provide matching funds to complete project phases with fully secured funding.

FINANCIAL PLANNING ASSUMPTIONS

ACCOUNTING FOR INFLATION

The project costs reported in the RTIP include an adjustment to account for annual inflation of prices. *Skagit 2045* accounts for the effect of inflation scheduled in the mid- and long-range horizons. However, the process used to account for inflation on RTIP projects is left to the judgment of the project sponsors, as they have a better sense of short-term inflationary pressures on their particular projects.

Fiscal Constraint: the RTIP demonstrates that the programmed projects will not cost more than the expected amount of funding available in the first four years.

FEDERAL REVENUE PROJECTIONS

Revenue projections for WSDOT state managed federal funds (e.g. National Highway Performance Program, Highway Safety Improvement Program, etc.) generally equal the amount programmed in the RTIP. Because SCOG has no control over project funding decisions for these fund types, only federal funds that have been secured by project sponsors are assumed to be reasonably available. For future year allocations in the RTIP, SCOG managed federal funds are assumed to be the same as regional allocations for federal fiscal year 2025.

STATE REVENUE PROJECTIONS

Several state sources of funding are identified in the RTIP that have historically been used for transportation purposes. These state projections include projects that have secured funding, including match, to fully complete a phase, as well as available funds that have not yet been secured. State funding is often used with federal funding and any required match to complete a phase of a project, or used alone without any federal funding or match.

LOCAL REVENUE PROJECTIONS

Revenue projections from local sources are funds expected to reasonably be available outside of federal and state sources. These funds are typically used as match for other funds sources, but may be higher than any required match. In addition to meeting match requirements, project sponsors will often use this category of revenues to fill a gap in a project phase and ensure fully secured funding to complete the phase.

5.2 FINANCIAL FEASIBILITY TABLE

SCOG has prepared a financial table that identifies all of the funding programmed in the fiscally constrained portion of the RTIP and documents the amount of funding that is reasonably expected to be available. The table, linked below, demonstrates that the first four years of the 2026–2031 RTIP are fiscally constrained and financially feasible. Programmed expenditures are balanced with funding reasonably expected to be made available over the programming period.

- [2026–2029 Financial Feasibility Table](#)

6 REGIONAL PERFORMANCE TARGETS

SCOG is responsible for setting regional performance targets for the nationwide approach to performance-based planning. The Moving Ahead for Progress in the 21st Century Act, signed into law in 2012, introduced many new requirements for state departments of transportation, transit agencies and metropolitan planning organizations. As a metropolitan planning organization, these requirements apply to SCOG. Statewide performance targets are documented in folios on [WSDOT's website](#).

The applicable federal administrations and categories of performance targets are listed below:

- Federal Transit Administration
 - Transit Asset Management Targets
 - Transit Safety Targets
- Federal Highway Administration
 - Highway Safety Targets
 - Highway Bridge Condition Targets
 - Highway Pavement Condition Targets
 - Highway Travel Time and Freight Reliability Targets

Initial regional performance targets for transit asset management were set by SCOG in June 2017 and highway safety targets were set in February 2018. For transit asset management targets, SCOG set targets for buses, other passenger vehicles, ferries, non-revenue service vehicles, administration and maintenance, as well as passenger and parking facilities. For highway safety targets, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide safety performance targets for the five safety measures – each related to fatalities and serious injuries.

Initial regional performance targets for highway bridge condition, highway pavement condition, highway travel time and freight reliability were set by SCOG in October 2018. For each of these categories, SCOG agreed to plan and program projects in the Skagit region to contribute toward the accomplishment of WSDOT statewide performance targets.

SCOG set initial regional performance targets for transit safety in November 2020. The seven transit safety performance measures are related to fatalities, injuries, safety events and system reliability.

Deadlines for target setting and related target-setting dates at SCOG are in the following table.

PERFORMANCE TARGETS CATEGORY	UPCOMING SCOG DEADLINE TO SET TARGETS	LATEST TARGETS SET BY SCOG
FTA: Transit Asset Management	N/A*	7/19/2017
FTA: Transit Safety	N/A*	11/18/2020
FHWA: Highway Safety	2/27/2026	2/19/2025
FHWA: Highway Bridge Condition	3/21/2027**	5/17/2023
FHWA: Highway Pavement Condition	3/21/2027**	5/17/2023
FHWA: Highway Travel Time and Freight Reliability	3/21/2027**	5/17/2023
Notes: *Initial deadline to set Transit Asset Management targets was 6/28/2017 and initial deadline to set Transit Safety targets was 2/15/2021. Per FTA guidance, SCOG may choose to revise or maintain these targets when RTIP or Skagit 2045 is updated, in consultation with WSDOT and Skagit Transit.		
**SCOG has 180 days to set regional performance targets after WSDOT sets revised dates for these performance targets. SCOG estimates that WSDOT will set targets on 10/1/2026.		

6.1 TRANSIT ASSET MANAGEMENT

Regional performance targets for transit asset management were adopted by the Transportation Policy Board on June 21, 2017, and revised on July 19, 2017. Regional performance targets by asset class for this category are in the following table, and have been maintained since 2017.

NUMBER	NAME	DESCRIPTION	REGIONAL PERFORMANCE TARGET
1	Buses	Percent of Buses that exceed Useful Life Benchmark	No greater than 10%
2	Other Passenger Vehicles	Percent of Other Passenger Vehicles that exceed Useful Life Benchmark	No greater than 10%
3	Ferries	Percent of Ferries that exceed Useful Life Benchmark	No greater than 0%
4	Non-revenue Service Vehicles	Percent of Non-revenue Service Vehicles that exceed Useful Life Benchmark	No greater than 10%
5	Administration and Maintenance	Percent of Administration and Maintenance facilities that have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%
6	Passenger and Parking	Percent of Passenger and Parking facilities have a Transit Economic Requirements Model condition rating below 3 ("Adequate")	No greater than 15%

The owners of assets that these regional performance targets apply to are the WSDOT Ferries Division and Skagit Transit. SCOG initially coordinated with both these agencies in 2017 to get an inventory of current assets and targets set by WSDOT and Skagit Transit. Condition information for assets and performance targets for 2018 was made available to SCOG after both agencies prepared initial transit asset management plans in late 2018. The most recent updates to condition information for assets and performance targets were completed in 2022 by WSDOT and ~~2024-2025~~ by Skagit Transit, with each updating their transit asset management plans.

6.2 TRANSIT SAFETY

Regional performance targets for transit safety measures were adopted by the Transportation Policy Board on November 18, 2020. There are seven performance measures for which targets were set for this category. Adopted regional performance targets for fixed-routes buses and not-fixed-route buses are included in the following table.

NUMBER	NAME	DESCRIPTION	REGIONAL PERFORMANCE TARGET BY MODE	
			FIXED-ROUTE BUS*	NON-FIXED-ROUTE BUS**
1	Fatalities	Five-year (2016–2020) rolling average of fatalities	0	0
2	Fatality Rate	Five-year (2016–2020) rolling average of fatalities per 100,000 vehicle revenue miles by mode	0.00	0.00
3	Injuries	Five-year (2016–2020) rolling average of injuries	2	1
4	Injury Rate	Five-year (2016–2020) rolling average of injuries per 100,000 vehicle revenue miles by mode	0.20	0.08

5	Safety Events	Five-year (2016–2020) rolling average of safety events	20	12
6	Safety Event Rate	Five-year (2016–2020) rolling average of safety events per 100,000 vehicle revenue miles by mode	1.40	0.80
7	System Reliability***	Five-year (2016–2020) rolling average of mean distance between major mechanical failures by mode	74,874	69,582
Notes: *Fixed-route Bus targets by mode apply to local and express (40X, 80X, 90X) services; **Non-fixed-route Bus targets by mode apply to paratransit and vanpool services; and ***System reliability is calculated as the mean distance between major mechanical failures.				

Transit safety requirements apply to Skagit Transit, which set their initial safety targets in August 2020 and included them within their adopted Public Transportation Agency Safety Plan – a related federal requirement for performance-based planning. The plan was provided to SCOG in August 2020. Most recently, Skagit Transit updated their plan in 2024, adopting new transit safety performance targets, and provided it to SCOG in October 2024.

6.3 HIGHWAY SAFETY

SCOG – along with all other metropolitan planning organizations in Washington state – worked to set regional performance targets for highway safety earlier this year. [Target Zero](#), with the goal of eliminating all roadway fatalities and serious injuries by 2030, is Washington state’s Strategic Highway Safety Plan and is used as the foundation for the target setting process at the statewide level. Highway safety performance measures and targets apply to all public roadways.

The five highway safety measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Fatalities	Five-year rolling average of fatalities on all public roadways in the Skagit region
2	Fatality Rate	Five-year rolling average of fatalities per 100 million vehicle miles traveled in the Skagit region
3	Serious Injuries	Five-year rolling average of serious injuries on all public roadways in the Skagit region
4	Serious Injury Rate	Five-year rolling average of serious injuries per 100 million vehicle miles traveled in the Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year rolling average of non-motorist fatalities and serious injuries on all public roadways in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway safety targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) safety target for that performance measure; or
2. Commit to quantifiable safety targets for performance measures in their metropolitan planning area (the Skagit region).

On February 19, 2025, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. Programming of projects that help meet statewide safety targets can be accomplished when SCOG includes projects in the RTIP that aim to reduce fatalities and serious injuries in the Skagit region.

An [inventory showing statewide and regional safety trends](#) was prepared by SCOG in 2025, using data provided by WSDOT.

EXAMPLES OF INVESTMENT PRIORITIES

The SR 20/Burlington to Sedro-Woolley – Corridor Improvements project utilizes federal Highway Safety Improvement Program funding on what has been identified by WSDOT as a Crash Analysis Corridor. A series of compact roundabouts are included in the project along with dual faced mountable curb, restricting left-turn movements and resulting in fewer crashes with lower severity.

2026-2029 Regional Transportation Improvement Program Project Data Sheet

Agency: WSDOT - NW
Project Title: SR 20/Burlington to Sedro-Woolley - Corridor Improvements

Description: SR 20 has been identified as a Crash Analysis Corridor. This project will install a series of compact roundabouts at Gardner Road, District Line Road, and Collins Road. Dual faced mountable curb will be installed between the roundabouts to restrict left-turn movements. The result will be fewer crashes with lower severity for motorists. NOTE: Total project cost includes Toll Credits.

Road Name: SR 20
Begin Termini: SR 20 MP 61.32
End Termini: SR 20 MP 63.23
Total Project Length: 1.91

Improvement Type: Safety
Functional Class: Other Principal Arterial
Environmental Type: Categorical Exclusion
Priority Number: 1

Amendment Number: [blank]
Amendment Date: [blank]
Total Project Cost: \$14,676,481

Regionally Significant: ☒
Right-of-Way Required: ☒
STIP ID: WA-12458
WSDOT PIN: 102061A
Federal Aid Number: 0020(207)
SCOG ID: [blank]
Agency ID: [blank]
Hearing Date: [blank]
Adoption Date: [blank]
Resolution Number: [blank]

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
RW	2026	HSIP	\$658,560	MVA	\$13,440	\$0	\$672,000	10/15/2025
CN	2026	HSIP	\$9,828,341	MVA	\$179,231	\$0	\$10,007,572	10/15/2025
Total			\$10,486,901		\$192,671	\$0	\$10,679,572	

EXAMPLE PROJECT TO IMPROVE SAFETY

6.4 HIGHWAY BRIDGE CONDITION

The condition of bridges on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Condition is evaluated for bridge decks, superstructure, substructure and culverts. A rating system is used to classify overall condition as either “Good”, “Fair” or “Poor”. SCOG worked to set regional performance targets for highway bridge condition in spring 2023.

The two highway bridge condition measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Good Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Good condition
2	Poor Bridge Condition	Percent of National Highway System bridges in the Skagit region classified in Poor condition

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway bridge condition targets on the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System bridge condition target for that performance measure; or
2. Commit to quantifiable National Highway System bridge condition targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide highway bridge condition performance targets. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve National Highway System bridge condition in the Skagit region.

An [inventory showing highway bridge condition in the Skagit region](#) was prepared by SCOG in 2023, using data provided by WSDOT.

EXAMPLES OF INVESTMENT PRIORITIES

The I-5/Southbound Samish River – Bridge Deck Overlay project, completed in 2022, is an example of a RTIP programming decision made by SCOG linking investment priorities toward achieving performance outcomes. The bridge at this location is on the National Highway System, and was identified by SCOG in 2018 – using WSDOT bridge condition information – as the only National Highway System bridge in Poor condition in the Skagit region. Subsequently, the project was programmed in the RTIP, with the construction phase obligating funding in 2022 and construction complete the same year. Funding to construct this project came through the National Highway Performance Program.

6.5 HIGHWAY PAVEMENT CONDITION

The condition of pavement on the National Highway System is assessed by WSDOT in the Skagit region and across Washington state. Assessment of pavement condition is based on the International Roughness Index, cracking, rutting of asphalt pavement and faulting of jointed concrete pavement. Pavement is classified as either in “Good”, “Fair” or “Poor” condition. SCOG worked to set regional performance targets for pavement condition in spring 2023.

The four highway pavement measures are included in the following table.

NUMBER	NAME	DESCRIPTION
1	Good Interstate Pavement Condition	Percent of pavement of the Interstate System in Good condition in the Skagit region
2	Poor Interstate Pavement Condition	Percent of pavement of the Interstate System in Poor condition in the Skagit region
3	Good Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Good condition in the Skagit region, excluded the Interstate System
4	Poor Non-Interstate Pavement Condition	Percent of pavement on the National Highway System in Poor condition in the Skagit region, excluded the Interstate System

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional highway pavement condition targets for the National Highway System. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System pavement condition target for that performance measure; or
2. Commit to quantifiable National Highway System pavement condition targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide performance targets for highway pavement condition on the National Highway System. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve pavement condition in the Skagit region's portion of the National Highway System.

A [pavement inventory of the National Highway System in the Skagit region](#) was prepared by SCOG in 2023. The inventory used the most recently available WSDOT highway pavement condition information for the Skagit region. SCOG also prepared a [webmap](#) in 2023 depicting pavement and highway bridge condition data in the Skagit region.

EXAMPLES OF INVESTMENT PRIORITIES

WSDOT programmatic projects are used to assist in meeting pavement related performance outcomes for the National Highway System. An example of this type of project is the Asphalt/Chip Seal Preservation programmatic project for the Skagit region. While programmed as one project in the RTIP, this is actually a grouping of projects by type of work, often referred to as "pavers" (i.e. preservation of pavement via asphalt or chip seal). This programmatic project is supported in part by Surface Transportation Block Grant Program and National Highway Performance Program funds programmed in the RTIP.

The screenshot shows a project data sheet for the "Asphalt/Chip Seal Preservation" project. It includes fields for Agency (WSDOT - NW), Project Title, Description, Road Name (NW Regionwide), and various funding and schedule details. A map of the Skagit region is also visible.

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2026		\$0	MVA	\$144,331	\$0	\$144,331	10/15/2025
PE	2027		\$0	MVA	\$41,558	\$0	\$41,558	10/15/2025
CN	2026		\$0	MVA	\$469,367	\$0	\$469,367	10/15/2025
CN	2026	NHPP	\$558,328		\$0	\$0	\$558,328	10/15/2025
CN	2026	STBG(S)	\$1,028,693		\$0	\$0	\$1,028,693	10/15/2025
CN	2027		\$0	MVA	\$2,668,885	\$0	\$2,668,885	10/15/2025
Total			\$1,586,991		\$3,354,141	\$0	\$4,941,132	

EXAMPLE PROJECT TO IMPROVE PAVEMENT CONDITION

6.6 HIGHWAY TRAVEL TIME AND FREIGHT RELIABILITY

Highway travel time and freight reliability relates to how well the National Highway System is performing for travelers. Reliability is assessed using the National Performance Management Research Data Set – a data set available to WSDOT and SCOG that is derived from vehicle/passenger probe data, such as GPS information, navigation units, cell phones and truck transponders. These data are used to compare travel times between 50th, 80th and 95th percentile speeds to ascertain reliability of the National Highway System, both for Interstates and non-Interstates. The measure for Interstate Freight Reliability is calculated using a different methodology than the other two measures.

The three highway travel time and freight reliability measures are in the following table.

NUMBER	NAME	DESCRIPTION
1	Interstate Travel Time Reliability	Percent of person-miles traveled on the Interstate System that are reliable in the Skagit region
2	Non-Interstate Travel Time Reliability	Percent of person-miles traveled on the National Highway System that are reliable in the Skagit region, excluding the Interstate System
3	Interstate Freight Reliability	Truck Travel Time Reliability Index on the Interstate System in the Skagit region

Metropolitan planning organizations across the U.S. are given a choice through applicable federal regulations when setting regional National Highway System travel time reliability and Interstate System freight reliability performance targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the state DOT (WSDOT) National Highway System travel time reliability and Interstate System freight reliability targets for that performance measure; or
2. Commit to quantifiable National Highway System travel time reliability and Interstate System freight reliability targets for performance measures in their metropolitan planning area (the Skagit region).

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of statewide performance targets for National Highway System travel time reliability and Interstate System freight reliability. Programming of projects that help meet statewide targets can be accomplished when SCOG includes projects in the RTIP that aim to improve travel time and freight reliability in the Skagit region's portion of the National Highway System.

Inventories of [highway travel time reliability](#) and [freight reliability](#) were prepared by SCOG in 2023 for the Skagit region using data from the National Performance Management Research Data Set.

7 OBLIGATION AUTHORITY

SCOG is subject to a statewide deadline of obligating regionally managed FHWA funds by the end of the federal fiscal year, along with all other metropolitan planning organizations in Washington state. These statewide requirements are detailed in the [Local Agency Federal OA Policy](#). Washington state, along with all other states, is at risk of losing federal funds every year if statewide obligating authority targets are not met by the end of each federal fiscal year. The 2026 federal fiscal year ends on September 30, 2026.

RTIP projects programmed in 2026 are an "agreed to" list of projects that can obligate federal funding by implementing agencies, following approval of the Statewide Transportation Improvement Program in January 2026. Obligation does not occur until project sponsors enter into an agreement with WSDOT for the project/project phase programmed in the RTIP. Funds can also be "flexed" between FHWA and FTA programs in certain circumstances, but must be in the first year of the RTIP (2026) for approval of these transfers.

7.1 2026 OBLIGATION AUTHORITY PLAN

An obligation authority plan is prepared by SCOG for 2026. The purpose of the plan is to provide project tracking information and communicate expected 2026 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed FHWA funds that are programmed in 2026.

The 2026 Obligation Authority Plan may include projects implementing the following gap strategies, in prioritized order, if the SCOG regional obligation authority target will not be met by March 1, 2026:

1. **Advancing 2027–2029 Fiscally Constrained Projects;**
2. **Advancing 2030–2031 Illustrative Projects;**
3. **Advancing Contingency List Projects; and**

4. Adding to Past Federal Project Awards.

Descriptions of gap strategies, along with procedures used to implement each strategy, are included in the RTIP Obligation Authority Procedures. A process to request extensions on the March 1 obligation deadline is also included in the procedures.

The 2026 Obligation Authority Plan is not incorporated into the 2026–2031 RTIP, and is revised by SCOG as necessary to meet the regional obligation authority target during federal fiscal year 2026.

7.2 OBLIGATION AUTHORITY PROCEDURES

Obligation authority procedures – including extension requests, gap strategies and appeals – have been established to clearly demonstrate how SCOG will actively manage the obligation authority process to meet the regional obligation authority target by the end of every federal fiscal year. The procedures are included in the following hyperlink.

- [RTIP Obligation Authority Procedures](#)

The RTIP Obligation Authority Procedures are incorporated as an element of the 2026–2031 RTIP.

DRAFT

ACTION ITEM 5.c. – 2026 OBLIGATION AUTHORITY PLAN

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	09/04/2025	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	09/17/2025	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	10/02/2025	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	10/15/2025	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approval of the [2026 Obligation Authority Plan](#).

DISCUSSION

The Transportation Policy Board adopted obligation authority procedures at the October 2024 meeting to guide federal project obligations this year. Revised procedures are included for 2026 within the draft 2026–2031 Regional Transportation Improvement Program (RTIP). Continuing past practice, staff recommends not including the 2026 Obligation Authority Plan as a component of the RTIP, so that the plan can be revised quickly if necessary to assist with meeting the 2026 regional obligation authority target.

OBLIGATION AUTHORITY PROCEDURES

Obligation authority procedures – including extension requests, gap strategies and appeals – are proposed to clearly demonstrate how SCOG will actively manage the obligation authority process to meet the regional obligation authority target by October 1 each year.

Following are proposed gap strategies from the procedures, in prioritized order:

1. Advancing 2027–2029 Fiscally Constrained Projects;
2. Advancing 2030–2031 Illustrative Projects;
3. Advancing Contingency List Projects; and
4. Adding to Past Federal Project Awards.

[Draft Obligation Authority Procedures](#) (from RTIP)

2026 OBLIGATION AUTHORITY PLAN

A draft obligation authority plan is prepared for 2026. The purpose of the plan is to provide project tracking information and communicate expected 2026 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed Federal Highway Administration funds that are programmed in 2026.

2026 OBLIGATION AUTHORITY PLAN

The following projects have until **March 1, 2026** to obligate federal funding. If project funds do not obligate by March 1, 2026, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	CN	(Not Yet)	\$275,000
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	PE	(Not Yet)	\$173,598
Skagit Transit	Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design	WA-16432	PE	(Not Yet)	\$91,169
Skagit Transit	Skagit Station Fire Alarm System Replacement	WA-16433	ALL	(Not Yet)	\$33,211
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	WA-16434	ALL	(Not Yet)	\$50,268

The following project must obligate federal funding before **August 1, 2026**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Administration	SCOG Admin	PL	(Not Yet)	\$312,967

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS¹: \$936,213
ESTIMATED OBLIGATION AUTHORITY TARGET: \$1,463,567

¹ Excludes \$~~2,089,942~~804,742 in Extensions from 2025 Obligation Authority Plan expected to obligate federal funding by December 31, 2025.

Extensions

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

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

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

TOTAL STBG-TA-CR EXTENSIONS: \$0

Appeals

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

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

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

TOTAL STBG-TA-CR APPEALS: \$0

ACTION ITEM 5.D. – BUDGET INCREASE AND REVISED WORK SCOPE FOR REGIONAL TRANSPORTATION PLANNING AND TRAVEL DEMAND MODELING SERVICES CONSULTANT CONTRACT WITH RESOURCE SYSTEMS GROUP, INC.

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	10/15/2025	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends the Transportation Policy Board authorize the Executive Director to execute a contract amendment with revised scope and increased budget by \$30,000 with Resource Systems Group, Inc. (RSG) for the Regional Transportation Planning and Travel Demand Modeling Services Consultant Contract.

FISCAL IMPACT

The proposed amendment would increase total compensation available to RSG by \$30,000, increasing the consultant contract not-to-exceed amount from \$320,000 to \$350,000. The additional \$30,000 would be a mixture of federal Surface Transportation Block Grant Program (STBG) funds with local match: \$25,950 STBG with \$4,050 local match.

DISCUSSION

An increase in total compensation and revised scope are being proposed due to:

1. The project has warranted increased consultant public outreach, coordination and project website functionality than what was originally scoped (additional \$6,000);
2. There has been increased complexity in model development than anticipated for the travel demand modeling component of the contract, requiring additional consultant time expended on model tasks than estimated (additional \$14,000); and
3. There is a desire from SCOG staff to expand the scope of modeling from RSG through the end of the agreement term (June 30, 2026) through an additional modeling task for technical support (additional \$10,000).

SCOG staff are still waiting to find out, prior to an amendment being executed, if additional staff are proposed to be added by the consultant team to facilitate improved coordination with the Regional Safety Action Plan and Regional Transportation Resilience Improvement Plan, which may include staff from RSG and their subconsultant on this project WSP USA, Inc. Any added consultant staff would not impact the total compensation available through the consultant contract.

The [revised scope of work](#) includes the additional modeling task and revisions to other contract tasks.

NEXT STEPS

If authorized by the Transportation Policy Board, the consultant contract would be amended after review and approval by Washington State Department of Transportation staff, consistent with WSDOT-SCOG agreement GCC 1193, which makes the STBG funding available for the increase in total compensation. An amendment to the SFY 2026 Unified Planning Work Program would also be required prior to amending the consultant contract.

EXHIBIT A

REGIONAL TRANSPORTATION PLANNING AND TRAVEL DEMAND MODELING SERVICES

SCOPE OF WORK, COMPENSATION & SCHEDULE

A. REVISED SCOPE OF WORK.

PROJECT ADMINISTRATION AND COORDINATION TASK

TASK PM: PROJECT ADMINISTRATION AND COORDINATION

RSG will provide overall project management and coordination, plus a quality assurance process that includes and implements quality control steps for all deliverables as appropriate.

CONTRACTOR DELIVERABLES

- Schedule and convene regular management meetings with the SCOG project manager and other teammates monthly bi-weekly at agreed upon intervals (~~monthly in general and up to bi-weekly for 30-60~~ minutes, remotely, ~~in periods of intense activity~~).
- Project management plan specifying roles, communications protocols, quality assurance processes, and any other relevant procedures. The PMP will be amended as needed during the project, e.g., with peer agency engagement material from Task P3.
- A file repository accessible to SCOG and Contractor staff (RSG typically uses SharePoint but can adapt as SCOG prefers).
- Monthly progress and expenditure reports, with monthly invoices.

PLANNING TASKS

TASK P1: DEVELOP AND IMPLEMENT ENGAGEMENT AND OUTREACH PLAN, PROJECT WEBSITE AND BRANDING

Task P1.a: Public Involvement Plan and Branding

Contractor will supply a concise draft public involvement plan (PIP) specifying the nature, composition, and frequency of public involvement venues and groups. The draft will be based on state and local guidance, and will be informed by reviewing comments in the media and local advisory committees related to transportation priorities. The PIP will specify the visual identity guidance for the updated RTP, and any public-facing materials produced for the project. Contractor will develop a new logo for the RTP independent from the SCOG logo as part of the project identity. This task also includes development of a final name for the updated RTP. Contractor will revise and finalize the PIP and branding guidelines based on one (1) set of consolidated written comments from SCOG. Collaboration meetings related to the development and implementation of the PIP are included in Task P1.c.

CONTRACTOR DELIVERABLES

- Logo concepts, up to 3, following discussion on project and branding goals.
- Draft and final logo based on selected concept.
- Draft and final public involvement plan.
- Draft and final public involvement schedule, with up to one update.
- Draft and final branding guide that includes fonts and colors for use with documents and meets accessibility guidelines.

Task P1.b: RTP update website and informational materials

Contractor will develop digital and print informational and notification materials to support public involvement for the RTP update, consistent with the PIP. Contractor will provide graphic design of materials and ensure accessibility by screen readers. SCOG will provide any needed translation to meet Title VI requirements and will purchase any advertising. Each deliverable will include a draft and final version. SCOG will provide one set of consolidated edits between draft and final deliverables.

CONTRACTOR DELIVERABLES

- Draft and final project fact sheet in ADA-accessible graphic layout, with up to one update.
- Text for SCOG newsletter updates on the RTP, up to four.
- Graphics for use in presentations and other public involvement materials, up to eight.
- Content and design for one print and one digital advertisement for public comment period in local news outlet.

Task P1.c: Support outreach coordination and events

Per the final PIP from Task P1.a, Contractor will support SCOG with outreach activities to gain community and agency partner input for the RTP. The focus will be on engaging historically underserved communities and taking advantage of existing events and meetings. Pending PIP finalization, Contractor will supply the following deliverables. These may be changed by mutual consent of SCOG and Contractor per the PIP, provided that total cost to Contractor does not increase.

CONTRACTOR DELIVERABLES

- Contractor support for up to eight stakeholder meetings, discussion group, information tables or information briefings, which could include drafting of presentation and speaking points, attendance and summary of themes and action items. For purposes of budgeting, it is assumed that three-four events will be supported in-person and five-four will be supported remotely. Also for purposes of budgeting, if incentives are required for meeting or discussion group attendees, they will be purchased by SCOG. SCOG will handle any required printing of materials for meetings and briefings.
- Draft and final interview guide, scheduling and conducting interviews with up to six community members. The interviews will be held virtually or correspond with one of the three events the Contractor will support in person.

- One memo of interview themes.
- Draft and final print and online comment form to gain input on draft RTP.
- A structured comment tracker for the draft RTP (e.g., an Excel document or similar recording the topic, commenter, and resolution; with some cross-referencing capability to enable resolving multiple related comment simultaneously). This will serve as the report of how comments were addressed for the RTP update. For budgeting purposes, up to 200 comment submissions are assumed.
- Memo that summarizes public involvement activities and results.

Task P1.d: Stand alone project website

To facilitate public involvement and promote understanding, Contractor will develop an independent project website using 3rd party software (such as *Social Pinpoint*) with up to four sections or pages using a web template. Website will house a project library, interactive map and comment features providing general and targeted comment capabilities, within the capabilities of the chosen technology. The interactive map will be ~~based on SCOG's existing AGOL map and will be~~ managed by ~~SCOG while~~ consultant staff. ~~will update the map with added interactive features.~~

CONTRACTOR DELIVERABLES

- Website wire frame/plan.
- One draft and one final website, with up to 4 updates.
- PDF and screenshots of website and transfer of all files for housing on SCOG website at conclusion of the project.

TASK P2: COORDINATE WITH OTHER CONCURRENT REGIONAL PLANNING EFFORTS

The Contractor will designate a team member to coordinate with SCOG and the project teams assisting SCOG with the regional Safety Action Plan and Resilience Improvement Plan. Subtasks include the following.

Task P2.a: Amend PMP for Parallel Planning

At an appropriate time, amend the RTP update PMP to reflect activities in parallel processes.

CONTRACTOR DELIVERABLES

- Draft and final versions of a section in the PMP specifying how Contractor and SCOG will engage with the Safety and Resilience planning activities for the duration of this project.

Task P2.b: Support Parallel Planning Coordination

Coordinate public activities documented in the PIP with the partner agencies and public engagements that are part of the Safety and Resilience plans. Outcomes may include arranging agency and public engagements to address all three plans (Safety, Resilience, and RTP)

during the same event; combined information products (announcements, media posts, handouts, etc.) covering all the plans together; and combined planning content (e.g., performance measures that belong in more than one of the plan documents).

CONTRACTOR DELIVERABLES

- Meet up to three times with the Safety and Resilience teams for coordination. As part of “Final Deliverables” Task FD, ensure that RTP draws appropriately from parallel plans.
- Craft one draft and one final set of sections or subsections of the draft and final RTP documents using selected Safety and Resilience plans materials (which may include but are not limited to: needs, priorities, policy and/or strategy language, and project and programmatic investments). Updated and new projects may contain elements that address Regionally Significant Projects to meet safety and resilience needs.

TASK P3: ADDRESS FEDERAL AND WASHINGTON STATE TRANSPORTATION PLANNING REQUIREMENTS

Contractor will designate one person to be the “compliance monitor.” That person and the project management team (PMT) will monitor the RTP’s evolving content in light of all state and federal requirements. Under the general coordination of the PMT and compliance monitor, Contractor will complete the following subtasks.

Task P3.a: Identify Compliance Needs

Update the PMP to specify how SCOG and Contractor will engage with partner agency and regulatory staff to ensure compliance. Draft the first draft RTP outline to support regulatory compliance and concurrent planning coordination with a “what you see is what you get” view; and support any meetings with regulators that may be needed.

CONTRACTOR DELIVERABLES

- Addendum to PIP identifying the stakeholders relevant to the new requirements.
- A brief summary of Department of Commerce’s climate planning guidance, e.g., the “menu of measures” to determine what elements are applicable to transportation infrastructure within Skagit County. These example measures can be discussed with SCOG staff, Transportation Policy Board and project advisory committees as a starting point for developing RTP policies that address climate planning and resiliency.
- Initial RTP outline incorporating federal and state requirements best addressed regionally into the new RTP itself.

Task P3.b: Help Coordinate Compliance Engagement

Contractor staff to support, create the agenda for, and collate post-meeting notes for up to three meetings with agency partners (e.g., FHWA). Contractor and SCOG will utilize the stakeholder meetings described in Task P1 for any compliance discussions with local partners (e.g., city discussions regarding HB1181).

CONTRACTOR DELIVERABLES

- Agendas and post-meeting notes for up to three meetings with agency partners.

Task P3.c: Supply Compliance Memoranda

Supply SCOG staff with a draft and final brief memo for use with regulators to demonstrate RTP compliance or support meetings. Contractor will process one set of regulator and SCOG comments on the draft memo to complete the final memo.

CONTRACTOR DELIVERABLES

- Draft RTP compliance memo.
- Final RTP compliance memo.

Task P3.d: Final RTP outline including all sections required for State and Federal compliance

A complete RTP document outline to use as a combined “to do list” and framework into which the team will drop evolving findings and content as they are ready. All compliance conclusions will be documented either as content or as a supporting appendix in the evolving RTP; for example, the climate guidance summary under Task P3.a will likely evolve quickly into a chapter or section of the RTP.

CONTRACTOR DELIVERABLES

- Updated RTP outline specifying all sections necessary to ensure all federal and state compliance.

MODELING TASKS

TASK M1: EVALUATE INITIAL DATA SET

The Contractor team will work with SCOG and SCOG’s partner agency staff to document, review and evaluate the current SCOG model data. This effort will include the current model network data, land use inputs, available traffic count data, and the household travel survey data. This will include coordinating with SCOG staff on the land use data items related to trip generation, such as population and employment by zone since employment data is protected by privacy laws.

Contractor assumes that SCOG staff will:

- Collate, clean, and process the traffic count data needed for model calibration and validation. If needed, RSG will provide guidance to SCOG staff on updating traffic count data to meet new validation requirements, such as providing annual average daily traffic counts broken out by time of day. RSG recommends having this data stored within Visum, and will advise SCOG on how best to prepare count data for storage as a Visum network object. SCOG staff will address updates to the data that may result from Contractor QC review.
- Supply population and employment data internally for SCOG to run the model.
- Explore options for providing equivalent employment data not protected by privacy laws that can be shared with the Contractor.

CONTRACTOR DELIVERABLES

- A draft and final data plan as an amendment to the PMP. Includes: inventory of the needed data sets; assigned roles (SCOG, Contractor, or other) for data preparation, cleaning, and processing; and document data source metadata (e.g., owner/steward, date stamp, data dictionary of final product needed for the model).

- Lightly processed household travel survey dataset ready for estimating new trip generation, distribution, time of day parameters. This includes evaluating the household travel survey weights in an effort to determine the extent to which pandemic-era travel behavior may need to be accounted for and evaluating Replica data (subscription is available at no cost to SCOG) as an additional source of post-pandemic travel patterns for potential use in model updates.

TASK M2: UPDATE MODEL

Contractor will engage in one workflow to produce one fully capable and validated model for application to both local comprehensive plan *and* RTP updates, to avoid having two separate model codebases to manage. The updated model (prior to application to the RTP) will include one base year and two future “no action” years (2045 and 2050) model inputs plus one model codebase. The model will be updated via the following subtasks.

Task M2.a: Specify Model Parameters and Estimate Trip Generation Component

The current SCOG model implements trip generation in a spreadsheet outside PTV Visum, and the trip generation rates used in the model represent weekday PM peak hour travel. Contractor will estimate new daily production (e.g., households) and attraction (e.g., employment) rates for HBW, HBO, and NHB trip types, using the 2021 new household travel survey data. In the existing SCOG model, trips are generated for HBW, HBO, and NHB trip types. Contractor will perform QA/QC on all prepared trip rates that meet the requirements specified in the TMIP Calibration and Validation Reasonableness Checking manual. Contractor will automate the exchange of trip generation data through the Visum COM-API in Python so that users no longer need to manually copy information between workbooks and Visum, reducing the potential for errors in using the model.

CONTRACTOR DELIVERABLES

- Updated trip generation module.

Task M2.b: External Model Update

Contractor will estimate a new external model utilizing available count data on external cordons using the household travel survey, previous passive data, and Replica data. RSG will utilize the previous methodological framework of estimating external trips as vehicle-trips using a mix of passive data and traffic count data but will automate the external model system in a manner that allows for the SCOG to quickly adjust external growth demand.

CONTRACTOR DELIVERABLES

- Updated external module.

Task M2.c: Time of Day Factoring

Contractor will estimate time of day factors for three periods which will be implemented in the Production-Attraction (PA) to Origin-Destination (OD) conversion step of the model procedure sequence. PA to OD conversion and period factoring typically occurs after mode choice in a 4-Step framework (or after distribution in the case of SCOG’s 3-Step framework). Contractor will use the household travel survey to estimate Attraction-Production and Production-Attraction factors for each purpose by each period. Contractor will calibrate the time of day step of the model system to traffic counts provided by SCOG.

Contractor will jointly review supply side inputs with SCOG to determine the extent of changes necessary to reflect a base-year of 2022. RSG will evaluate the network to determine inconsistencies that may need to be addressed or confirmed with SCOG and provide guidance to SCOG staff. Contractor assumes that SCOG will make any edits necessary to resolve identified issues. Because the new SCOG demand model will be expanded to a daily model with 3 time periods, RSG will update capacity and free-flow speed assumptions of the model system to ensure that they are consistent with this new framework. At a minimum, Contractor anticipates changes to roadway capacity by facility type and adjusting the link-level coefficients used in the volume delay function. However, during the previous model update capacity and speed assumptions were flagged for further investigation in the future improvements section of the previous model update. Contractor will evaluate speed and capacity assumptions in the current travel demand model, their ability to be used in a 24-daily average model with periods, and recommend potential courses of action to update which could include transferring speed and capacity methods from models used in Oregon, Washington, Alaska, or Illinois.

CONTRACTOR DELIVERABLES

- Updated model time-of-day factoring code.
- Updated lookup values for road capacity and VDF parameters by facility type.

Task M2.d: Estimate Trip Distribution and Calibrate Model Components

The trip distribution model links trip productions with trip attractions into trip flows. In the current SCOG model, trips are distributed using a gravity model within PTV Visum. Contractor will implement the gravity model using the TAZ level trip productions and attractions finalized in Task M2.a. Contractor will calibrate the gravity model to match the average trip length, trip length distribution, and district level flows by purpose in observed data. Adjustments to the friction factor parameters to fit observed data will be based on guidance in NCHRP 716 Travel Demand Forecasting: Parameters and Techniques and meet the calibration criteria specified in the TMIP Calibration and Validation Reasonableness Checking Manual. RSG has estimated and calibrated several trip distribution gravity models using custom tools, scripts, and spreadsheets, which will be leveraged to save time and resources for the project.

Contractor will make use of appropriate available data sources, relying mostly on the household travel survey to estimate and calibrate the trip-distribution step of the model, but will utilize previous passive data work and available Replica data to assist with building a better understanding of observed trip distribution patterns.

CONTRACTOR DELIVERABLES

- Updated model trip distribution module.

Task M2.e: Validate Model

Upon completion of the fully functional model system – which will already include individually calibrated submodels, as described in Task M2.c and Task M2.d – the Contractor team will perform static and dynamic validation of the overall model. Static validation involves comparisons to traffic counts and adjusting model inputs or parameters as necessary to improve goodness-of-fit. Dynamic validation involves running the model for a few sample scenarios such as a capacity change and land-use change to ensure that the model responds appropriately. Contractor will implement automated validation reporting functionality to the SCOG model system. Automated validation reporting reduces time spent repeating the same tasks, increases the amount of time conducting validation exercises (e.g., more validation runs), and reduces the potential for errors by manually transferring data.

SCOG – RSG

2024–2026 Regional Transportation Planning and Travel Demand Modeling Services Agreement

Exhibit A - Page 7 of 14

Contractor anticipates that SCOG will provide traffic counts usable by Contractor for model validation. The new seasonally and annually adjusted recent traffic count data broken out by period will be used for model validation. Validation will be performed based on guidance we have used in other efforts and provided in publications such as Travel Model Validation and Reasonableness Checking Manual (FHWA, 2010) and FSUTMS-CUBE Framework Phase II Model Calibration and Validation Standards (Florida DOT, 2008). Contractor will prepare validation summaries and analysis under this task.

CONTRACTOR DELIVERABLES (as part of the model document)

Link volume vs traffic count comparison by facility type and volume group. The following statistical measures will be computed for each facility type – volume-to-count ratio, volume-to-count deviation, correlation coefficient and root mean square error (RMSE).

Screenline analysis using the screenlines defined in the SCOG model.

Task M2.f: Provide Modeling Training

Contractor will conduct two half-day (up to four hours) training sessions for SCOG staff. Contractor proposes that one session be a modeling primer and overview of the model system and the other be on hands-on use cases targeted toward regional plan updates, but this “syllabus” can be adjusted within the overall eight hours of training if SCOG desires. This sessions will cover essential topics such as technical specification of the model, input data generation, running and updating the model, calibration and validation, and output analysis. Training will be conducted remotely.

CONTRACTOR DELIVERABLES

Two half-day modeling training sessions for SCOG staff, conducted remotely.

Task M2.g: Prepare Model Documentation

Contractor will prepare a model development report concisely documenting all development activity performed under this project. The documentation will cover details of input data, model specification, methods and procedures, a detailed summary of calibration and validation exercise, and details of potential future improvements and enhancements. Contractor will prepare and submit draft documentation to SCOG then create a final version in response to SCOG comments. Contractor will utilize and expand upon previous user guide and documentation efforts, which will bring further cost savings to SCOG since these efforts will not need to be created again from the ground up.

CONTRACTOR DELIVERABLES (as part of the model document)

- Updated user guide.
- Updated model document.

TASK M3: PROVIDE MODELING ASSISTANCE FOR REGIONAL TRANSPORTATION PLAN UPDATE

Contractor will assist SCOG with developing three 2050 scenarios: baseline, planned, and illustrative. Contractor assumes that SCOG will provide the required inputs for these future year model scenarios, e.g., land use inputs for forecast year and regional roadway network starting points. Contractor will perform QA/QC on the inputs, plus basic reasonableness checks on outputs of all model forecast runs. SCOG staff will run the forecasts using the updated model. Contractor will support SCOG with analysis of the various scenario outputs, including defining and summarizing results according to the performance measures important to (re-)prioritizing community projects. Contractor will

advise SCOG on setting up the forecast scenarios within the Visum scenario manager framework which will streamline and reduce the amount of effort for managing projects for regional analysis and planning, and allow SCOG to assess quickly and easily individual or groups of project impacts on the regional network.

CONTRACTOR DELIVERABLES

- Guidance on setting up and running the model, incorporated into the updated user guide.
- Brief written quality control findings for model inputs, incorporated into the updated model document.

Forecast summary tables and/or charts per the chosen performance measures for the 2050 future baseline, planned investment, and illustrative investment scenarios; incorporated into the Draft and Final RTP documents (or an appendix thereto).

TASK M4: PROVIDE ONGOING MODEL TECHNICAL SUPPORT

Contractor will provide ongoing technical support to SCOG during the term of this Agreement. Support may include answering SCOG staff questions, making minor tweaks to the model or its documentation, meeting with stakeholders to explain model functionality, and the like.

CONTRACTOR DELIVERABLES

- Technical support for SCOG staff and the model.

FINAL DELIVERABLES TASK

TASK FD: OUTLINE, DRAFT, AND FINAL RTP DOCUMENTS

Task P3.d, based on early stakeholder engagement, created an RTP outline to serve as the control for all RTP content. As various elements (e.g., Safety and Resilience) evolve, Contractor will update the outline with key content to evolve it toward becoming the Draft RTP, and after public comment, the Final RTP.

Contractor will also coordinate several added activities necessary to creating the Draft RTP, per the PMP and PIP from Task P1:

- Establishing the update's Goals and Objectives;
- Establishing the financial constraints and financial plan elements; and
- Succinctly documenting "existing conditions" and needs.

Contractor will work with SCOG staff to finalize the Draft RTP and release it for comment via appropriate engagements and announcements. Contractor will agree with SCOG on an appropriate calendar duration for the public comment period.

After Draft RTP release, Contractor will collate one round of stakeholder comments from each group or organization in the comment tracker described in Task P1, review the commentary to productively structure response to comments, work with SCOG staff to address comments in the tracker and—as appropriate—in the Final RTP document. Contractor will provide the Final RTP document to SCOG.

Contractor will present the draft RTP to the SCOG Transportation Policy Board prior to release for public comment.

Contractor will supply the updated travel model software and data inputs on SCOG storage.

CONTRACTOR DELIVERABLES

- Draft RTP.
- In-person presentation to SCOG Transportation Policy Board.
- Final RTP.
- Updated travel model software and data inputs placed into SCOG systems and storage.
- All project files associated with final deliverables, including project files not yet delivered under modeling tasks and other tools.

ACTION ITEM 5.E. – RESOLUTION 2025-09 TO AMEND UNIFIED PLANNING WORK PROGRAM

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	10/15/2025	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommend approving [Resolution 2025-09](#) to amend the [Unified Planning Work Program for State Fiscal Year 2026](#).

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

FISCAL IMPACT

The adopted version of the Unified Planning Work Program (UPWP) includes an estimated \$153,672 for the Regional Transportation Plan consultant contract, including \$132,926 in Surface Transportation Block Grant Program (STBG) funds with \$20,746 local match. The UPWP amendment increases STBG direct costs for this work task to \$158,876 in STBG funds with \$24,796 local match, an increase of \$30,000 total.

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 2026 (July 1, 2025 through June 30, 2026). The UPWP identifies work tasks, their associated costs and applicable funding sources. The Transportation Policy Board approved the UPWP at the May 21, 2025 meeting.

This proposed amendment includes the following revisions:

- Includes amendment date of October 15, 2025 on the cover;
- Revises page 13 to reflect added direct cost for the Regional Transportation Plan work task, an increase in STBG funds from \$132,926 to \$158,876;
- Updates table on page 24 to display revisions in expenditures by work task, including adding STBG funding and local match to the Regional Transportation Plan work task;
- Updates table on page 25 showing revisions to federal funds;
- Updates table on page 26 to show increased STBG funding, local match and total for Consultant Contract: Regional Transportation Plan; and
- Updates table on page 27 to show increased estimated cost for Regional Transportation Plan work task.

RESOLUTION 2025-09

TO AMEND UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEAR 2026

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, GCC 1193, executed by SCOG and the Washington State Department of Transportation (WSDOT);

WHEREAS, the 2026 state fiscal year in the State of Washington is July 1, 2025–June 30, 2026, 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 2024;

WHEREAS, Guidance was reviewed and followed as the state fiscal year 2026 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 16, 2025 meeting in an open public meeting, and the draft UPWP was made available for public review on April 9, 2025 and May 14, 2025;

WHEREAS, the UPWP was adopted by the Transportation Policy Board at the May 21, 2025 meeting;

WHEREAS, a professional services agreement that extends through state fiscal year 2026 was executed on September 19, 2024 between SCOG and Resource Systems Group, Inc. to complete work on the UPWP Regional Transportation Plan work task, and the parties wish to amend the agreement to add work scope and budget;

WHEREAS, the UPWP is being amended prior to executing an amendment to the Regional Transportation Plan professional services agreement to reflect increased costs and expanded scope for this work task; and

WHEREAS, the draft UPWP amendment was made available for public review on October 8, 2025.

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

The state fiscal year 2026 UPWP is hereby amended.

Adopted: October 15, 2025

Mayor Peter Donovan, Mount Vernon
Transportation Policy Board Chair

Kevin Murphy
Executive Director

UNIFIED PLANNING WORK PROGRAM

Adopted by the Transportation Policy Board on May 21, 2025

Amended on October 15, 2025

DRAFT

State Fiscal Year

2026

July 1, 2025 – June 30, 2026

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

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.

INTRODUCTION

PLANNING ORGANIZATION OVERVIEW

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

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

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

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

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

UNIFIED PLANNING WORK PROGRAM OVERVIEW

The unified planning work program (UPWP) documents the transportation planning work activities and related tasks to be accomplished during state fiscal year (SFY) 2026 – July 1, 2025 through June 30, 2026. Work activities included in the UPWP comply with regional policies, goals and objectives. SCOG's Transportation Policy Board reviews and approves the UPWP, with final approval issued by FHWA, FTA and WSDOT.

This document outlines federal and state planning requirements, then presents a work program of planning activities for SFY 2026 that address the requirements and regional priorities. The work activities in the UPWP are organized into four elements:

- Element 1: [Administration](#);
- Element 2: [Multimodal Planning](#);

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

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

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

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

AMENDING THE UPWP

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

FEDERAL AND STATE REQUIREMENTS

FEDERAL REQUIREMENTS

FEDERAL PLANNING FACTORS

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

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

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

FEDERAL PLANNING EMPHASIS AREAS

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

INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

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

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

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

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

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

PLANNING PRIORITIES FACING THE METROPOLITAN PLANNING AREA

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

Planning priorities for the Skagit region are:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support and enhance the movement of people and goods, to ensure a prosperous regional economy;
- **Preservation:** To maintain, preserve and extend the life and utility of prior investments in regional transportation systems and services;
- **Safety:** To provide for and improve the safety and security of transportation customers and the regional transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout the Skagit region, including congestion relief and improved freight mobility;
- **Environment:** To enhance regional quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment; and
- **Stewardship:** To continuously improve the quality, effectiveness and efficiency of the regional transportation system.

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

STATE REQUIREMENTS

WASHINGTON STATE POLICY GOALS

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

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

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

WASHINGTON STATE PLANNING EMPHASIS AREAS

The following state planning emphasis areas have been identified by WSDOT as areas MPOs and RTPOs are requested to dedicate time and/or resources towards during state fiscal year 2026.

Administrative

WSDOT requests that MPOs and RTPOs consider the following:

- Update RTPO Duties: The Tribal and Regional Integrated Planning Office looks forward to continuing the effort to assess, analyze, and potentially adjust the duties of RTPOs as found in RCW 47.80. They want to work closely with RTPOs to ensure alignment on what is expected of RTPOs as well as identify areas where RTPOs can more effectively enhance regional transportation planning.
- Make Public Documents Accessible: Governing documents should be posted online. Governance documents are public documents and should be easily accessible on the MPO/RTPO website. These include Interlocal Agreements, bylaws and policies.

Planning Collaboration

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

State of Washington

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

December 2024



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

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

- Comprehensive Plan Updates: Many cities and counties in Washington are updating their comprehensive plans for the [periodic update](#). MPOs and RTPOs should coordinate with WSDOT region planning offices in the review and support of the local agency comprehensive plan transportation elements and draft Environmental Impact Statements for those local agencies adopting categorical exemptions for infill housing, per [RCW 43.21C.229](#). As well, per RCW 47.80, RTPOs should certify that transportation elements are consistent with the adopted regional transportation plan.
- Multimodal Planning and Data Division Planning Activities: WSDOT will be scoping the update to the Statewide Multimodal Transportation Plan, refining and implementing the legislatively directed performance-based project evaluation model, and addressing updates to legislation related to vehicle miles of travel reduction, land use/housing, and multimodal level of service. MPOs and RTPOs are requested to dedicate resources to coordinate on these efforts during SFY 2026.
- Active Transportation Division Planning Activities:
 - MPOs and RTPOs are requested to coordinate with WSDOT on Complete Streets, Cycle Highways and project identification for the Sandy Williams Connecting Communities program.
 - If the MPO/RTPO is supporting active transportation plans or working on this, please coordinate with ATD. WSDOT's Active Transportation Assistance Program may have resources available to assist smaller jurisdictions in developing plans, particularly in overburdened communities, affecting tribal lands or vulnerable populations.
 - If the MPO/RTPO plans to conduct active transportation data collection, please coordinate with ATD. WSDOT has identified infrastructure data and network connectivity as significant needs; local data is still needed.
 - MPOs and RTPOs are requested to identify opportunities for active transportation facilities and services to be incorporated into long-term resiliency plans and into emergency response and disaster relief plans, along with planning for evacuation of nondrivers.
- Public Transportation Division Planning Activities: The Statewide Public Transportation Plan update is underway and MPOs and RTPOs are encouraged to dedicate resources to coordinate and collaborate with WSDOT's Public Transportation Division as they work on these efforts. The state and local Commute Reduction Plans will be finalized by July 1, 2025, and there will be a four-year plan implementation period. Updates to the next plan will begin two years into this four-year period. The due date for the next update to the coordinated public transit-human services transportation plans (CPT-HSTPs) is December 1, 2026. The funding letters for the 25-27 biennium CPT-HSTP grant agreements are expected to be issued by the spring of 2025. Please check [WSDOT's public transportation plans webpage](#) in early 2025 for details on an update to the CPT-HSTP guidebook.
- Rail, Freight, and Ports Division Planning Activities:
 - MPOs and RTPOs are requested to incorporate truck parking needs into local and regional planning efforts.

- WSDOT will update the State Rail Plan in 2025 and the State Freight Plan in 2026. MPOs and RTPOs should reserve resources to coordinate with WSDOT.

Federal Functional Classification Update

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

Transportation Asset Management Plan Reporting

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

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

PUBLIC INVOLVEMENT

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

FUNDING SOURCES FOR PLANNING ACTIVITIES

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

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

FEDERAL HIGHWAY ADMINISTRATION 23 USC SECTION 133 AND SECTION 134 GRANT FUNDS

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

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

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

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

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

FEDERAL TRANSIT ADMINISTRATION 49 USC SECTION 5303 AND 5310 GRANT FUNDS

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

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

WASHINGTON STATE REGIONAL TRANSPORTATION PLANNING ORGANIZATION GRANT FUNDS

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

NEW FOR SFY 2026

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

ELEMENT 1: ADMINISTRATION

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

WORK TASKS

1.1 MPO and RTPO Administration

Description: Manage and administer the unified planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Administration will also include assuring compliance with rules and regulations of funding agencies. Supervise staff and personnel activities. Procure office supplies and furniture. Review and update contracts and agreements. Provide clerical support for general administration and other work program elements. Procure software and hardware, and other technologies and devices as needed. Maintain SCOG's website. Participate at monthly meetings of the Transportation Policy Board, Technical Advisory Committee and other committees as needed. Coordinate and consult with other MPOs and RTPOs on federal, state and regional transportation issues. Prepare 2026 operating budget. Provide continuing education and training opportunities through participation in webinars, conferences and seminars. Draft letters of support for transportation projects consistent with applicable policies, plans and programs. Prepare the annual self-certification, specifying that MPO functions are being performed in accordance with all applicable requirements. Facilitate public involvement and outreach efforts in accordance with the Title VI Plan and Public Participation Plan. Consult with tribal governments on transportation planning and programming efforts. Engage applicable federally recognized tribal governments in regional governance of SCOG, consistent with [RCW 47.80.050\(2\)](#).

Responsibilities: SCOG (lead), Consultant

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

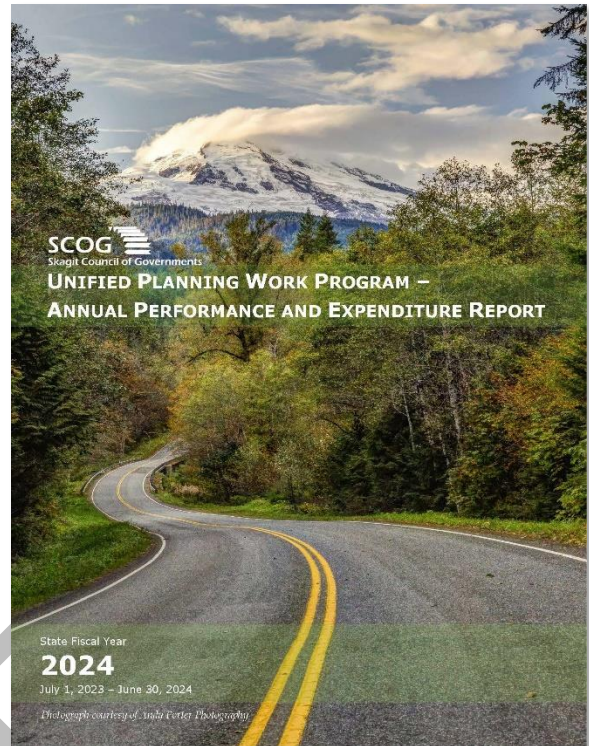
Direct Cost: Technology-related (hardware, software, etc.) direct costs are expected to total up to \$3,500. Travel and training costs are expected to total up to \$20,000. Any consultant costs for the website update are expected to be indirect, not direct costs.

1.2 Unified Planning Work Program

Description: Creation of the SFY 2025 UPWP Annual Performance and Expenditure Report per [23 CFR 420.117](#). SCOG will prepare the SFY 2027 UPWP in cooperation with the Federal Highway Administration, Federal Transit Administration, Skagit Transit and WSDOT.

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

Product: SFY 2025 Annual UPWP Performance and Expenditure Report completed in September 2025, and SFY 2027 UPWP in spring 2026.



1.3 Legislator Contact

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

Responsibilities: SCOG

Product: Quarterly Public Disclosure Commission Reports as necessary.

1.4 Title VI Annual Report

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

Responsibilities: SCOG (lead), WSDOT

Product: Title VI annual report completed in November 2025.

1.5 Public Participation Plan Annual Report

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

Responsibilities: SCOG

Product: Public Participation Plan annual report completed in June 2026.

1.6 Metropolitan Planning Agreement

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

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

Responsibilities: WSDOT (lead), SCOG, Skagit Transit

Product: Metropolitan Planning Agreement updated in SFY 2026.

DRAFT

ELEMENT 2: MULTIMODAL PLANNING

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

WORK TASKS

2.1 Regional Transportation Plan

Description: The Skagit 2045 Regional Transportation Plan (Skagit 2045) – the federal-compliant metropolitan transportation plan and state-compliant regional transportation plan – was adopted in March 2021. Skagit 2045 was amended in July 2022 to improve consistency with local and tribal long-range plans and transportation improvement programs. Another amendment to Skagit 2045 was completed in July 2024, as local comprehensive plans were completed in the Skagit region. A major update to the Regional Transportation Plan began in SFY 2024, with a consultant contract that started in September 2024 and will continue through the plan due date of March 2026.



Responsibilities: SCOG (lead), WSDOT, Consultant

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

Direct Cost: An estimated \$~~132~~158,926-876 of STBG funds will be used for professional services in SFY 2026 for this work task. Direct cost for this work tasks also includes work done under the Travel Demand Model work task, which is not separately identified in that work task to avoid double counting.

2.2 Statewide Planning Initiatives

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

Responsibilities: WSDOT (lead), SCOG

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

2.3 Local Transportation Planning

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

Responsibilities: SCOG

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

2.4 North Sound Transportation Alliance

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

**North Sound
Transportation
Alliance**



Responsibilities: Whatcom Council of Governments (lead), SCOG

Product: NSTA meeting administration and attendance in SFY 2026. Staff support for additional multimodal planning activities that NSTA performs.

2.5 Nondiscrimination Planning

Description: SCOG will review planning, programming and project selections to ensure that SCOG decisions do not have a disproportionate adverse impact on protected populations. SCOG will maintain a Title VI complaint log and implement the adopted Title VI Plan to ensure continued nondiscrimination in SCOG’s transportation program. SCOG will continue implementation of activities from the Americans with Disabilities Act (ADA) Self-evaluation and Program Access Plan adopted in July 2022. SCOG will also continue implementation of activities from the most recent Title VI Plan update, adopted in May 2023 and amended in April 2025. The next major updates to the Title VI Plan and ADA Self-evaluation and Program Access Plan are expected to occur in SFY 2026. Each plan is on a three-year update cycle.

Responsibilities: SCOG (lead), WSDOT

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

2.6 Nonmotorized Transportation Planning

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

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

Responsibilities: SCOG

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

2.7 Infrastructure Investment and Jobs Act

Description: The federal Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021. Many new features of this surface transportation law affect SCOG, specifically the MPO duties that SCOG performs and the federal funding that SCOG receives. There are also many discretionary grant programs created through the law, two of which SCOG applied for funding through in SFY 2024 to assist with regional plans: the Regional Transportation Resilience Improvement Plan; and Regional Safety Action Plan. Both grants were awarded by FHWA. The Code of Federal Regulations may be updated during the timeframe of the SFY 2026 UPWP with regulations implementing the new law. SCOG will continue to participate in processes related to implementing the IIJA and begin to address changes to MPO duties that the 2021 law requires. Implementation activities may occur at the national, statewide and local levels.

Responsibilities: WSDOT (lead), SCOG

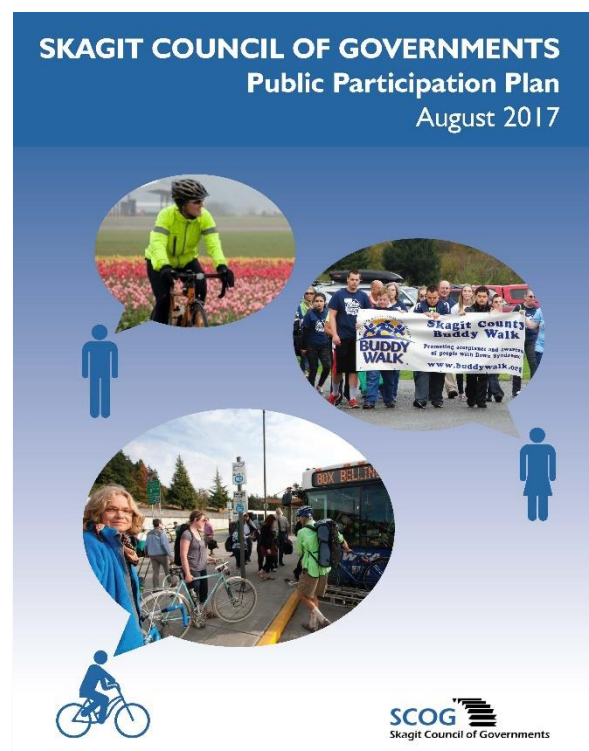
Product: Participation in implementation activities related to the Infrastructure Investment and Jobs Act in SFY 2026 at the national, statewide and local levels.

2.8 Public Participation Plan

Description: The Public Participation Plan guides engagement activities at SCOG and was last updated in 2017. This 2017 update followed a major update to the plan in 2015, which included an assessment of an earlier public participation plan. Another minor update to the 2017 plan may occur in SFY 2026, primarily to address changes with governing bodies, advisory committees, remote meetings and new Infrastructure Investment and Jobs Act requirements. The plan update will follow changes in the Code of Federal Regulations, which may occur in SFY 2026.

Responsibilities: SCOG

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



2.9 Regional Multimodal Level of Service

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

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

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

2.10 Transportation Elements and Countywide Planning Policies

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

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

Responsibilities: SCOG

Product: Certification of local comprehensive plan transportation elements and countywide planning policies as necessary in SFY 2026.

2.11 Regional Planning Duties

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

Responsibilities: SCOG

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

2.12 Regional Transportation Resilience Improvement Plan

Description: SCOG began the process in SFY 2025 to prepare a plan to inform how SCOG may implement a resilience focus in its planning activities and investments. This plan will consider natural hazard risk and exposure on the surface transportation system in the Skagit region, as well as pilot analysis methods for future use. The federal Infrastructure Investment and Jobs Act provides for metropolitan planning organizations, such as SCOG, to optionally prepare a resilience improvement plan as part of the new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program. SCOG applied for funding through the PROTECT discretionary grant program in August 2023, and was notified in April 2024 that the project was selected for these federal funds to expand the scope of this project to meet federal requirements. SCOG began the consultant procurement projects in SFY 2025 and expects to have a professional services agreement executed before SFY 2026 begins. Plan-development process should occur throughout SF 2026.

Responsibilities: SCOG (lead), Consultant

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

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

2.13 Regional Safety Action Plan

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

Responsibilities: SCOG (lead), Consultant

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

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

2.14 Intelligent Transportation Systems Architecture

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

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

Responsibilities: SCOG

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

DRAFT

ELEMENT 3: PROGRAMMING & PROJECT SELECTION

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

WORK TASKS

3.1 Regional Transportation Improvement Program

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

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

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: 2026–2031 Regional Transportation Improvement Program adopted by SCOG’s Transportation Policy Board in October 2025. Regional Transportation Improvement Program amendments and administrative modifications as needed in SFY 2026.



3.2 Annual Listing of Obligations

Description: Prepare an annual listing of obligated projects, showing Federal Highway Administration and Federal Transit Administration funds obligated in calendar year 2025 for the Skagit region.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

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

3.3 Project Selection and Prioritization

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

Responsibilities: SCOG (lead), WSDOT

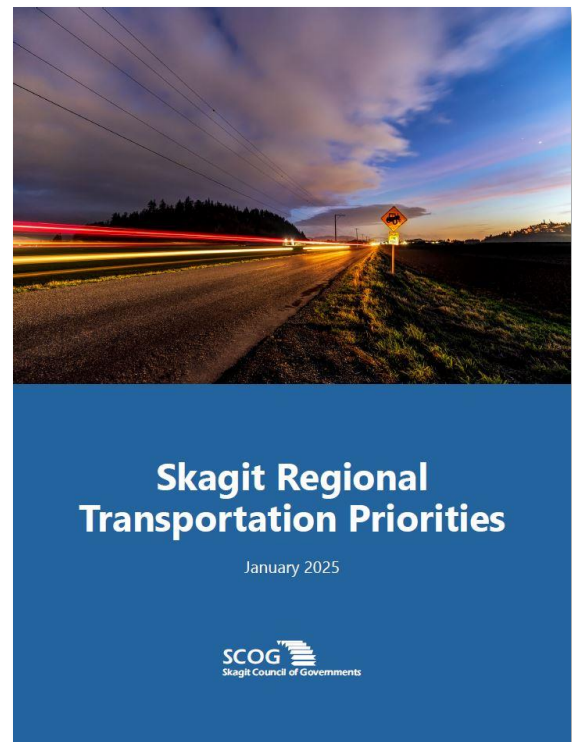
Product: Begin the process to prepare a regional list of prioritized human services transportation projects in SFY 2026.

3.4 List of Regional High Priority Projects

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

Responsibilities: SCOG

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



ELEMENT 4: DATA COLLECTION & ANALYSIS

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

WORK TASKS

4.1 Regional Performance Management

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

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

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

4.2 Travel Demand Model

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

Responsibilities: SCOG (lead), Consultant

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

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

4.3 Traffic Counts

Description: This task includes a continuation of [SCOG's agreement](#) with Skagit County to perform traffic counting services for jurisdictions within Skagit County. A new agreement began on January 1, 2025 after the expiration of the previous agreement, following negotiation of the new agreement to continue traffic count services with Skagit County. The agreement expires on January 1, 2030. Continue to maintain inventory of traffic and vehicle classification counts and travel time studies from all available sources; store data and make available in electronic format. Count bicycle traffic at permanent count locations in Anacortes and Sedro-Woolley. Post process and analyze traffic-count data as necessary.

Responsibilities: SCOG (lead), Skagit County

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

Direct Cost: An estimated \$35,865 of RTPO funds will be used for traffic counts in SFY 2026, including a pass-through of \$35,000 for traffic counts and \$865 for maintenance of permanent bicycle counters.

4.4 Geographic Information Systems

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

Responsibilities: SCOG

Product: Provide GIS data and maps as necessary in SFY 2026. Conduct geospatial analysis, including geocoding of employment data used for the regional travel demand model and other purposes. Continue to increase access to SCOG data through ArcGIS Online and story maps.

4.5 Highway Functional Classification

Description: Update, review and process requests for modifications of the federal highway functional classification system within the Skagit region, as necessary. In SFY 2026, revisit classifications consistent with a past state planning emphasis area suggesting that MPOs review unbuilt proposed routes that have been on the system for six or more years. Resulting adjustments to urban areas, completed in SFY 2025, will impact how facilities are classified (i.e. urban vs. rural). WSDOT will lead the highway functional classification process statewide and has made this an area of emphasis in SFY 2025 and SFY 2026.

Responsibilities: WSDOT (lead), SCOG

Product: Collaboration with WSDOT on roadway classification issues in SFY 2026. Highway functional classifications updated in the Skagit region in SFY 2026, consistent with changes to urban areas.

4.6 Household Travel Survey

Description: The household travel survey studies regional travel behavior and public sentiment for what transportation investments should be made. The project informs the regional travel demand model and provides scientifically valid representation of public preference on regional travel issues. The household travel survey was completed in SFY 2022 after several delays due to travel impacts associated with the COVID-19 pandemic. Work products for SFY 2026 using household travel survey data will be prepared on an as-needed basis.

Responsibilities: SCOG

Product: Conduct analysis of household travel survey data as needed in SFY 2026. Integrate survey data with regional travel demand model. Develop/refine tools for analyzing household travel survey data.



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EXPENDITURES BY WORK TASK

Element	Work Task #	Work Task Title	FHWA - PL			FTA - 5303			FHWA-FTA CPG			FTA - 5310	FHWA - STBG			FHWA - SS4A			FHWA - PROTECT	RTPO	Other	Summary			Total
			Total	Federal	Local	Total	Federal	Local	Total	Federal	Local	Federal	Total	Federal	Local	Total	Federal	Local	Federal	State		Federal	State	Local	
			100.0%	86.5%	13.5%	100.0%	86.5%	13.5%	100.0%	86.5%	13.5%	100%	100.0%	86.5%	13.5%	100.0%	80.0%	20.0%	100%	100.0%					
Administration	1.1	MPO and RTPO Administration	\$109,200	\$94,500	\$14,700	\$22,900	\$19,800	\$3,100	\$132,000	\$114,200	\$17,800	\$0	\$55,000	\$47,600	\$7,400	\$0	\$0	\$0	\$0	\$6,600	\$0	\$161,800	\$6,600	\$25,200	\$193,600
	1.2	Unified Planning Work Program	\$6,500	\$5,600	\$900	\$2,100	\$1,800	\$300	\$8,600	\$7,400	\$1,200	\$0	\$12,800	\$11,100	\$1,700	\$0	\$0	\$0	\$0	\$2,700	\$0	\$18,500	\$2,700	\$2,900	\$24,100
	1.3	Legislator Contact	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	1.4	Title VI Annual Report	\$2,700	\$2,300	\$400	\$1,900	\$1,600	\$300	\$4,500	\$3,900	\$600	\$0	\$3,500	\$3,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$6,900	\$0	\$1,100	\$8,000
	1.5	Public Participation Plan Annual Report	\$2,200	\$1,900	\$300	\$1,500	\$1,300	\$200	\$3,700	\$3,200	\$500	\$0	\$3,500	\$3,000	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$6,200	\$0	\$1,000	\$7,200
	1.6	Metropolitan Planning Agreement	\$5,000	\$4,300	\$700	\$2,900	\$2,500	\$400	\$7,900	\$6,800	\$1,100	\$0	\$12,800	\$11,100	\$1,700	\$0	\$0	\$0	\$0	\$0	\$0	\$17,900	\$0	\$2,800	\$20,700
	Subtotal		\$125,600	\$108,600	\$17,000	\$31,300	\$27,000	\$4,300	\$156,700	\$135,500	\$21,200	\$0	\$87,600	\$75,800	\$11,800	\$0	\$0	\$0	\$0	\$9,300	\$0	\$211,300	\$9,300	\$33,000	\$253,600
Multimodal Planning	2.1	Regional Transportation Plan	\$48,100	\$41,600	\$6,500	\$0	\$0	\$0	\$48,100	\$41,600	\$6,500	\$0	\$233,800	\$202,200	\$31,600	\$0	\$0	\$0	\$0	\$4,700	\$0	\$243,800	\$4,700	\$38,100	\$286,600
	2.2	Statewide Planning Initiatives	\$13,200	\$11,400	\$1,800	\$0	\$0	\$0	\$13,200	\$11,400	\$1,800	\$0	\$21,600	\$18,700	\$2,900	\$0	\$0	\$0	\$0	\$2,600	\$0	\$30,100	\$2,600	\$4,700	\$37,400
	2.3	Local Transportation Planning	\$6,900	\$6,000	\$900	\$0	\$0	\$0	\$6,900	\$6,000	\$900	\$0	\$2,500	\$2,200	\$300	\$0	\$0	\$0	\$0	\$1,500	\$0	\$8,200	\$1,500	\$1,200	\$10,900
	2.4	North Sound Transportation Alliance	\$8,000	\$6,900	\$1,100	\$700	\$600	\$100	\$8,700	\$7,500	\$1,200	\$0	\$5,700	\$4,900	\$800	\$0	\$0	\$0	\$0	\$2,000	\$0	\$12,400	\$2,000	\$2,000	\$16,400
	2.5	Nondiscrimination Planning	\$9,900	\$8,600	\$1,300	\$3,100	\$2,700	\$400	\$13,100	\$11,300	\$1,800	\$0	\$8,600	\$7,400	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$18,700	\$0	\$3,000	\$21,700
	2.6	Nonmotorized Transportation Planning	\$11,000	\$9,500	\$1,500	\$600	\$500	\$100	\$11,600	\$10,000	\$1,600	\$0	\$13,500	\$11,700	\$1,800	\$0	\$0	\$0	\$0	\$0	\$0	\$21,700	\$0	\$3,400	\$25,100
	2.7	Infrastructure Investment and Jobs Act	\$5,800	\$5,000	\$800	\$2,500	\$2,200	\$300	\$8,300	\$7,200	\$1,100	\$0	\$6,500	\$5,600	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$12,800	\$0	\$2,000	\$14,800
	2.8	Public Participation Plan	\$21,700	\$18,800	\$2,900	\$2,200	\$1,900	\$300	\$23,800	\$20,600	\$3,200	\$0	\$22,300	\$19,300	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$39,900	\$0	\$6,200	\$46,100
	2.9	Regional Multimodal Level of Service	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,300	\$2,000	\$300	\$0	\$0	\$0	\$0	\$4,600	\$0	\$2,000	\$4,600	\$300	\$6,900
	2.10	Transportation Elements and Countywide Planning Policies	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,200	\$14,000	\$2,200	\$0	\$0	\$0	\$0	\$4,400	\$0	\$14,000	\$4,400	\$2,200	\$20,600
	2.11	Regional Planning Duties	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,100	\$2,700	\$400	\$0	\$0	\$0	\$0	\$3,000	\$0	\$2,700	\$3,000	\$400	\$6,100
	2.12	Regional Transportation Resilience Improvement Plan	\$17,000	\$14,700	\$2,300	\$0	\$0	\$0	\$17,000	\$14,700	\$2,300	\$0	\$37,700	\$32,600	\$5,100	\$0	\$0	\$0	\$249,600	\$0	\$0	\$296,900	\$0	\$7,400	\$304,300
	2.13	Regional Safety Action Plan	\$47,500	\$41,100	\$6,400	\$0	\$0	\$0	\$47,500	\$41,100	\$6,400	\$0	\$0	\$0	\$0	\$167,300	\$133,800	\$33,500	\$0	\$0	\$0	\$174,900	\$0	\$39,900	\$214,800
	2.14	Intelligent Transportation Systems Architecture	\$6,500	\$5,600	\$900	\$1,800	\$1,600	\$200	\$8,300	\$7,200	\$1,100	\$0	\$7,500	\$6,500	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$13,700	\$0	\$2,100	\$15,800
Subtotal		\$195,600	\$169,200	\$26,400	\$10,900	\$9,500	\$1,400	\$206,500	\$178,600	\$27,900	\$0	\$381,300	\$329,800	\$51,500	\$167,300	\$133,800	\$33,500	\$249,600	\$22,800	\$0	\$891,800	\$22,800	\$112,900	\$1,027,500	
Programming & Project Selection	3.1	Regional Transportation Improvement Program	\$6,400	\$5,500	\$900	\$3,000	\$2,600	\$400	\$9,400	\$8,100	\$1,300	\$0	\$26,000	\$22,500	\$3,500	\$0	\$0	\$0	\$0	\$2,100	\$0	\$30,600	\$2,100	\$4,800	\$37,500
	3.2	Annual Listing of Obligations	\$3,500	\$3,000	\$500	\$3,000	\$2,600	\$400	\$6,500	\$5,600	\$900	\$0	\$4,600	\$4,000	\$600	\$0	\$0	\$0	\$0	\$0	\$0	\$9,600	\$0	\$1,500	\$11,100
	3.3	Project Selection and Prioritization	\$5,600	\$4,800	\$800	\$3,700	\$3,200	\$500	\$9,400	\$8,100	\$1,300	\$0	\$34,600	\$29,900	\$4,700	\$0	\$0	\$0	\$0	\$1,400	\$0	\$38,000	\$1,400	\$6,000	\$45,400
	3.4	List of Regional High Priority Projects	\$2,800	\$2,400	\$400	\$800	\$700	\$100	\$3,600	\$3,100	\$500	\$0	\$6,900	\$6,000	\$900	\$0	\$0	\$0	\$0	\$0	\$0	\$9,100	\$0	\$1,400	\$10,500
	Subtotal		\$18,300	\$15,700	\$2,600	\$10,500	\$9,100	\$1,400	\$28,900	\$24,900	\$4,000	\$0	\$72,100	\$62,400	\$9,700	\$0	\$0	\$0	\$0	\$3,500	\$0	\$87,300	\$3,500	\$13,700	\$104,500
Data Collection & Analysis	4.1	Regional Performance Management	\$3,100	\$2,700	\$400	\$1,900	\$1,600	\$300	\$5,000	\$4,300	\$700	\$0	\$10,500	\$9,100	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$13,400	\$0	\$2,100	\$15,500
	4.2	Travel Demand Model	\$4,900	\$4,200	\$700	\$0	\$0	\$0	\$4,900	\$4,200	\$700	\$0	\$24,400	\$21,100	\$3,300	\$0	\$0	\$0	\$0	\$0	\$0	\$25,300	\$0	\$4,000	\$29,300
	4.3	Traffic Counts	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,100	\$9,600	\$1,500	\$0	\$0	\$0	\$0	\$36,900	\$0	\$9,600	\$36,900	\$1,500	\$48,000
	4.4	Geographic Information Systems	\$2,100	\$1,800	\$300	\$0	\$0	\$0	\$2,100	\$1,800	\$300	\$0	\$15,300	\$13,200	\$2,100	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0	\$2,400	\$17,400
	4.5	Highway Functional Classification	\$2,900	\$2,500	\$400	\$0	\$0	\$0	\$2,900	\$2,500	\$400	\$0	\$10,100	\$8,700	\$1,400	\$0	\$0	\$0	\$0	\$0	\$0	\$11,200	\$0	\$1,800	\$13,000
	4.6	Household Travel Survey	\$3,700	\$3,200	\$500	\$1,500	\$1,300	\$200	\$5,300	\$4,600	\$700	\$0	\$6,100	\$5,300	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$9,900	\$0	\$1,500	\$11,400
	Subtotal		\$16,700	\$14,400	\$2,300	\$3,400	\$2,900	\$500	\$20,200	\$17,400	\$2,800	\$0	\$77,500	\$67,000	\$10,500	\$0	\$0	\$0	\$0	\$36,900	\$0	\$84,400	\$36,900	\$13,300	\$134,600
Total			\$356,200	\$307,900	\$48,300	\$56,100	\$48,500	\$7,600	\$412,300	\$356,400	\$55,900	\$0	\$618,500	\$535,000	\$83,500	\$167,300	\$133,800	\$33,500	\$249,600	\$72,500	\$0	\$1,274,800	\$72,500	\$172,900	\$1,520,200

Note: Figures rounded to nearest hundred

EXPENDITURES & REVENUE BY FUND TYPE

FEDERAL FUNDS

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2025	Est. Carry Forward to 2027
SCOG	FHWA-FTA CPG Federal Funds - 86.5%	\$135,600	\$178,700	\$24,900	\$17,400	\$356,600	\$453,500	\$220,400	\$317,300
	Local Match - 13.5%	\$21,200	\$27,900	\$3,900	\$2,700	\$55,700	\$55,700	N/A	
	FHWA STBG Federal Funds - 86.5%	\$75,800	\$329,900	\$62,300	\$67,100	\$535,100	\$313,000	\$222,100	\$0
	Local Match - 13.5%	\$11,800	\$51,500	\$9,700	\$10,500	\$83,500	\$83,500	N/A	
	FHWA SS4A Federal Funds - 80.0%	\$0	\$133,800	\$0	\$0	\$133,800	\$0	\$167,300	\$0
	Local Match - 20.0%	\$0	\$33,500	\$0	\$0	\$33,500	\$0	N/A	
	FHWA PROTECT Federal Funds - 100.0%	\$0	\$249,600	\$0	\$0	\$249,600	\$0	\$249,600	\$0
	Total	\$244,400	\$1,004,900	\$100,800	\$97,700	\$1,447,800	\$905,700	\$859,400	\$317,300

Note: Figures rounded to nearest hundred

STATE FUNDS

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2025	Est. Carry Forward to 2027
SCOG	RTPO	\$9,300	\$22,900	\$3,500	\$36,900	\$72,500	\$143,300	\$0	\$70,800
	Total	\$9,300	\$22,900	\$3,500	\$36,900	\$72,500	\$143,300	\$0	\$70,800

Note: Figures rounded to nearest hundred

SURFACE TRANSPORTATION BLOCK GRANT FUNDING BREAKDOWN

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

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

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

	Program Fund Source	SCOG Admin. (SFY 2026 est.)	Consultant Contract: Regional Transportation Plan (SFY 2026 est.)
SCOG	FHWA STBG Federal Funds - 86.5%	\$312,967	\$158,876
	Local Match - 13.5%	\$48,845	\$24,796
	Total	\$361,812	\$183,672

EXPECTED CONSULTANT & AGENCY AGREEMENTS

Agreements expected between SCOG and other parties related to SFY 2026 UPWP work tasks are included in the following table. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2026 only and do not include any matching funds.

Work Task #	Work Task Title	Agreement Type	Fund Type	Estimated Cost
2.1	Regional Transportation Plan	Professional Services	FHWA STBG	\$158,876
2.12	Regional Transportation Resilience Improvement Plan	Professional Services	FHWA PROTECT	\$249,623
2.13	Regional Safety Action Plan	Professional Services	FHWA SS4A	\$142,725
4.3	Traffic Counts	Interlocal	RTPO	\$35,000
Total				\$586,224

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	

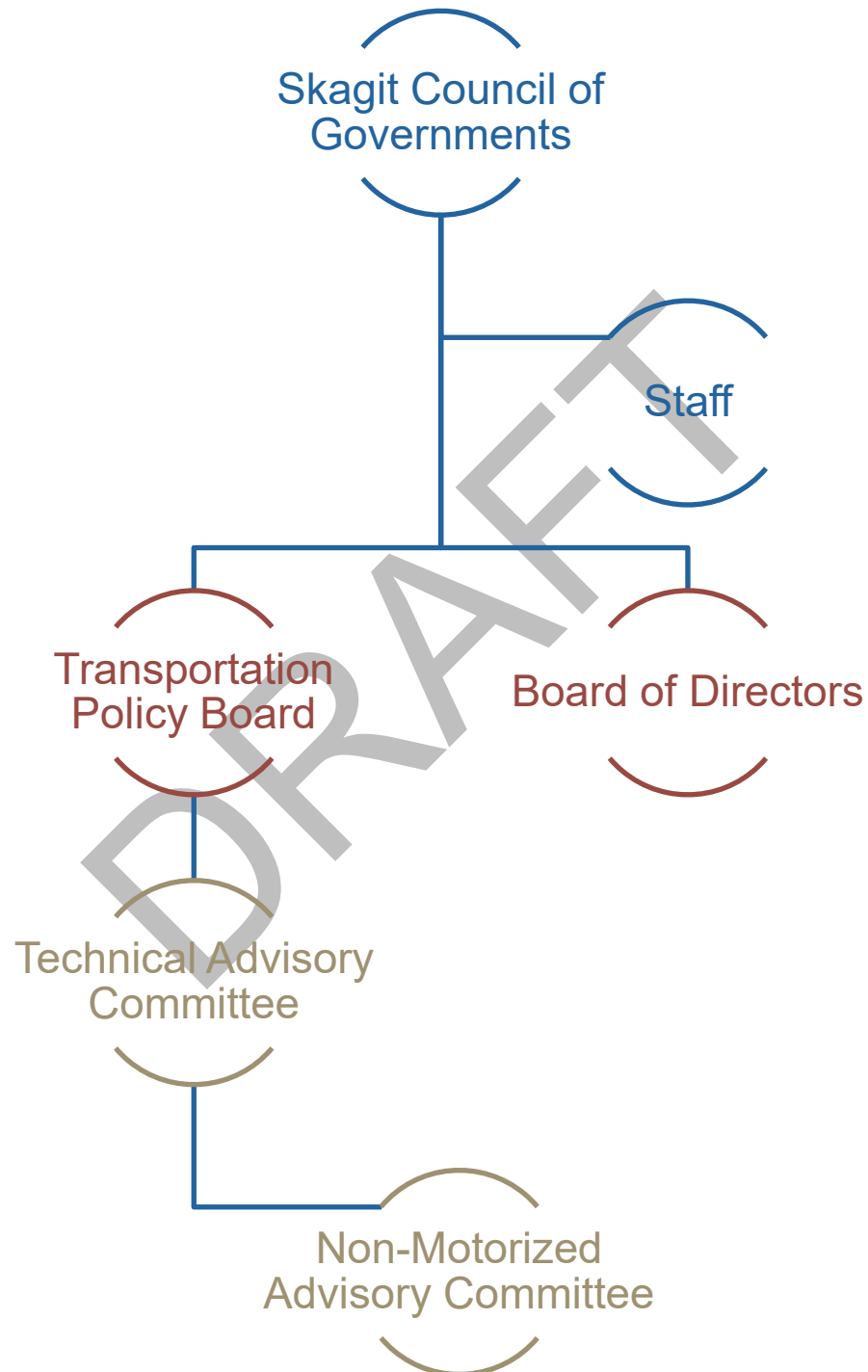
NON-VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

Major Employer Representative

Skagit Public Utility District

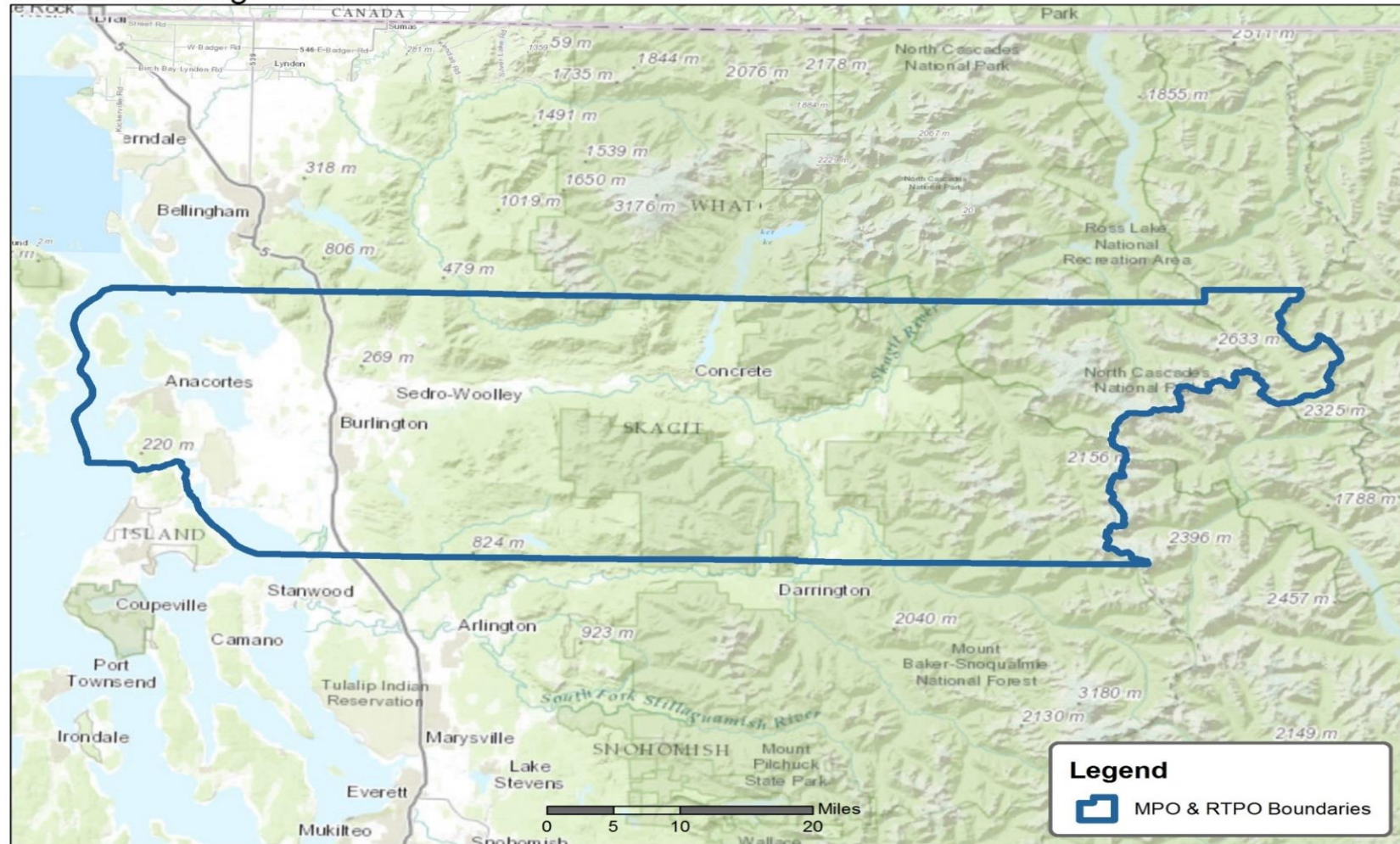
Washington State Legislative Delegation (Districts 10, 39, 40)

Appendix B: ORGANIZATIONAL STRUCTURE

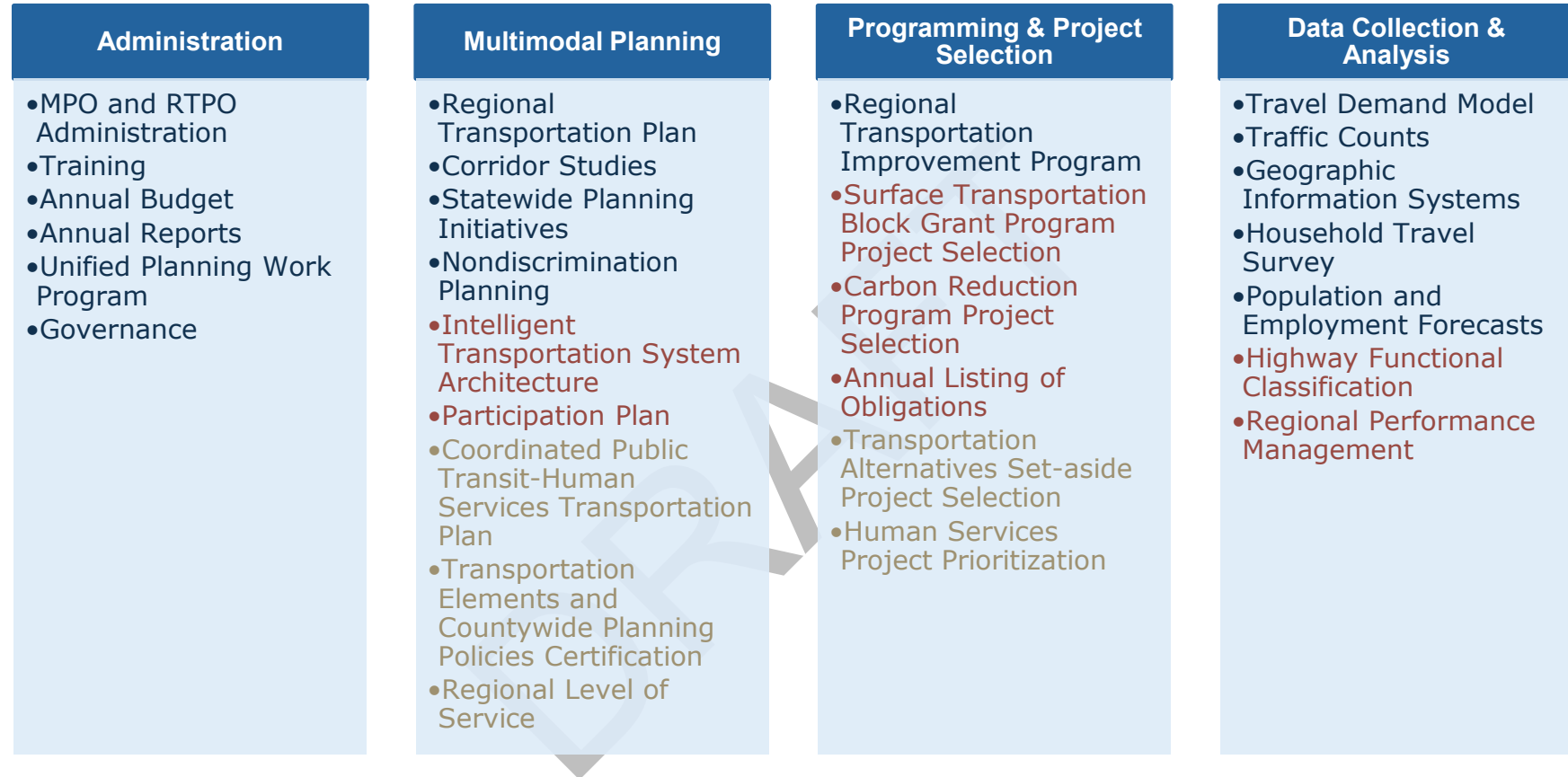


Appendix C: MPO & RTPO PLANNING AREA

SCOG Planning Area



Appendix D: CORE PROGRAMS AND FUNCTIONS



MPO (Federal)

RTPPO (State)

MPO & RTPPO

Appendix E: PLANNING PROJECTS BY OTHER AGENCIES

SAMISH INDIAN NATION

COMPREHENSIVE SAFETY ACTION PLAN

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

Schedule: Calendar years 2025–2026

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

CITY OF SEDRO-WOOLLEY

COMPREHENSIVE SAFETY ACTION PLAN

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

Schedule: Calendar years 2025–2026

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

SKAGIT TRANSIT

2025 TRANSIT DEVELOPMENT PLAN

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

Schedule: May–August 2025

Funding: Local funds

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION

CASCADIA HIGH-SPEED RAIL AND I-5 PROGRAM

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

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

Schedule: State Fiscal Year 2025–2027

Funding: WSDOT and US federal funds

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DISCUSSION ITEM 6.A. – AD HOC SPECIAL NEEDS TRANSPORTATION COMMITTEE

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	10/15/2025	Discussion	Sarah Ruether	(360) 416-6678

DISCUSSION

Skagit Council of Governments (SCOG) was awarded a mobility management grant as part of the WSDOT Consolidated Grant Program's funding cycle in 2024. This grant provides funding for staff to lead a mobility management coalition of special needs transportation providers to find ways to foster collaboration, sharing of resources and services among the different providers, and providing better outreach to the community. This grant includes two years of funding for 26 hours of staff time per month from mid-2025- mid-2027. Contract negotiations for this grant with WSDOT are currently in process.

The expertise and organizations that would be required for potential stakeholders for the Ad Hoc committee overlaps with two other Skagit Council of Governments work items in 2026. It overlaps with the update of the Coordinated Public Transit Human Services Transportation Plan (CPT-HSTP) and the administration of the WSDOT Consolidated Grant Program regional list of prioritized human services and transportation projects. For this reason, it is proposed to create a new Ad Hoc committee that would function both as the mobility management coalition, and the advisory group that assists with the CPT-HSTP update and WSDOT Consolidation Grant Program administration. This would be a more efficient use of the group's time, by not requiring multiple meetings and having the monthly meetings cover all three work items. This group would also advise on ADA updates done in 2026.

The update of the CTP-HSTP and the administration of the Consolidated Grant Program's regional list of prioritized human service projects will end in December 2026. In 2027 this group would focus only on the mobility management work required as part of the grant contract.

As part of the creation of this new Ad Hoc committee, staff will bring a list of proposed bylaws and a list of potential organizations to be invited for membership in December. Staff will reach out to potential organizations that may be a good fit for the committee prior to the December Transportation Policy Board meeting to see if there is any interest in serving on this committee.

UNIFIED PLANNING WORK PROGRAM – ANNUAL PERFORMANCE AND EXPENDITURE REPORT

State Fiscal Year

2025

July 1, 2024 – June 30, 2025

Photograph courtesy of Andy Porter Photography

ABOUT SCOG

The Skagit Council of Governments (SCOG) is a voluntary organization of governments whose purpose is to foster a cooperative effort in resolving problems that are common and regional. SCOG is the metropolitan planning organization (MPO) and the regional transportation planning organization (RTPO) in Skagit County, Washington. Through these organizations, federal- and state-required planning activities are carried out. One of these activities is the development of a unified planning work program (UPWP).

WHAT IS A UPWP?

The [2025 Unified Planning Work Program](#) details the planned work tasks, cost estimates and anticipated expenses for state fiscal year 2025 (July 1, 2024 through June 30, 2025). The UPWP identifies how state and federal planning requirements are addressed, who performs the work, the schedule for completing the work and a summary of estimated revenues and expenditures.

WHAT IS THE ANNUAL PERFORMANCE AND EXPENDITURE REPORT?

SCOG, as a subrecipient of federal funding through the Washington State Department of Transportation (WSDOT), is required by [23 CFR 420.117](#) to report annually on UPWP progress. SCOG must submit performance and expenditure reports detailing the progress made in fulfilling the UPWP, which include:

- Comparison of actual performance with established goals;
- Progress in meeting schedules;
- Status of expenditures in a format compatible with the UPWP, including a comparison of budgeted amounts and actual costs incurred;
- Cost overruns or underruns;
- Approved work program revisions; and
- Other pertinent supporting data.

This report addresses the requirements listed above.

APPROVED AMENDMENTS TO THE 2025 UNIFIED PLANNING WORK PROGRAM

There was one amendment to the 2025 Unified Planning Work Program. The amendment was necessary due to a new agreement for traffic count services performed by Skagit County, which was executed during state fiscal year 2025 and superseded the previous agreement for these services.

UNIFIED PLANNING WORK PROGRAM ELEMENTS

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.

STATE FISCAL YEAR (SFY) 2025 ACCOMPLISHMENTS

- Prepared and adopted calendar year [2025 SCOG Operating Budget](#);
- Prepared [2024 Annual UPWP Performance and Expenditure Report](#);
- Developed and adopted [SFY 2026 UPWP](#);
- Amended [SFY 2025 UPWP](#);
- Began [Public Participation Plan annual report](#) (completed July 2025);
- Conducted meetings of the Transportation Policy Board, Technical Advisory Committee and Non-Motorized Advisory Committee;
- Completed annual [Title VI Accomplishments & Goals Report](#);
- Developed and adopted [2025 Cost Allocation Plan](#);
- Completed and distributed letters extending invitation to joining SCOG to Upper Skagit Indian Tribe and Sauk-Suiattle Indian Tribe;
- Employed intern;
- Participated in webinars, trainings and other sessions provided by the United States Department of Transportation and WSDOT;
- Attended American Planning Association's 2025 National Planning Conference;
- Participated in quarterly meetings of MPOs-RTPOs and MPO-RTPO-WSDOT coordinating committee;
- Composed letters of support for projects;
- Completed metropolitan planning organization self-certification process;
- Prepared and revised financial forecasts and revenue projections supporting the transportation program; and
- Consulted with tribal governments on planning, programming and project selection processes.

WORK NOT COMPLETED

Work Task 1.5 – Public Participation Plan Annual Report: this annual report was completed in July 2025, right after SFY 2025 ended.

Work Task 1.6 – Metropolitan Planning Agreement: this work task was led by WSDOT and was not initiated by WSDOT during SFY 2025. The SFY 2026 UPWP also includes this work task with WSDOT as the lead.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$176,900	\$226,355	\$49,455 Over	128%

The percent expended for Element 1: Administration (**128%**) exceeded the estimate for SFY 2025, while most work tasks were completed. This overage is primarily due to more staff time devoted to this element than expected.

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.

SFY 2025 ACCOMPLISHMENTS

- Adopted amendment to [Skagit 2045 Regional Transportation Plan](#), the metropolitan-regional transportation plan for the Skagit region (prepared in SFY 2024);
- Executed professional services agreement for [major update to metropolitan-regional transportation plan and travel demand model](#);
- Executed professional services agreement for [Regional Safety Action Plan](#);
- Executed professional services agreement for [Regional Transportation Resilience Improvement Plan](#);
- Prepared and submitted grant application to WSDOT for [mobility management function](#), with award letter received in June 2025;
- Continued major update to metropolitan-regional transportation plan (Skagit 2045 Regional Transportation Plan) due by March 2026, with consultant assistance;
- Continued process to prepare Regional Transportation Resilience Improvement Plan, with consultant assistance;
- Continued process to prepare Regional Safety Action Plan, with consultant assistance;

- Participated in the [North Sound Transportation Alliance](#) at steering committee and general assembly levels;
- Participated in statewide planning initiatives;
- Continued ongoing nondiscrimination activities;
- Completed process to update Skagit County Bike Map, receiving 20,000 printed copies;
- Distributed Skagit County Walking Trail Guide and Skagit County Bike Map;
- Certified [Skagit County Comprehensive Plan Transportation Element](#);
- Certified [Consistency of Skagit County Countywide Planning Policies with Regional Transportation Plan](#);
- Disseminated [Certification Program Assessment](#) (completed SFY 2024);
- Prepared [Non-Motorized Advisory Committee 2025 Work Program](#);
- Updated regional planning duties via [Transportation Element Certification Review Manual](#);
- Prepared and approved [Regional Transportation Strategy for 2024-2026 Regional Transportation Plan Update](#);
- Provided transportation planning assistance to member jurisdictions;
- Continued participation in stakeholder process to develop Skagit Transit's Long Range Transit Plan, as well as reviewed and commented on their Transit Development Plan;
- Worked with government agencies as they prepared multimodal level of service standards;
- Prepared and submitted additional request for RTPPO funding to WSDOT, which was ultimately not funded; and
- Completed collaboration with WSDOT staff on a traffic operations and safety analysis study for Interstate 5 through Mount Vernon and Burlington.

WORK NOT COMPLETED

Work Task 2.8 – Public Participation Plan: a minor update to this plan had been anticipated in SFY 2025. Due to November 2021 changes in federal law with the Infrastructure Investment and Jobs Act, this plan update has been delayed into SFY 2026, pending new regulations implementing the act.

Work Task 2.14 – Intelligent Transportation Systems Architecture: after an internal draft was prepared in SFY 2025, the schedule for this work task was adjusted, with an update to Intelligent Transportation Systems Architecture now anticipated in SFY 2026.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$834,300	\$714,493	\$119,807 Under	86%

The percent expended for Element 2: Multimodal Planning (86%) was below the amount budgeted for SFY 2025. This underage was due primarily to delays in professional services expenses from what had been expected in SFY 2025, resulting in expected higher consultant expenses in SFY 2026 providing services on work tasks in this element.

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) 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 were 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.

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.

SFY 2025 ACCOMPLISHMENTS

- Adopted [2025–2030 Regional Transportation Improvement Program](#);
- Managed 2025–2030 Regional Transportation Improvement Program through formal amendments and administrative modifications;
- Exceeded 2025 regional obligation authority target, making jurisdictions in the Skagit region eligible for the FHWA August Redistribution;
- Continued regional obligation authority process and implemented with project sponsors;
- Coordinated with project sponsors on expected obligations for Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds, as well as regional obligation authority target delivery;
- Prepared, adopted and revised 2025 Obligation Authority Plan;
- Prepared quarterly obligation reports;
- Completed regional selection process for federal [Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives](#) grant funds;
- Prepared and adopted [List of Regional High Priority Projects](#);
- Completed process for [Human Services Transportation Project Prioritization](#); and
- Prepared [2024 Annual Listing of Federal Obligations](#).

WORK NOT COMPLETED

All work tasks in Element 3: Programming & Project Selection were completed during SFY 2025.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$81,200	\$56,928	\$24,272 Under	70%

The percent expended for Element 3: Programming & Project Selection (70%) was below the estimate for SFY 2024, while all work tasks were completed. Underage is due to less staff hours necessary on work tasks in this element than estimated.

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.

SFY 2025 ACCOMPLISHMENTS

- Filled requests for regional travel demand model and household travel survey information;
- Coordinated with Skagit Transit on annual amendments to their Public Transportation Agency Safety Plan and Transit Asset Management Plan;
- Participated in statewide efforts related to performance targets, including TPM Framework Group;
- Adopted annual [Regional Highway Safety Performance Targets](#) in accord with performance-based planning and programming requirements;
- Geocoded and analyzed employment data in the Skagit region;
- Continued coordination with WSDOT and the Whatcom Council of Governments on a potential Interstate 5 traffic counter at the border of Whatcom and Skagit counties;
- Prepared GIS maps, revised webmaps and conducted geospatial analysis on an as-needed basis;
- Conducted over 500 traffic counts and participated in annual traffic counts meeting with Skagit County;
- Executed new interlocal agreement with Skagit County to provide [traffic count services](#);
- Continued update to regional travel demand model;
- Finalized projections and allocations of population, housing and employment;
- Provided regional input to Freight and Goods Transportation System update led by WSDOT; and
- Maintained [Skagit Region Traffic Counts](#) webmap to disseminate traffic count information.

WORK NOT COMPLETED

Work Task 4.2 – Travel Demand Model: model updates anticipated in SFY 2025 were not completed due to project delays and continue into SFY 2026.

Work Task 4.5 – Highway Functional Classification: this regionwide update to highway functional classification did not begin in SFY 2025. WSDOT is leading this process and SCOG continued to wait on WSDOT to begin the process into SFY 2026.

Work Task 4.6 – Household Travel Survey: consultant assistance with integrating household travel survey data into the regional travel demand model continued into SFY 2026.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$122,300	\$77,227	\$45,073 Under	63%

The percent expended for Element 4: Data Collection & Analysis (**63%**) was below anticipated for SFY 2025. The difference is primarily due to the work tasks that were not completed during SFY 2025.

CONCLUSIONS

Expenses incurred were \$139,697 less than budgeted in the SFY 2025 UPWP. Reasons explaining differences between budgeted amounts and expenditures are highlighted in each UPWP element. Overall, SCOG was again a careful steward of federal and state funding coming to the agency in SFY 2025 for the continuing, cooperative and comprehensive planning process.

TOTAL EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$1,214,700	\$1,075,003	\$139,697 Under	88%

SUMMARY OF EXPENDITURES

Program Fund Source		Budgeted/Expended	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Total
Federal Funds & Local Match	Federal Highway Administration & Federal Transit Administration – Consolidated Planning	Budgeted	\$69,000	\$45,100	\$22,200	\$36,400	\$172,700
		Expended	\$117,493	\$72,749	\$14,556	\$23,288	\$228,086
	Federal Highway Administration – Surface Transportation Block Grant Program	Budgeted	\$101,300	\$380,400	\$55,300	\$63,900	\$600,900
		Expended	\$75,894	\$483,265	\$35,175	\$35,645	\$629,979
	Federal Highway Administration – Safe Streets and Roads for All	Budgeted	\$0	\$210,400	\$0	\$0	\$210,400
		Expended	\$0	\$113,508	\$0	\$0	\$113,508
	Federal Highway Administration – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program	Budgeted	\$0	\$139,800	\$0	\$0	\$139,800
		Expended	\$0	\$16,047	\$0	\$0	\$16,047
	Subtotal Budgeted		\$170,300	\$775,700	\$77,500	\$100,300	\$1,123,800
	Subtotal Expended		\$193,387	\$685,569	\$49,731	\$58,933	\$987,620
State Funds	Regional Transportation Planning Organization – Planning	Budgeted	\$6,600	\$58,600	\$3,700	\$22,000	\$90,900
		Expended	\$32,968	\$28,924	\$7,197	\$18,294	\$87,383
	Subtotal Budgeted		\$6,600	\$58,600	\$3,700	\$22,000	\$90,900
	Subtotal Expended		\$32,968	\$28,924	\$7,197	\$18,294	\$87,383
Total	Budgeted		\$176,900	\$834,300	\$81,200	\$122,300	\$1,214,700
	Expended		\$226,355	\$714,493	\$56,928	\$77,227	\$1,075,003

Note: expenditures are rounded to the nearest dollar.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

October 2, 2025

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Burlington Brian Dempsey
- City of Mount Vernon Frank Reinert
- City of Sedro-Woolley Peter Lane
- Samish Indian Nation..... Nick Dorr
- Skagit County Tom Weller, Given Kutz, Steven Pietig
- Skagit PUD..... Mark Semrau
- Skagit Transit..... Maleah Kuzminsky
- Washington State Department of Transportation (WSDOT)..... John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

No one else attended the meeting.

AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. September 4, 2025 Technical Advisory Committee Meeting Minutes: Mr. Weller moved to approve the September 4, 2025 Technical Advisory Committee meeting minutes, and Mr. Reinert seconded the motion. The motion carried unanimously.
3. October Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that there were two Regional Transportation Improvement Program (RTIP) amendments for the month and that both were submitted by WSDOT. The amendment for the SR 20 Childs Creek to Skagit River – Fish Passage adds the project to the RTIP, and funding comes from Move Ahead Washington. Total estimated project cost is \$17,869,013. The amendment for the SR 534 I-5 Interchange to SR 9 Vicinity – Paving project adds the project to the RTIP, with both federal funding from the Surface Transportation Block Grant Program and state funding from Move Ahead Washington and Motor Vehicle Account. Total estimated project cost is \$5,049,812.

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

4. 2026-2031 Regional Transportation Improvement Program: Mr. Hamilton presented this agenda item. He explained that every October the Transportation Policy Board approves a new RTIP, and that it contains six years' worth of projects. After last month's meeting, the draft was released for review. He then gave an overview of the RTIP amendment submittal process and where to find the schedule on SCOG's website.

Mr. Shambaugh motioned to recommend approval of the 2026-2031 Regional Transportation Improvement Program to the Transportation Policy Board as presented. Mr. Weller seconded the motion and it carried unanimously.

5. 2026 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that this is a document that is kept separate from the RTIP so that it can be amended quickly throughout the calendar year. The only change from the draft that was presented at the previous month's TAC meeting was that a Burlington project was removed, as the project had not yet gone through the local process prior to inclusion on the RTIP. Mr. Hamilton explained that next year's expected obligations are lower than the anticipated target, but with over \$2 million in extensions currently pending which should count towards next year's target, SCOG staff expect the Skagit region to be in a beneficial position to meet the target. He added that the regional obligation authority target is typically not received until early each calendar year, and he expects the target will be received in January 2026. He then gave an overview of the document and obligation procedures.

Mr. Reinert motioned to recommend approval of the 2026 Obligation Authority Plan to the Transportation Policy Board as presented. Mr. Weller seconded the motion and it carried unanimously.

6. 2025 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He discussed all projects included within the 2025 Obligation Authority Plan. Project sponsors gave updates for projects that had not yet received federal authorization. Mr. Hamilton reiterated that the Skagit region exceeded our regional obligation authority target for the federal fiscal year that just closed, positioning the region to receive redistributed obligation authority and additional funds that may be sanctioned from other parts of Washington state.
7. 2025 Federal Highway Functional Classification System Update: Mr. Hamilton presented this agenda item. He stated that this is a process that normally happens every ten years, following adjustment of highway urban areas occurring after each decennial census. SCOG staff were notified in August by WSDOT staff that the process is now underway, and SCOG staff expect to complete the Skagit regional process by the end of October. This update is limited in scope, focused on facilities at the urban-rural interface and routes that have been proposed for many years and not constructed. Mr. Hamilton then gave an overview of how SCOG staff will be conducting the update process and let TAC members know that Mr. Johnson would be reaching out soon to schedule meetings with staff from the four cities and Skagit County.
8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.

9. Next Meeting: November 6, 2025, 1:30 p.m.

10. Adjourned: 2:47 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

2025 OBLIGATION AUTHORITY PLAN

The following projects had until **March 1, 2025** to obligate federal funding. If project funds did not obligate by March 1, 2025, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

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

The following project must obligate federal funding before **August 1, 2025**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PL	✓	\$312,967

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

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Anacortes	12 th Street and K Avenue Intersection Improvements	WA-15132	PE	✓	\$224,000
City of Sedro-Woolley	John Liner Road Arterial Improvements	SW59	RW	✗	\$210,089
City of Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	SW43	PE	✓	\$104,665
Skagit Transit	Construction of Ancillary Maintenance Buildings	WA-16440	CN	✓	\$275,000
Skagit Transit	Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase	WA-16441	CN	✓	\$275,000
Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Project Phase II	WA-14012	CN	✓	\$3,000,000

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS¹: \$5,820,184
OBLIGATION AUTHORITY TARGET: \$2,650,244

¹ Includes a total of \$5,820,184 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2024 – September 30, 2025. 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, 2025**. These projects will be deprogrammed with expiration of the 2025–2030 RTIP in January 2026.

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

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgins Street	SW42	CN	(Not Yet)	\$408,742
Samish Indian Nation	SR20/Campbell Lake Road - Intersection Improvement	WA- 11959	CN	✓	\$1,285,200
City of Anacortes	Q Avenue Pedestrian Crossings	WA-15131	CN	(Not Yet)	\$396,000
City of Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	PE ²	✓	\$350,000
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	PE	✓	\$27,680

TOTAL STBG-TA-CR EXTENSIONS: \$2,467,622

Appeals

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

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

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

TOTAL STBG-TA-CR APPEALS: \$0

² \$350,000 obligated for PE phase, not RW phase as programmed.

Dates		Total Funding Available	FHWA/FTA CPG (13.5%)	STBG (13.5%)	RTPO	HSTP	PROTECT	Regional Mobility	Resilience Improvement Project (13.5%)	Skagit 2050 (13.5%)	SS4A Safety Action Plan (20%)
06/30/2025 Carryforward		\$ 966,637	\$ 369,367.34	\$ -	\$ -	\$ -	\$ 271,082		\$ 38,667	\$ 173,253	\$ 114,268
RTPO	7/1/2025 - 6/30/2027	143,286			143,286						
STBG	7/21/2025 - 6/30/2026	312,967		312,967							
FTA	10/1/2024 - 9/30/2025	73,154	73,154								
Authorized		\$ 1,496,044	\$ 442,521	\$ 312,967	\$ 143,286	\$ -	\$ 271,082	\$ -	\$ 38,667	\$ 173,253	\$ 114,268
Expenditures											
July 2025		\$ 141,682	\$ 31,703	\$ 3,276	\$ 8,038	\$ -	\$ 8,494	\$ -	\$ 6,967	\$ 33,247	\$ 49,956
August		98,812	15,082	30,554	7,062		15,019		4,451	24,557	2,088
September		-									
October		-									
November		-									
December		-									
January 2026		-									
February		-									
March		-									
April		-									
May		-									
June		-									
Expenditures to Date		\$ 240,494	\$ 46,785	\$ 33,830	\$ 15,099	\$ -	\$ 23,512	\$ -	\$ 11,418	\$ 57,804	\$ 52,044
Balances		\$ 1,255,550	\$ 395,736	\$ 279,137	\$ 128,187	\$ -	\$ 247,569	\$ -	\$ 27,249	\$ 115,449	\$ 62,224