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SKAGIT COUNCIL OF GOVERNMENTS
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SKAGIT COUNCIL OF GOVERNMENTS
TRANSPORTATION POLICY BOARD MEETING

April 15, 2026 – 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: 255-738-909

AGENDA

1. **Call to Order and Roll Call**
2. **Written Public Comments** – *Mark Hamilton*
3. **Verbal Public Comments**
4. **Consent Agenda**
    a. Approval of March 18, 2026 Transportation Policy Board Meeting Minutes
5. **Action Items**
    a. Release Transportation Resilience Improvement Plan for Public Comment – *Sarah Ruether, Andrina Dominguez, WSP USA, Inc.*
    b. April Regional Transportation Improvement Program Amendments – *Mark Hamilton*
    c. Release Title VI Plan for Public Comment – *Mark Hamilton*
    d. Resolution 2026-07 to Certify Sedro-Woolley Comprehensive Plan Transportation Element – *Sarah Ruether*
6. **Discussion Items**
    a. Unified Planning Work Program for State Fiscal Year 2027 – *Mark Hamilton*
    b. Redistributed Obligation Authority List of Projects – *Mark Hamilton*
7. **Chair's Report**
8. **Executive Director's Report**
9. **Washington State Department of Transportation Monthly Update** – *Melissa Ambler, WSDOT*
10. **Roundtable and Open Topic Discussion**
11. **Next Meeting:** May 20, 2026, 9:00 a.m., ***Burlington City Council Chambers and Remote***
12. **Adjourned**

Information Items:

April 2, 2026 Technical Advisory Committee Meeting Minutes
Housing Mini-academy for Elected Leaders Workshop Flyer
2025 Annual Listing of Federal Obligations
2026 Obligation Authority Plan
Monthly Financial Update

Meeting Packet

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TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Peter Browning ..... Chair
Commissioner Joe Burns.....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.

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SKAGIT COUNCIL OF GOVERNMENTS
TRANSPORTATION POLICY BOARD
MEETING MINUTES

March 18, 2026
Burlington City Council Chambers and Remote

MEMBERS PRESENT

Commissioner Peter Browning, Skagit County, Chair; Commissioner Joe Burns, Skagit County, Vice Chair; Melissa Ambler, Washington State Department of Transportation (WSDOT); Mayor Bill Aslett, City of Burlington (Arrived at 9:45am); Mayor Peter Donovan, City of Mount Vernon; Commissioner Corrin Hamburg, Skagit PUD; Mayor Marna Hanneman, Town of La Conner; Mayor Julia Johnson, City of Sedro-Woolley; Commissioner Melanie Mankamyer, Port of Skagit; Commissioner Bob Papadakis, Port of Anacortes; Commissioner Ron Wesen, Skagit County; and Chairman Tom Wooten, Samish Indian Nation.

STAFF PRESENT

Jill Boudreau, Executive Director; Debbie Carter, Executive Assistant and Clerk of the Board; Mark Hamilton, Senior Transportation Planner; and Sarah Ruether, Associate Planner.

OTHERS PRESENT

Justin Resnick, Washington State Department of Transportation (WSDOT); and one member of the public.

AGENDA

1. Call to Order: Commissioner Browning called the meeting to order at 9:02 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, from March 11–17, and no comments were received.

3. Verbal Public Comments: No verbal public comments were provided at the meeting.

4. Consent Agenda

   a. Approval of February 18, 2026, Transportation Policy Board Meeting Minutes: Mayor Johnson moved to approve February 18, 2026, Transportation Policy Board Meeting Minutes. Commissioner Wesen seconded the motion, and it carried unanimously.

5. Action Items

   a. March Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this action item. SCOG staff and Technical Advisory Committee recommended approval of four RTIP amendments for the following projects: Skagit County: Peter Johnson

Road-Grade Crossing Safety Improvements, this amendment deletes a project already programmed in the RTIP. Skagit County is no longer pursuing this project and will be returning Highway Safety Improvement Program Funds. The Preventative Maintenance – Bridge Deck Repair (Bundle), this amendment adds a previously programmed project back onto the RTIP.

Washington State Department of Transportation: Asphalt/Chip Seal Preservation Skagit Council of Governments, this amendment modifies a project already in the RTIP. The SR 20/Deception and Canoe Pass Bridges – Soil Abatement, this amendment modifies a project already on the RTIP

Commissioner Wesen moved to approve the March Regional Transportation Improvement Program Amendments as presented. Mayor Donovan seconded the motion, and it carried unanimously.

b. Resolution 2026-02 to Adopt Move Skagit 2050 Regional Transportation Plan: Mr. Hamilton presented this action item. He introduced two consultants, one from RSG and one from WSP, USA, Inc., were available for questions. Discussion included following Transportation Policy Board's approval of the scope of work for the Plan update, SCOG staff has proceeded through the planning process on updating this federal – and state-compliant long-range transportation plan. Consultant support has been provided by RSG, Inc. and WSP, USA, Inc. The Plan meets federal requirements for a metropolitan transportation plan and Washington state requirements for a regional transportation plan. SCOG has until March 2026 to adopt the Plan to remain in federal compliance. The last Plan update was in March 2021, and it needs to be updated no less than every five years. Mr. Hamilton also mentioned that Public Participation has been ongoing throughout the planning process, utilizing many opportunities for virtual and in-person engagement, and consulting with interested parties as the draft Plan has been prepared. Plan sections 1-8 are included with revisions in the material packet. Revised Plan appendices are included as well. All revisions are in strikethrough-underline format. The SCOG Technical Advisory Committee has reviewed the proposed draft and recommended approval on March 5, 2026.

   Commissioner Browning asked one process question and Mr. Hamilton addressed that question.

   Mayor Johnson moved to approve Resolution 2026-02 to Adopt Move Skagit 2050 Regional Transportation Plan as presented. Commissioner Burns seconded the motion, and it carried unanimously.

c. Public Involvement Plan for Title VI Plan: Mr. Hamilton presented this action item. The Title VI Plan is the central component of SCOG's nondiscrimination program. Through the plan, SCOG commits to ensuring that no person is excluded from participating in SCOG's transportation program or denied benefits of services on the basis of race, color, or national origin. The plan is a federal requirement tied to the receipt of federal funds and stems from Title VI of the federal Civil Rights Act of 1964. SCOG's last periodic update to the Title VI Plan was in May 2023, with a minor administrative update in January 2026. The Federal Transit Administration requires the Title VI Plan to be updated every three years, which means the current Title VI Plan expires in May 2026. Major updates to the Title VI Plan require a Public Involvement Plan per SCOG's Public Participation Plan (pg. 18). A minimum 14-day public comment

period is required prior to considering any amendment to the Title VI Plan per SCOG's Public Participation Plan.

Commissioner Burns moved to approve the Public Involvement Plan for Title VI Plan as presented. Mayor Johnson seconded the motion, and it carried unanimously.

d. Public Involvement Plan for Coordinated Public Transit-Human Services Transportation Plan: Ms. Ruether presented this action item. Discussion included how WSDOT requires Skagit Council of Governments to update the Coordinated Public Transportation Plan Human Services Transportation Plan (CPT-HSTP) every four years. The last CPT-HSTP update was in 2022. This update of CTP-HSTP will be done in-house by SCOG staff. Information details include how the Federal Transit Administration (FTA) Circular 9070.1G Chapter V (2)(b) provides federal guidance on CTP-HSTP. The guidance requires 1.) An assessment of available services that identifies current provider and 2.) An assessment of transportation needs for individuals with disabilities and seniors. This assessment can be based on experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service. 3.) Strategies and/or activities to address the identified gaps and achieve efficiencies in service delivery. 4.) Relative priorities for implementation based on resources, time and feasibility for implementing specific strategies/activities identified. The plan will also identify regional priorities, which determine eligibility for funding under WSDOT's Consolidated Grant Program. The grant includes funding from state and federal sources.

Mayor Donovan moved to approve the Public Involvement Plan for Coordinated Public Transit-Human Services Transportation Plan. Commissioner Wesen seconded the motion and it carried unanimously.

6. Chair's Report: Commissioner Browning had nothing to report.

7. Executive Director's Report: Ms. Boudreau provided an update on recruitment for a vacant Associate Planner position and the Washington State Legislative session Ms. Boudreau shared information about funding opportunities including a call for projects: Senator Murray FY27, Programmatic Spending Portal open which includes City Safety Program, Pedestrian/Bicyclist Program, Safe Routes to School.

   Chairman Wooten commented on Senator Murray's projects and how they must be ready to receive funding. Commissioner Wesen asked a question regarding the recent legislative session and flood damage funding.

8. Roundtable and Open Topic Discussion: Mayor Johnson mentioned the SR crossing has been repaired, and it should be open soon. Commissioner Wesen mentioned a recent ceremony and discussed new parks opening. Mayor Donovan mentioned the Westside bridge painting project upcoming in May and anticipated to take one year. Chairman Wooten mentioned a couple of upcoming projects one which will include having WSDOT do a traffic speed study on Hwy 20 from Swinomish Channel bridge to Sharpes Corner. Ms. Boudreau thanked Mayor Johnson for her leadership work at the SCOG Board. Commissioner Hamburg commented on commuter slowdown and traffic congestion on a State Route 20 and Burlington Blvd. in Skagit County. Melissa Ambler, WSDOT, offered to follow up on this issue.

9. Next Meeting: The next meeting is scheduled for April 15, 2026, at 9:00 a.m., in the Burlington City Council Chambers and remote.

10. Adjourned: Commissioner Browning adjourned the meeting at 9:40 a.m.

Information Items: March 5, 2026, Technical Advisory Committee Meeting Minutes; Skagit Transit Letters of Support; Swinomish Indian Tribal Community Letter of Support; 2026 Obligation Authority Plan; and Monthly Financial Update.

Approved,

_____ Date: _____

Jill Boudreau, Executive Director
Skagit Council of Governments

_____ Date: _____

Commissioner Peter Browning, Skagit County
Transportation Policy Board Chair
Skagit Council of Governments

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ACTION ITEM 5.A. – RELEASE TRANSPORTATION RESILIENCE IMPROVEMENT PLAN FOR PUBLIC COMMENT

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	04/15/2026	Release for Public Comment	Sarah Ruether	(360) 416-7876

ACTION

Skagit Council of Governments (SCOG) staff recommends releasing the draft Transportation Resilience Improvement Plan for public review and comment.

DISCUSSION

Following Transportation Policy Board approval of the scope of work for the Transportation Resilience Improvement Plan, SCOG staff has proceeded through the planning process by following the grant requirements by the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost saving Transportation (PROTECT program) grant requirements for a transportation resilience improvement plan. Consultant support has been provided by WSP USA, Inc. and RSG, Inc.

PUBLIC PARTICIPATION

Public participation has been ongoing throughout the planning process, utilizing many opportunities for virtual and in-person engagement during the planning process, and consulting with interested parties as the draft Plan has been prepared. Public participation has included reaching out to the broader community through attendance at community events parallel with the update of the regional transportation plan and safety action plan.

Additionally, specific outreach to local organizations and member agencies was done for assistance in the development of the methodology, data selection and analysis of the results.

If the Plan is released for public comment, SCOG staff anticipates having a comment period prior to the next Transportation Policy Board meeting and presenting any comments received at the May meeting. Later, comments received will be responded to along with proposed revisions to the draft Plan.

MOVE SKAGIT
TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

DRAFT TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

Approved by the Skagit Council of Governments Transportation Policy Board on [DATE]

Approved by the Federal Highway Administration (FHWA) on [DATE]

CREDITS

This report was prepared for the Skagit Council of Governments (SCOG) by WSP. This project was led by Sarah Ruether from SCOG and this report was prepared by individuals from WSP including Andrina Dominguez, Spiridon (Spiro) Pappas, Armin Golkhandan, Miaomiao Li, and Sabiha Tabassum in close collaboration with Resource Systems Group, Inc. and M Meyer Consulting, Inc.

ACKNOWLEDGEMENTS

The preparation of this report was financially aided through a grant from the U.S. Department of Transportation, Federal Highway Administration.

Table of Contents

Table of Figures

Table of Tables

Executive Summary

Natural hazards are leading to observable changes in Washington State's environment. Skagit County and the surrounding areas have experienced devastating flooding and high winds leading to community evacuations and widespread damage in the region. The region's transportation system has been affected; the region's communities, businesses, and other organizations have been disrupted; and many of the region's ecological systems have been impacted. Hazards often disproportionately affect historically underserved communities who already face significant challenges. These events also pose increasing safety concerns for travelers who use a variety of transportation modes to move in the region.

To better prepare the region for these types of hazards, the Skagit Council of Governments (SCOG) developed the Transportation Resilience Improvement Plan (TRIP). The TRIP is a foundational initiative to safeguard the Skagit County's transportation network against the growing threats posed by natural hazards. Developed as a core component of the Regional Transportation Plan (RTP) update and supported by the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Program, the TRIP establishes a strategic framework for identifying vulnerabilities, prioritizing investments, and guiding long-term planning to ensure the reliability and safety of the region's transportation infrastructure.

Central to the TRIP is a risk-based vulnerability assessment, which evaluates 638 miles of roadway and 266 bridges for exposure to coastal and fluvial flooding, landslides, seismic events, liquefaction, severe storms, drought, extreme temperatures, wildfire, and dam or levee breaches.

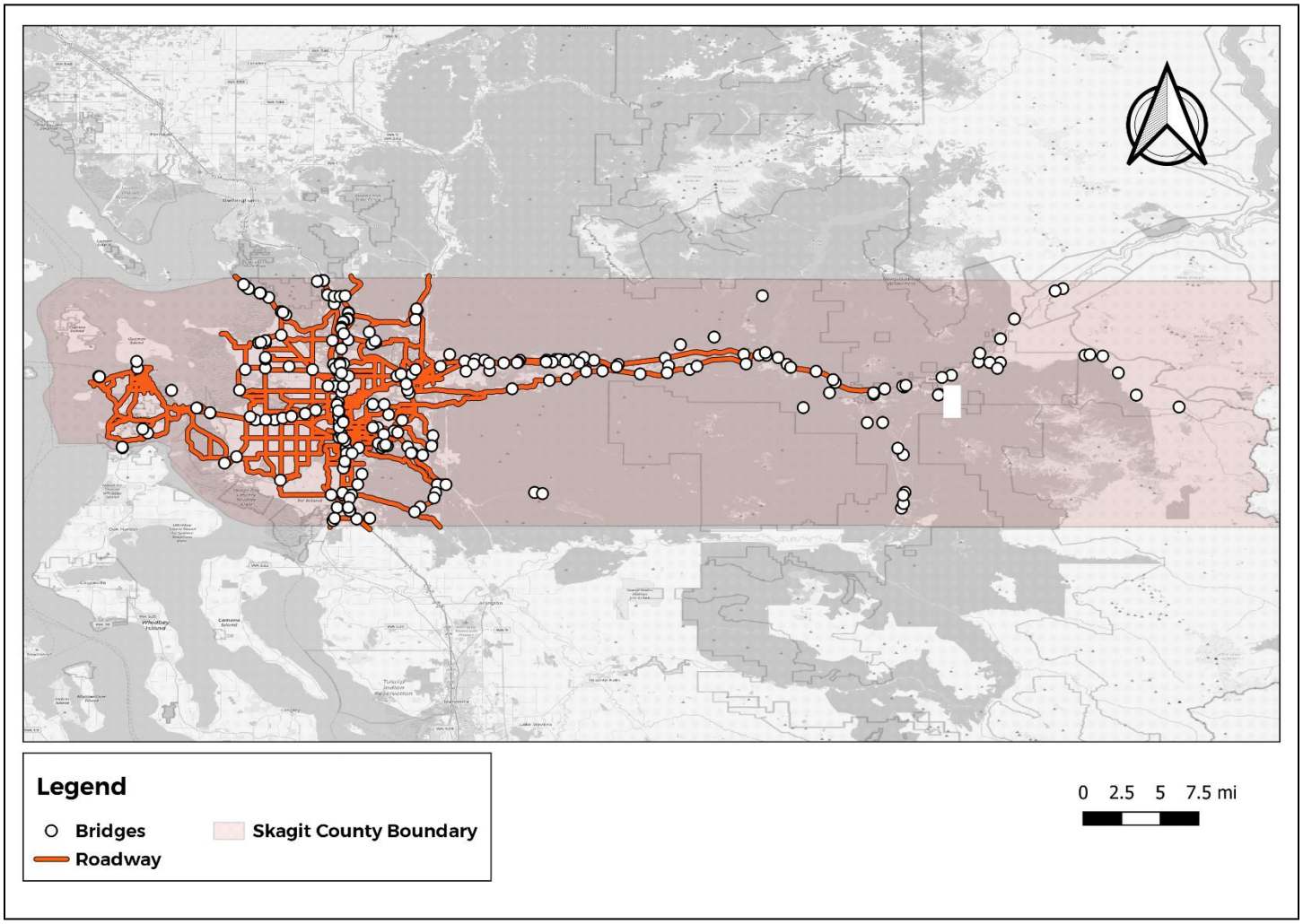

Figure 1. Transportation Assets Included in the Risk-Based Vulnerability Assessment

By integrating asset data with advanced hazard projections and lifecycle risk modeling, the plan quantifies both direct and indirect losses, enabling data-driven prioritization of resilience projects aimed at reducing the risks associated with future hazard events. The assessment indicates that landslides, levee breaches, and flooding represent the most significant risks, with major corridors such as Chuckanut Drive, Interstate 5 (I-5), and State Route 20 (SR-20) identified as particularly vulnerable to disruption.

The TRIP stakeholder engagement process included collaboration with member jurisdictions, Skagit Transit, emergency services, the Skagit Dike and Drainage Irrigation Consortium, the Port of Skagit, the Swinomish Indian Tribal Community, the Skagit Climate Science Consortium, Padilla Bay, WSDOT, the University of Washington Climate Impacts Group, and the broader community. This process, which relied on workshops, discussion groups, and online engagement platforms, captured local knowledge and identified community priorities. Public feedback highlighted the importance of addressing evacuation challenges

and the needs of isolated communities. Findings from the engagement process informed every step of the TRIP development process, from the types of hazards assessed to the criteria used in the assessment.

The TRIP is not a standalone document, but rather a part of Move Skagit, the multimodal planning process connecting three concurrent planning processes including the Regional Transportation Plan update, Regional Safety Action Plan and this TRIP. The Regional Safety Action Plan and the Transportation Resilience Improvement Plan inform the Regional Transportation Plan in key areas related to roadway safety and resilience.

Figure 2. Move Skagit is the multimodal planning process connecting three concurrent planning processes including the Regional Transportation Plan update, Regional Safety Action Plan and Transportation Resilience Improvement Plan.

Further, the TRIP is designed to be fully incorporated into the RTP. It serves as a guiding framework for future transportation investments and policy decisions. Integrating TRIP into the RTP ensures that resilience considerations are embedded in all aspects of regional transportation planning. This alignment enables SCOG and its member agencies to address climate risks systematically, leverage federal and state funding opportunities, and coordinate across jurisdictions to protect regional infrastructure and maintain mobility for all residents. By establishing clear criteria for project evaluation, using performance monitoring, and reporting on likely outcomes of resilience-oriented investment, the TRIP supports continuous improvement and adaptive management, positioning Skagit County as a leader in transportation resilience.

Introduction

The Skagit Council of Governments (SCOG) prepared the Transportation Resilience Improvement Plan (TRIP) as part of its Regional Transportation Plan (RTP) update with funding from the Federal Highway Administration's (FHWA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Discretionary Program. The TRIP provides a strategic framework for enhancing the resilience of Skagit County's multimodal transportation system relating to current and future climate-related hazards. It will be used for both short-term and long-range planning activities and in support of investments to enhance the resilience of the surface transportation system. The results of the risk-based vulnerability assessment, conducted as part of the TRIP development process, identified transportation system and asset vulnerabilities in the regional transportation network and assessed how potential future climate-related hazards could impact these assets. The TRIP recommends strategies and candidate projects to mitigate or reduce the impacts of potential future climate-related hazards.

The scope of the TRIP includes:

- Evaluating exposure of roadways and bridges owned and operated by SCOG's member jurisdictions to the following potential natural hazards in Skagit County:
  - Coastal flooding
  - Fluvial flooding
  - Landslides
  - Seismic events
  - Liquefaction
  - Severe storm
  - Drought
  - Extreme Temperatures
  - Wildfire
  - Dam/Levee Breach

- Conducting a regional vulnerability assessment to understand how these hazards may impact the regional transportation network.
- Identifying resilience strategies and potential projects that reduce the risks to transportation assets.
- Recommending resilience strategies and a framework for evaluating projects that supports member agencies developing their own resilience projects.

Regulator and Policy Context

FEDERAL CONTEXT

As part of the Bipartisan Infrastructure Law, the PROTECT Program supports planning and capital investments that strengthen system resilience to natural hazards. As a PROTECT-funded planning activity, the TRIP follows FHWA guidance on the characteristics of the vulnerability assessment and the types of resilience strategies considered, with emphasis on roadway and bridge assets.

STATE CONTEXT

The Washington State Department of Transportation (WSDOT) is currently developing a statewide TRIP. SCOG relied on existing WSDOT resources as inputs into SCOG'S TRIP development process, which included statewide transportation system data and hazard information in order to ensure consistency with the statewide TRIP.

REGIONAL AND LOCAL ALIGNMENT

The TRIP supports and complements the SCOG RTP and the Regional Safety Action Plan update. The TRIP also aligns with and provides guidance for updates to local comprehensive plans, hazard mitigation plans, and tribal transportation plans, as well as supporting more general emergency management planning.

Stakeholder Engagement

Resilience of the roadway transportation system is a joint responsibility. A resilient transportation system benefits the entire traveling community. Community engagement plays a vital role in the development of the TRIP by ensuring that the voices, concerns, and perspectives of residents and stakeholders are actively integrated into the planning process. Through a combination of public meetings, focus groups, online platforms, and direct outreach, engagement efforts gathered diverse insights from those who use the transportation systems firsthand. These contributions help planners identify not only natural hazards of concern in the region, but also the unique challenges faced by specific communities within the region. Engagement for the TRIP was coordinated with other regional planning efforts, specifically – the RTP and Regional Safety Action Plan. Effective

engagement fosters collaboration between agencies, tribal governments, and community organizations to enable any plan, and especially one targeted to improve the regional roadway network's resilience. Feedback from the community not only helped shape the identification of natural hazards of concern, but also guided the assessment and prioritization of interventions, helping ensure that TRIP is both comprehensive and responsive to the realities of Skagit County's communities. Aligning engagement for the TRIP with the Regional Safety Action Plan and the RTP helped clarify transportation strategies that address various community objectives and present a unified regional perspective on the transportation system.

MOVE SKAGIT PUBLIC ENGAGEMENT

The Move Skagit program hosted five virtual and in-person discussion groups and conducted nine tabling events where public feedback regarding the TRIP, RTP, and Regional Safety Action Plan was collected. These public community events are two-way information sharing opportunities for SCOG and can be catalysts for community engagement. Move Skagit was present at the following community events:

- Cascade Days, Concrete, August 15, 2025;
- Mount Vernon Block Party, Mount Vernon, August 16, 2025;
- Senior Day in the Park, Burlington, August 21, 2025;
- La Conner Swinomish Library, La Conner, August 28, 2025;
- Burlington Library, Burlington, September 9, 2025;
- Upper Skagit Library, Concrete, September 11, 2025;
- Anacortes Senior Activity Center, September 10, 2025;
- Anacortes Library, Anacortes, September 16, 2025; and
- Mount Vernon Senior Center, Mount Vernon, September 18, 2025.

Public participation in the TRIP was conducted through SCOG's Move Skagit online engagement platform, which includes a project website, newsletters, and an interactive map. These tools provided project updates and opportunities for community members to review hazard information, identify areas of concern, and learn how climate resilience is being incorporated into transportation planning.

Comments provided that relate to the TRIP included:

- City-added compacted gravel on side streets has eliminated drainage, causing stormwater pooling and algae growth.
- Americans with Disabilities Act (ADA) accessibility is compromised on 10th St. due to hazards and overgrown vegetation.
- Raised sidewalks need to be installed and proper drainage restored.
- Homeowners should be required to trim vegetation.
- Unofficial Kulshan Trail entrances indicate high levels of demand, but some entrances are hazardous due to erosion.
- Bluff erosion is increasing annually representing a potential threat to road safety.
- Flooding, sea level rise, and storms are growing concerns.
- Erosion needs to be monitored and integrated into climate resilience strategies.

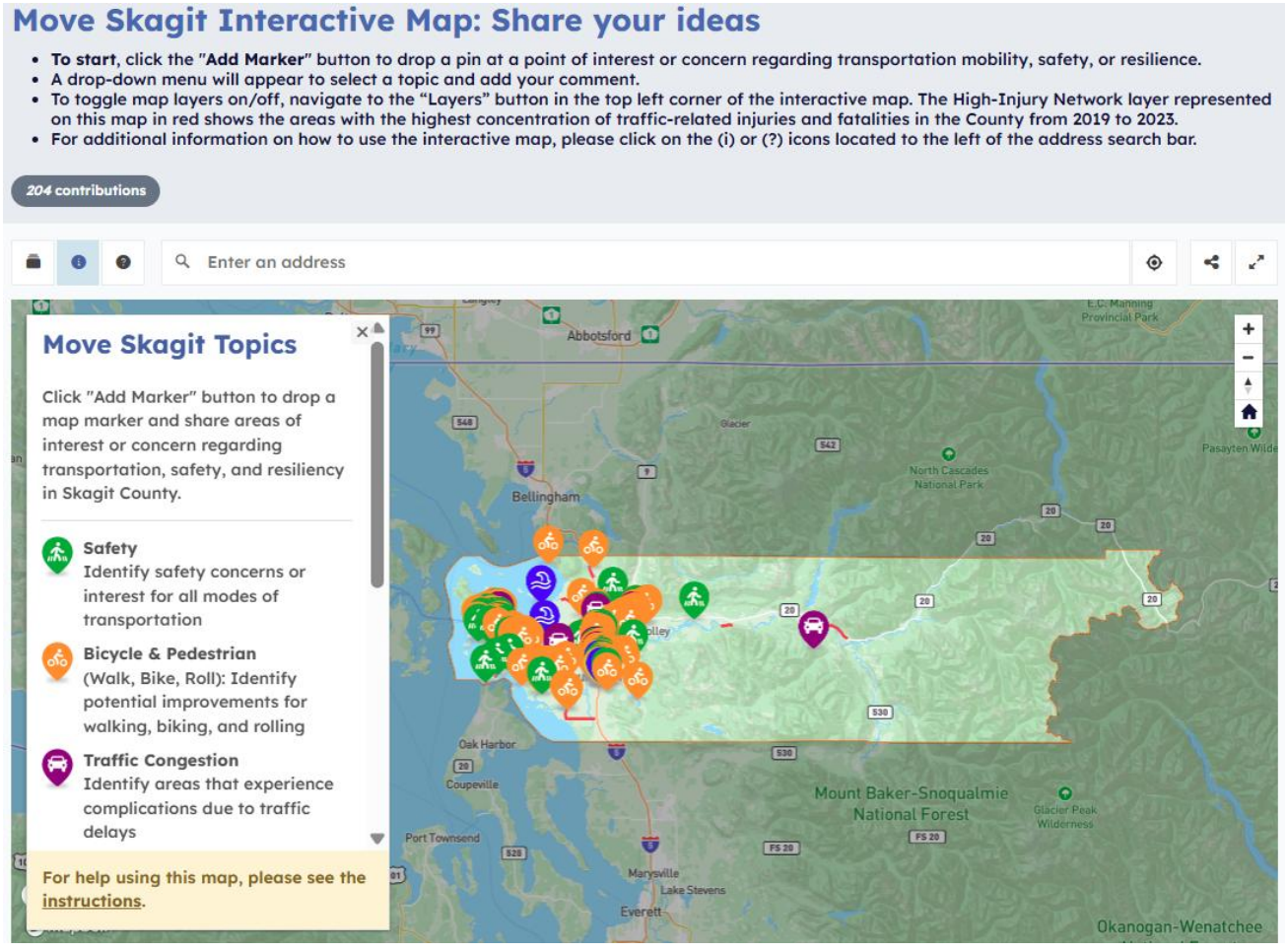

Figure 3. Social Pinpoint interactive web map, where the public was invited to place comments related to safety, transportation congestion, modal needs and resilience.

LOCAL AGENCY AND ORGANIZATION ENGAGEMENT

In addition to the Move Skagit public outreach efforts, SCOG hosted two discussion group meetings for the TRIP with member jurisdictions during the vulnerability assessment process. Member jurisdictions include:

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

The primary goals of these meetings were to, 1) discuss the methodology and gather information on transportation assets and climate hazards in the region, and 2) review the results of the vulnerability assessment and collect additional feedback on the prioritization process and the results. Other regional and state stakeholders invited to participate included WSDOT, the Skagit Climate Science Consortium, the Skagit Dike and Drainage Irrigation Consortium, the Swinomish Indian Tribal Community, Padilla Bay, and the University of Washington Climate Impacts Group.

A workshop was held in partnership with the Regional Safety Action Plan team and with emergency services and emergency management departments to collect information on transportation assets and current climate-related issues. Additionally, a discussion group was held with the SCOG Technical Advisory Committee (TAC) for the RTP, Regional Safety Action Plan, and TRIP to discuss key transportation needs and priorities for the region.

Feedback provided during the discussion groups and workshop included the following:

Hazard Data and Analysis

- Treat dam and levee failures as separate hazards.
- Consider Mt. Baker Lahar as a hazard.
- Add liquefaction as a key seismic hazard.
- Review data from the 2021 heat dome; humidity/wet bulb events may need to be considered.
- Conduct multi-frequency analysis (50-, 100-year events) for the vulnerability assessment to better prioritize investments.
- Assign probabilities to each of the six levee breach scenarios.

Transportation Network and Users

- Consider evacuation challenges during the 2021 floods that highlight the need for alternative routes and emergency supply movement.

- Note transportation access inequities and aging population trends. Suggested data resources included Skagit County public health data.
- Consider isolation and evacuation concerns, especially for overburdened communities and critical facilities.
- Assess freight mobility impacts and supply chain considerations.
- Align the TRIP with regional and state transportation plans.
- Rebuild the stormwater system and the corresponding roads to address stormwater concerns in the flatlands and around the Skagit River.
- Consider the elderly, rural communities, and people with medical transportation needs, perhaps the most significant transportation challenges in the county.

Locations of Concern

- Flag bluff erosion along Bayview Edison Road as a concern.
- Examine Samish Island's isolation if the main connecting road floods.
- Consider South Skagit Highway as an option for local emergency services and businesses if SR 20 is blocked; this involves crossing the Skagit River twice.

Implementation Considerations

- Include mitigation projects given they are critical for grant eligibility and funding prioritization.
- Explore additional prioritization lenses beyond monetization including equity, isolation, and community vulnerability.
- Ensure there are benefits for localities, not just the regional transportation network.
- Consider emergency services access from outside of the county ensuring access for aid into Skagit County from the south or north.

MEMBER AGENCY RESOURCES DEVELOPMENT

Additional outreach occurred with SCOG member agencies to ensure that proposed tools and outputs were practical, actionable, and aligned with local agency needs. Engagement occurred through virtual meetings with representatives from SCOG, Skagit County, and member cities including Sedro-Woolley and Mount Vernon. Input from member cities was also provided outside of these meetings from individuals who could not attend.

The project team presented the purpose of the TRIP, structure, and timeline. Agencies were guided through the regional risk assessment approach, including hazard screening, asset vulnerability, and loss estimation. Agencies engaged in detailed discussions on the risk results, particularly the interpretation of high-ranking roadway and bridge segments, the use of regional datasets, and how jurisdiction-specific context can influence perceived risk and prioritization. This feedback reinforced the importance of supplementing regional analysis

with local knowledge and clearly communicating assumptions, limitations, and intended use of the results.

Member agencies also provided input on the suite of tools and resources being developed in parallel with the TRIP, including jurisdiction-specific results, GIS map layers, benefit-cost analysis (BCA) examples, a solutions toolkit, and guidance on how to leverage the results of the TRIP. Member agencies emphasized the need for resources that integrate seamlessly into existing capital planning, hazard mitigation, and grant application workflows, and that supported adding resilience elements to planned projects (rather than creating standalone resilience projects). Discussions highlighted the importance of tailoring solution examples to what cities and counties can realistically implement and identifying funding sources compatible with transportation projects. This outreach was instrumental in refining the guidance, selecting BCA examples, and advancing the TRIP to public review and adoption.

Key takeaways from this broad engagement included:

- Regional risk results are most valuable when paired with jurisdiction-specific context, clearly stated assumptions, and transparent explanations of data limitations.
- Member agencies want tools that help enhance existing projects with resilience features, rather than requiring separate, resilience-only projects.
- Practical and locally-grounded BCA examples are critical, particularly those that clearly address cost–benefit alignment across local, regional, and state interests.
- The solutions toolkit should reflect strategies that are feasible at the city and county level and support local prioritization and decision-making.
- Clear linkage of TRIP recommendations to funding eligibility and grant competitiveness is a strong motivator for agency use and adoption.

PUBLIC COMMENT PERIOD

Section to be updated following public comment period.

The draft TRIP was released for public comment on April 15, 2026. SCOG received XX comments from the community and partner agencies. A summary of all comments received is included in Appendix A.

Incorporating Resilience into the Regional Transportation Plan

During development of the TRIP project list, the team worked with the RTP team to integrate planning-level studies, and coordination with the RTP continues as the TRIP is updated over time. The TRIP identifies and prioritizes projects that reduce damage, mitigate disruptions, and protect transportation infrastructure from natural hazards. Projects identified through the TRIP are integrated into the RTP, which guides long-term investment and planning for a safer, more reliable transportation system. By aligning TRIP recommendations with the RTP, SCOG and its member agencies systematically address vulnerabilities to natural hazards, prioritize investments, and foster adaptive management practices that help safeguard the region.

The TRIP establishes a strategic framework for identifying and prioritizing projects that enhance transportation system resilience. Integration of the TRIP into the RTP enables:

- **Systematic Risk Reduction**: The TRIP's risk-based vulnerability assessment informs the RTP's long-term investment strategies, ensuring that resilience considerations are central to project selection and resource allocation.
- **Coordinated Action**: By embedding TRIP findings into the RTP, SCOG and its member agencies can leverage federal and state funding opportunities, coordinate across jurisdictions, and align local, regional, and tribal transportation resilience priorities.
- **Continuous Improvement**: The TRIP provides a foundation for ongoing adaptation, allowing the RTP to evolve in response to emerging hazards, new data, and stakeholder feedback.



Resilience in Goals

Resilience is explicitly reflected in the RTP's goals that include the region's ability to withstand and recover from climate-related hazards. Goal 8 of the RTP focuses on transportation resilience, defined as fostering a reliable and resilient transportation system that maintains essential mobility and access during disruptions and supports long-term sustainability and recovery.

Resilience in Policies

Under Goal 8, the RTP includes resilience through a suite of policies that guide planning, design, and implementation:

- 8.1: **Integration of Natural Hazard Data**: Incorporate comprehensive natural hazard data (including flooding, landslides, seismic, liquefaction, severe storms, and levee breaches) into project prioritization and planning processes, to enable data-driven decision-making.
- 8.2: **Resilient Design Standards**: Provide member jurisdictions guidance to integrate resilience considerations into roadway and bridge design standards, capital planning, and maintenance programs, where feasible.
- 8.3: **Project Development Support**: Facilitate the inclusion of resilience elements in transportation projects, providing technical assistance and a framework for evaluating resilience benefits.
- 8.4: **Cooperative Planning**: Foster interagency collaboration to address network connectivity, shared hazard exposures, and operational interdependencies, ensuring that resilience strategies are coordinated and comprehensive.
- 8.5: **Resilience Performance Measures**: Develop and adopt resilience performance measures into the RTP, identifying the appropriate data resources needed for future reporting. Examples of resilience performance measures could include, but would not be limited to:
    - Monitor and report reductions in service disruptions attributable to climate-related hazards
    - Track improvements in emergency response and evacuation times
    - Document the completion and effectiveness of prioritized resilience projects
    - Regularly update vulnerability assessments and hazard data to reflect new information

Resilience is an ongoing process that requires adaptive management and regular review. The TRIP is a living document that serves as a tool for member agencies to support continuous integration of resilience into transportation planning, design, and engineering decision-making. As new data, emerging risks, and insights from project implementation and stakeholder engagement become available, the TRIP may be updated accordingly. This adaptive approach enables the region to remain proactive in addressing climate challenges, apply best practices, and maintain alignment with evolving state and federal guidance.

Assessing the Transportation System's Vulnerability and Risk

Assessment Overview

A risk-based vulnerability assessment with a long-term planning period was conducted in the initial stages of the TRIP development process. The assessment reflects a systemic approach to surface transportation system resilience and is consistent with and complementary of State and local mitigation plans. The risk-based nature of the assessment evaluates the exposure and vulnerability of the transportation network, including roadways and bridges, to a comprehensive range of current and potential future weather events and natural disasters. The studied hazards were selected based on their relevance to the region, historical occurrences, and potential to disrupt the transportation network and in particular network connectivity. By integrating asset data with hazard information, the risk-based vulnerability assessment identified areas where transportation assets are most at risk and enables an understanding of vulnerabilities across the transportation network. This information also supports the prioritization of resilience improvements and informs strategies to protect the transportation network against future hazard events.

The vulnerability and risk assessment is critical to evaluating the potential loss of roadway and bridges in the transportation system to hazards like fluvial and coastal flooding, severe storms, drought, extreme temperature, wildfire, landslide, seismic events, liquefaction, and dam/levee breaches. Analyses were conducted quantitatively or qualitatively based on data availability. The analyses included identifying which assets are exposed to each hazard, the likelihood of damage under current and projected conditions, and the potential direct damage cost to assets and indirect consequences of damage to operations. The assessment produced risk profiles for each asset. This assessment helps identify potential projects, which projects should receive priority, and what type of support is necessary to reduce the risk to the regional transportation system.

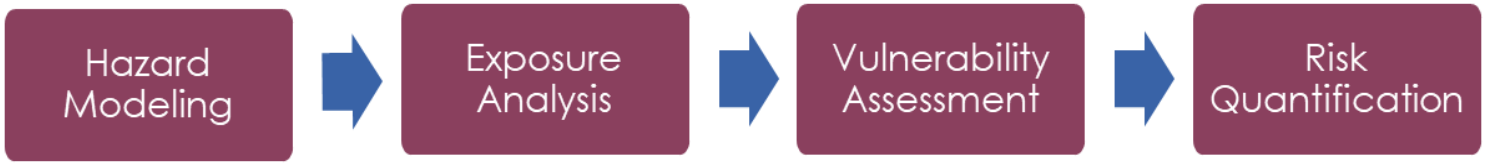

Figure 4. Quantitative Risk Assessment Approach

This section identifies the transportation assets and hazards included in the TRIP risk-based vulnerability assessment, describes the vulnerability and risk assessment methodology, and presents the results of the assessment. These findings are intended to inform long-term planning, prioritization, and resilience investment decisions. These findings are not intended

to prescribe or assume a jurisdiction's immediate maintenance needs. Maintenance priorities are best determined by individual agencies based on local conditions, asset ownership, operational requirements, and available resources. These findings are intended to complement existing asset management, maintenance, and capital planning processes.

Step 1. Identify Transportation Assets

The risk assessment focuses on critical components of the regional transportation network, specifically roadways and bridges, which serve as essential links for the movement of people, goods, and emergency services in the region. The continued and reliable functioning of these assets is vital to the transportation network and to the communities it serves.

In total, 638 miles of roadway and 266 bridges were evaluated (see Figure 5. Transportation Assets). Roadway assets included local roads, county roads, state and interstate highways, and major arterials. The dataset was extracted from the SCOG Online GIS Portal. Within the dataset, the road name, length, and posted speed of each road segment are included.

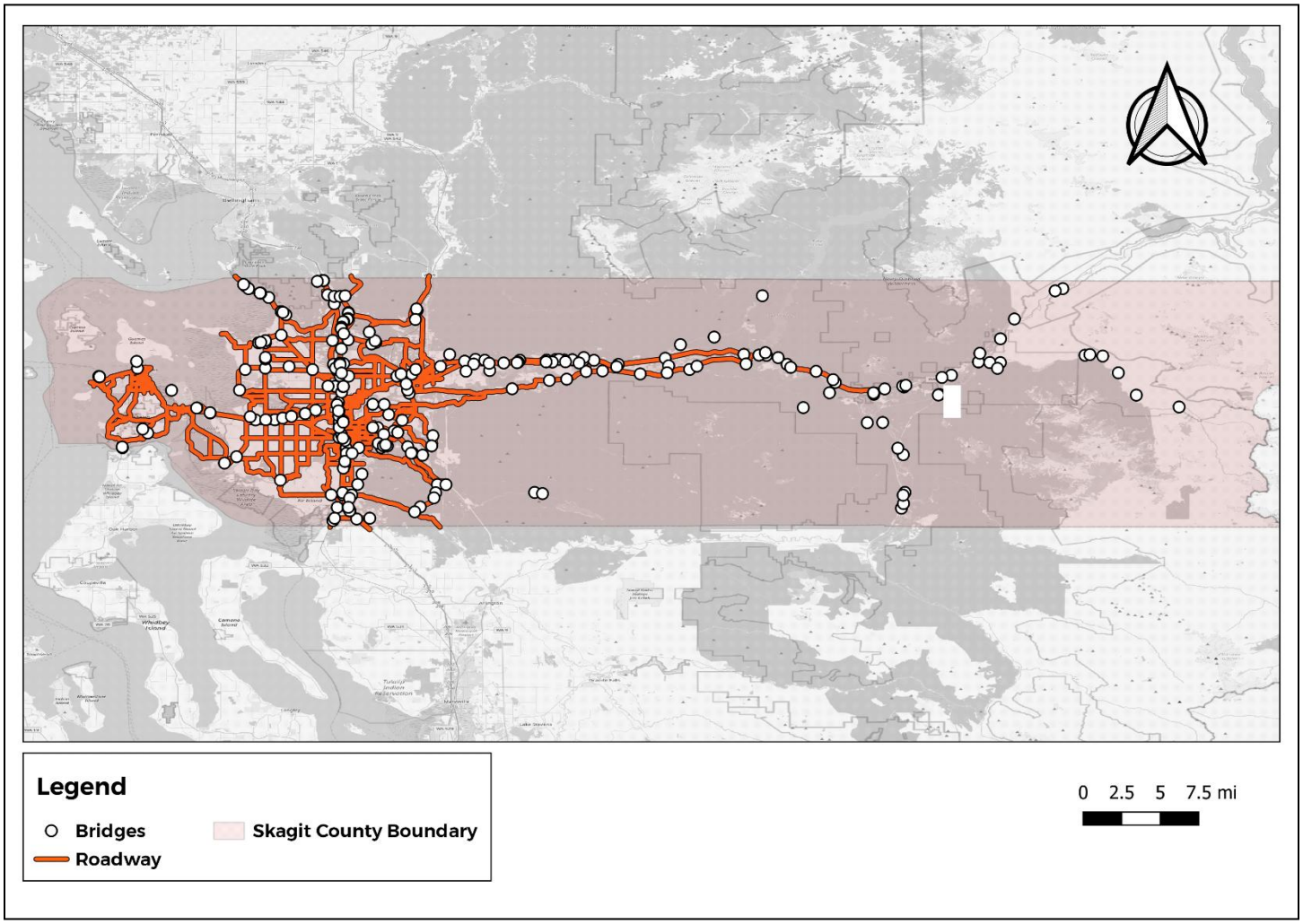

Figure 5. Transportation Assets

Bridges include bridge structures within the regional transportation network. The source of the bridge dataset is the [WSDOT All Bridge And Tunnel Inventory], which includes the bridge name and geometric properties.

Step 2. Identify Relevant Hazards

The hazards considered include fluvial flooding, coastal flooding, severe storm, drought, wildfire, landslides, seismic, liquefaction, and dam/levee breach. Each hazard presents unique risks to the assets included in this assessment. Hazards were selected based on their potential to affect transportation infrastructure, their relevance to regional climate trends, and the availability of reliable data sources. Climate-related hazards were evaluated using historical observations and downscaled projections from the University of Washington Climate Impacts Group[1] under the high-emissions Representative Concentration Pathway (RCP) 8.5, which represents a future with continued high greenhouse gas emissions through the end of the century. The assessment focuses on mid- and late-century time horizons to capture both near- and long-term changes in hazard exposure.

FLUVIAL FLOODING

Fluvial flooding occurs when rivers or streams overflow their banks due to heavy or prolonged rainfall. In the SCOG region, this hazard reflects flooding associated with major river systems such as the Skagit River and local tributaries. The analysis used FEMA floodplain data[2] to identify the extent of potential inundation for 100- and 500-year floods.

COASTAL FLOODING

Coastal flooding occurs when elevated tides, storm surge, and sea level rise sea level rise inundate low-lying coastal areas. This hazard combines sea level rise projections from

[1] Washington County Climate Projections
[2] Flood Data Viewers and Geospatial Data | FEMA.gov

Washington Climate Impacts Group with flood modeling data from the Swinomish Indian Tribal Community[3] to evaluate 100-year flood depths under current and future sea level rise conditions. The analysis considers present, mid-century, and late-century scenarios to capture changes in inundation potential driven by rising sea levels.

SEVERE STORM

Severe storms include extreme precipitation events that can produce localized flooding, debris flows, and/or infrastructure damage. This hazard is characterized by using the average annual number of days with more than one, two, or three inches of precipitation, representing potential increases in the frequency of heavy rainfall events that can contribute to flooding. This hazard was analyzed using Washington Climate Impacts Group projections under the Representative Concentration Pathways (RCP) 8.5, a high greenhouse gas emissions scenario in the absence of policies to combat climate change, leading to continued and sustained growth in atmospheric greenhouse gas concentration, often described as the "worst case" climate scenario.[4]

DROUGHT

Drought represents periods when water availability is reduced due to limited precipitation or diminished snowpack. Two indicators were used in this assessment:

(a) Precipitation drought: the likelihood that total summer precipitation (June–August) will be below 75% of the historical normal.
(b) Snowpack drought: the likelihood that April 1st snowpack will fall below 75% of the historical average.

Prolonged dry conditions can dry out and shrink the soils beneath pavements (especially clay soils), reducing support and leading to cracking, rutting, and early degradation of asphalt.

Data came from Washington Climate Impacts Group for the RCP 8.5 scenario.

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[3] Home Page | Swinomish Indian Tribal Community, WA
[4] IPCC, 2019: Summary for Policymakers. In: IPCC Special Report on the Ocean and Cryosphere in a Changing Climate [H.-O. Pörtner, D.C. Roberts, V. Masson-Delmotte, P. Zhai, M. Tignor, E. Poloczanska, K. Mintenbeck, A. Alegría, M. Nicolai, A. Okem, J. Petzold, B. Rama, N.M. Weyer (eds.)]. In press.

EXTREME TEMPERATURE

Extreme temperature refers to periods of unusually high heat that can stress infrastructure and public health. This hazard is characterized by two indicators:

(a) Extreme heat days: the average number of days per year with maximum temperature above 100°F over a 30-year period.
(b) 90°F maximum humidex days: average number of days in a year with a maximum humidex greater than 90°F in a 30-year period. The humidex is a measure of experienced heat conditions and takes into consideration both temperature and humidity.

Increases in these indicators represent heightened risks to transportation systems and heat-related health risks for transportation system users. The assessment is based on Washington Climate Impacts Group projections for the RCP 8.5 scenario.

WILDFIRE

Wildfire hazards capture conditions conducive to ignition and spread of large destructive fires across the region. An increased likelihood of climate and fuel conditions conducive to wildfire indicates a greater potential for wildfire-based damage to transportation infrastructure. Projections from Washington Climate Impacts Group are based on fire process model simulations under the RCP 8.5 scenario.

LANDSLIDES

Landslide hazards describe areas where slope instability, soil saturation, and precipitation combine to trigger downslope movement of earth materials. This hazard is represented through landslide susceptibility modeling, integrating slope relief and precipitation factors. Data were used from the U.S. Geological Survey's Landslide Inventory and Susceptibility Dataset.[5]

[5] Belair, G.M., Jones, J.M., Martinez, S.N., Mirus, B.B., and Wood, N.J., 2024, Slope-Relief Threshold Landslide Susceptibility Models for the United States and Puerto Rico: U.S. Geological Survey data release, https://doi.org/10.5066/P13KAGU3

SEISMIC

The seismic hazard represents the potential for ground shaking during an earthquake. The analysis relies on the U.S. Geological Survey's National Seismic Hazard Model,[6] which provides ground motion parameters such as peak ground acceleration. This data set captures the most current understanding of seismic activity across Washington State.

LIQUEFACTION

Liquefaction occurs when saturated soil temporarily loses strength during strong ground shaking, resulting in ground failure that could damage transportation assets. This hazard indicates the potential for liquefaction, considering factors such as soil characteristics, depth of the water table, and the intensity of seismic activity. The National Earthquake Reduction Program (NEHRP) site class dataset available through Washington Geologic Information Portal[7] provides a general guide to areas where earthquake shaking will be the strongest and where the potential damage to buildings and other structures may be elevated because of soil effects. Peak ground acceleration at areas with high and moderate-to-high liquefaction susceptibility was considered using the U.S. Geological Survey's National Seismic Hazard Model.

DAM/LEVEE FAILURE

The dam and levee breach hazard represents the potential flooding caused by failure, overtopping, or localized breach of flood protection infrastructure within the Skagit River watershed. Data for this analysis were provided by Swinomish Indian Tribal Community as preliminary results from flood modeling of the Skagit River system. Two primary scenarios were evaluated:

(a) With Levee condition: represents the 100-year riverine flood under current conditions.

(b) Levee Breach condition: combines six individual breach simulations based on weak points identified in the 2013 Skagit General Investigation study. The Levee Breach scenario reflects the maximum flood depth across all individual breach locations, allowing an identification of assets exposed only under breach conditions or experiencing increased flood depth due to levee failure.

[6] Petersen, M.D. et al., 2023, Data Release for the 2023 U.S. 50-State National Seismic Hazard Model - Overview: U.S. Geological Survey data release, https://doi.org/10.5066/P9GNPCOD

[7] Washington Geologic Information Portal

In addition to the hazards described above, volcanic hazard data from the U.S. Geological Survey was also reviewed, which provides simplified hazard polygons for Washington's five stratovolcanoes—Mount Adams, Mount Baker, Glacier Peak, Mount Rainier, and Mount St. Helens, available through Washington Geologic Information Portal. This dataset identifies potential volcanic phenomena such as lahars, debris avalanches, surges, and regional lava flows. Because the entire project area lies within a single volcanic hazard zone, lahar, a detailed assessment of volcanic activity was not conducted.

Table 1. Summary of Hazards

Hazard	Key Metric/Indicator	Time Horizon	Scenario	Data Source
Fluvial Flooding	Flood extent (100- and 500-year)	Current	–	FEMA Flood Hazard Area
Coastal Flooding	Flood depth (100-year event)	Current; 2040s; 2080s	RCP 8.5	University of Washington Climate Impacts Group (Sea Level Rise Projections); Swinomish Indian Tribal Community Flood Modeling
Severe Storm	Annual days >1", >2", >3" precipitation	Historical; 2050; 2080	RCP 8.5	University of Washington Climate Impacts Group
Drought	Precipitation Drought (summer precipitation <75% of normal); Snowpack Drought (April 1 snowpack <75% of normal)	Historical; 2050; 2080	RCP 8.5	University of Washington Climate Impacts Group
Extreme Temperature	Hot Days (>100°F); Maximum Humidex Days (>90°F)	Historical; 2050; 2080	RCP 8.5	University of Washington Climate Impacts Group
Wildfire	Wildfire probability	Historical; 2050; 2080	RCP 8.5	University of Washington Climate Impacts Group
Landslides	Landslide susceptibility	Current	–	U.S. Geological Survey (USGS) Landslide Inventory and Susceptibility Dataset
Seismic	Peak Ground Acceleration (PGA-975)	Current	–	U.S. Geological Survey (USGS) National Seismic Hazard Model
Liquefaction	Liquefaction susceptibility (high and moderate-to-high zones) and Peak Ground Acceleration (PGA-975)	Current	–	National Earthquake Reduction Program (NEHRP); USGS National Seismic Hazard Model
Dam/Levee Breach	Flood depth under levee breach and with-levee scenarios	Current	–	Swinomish Indian Tribal Community (Preliminary Skagit River Flood Modeling)

Step 3. Conduct an Exposure Assessment

To accurately evaluate the exposure of transportation infrastructure to various hazards, a geospatial analysis was conducted by overlaying the hazard data, representing the geographic extent and/or intensity of a specific hazard, with the asset data that contains the location-specific characteristics of transportation assets.

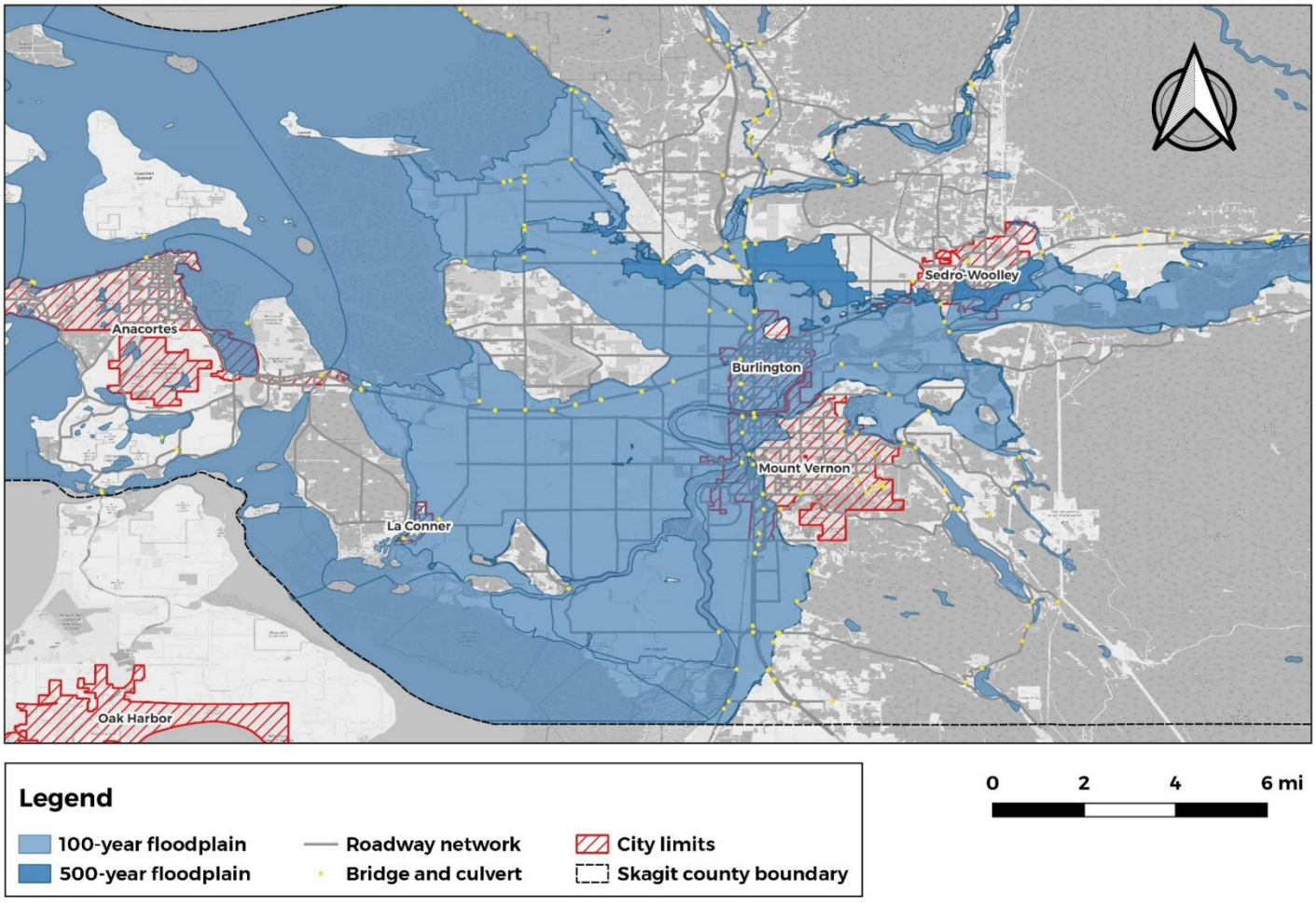

Figure 6. An exposure analysis identifies which assets are located in hazard areas

Table 2 summarizes the results of the exposure assessment, including the exposed length or number of transportation assets affected by each hazard for different scenarios.

Table 2. Exposure Assessment Summary

Hazards	Exposed Roadway (Percent of Roadway)	Exposed Bridge (Percent of Bridges)
Coastal flooding	– Current: 1.53 miles (0.24%) – 2040: 1.83 miles (0.29%) – 2080: 3.49 miles (0.55%)	– Current: 21 bridges(7.89%) – 2040: 23 bridges (8.65%) – 2080: 27 bridges(10.15%)
Fluvial flooding	– 100-year floodplain: 238.59 miles (37.43%) – 500-year floodplain: 269.79 miles (42.33%)	– 100-year floodplain: 137 bridges (51.50%) – 500-year floodplain: 153 bridges (57.52%)
Dam/Levee breach	137.97 miles (21.65%)	69 bridges (25.94%)
Landslides	414.36 miles exposed (64.99%) – Low to moderate risks: 365.2 miles (57.36%) – Moderate to high risks: 49.16 miles (7.71%)	175 bridges exposed (65.79%) – Low to moderate risks: 123 bridges (46.24%) – Moderate to high risks: 52 bridges (19.55%)
Liquefaction	– Moderate to high: 403.15 miles (63.47%) – Low to moderate: 232.07 miles (36.53%)	– Moderate to high: 150 bridges (56.39%) – Low to moderate: 87 bridges (32.71%)
Wildfire	Weighted Average Wildfire Probability: – Historical: 0.12% – 2050s: 3.37% – 2080s: 2.69%	Average Wildfire Probability: – Historical: 0.17% – 2050s: 3.19% – 2080s: 3.88%

Hazards	Exposed Roadway (Percent of Roadway)	Exposed Bridge (Percent of Bridges)
Extreme temperature	Weighted Average Exposure: – Annual days exceed 100°F o Historical: 0.03 days o 2050: 0.22 days o 2080: 0.22 days – Annual days exceed 90°F o Historical: 2.08 days o 2050: 25.21 days o 2080: 53.85 days	Average Exposure: – Annual days exceed 100°F o Historical: 0 days o 2050: 0.14 days o 2080: 0.84 days – Annual days exceed 90°F o Historical: 4.18 days o 2050: 28.72 days o 2080: 55.68 days
Severe storm	Weighted Average Exposure: – Annual days exceed 3 inches o Historical: 0.09 days o 2050: 0.12 days o 2080: 0.21 days – Annual days exceed 2 inches o Historical: 0.66 days o 2050: 0.87 days o 2080: 1.26 days – Annual days exceed 1 inch o Historical: 5.64 days o 2050: 7.34 days o 2080: 8.87 days	Average Exposure: – Annual days exceed 3 inches o Historical: 0.31 days o 2050: 0.43 days o 2080: 0.61 days – Annual days exceed 2 inches o Historical: 1.66 days o 2050: 2.11 days o 2080: 2.61 days – Annual days exceed 1 inch o Historical: 9.89 days o 2050: 11.77 days o 2080: 13.40 days

Hazards	Exposed Roadway (Percent of Roadway)	Exposed Bridge (Percent of Bridges)
Drought	Weighted Average Exposure: – Precipitation drought probability: o Historical: 0.25 o 2050: 0.26 o 2080: 0.39 – Snowpack drought probability: o Historical: 0.07 o 2050: 0.07 o 2080: 0.07	Average Exposure: – Precipitation drought probability: o Historical: 0.25 o 2050: 0.26 o 2080: 0.39 – Snowpack drought probability: o Historical: 0.15 o 2050: 0.17 o 2080: 0.19

Step 4. Assess Transportation Asset Vulnerability

Vulnerability refers to the degree to which an asset is affected or damaged by a hazard, which reflects how sensitive the asset is to the impact of that hazard. The assessment of vulnerability can be approached from both quantitative and qualitative perspectives depending on the availability of relevant data.

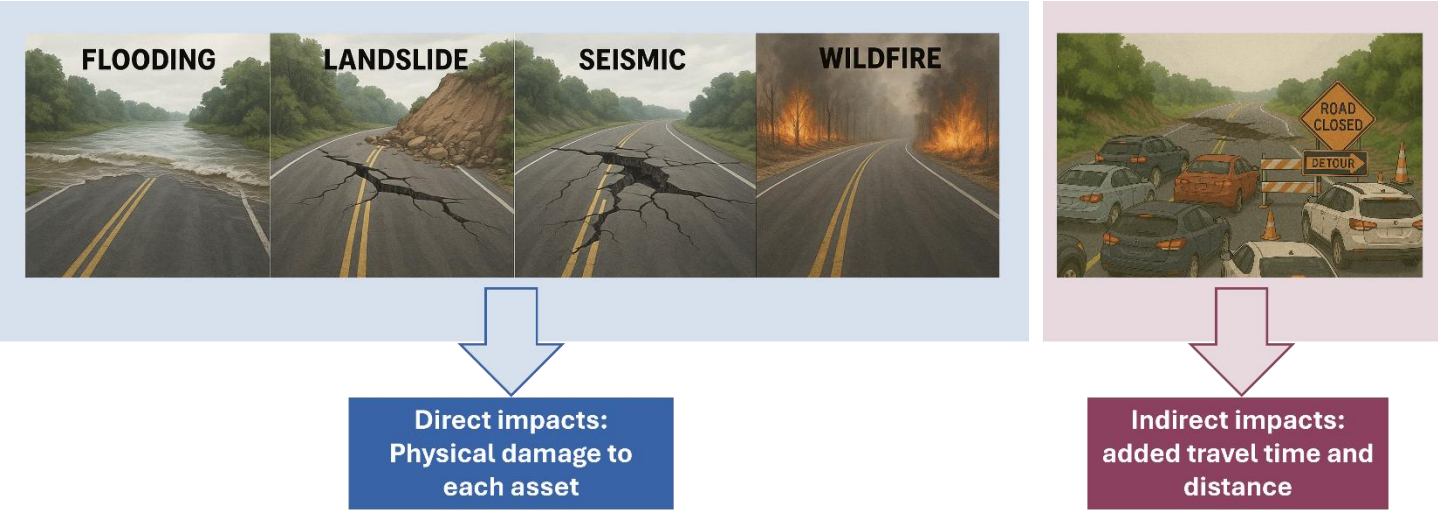

Figure 7. A vulnerability assessment measures the degree to which an asset is affected or damaged by a hazard

QUANTITATIVE VULNERABILITY ANALYSIS

In quantitative analysis, vulnerability is typically represented through a vulnerability curve or function. This curve illustrates the damage ratio experienced by an asset at varying levels of hazard intensity, such as the depth of flooding. If a vulnerability curve is not available, a fragility curve can be used as an alternative method to quantify the impact of hazards. The fragility curve displays the probability of exceeding different damage states for an asset given a specific hazard intensity. This probability can be translated into the expected asset damage.

Table 3 lists the applied vulnerability functions or assumptions with their references.

Table 3. Quantitative Vulnerability Analysis

Asset	Hazards	Hazard intensity measure	Vulnerability	Reference
Roadway	Coastal flooding Dam/Levee breach	Flooding depth	Depth-Damage Function	Huizinga, J., de Moel, H., and Szewczyk, W.: Global flood depth-damage functions: Methodology and the Database with Guidelines, Joint Research Centre (JRC), 108 pp., https://doi.org/10.2760/16510, 2017.
	Fluvial flooding	Flooding extent	When the asset is exposed to fluvial flooding, the exposed portion will have 50% damage	For fluvial flooding, infrastructure inundation depth varies widely depending on floodplain geometry, topography, and hydraulic stage. A representative damage ratio (50%) is applied to provide a conservative vulnerability assumption.
	Landslides	Landslide susceptibility	Landslide impact categorization according to landslide susceptibility	Mirus, Benjamin B., et al. "Parsimonious high-resolution landslide susceptibility modeling at continental scales." AGU Advances 5.5 (2024): e2024AV001214.
	Earthquake	Peak Ground Acceleration (PGA)	Earthquake fragility function	Argyroudis, S. and Kaynia, A. M.: Fragility Functions of Highway and Railway Infrastructure, in: SYNER-G: Typology Definition and Fragility Functions for Physical Elements at Seismic Risk., vol. 27, edited by: Pitilakis, K., Crowley, H., and Kaynia, A. M., Springer, Dordrecht, 299–326, 2014.

Asset	Hazards	Hazard intensity measure	Vulnerability	Reference
Roadway	Liquefaction	Liquefaction susceptibility (high and moderate-to-high zones) and Peak Ground Acceleration (PGA-975)	When PGA-975 exceeds 0.44g, and the liquefaction susceptibility (moderate to high zones)	National Earthquake Reduction Program (NEHRP); USGS National Seismic Hazard Model
	Severe storm	Daily precipitation depth	Additional repair ratio due to precipitation	Intense precipitation can increase pavement saturation and material degradation, resulting in maintenance and repair needs. Because no deterministic function exists linking daily precipitation to a precise damage percentage, a scenario-based additional repair ratio is assumed when daily precipitation exceeds selected thresholds.
Bridges	Coastal Flooding	Scour depth	Bridge scour damage	Tafur, Anibal, et al. "Climate-resilient railway networks: a resource-aware framework." *Communications Engineering* 4.1 (2025): 157.

QUALITATIVE VULNERABILITY ANALYSIS

When quantitative data is limited or unavailable, vulnerability can be described qualitatively. This approach involves characterizing the susceptibility of assets to hazards using descriptive measures, providing insight into the potential impacts without relying on numerical data. **Error! Reference source not found.** shows the parameters of the qualitative analysis.

Table 4. Qualitative Vulnerability Analysis

Hazards	Hazard intensity measure	Impacts on structural performance	Impacts on asset users
Extreme temperature	Extreme Heat Days (>100°F); Maximum Humidex Days (>90°F)	– For flexible pavement, accelerated asphalt rutting and bleeding under high pavement temperatures, which leads to loss of structural capacity	– Unsafe driving conditions due to pavement deformation

Hazards	Hazard intensity measure	Impacts on structural performance	Impacts on asset users
		– For the rigid pavement, thermal expansion causes pavement blowup or joint distress – For bridges, thermal expansion leads to joint locking, seal deterioration, and heat-induced material fatigue	– Health risks for drivers and passengers due to high temperatures
Drought	Precipitation Drought (summer precipitation <75% of normal); Snowpack Drought (April 1 snowpack <75% of normal)	– Typically, minimal direct impact on roadway and bridge structural components – Effects are primarily limited to soil-structure interface – Impacts are generally low and location-dependent	– Higher wildfire susceptibility along the corridor
Wildfire	Wildfire probability	– Roadway: o For flexible pavement, heat damage to asphalt surfaces will lead to softening ,rutting, and stripping o Material degradation and accelerated aging and reduced lifespan o Roadside facilities damaged or melted o Heavy post-fire equipment loading can cause structural damage o Erosion and slope instability o Drainage blockage – Bridges: o Damage to timber bridges or components o Loss of protective coating on steel members o Heat damage to bearing sand expansion joints	– Road closures due to fire danger or smoke conditions – Reduced visibility causing collisions

Step 5. Evaluate Financial Impact

To evaluate the impacts of various hazards on transportation assets, direct and indirect losses are applied as monetized impacts, which contribute to the overall consequences experienced by asset owners and users.

DIRECT LOSSES

Direct losses are the immediate physical damage sustained by transportation infrastructure due to a hazard-related impact. These include the cost of repairing or replacing damaged roads and bridges. For example, after a flood or a seismic event, sections of a road may require reconstruction or a bridge might need significant structural repairs.

Direct losses are calculated by a damage ratio and exposed asset values. The damage ratios are determined by vulnerability analysis, and the exposed asset values are calculated by the unit price and exposed length or size. The assumption of the unit price for the roadway is from the HAZUS Inventory Technical Manual (see Table 5).

Table 5. Unit price for roadway (source: HAZUS Inventory Technical Manual)

Road types	Replacement cost $/mile ($2025)
Major road with four lanes	$13,521,219
Urban streets with two lanes	$6,760, 610

The unit price for bridges is based on the HAZUS Inventory Technical Manual by categorizing bridges into corresponding classes, as shown in Table 6.

Table 6. Unit price for bridges (source: HAZUS Inventory Technical Manual)

Bridge Class	Bridge Description	Replacement cost $/Square Foot ($2025)
HWB1	Major Bridge - Length > 150 meters (Conventional Design)	$770
HWB2	Major Bridge - Length > 150 meters (Seismic Design)	$705
HWB3	Single Span – (Not HWB1 or HWB2) (Conventional Design)	$513
HWB4	Single Span – (Not HWB1 or HWB2) (Seismic Design)	$610
HWB5	Concrete, Multi-Column Bent, Simple Support (Conventional Design), Non-California (Non-CA)	$482
HWB6	Concrete, Multi-Column Bent, Simple Support (Conventional Design), California (CA)	$482
HWB7	Concrete, Multi-Column Bent, Simple Support (Seismic Design)	$610
HWB8	Continuous Concrete, Single Column, Box Girder (Conventional Design)	$385
HWB9	Continuous Concrete, Single Column, Box Girder (Seismic Design)	$513
HWB10	Continuous Concrete, (Not HWB8 or HWB9) (Conventional Design)	$353

Bridge Class	Bridge Description	Replacement cost $/Square Foot ($2025)
HWB11	Continuous Concrete, (Not HWB8 or HWB9) (Seismic Design)	$385
HWB12	Steel, Multi-Column Bent, Simple Support (Conventional Design), Non-California (Non-CA)	$705
HWB13	Steel, Multi-Column Bent, Simple Support (Conventional Design), California (CA)	$705
HWB14	Steel, Multi-Column Bent, Simple Support (Seismic Design)	$898
HWB15	Continuous Steel (Conventional Design)	$705
HWB16	Continuous Steel (Seismic Design)	$898
HWB17	PS Concrete Multi-Column Bent, Simple Support (Conventional Design), Non-California	$482
HWB18	PS Concrete, Multi-Column Bent, Simple Support (Conventional Design), California (CA)	$482
HWB19	PS Concrete, Multi-Column Bent, Simple Support (Seismic Design)	$610
HWB20	PS Concrete, Single Column, Box Girder (Conventional Design)	$482
HWB21	PS Concrete, Single Column, Box Girder (Seismic Design)	$610
HWB22	Continuous Concrete, (Not HWB20/HWB21) (Conventional Design)	$449
HWB23	Continuous Concrete, (Not HWB20/HWB21) (Seismic Design)	$513
HWB24	Same definition as HWB12 except the bridge length is less than 20 meters	$705
HWB25	Same definition as HWB13 except the bridge length is less than 20 meters	$770
HWB26	Same definition as HWB15 except the bridge length is less than 20 meters and Non-CA	$962
HWB27	Same definition as HWB15 except the bridge length is less than 20 meters and in CA	$962
HWB28	All other bridges that are not classified (including wooden bridges)	$385

By utilizing the unit price and asset geometry attributes, the value of an asset can be estimated. When integrated with the damage ratio, this allows for the calculation of direct losses in the event of a hazard.

INDIRECT LOSSES

Indirect losses refer to the secondary effects that arise as a result of the asset being damaged or out of service. These can include increased travel times, additional vehicle operation, congestion, noise, additional safety costs, and additional pavement damage. In this analysis, changes in Vehicle Miles Traveled (ΔVMT) and Vehicle Hours Traveled (ΔVHT) are used as quantitative measures for indirect losses. ΔVMT captures the additional distance vehicles travel due to detours or route changes, while ΔVHT reflects the increased travel time resulting from detours. Monetizing these impacts uses unit values listed in Table 7.

Table 7. Indirect losses unit price (source: US DOT Benefit-Cost Analysis Guidance for Discretionary Grant Programs)

Variable	Unit	Value (2025$)
Vehicle Operating Costs per Mile - Autos	2025$/mile	$0.474

Variable	Unit	Value (2025$)
Congestion Costs per Mile - Autos	2025$/mile	$0.134
Noise Costs per Mile - Autos	2025$/mile	$0.002
Safety Costs per Mile - Autos	2025$/mile	$0.015
Average Vehicle Occupancy - Auto	people/auto	1.67
Value of Time - Auto	2025$/hour	$20.188
Auto Average Pavement Cost	2025$/mile	$0.003

Calculating total indirect losses for transportation asset users and the broader community during disruptions is achieved by multiplying the changes in vehicle miles traveled (ΔVMT) and vehicle hours traveled (ΔVHT) by their respective unit costs.

Step 6. Analyze Long-Term System Risk

In addition to asset-level damage and quantified losses, disruptions to critical transportation corridors in Skagit County can result in system-level isolation with significant implications for mobility, emergency response, and community access. Several corridors function as primary or sole connections for large geographic areas where closures can impact regional connectivity. SR 20 represents a key vulnerability in this regard. If SR 20 becomes inoperable, much of eastern Skagit County may become isolated from the remainder of the regional transportation network. Similarly, disruptions to SR 20 affecting access to Fidalgo Island can result in limited or no viable alternative routes. These examples highlight how conditions can constrain evacuation, emergency response, and access to essential services, particularly for rural and isolated communities. While this TRIP focuses on screening-level risk assessment, the results highlight the importance of future, targeted studies focused on evacuation routes, operational performance during emergencies, and network redundancy to reduce reliance on single access corridors and improve overall system resilience.

Assessing the risks to transportation assets involves analyzing the annual hazard probabilities and their associated impacts. By multiplying the annual hazard probability by the total estimated impact for each asset (direct and indirect losses), annual losses can be quantified. Furthermore, through lifecycle analysis, cumulative losses over a 30-year period can be projected, providing a long-term perspective on asset risks. Table 8 shows the parameters used for lifecycle analysis.

Table 8. Lifecycle analysis parameters

Variable	Unit	Value
Base year of analysis	year	2025

Variable	Unit	Value
Construction time	years	2
Project Opening Year	year	2026
Analysis Period	years	30
End year of analysis	year	2055
Discount rate	percent	3.1%[8]

Figure 8 provides an overview of roadway segments evaluated across Skagit County and highlights those identified among the top 20 based on estimated losses. Figure 9 shows a more detailed view of the locations of the top 20 segments. Table 9 presents the losses associated with the top 20 assets facing the highest risks from all hazards.

[8] Discount Rates for Benefit-Cost Analysis

Figure 8. Overview of Roadway Segments Evaluated

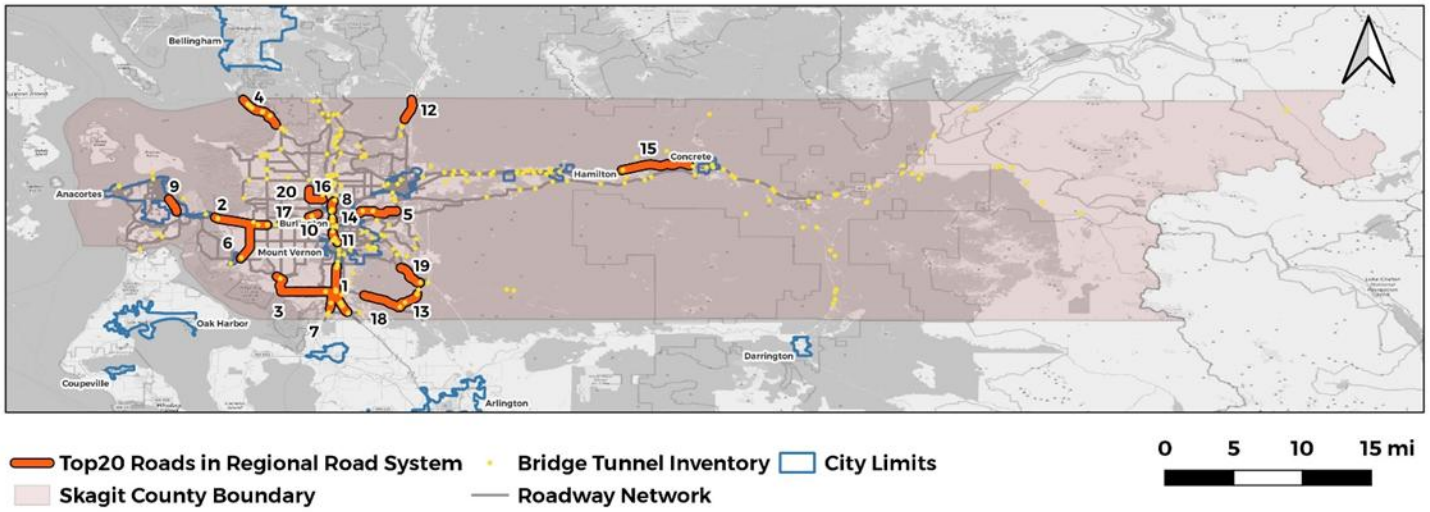

Figure 9. Zoomed-in view of the Top 20 Segments

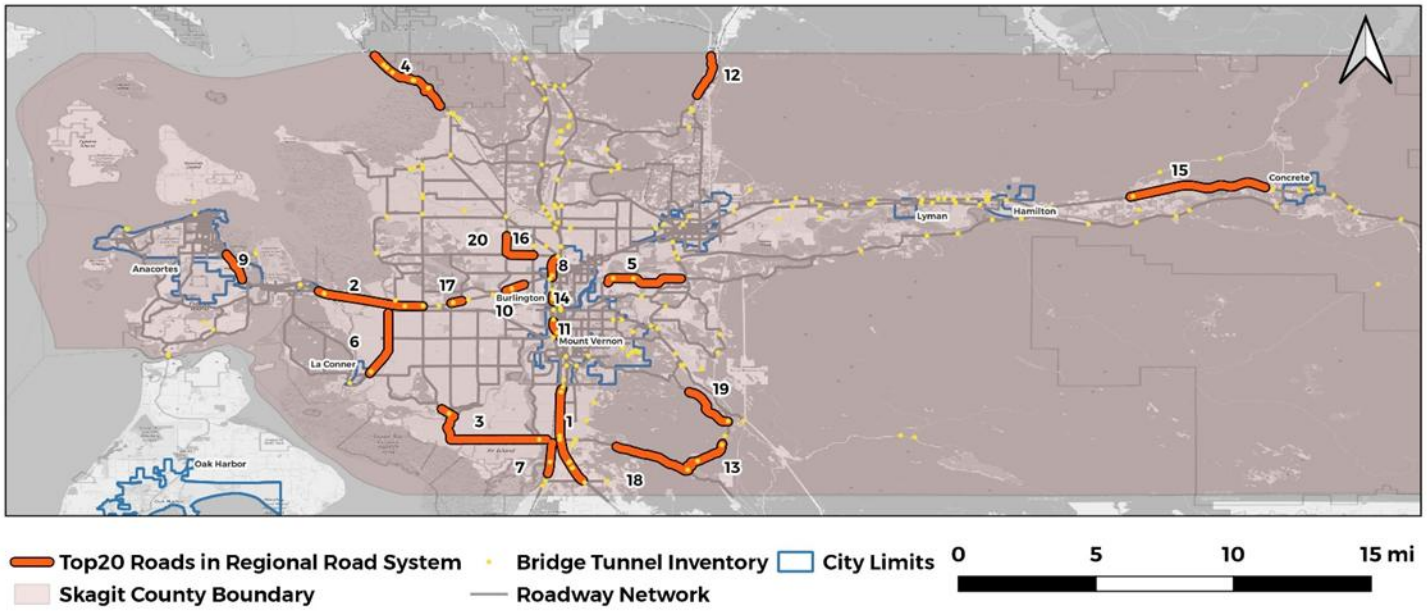

Table 9. Top 20 highest risk assets with losses

No.	Road Segment	Coastal Flooding	Fluvial Flooding	Levee Breach	Landslides	Seismic	Liquefacti -on	Severe Storm	Total Losses
1	I-5	$220,329	$3,959,742	$808,113,465	$5,300,059	$1,103,118	$1,064,240	$6,275	**$819,767,229**
2	State Route 20	$21,755,681	$1,635,549	$301,655,217	$1,635,099	$463,736	$509,600	$11,932	**$327,666,814**
3	Fir Island Road	$8,969,597	$1,205,373	$262,769,731	$4,223,795	$257,386	$340,601	$1,409	**$277,767,893**
4	Chuck-anut Drive	$63,958	$33,075	$0	$239,546,967	$73,486	$0	$4,347	**$239,721,832**
5	Francis Road	$225,646	$772,116	$200,759,768	$609,346	$93,860	$0	$4,340	**$202,465,076**
6	La Conner Whitney Road	$196,778	$866,548	$183,531,876	$0	$90,928	$231,261	$4,273	**$184,921,664**
7	Pioneer Highway	$1,263,562	$420,078	$102,875,826	$711,251	$64,595	$111,971	$0	**$105,447,283**
8	I 5	$0	$737,768	$99,851,016	$1,116,222	$105,397	$0	$0	**$101,810,402**
9	State Route 20 Spur	$0	$0	$0	$101,171,150	$119,756	$0	$0	**$101,290,906**
10	State Route 20	$0	$370,617	$96,314,009	$0	$53,192	$0	$0	**$96,737,818**
11	I 5	$0	$472,228	$81,509,363	$13,099,929	$116,320	$0	$0	**$95,197,841**
12	State Route 9	$0	$0	$0	$81,254,448	$69,982	$2,037	$11,016	**$81,337,483**
13	State Route 9	$0	$0	$0	$69,687,465	$72,156	$0	$1,538	**$69,761,159**
14	I 5	$0	$256,943	$65,208,697	$733,527	$18,753	$0	$3,649	**$66,221,569**
15	North Cascades Highway	$21,500	$207,028	$38,840,284	$23,326,703	$184,037	$0	$2,907	**$62,582,460**
16	Josh Wilson Road	$0	$210,079	$54,586,766	$0	$30,028	$0	$4,374	**$54,831,247**

No.	Road Segment	Coastal Flooding	Fluvial Flooding	Levee Breach	Landslides	Seismic	Liquefacti-on	Severe Storm	Total Losses
17	State Route 20 East-bound	$0	$205,939	$51,755,563	$0	$30,771	$54,892	$0	**$52,047,165**
18	State Route 534	$0	$0	$0	$48,023,470	$109,785	$0	$0	**$48,133,255**
19	West Big Lake Boulevard	$0	$9,854	$0	$46,993,885	$164,103	$0	$4,129	**$47,171,971**
20	Avon Allen Road	$0	$224,754	$45,341,339	$0	$16,351	$0	$1,029	**$45,583,473**

In summary, landslides, levee breaches, and coastal/fluvial flooding account for most losses in road segments. These hazards can lead to significant damage, causing roads to become impassable and disrupting transportation networks. As shown in Table 9, considering quantified losses across all hazards, a segment of *Chuckanut Drive* is the most vulnerable road segment, spanning 4.183 miles and containing six bridges. Located within Larrabee State Park, this segment faces a high risk of severe landslides. The majority of Chuckanut Drive falls within areas where landslide susceptibility is significant. In addition to landslides, this segment is at high risk from seismic events and coastal flooding. Table 9 also shows that many of the highest-ranked vulnerable assets experience substantial losses from levee breach scenarios. This underscores how catastrophic an event would be for the transportation network in this area and indeed for the entire community.

Regionally Significant Transportation Resilience Project Locations

The top 20 assets facing the highest risks from all hazards were further reviewed as candidate project sites for future mitigation of potential climate-related hazard impacts. The following sections summarize key characteristics and natural hazard exposure for roadway segments identified as having the highest potential losses within the Skagit County regional roadway system. These candidate project site descriptions provide an "at-a-glance" reference to support regional conversations about transportation risk, resilience needs, and potential areas for further evaluation. Each roadway segment description includes:

- Segment length and location
- Roadway functional classification

- Exposure to select natural hazards based on available data and modeling

The information presented is designed to complement, not replace, more detailed technical analyses. The candidate project site descriptions are not intended to establish project scopes, rank projects for funding, or prescribe specific mitigation actions. Instead, the intent is to:

- Provide a clear and consistent snapshot of hazard exposure across the highest risk roadway segments.
- Support a comparative review and discussion among member agencies.
- Inform screening-level prioritization, planning, and coordination efforts.
- Help identify locations that may warrant more detailed study, project development, or integration into future planning and funding efforts.

These candidate project site descriptions should not be used as the sole basis for investment decisions, design standards, emergency response planning, or damage assessments at any specific location. Percentages, depths, and hazard metrics represent modeled or mapped conditions at a regional screening level. Local conditions, design features, and future changes may not be fully reflected. The information presented is based on available datasets and regional-scale models. Actual local hazard impacts and damages may differ from those shown.

I-5 (No. 1)

LENGTH

- 5.11 miles

START AND END LOCATION

- Start: South of Mount Vernon Road
- End: North of Starbird Road

HAZARD INFORMATION

Coastal Flooding

- 2020: 0.1% of the road segment is exposed to the maximum flood depth of 1.64 ft, 16.7% of the bridges are exposed to the maximum flood depth of 1.10 ft
- 2040: 0.1% of the road segment is exposed to the maximum flood depth of 1.66 ft, 16.7% of the bridges are exposed to the maximum flood depth of 1.12 ft
- 2080: 0.1% of the road segment is exposed to the maximum flood depth of 2.03 ft, 16.7% of the bridges are exposed to the maximum flood depth of 1.49 ft

Dam/Levee Breach

- Exposed maximum inundation depth: 17.8 ft

Fluvial Flooding

- 77% of segment is located in the 100-year and 79% of segment is located in 500-year flood plain

Landslides

- Highest landslide susceptibility: 6.61 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.45g to 0.46g

Liquefaction

- 8% of the road segment is exposed to very low liquefaction susceptibility
- 15% of the road segment is exposed to low to moderate liquefaction susceptibility
- 45% of the road segment is exposed to moderate to high liquefaction susceptibility
- 32% of the road segment is exposed to high liquefaction susceptibility

ROADWAY CLASSIFICATION

- Interstate

SR 20 (No. 2)

LENGTH

- 3.90 miles

START AND END LOCATION

- Start: South Marchs Point Road
- End: Best Road

HAZARD INFORMATION

Coastal Flooding

- 2020: 3.3% of the road segment is exposed to the maximum flood depth of 36.93 ft, 33.3% of the bridges are exposed to the maximum flood depth of 5.65 ft
- 2040: 3.3% of the road segment is exposed to the maximum flood depth of 37.39 ft, 33.3% of the bridges are exposed to the maximum flood depth of 5.67 ft
- 2080: 0.001% of the road segment is exposed to the maximum flood depth of 38.14 ft, 33.3% of the bridges are exposed to the maximum flood depth of 5.67 ft

Dam/Levee Breach

- Exposed maximum inundation depth: 10.3 ft

Fluvial Flooding

- 83% of the road segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 9.55 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.46g to 0.47g

Liquefaction

- 46% of the road segment is exposed to moderate to high liquefaction susceptibility
- 54% of the road segment is exposed to high liquefaction susceptibility

ROADWAY CLASSIFICATION

- Freeway

Fir Island Road and Best Road (No. 3)

LENGTH

- 7.59 miles

START AND END LOCATION

- Start: Dike Road
- End: Summers Drive

HAZARD INFORMATION

Coastal Flooding

- 2020: 0.9% of the road segment is exposed to the maximum flood depth of 33.12 ft, none of the bridges are exposed to coastal flooding
- 2040: 2.1% of the road segment is exposed to the maximum flood depth of 33.61ft, 50% of the bridges are exposed to the maximum flood depth of 0.37 ft
- 2080: 2.3% of the road segment is exposed to the maximum flood depth of 34.41 ft, 50% of the bridges are exposed to the maximum flood depth of 3.02 ft

Dam/Levee Breach

- Exposed maximum inundation depth: 20.99 ft

Fluvial Flooding

- 89% of the road segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 29.84 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.46 g to 0.48g

Liquefaction

- 35% of the road segment is not exposed to liquefaction susceptibility
- 1% of the road segment is exposed to very low liquefaction susceptibility
- 61% of the road segment is exposed to low to moderate liquefaction susceptibility
- 2% of the road segment is exposed to moderate to high liquefaction susceptibility

ROADWAY CLASSIFICATION

- Major Collector

Chuckanut Drive (No. 4)

LENGTH

- 4.18 miles

START AND END LOCATION (ESTIMATED USING MILEPOST LOCATOR MAP)

- Start: Milepost 9.65
- End: Milepost 13.94

HAZARD INFORMATION

Coastal Flooding

- 2020: 33.3% of the bridges are exposed to the maximum flood depth of 8.37 ft
- 2040: 33.3% of the bridges are exposed to the maximum flood depth of 8.37 ft
- 2080: 33.3% of the bridges are exposed to the maximum flood depth of 8.37 ft

Fluvial Flooding

- 3% of the road segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 70.92 out of 81 (the higher value represents higher landslide risks)

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.43g

ROADWAY CLASSIFICATION:

- Major Collector

Francis Road (No. 5)

LENGTH

- 3.07 miles

START AND END LOCATION

- Start: Thillberg Road
- End: Near the roundabout of State Route 9 and Francis Road

HAZARD INFORMATION

Coastal Flooding

- 2020: 0.5% of the road segment is exposed to the maximum flood depth of 1.88 ft

- 2040: 0.5% of the road segment is exposed to the maximum flood depth of 1.89 ft
- 2080: 0.5% of the road segment is exposed to the maximum flood depth of 1.92 ft

Dam/Levee Breach

- Exposed maximum inundation depth: 49.4 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 4.02 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.41g to 0.43g

ROADWAY CLASSIFICATION

- Major Collector

La Conner Whitney Road (No. 6)

LENGTH

- 3.44 miles

START AND END LOCATION

- Start: 14142 La Conner Whitney Road
- End: Near the roundabout of La Conner Whitney Road, Chilberg Road, and Morris Street

HAZARD INFORMATION

Coastal Flooding

- 2020: 0.2% of the road segment is exposed to the maximum flood depth of 2.74 ft
- 2040: 0.2% of the road segment is exposed to the maximum flood depth of 3.66ft
- 2080: 0.3% of the road segment is exposed to the maximum flood depth of 7.58 ft

Dam/Levee Breach

- Exposed maximum inundation depth: 11.3 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.47g to 0.48g

Liquefaction

- The entire road segment is exposed to moderate to high liquefaction susceptibility

ROADWAY CLASSIFICATION

- Major Collector

Pioneer Highway (No. 7)

LENGTH

- 1.67 miles

START AND END LOCATION

- Start: Near the roundabout of Pioneer Highway, Main Street, Fir Island Road, and Conway Frontage Road
- End: 0.45 miles north of Milltown Road

HAZARD INFORMATION

Coastal Flooding

- 2020: 0.9% of the road segment is exposed to the maximum flood depth of 7.36 ft,100% of the bridges are exposed to the maximum flood depth of 10.29 ft
- 2040: 0.9% of the road segment is exposed to the maximum flood depth of 7.63ft, 100% of the bridges are exposed to the maximum flood depth of 10.71 ft
- 2080: 0.03% of the road segment is exposed to the maximum flood depth of 8.22 ft, 100% of the bridges are exposed to the maximum flood depth of 11.15 ft

Dam/Levee Breach

- Exposed maximum inundation depth: 17.9 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 5.28 out of 81 (the higher value represents higher landslide risks)

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.46g

Liquefaction

- 98% of the road segment is exposed to moderate to high liquefaction susceptibility
- 2% of the road segment is exposed to high liquefaction susceptibility

ROADWAY CLASSIFICATION

- Major Collector

I-5 (No. 8)

LENGTH

- 0.96 miles

START AND END LOCATION (ESTIMATED USING MILEPOST LOCATOR MAP)

- Start: South of State Highway 11
- End: Milepost 230.06

HAZARD INFORMATION

Dam/Levee Breach

- Exposed maximum inundation depth: 34.4 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 5.03 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.43g to 0.44g

ROADWAY CLASSIFICATION

- Interstate

SR 20 – Spur (No. 9)

LENGTH

- 1.50 miles

START AND END LOCATION

- Start: Milepost 48.2
- End: Milepost 49.7

HAZARD INFORMATION

Landslides

- Landslide susceptibility: 52.34 out of 81 (the higher value represents higher landslide risks)

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.48g

ROADWAY CLASSIFICATION

- Freeway

SR 20 (No. 10)

LENGTH

- 0.74 miles

START AND END LOCATION (ESTIMATED USING MILEPOST LOCATOR MAP)

- Start: Milepost 57.78
- End: Milepost 58.52

HAZARD INFORMATION

Dam/Levee Breach

- Exposed maximum inundation depth: 25.6 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.44g

ROADWAY CLASSIFICATION

- Principal Arterial

I-5 (No. 11)

LENGTH

- 1.07 miles

START AND END LOCATION

- Start: South of West College Way
- End: North of Broad Street

HAZARD INFORMATION

Dam/Levee Breach

- Exposed maximum inundation depth: 40.1 ft

Fluvial Flooding

- 54% of the road segment is located in the 100-year and 74% of the road segment is located in the 500-year flood plain

Landslides

- Highest landslide susceptibility: 18.58 out of 81 (the higher value represents higher landslide risks)

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.44g

ROADWAY CLASSIFICATION

- Interstate

SR 9 (No. 12)

LENGTH

- 2.25 miles

START AND END LOCATION (ESTIMATED USING MILEPOST LOCATOR MAP)

- Start: Milepost 67.78
- End: Milepost 65.53

HAZARD INFORMATION

Landslides

- Highest landslide susceptibility: 55.90 out of 81 (the higher value represents higher landslide risks)

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.39g

Liquefaction

- 20% of the road segment is exposed to low to moderate liquefaction susceptibility
- 80% of the road segment is exposed to moderate to high liquefaction susceptibility

ROADWAY CLASSIFICATION

- Major Collector

SR 9 (No. 13)

LENGTH

- 2.04 miles

START AND END LOCATION (ESTIMATED USING MILEPOST LOCATOR MAP)

- Start: Milepost 40.4
- End: Milepost 42.44

HAZARD INFORMATION

Landslides

- Highest landslide susceptibility: 52.96 out of 81 (the higher value represents higher landslide risks)

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.43g

ROADWAY CLASSIFICATION

- Major Collector

I-5 (No. 14)

LENGTH

- 0.34 miles

START AND END LOCATION (ESTIMATED USING MILEPOST LOCATOR MAP)

- Start: Milepost 228.71
- End: Milepost 229.11

HAZARD INFORMATION

Dam/Levee Breach

- Exposed maximum inundation depth: 35.1 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 9.09 out of 81 (the higher value represents higher landslide risks)

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.44g

ROADWAY CLASSIFICATION

- Interstate

North Cascades Highway (No. 15)

LENGTH

- 5.15 miles

START AND END LOCATION

- Start: Baker Lake Road
- End: Grassmere Road

HAZARD INFORMATION

Coastal Flooding

- 2080: 100% of the bridges are exposed to the maximum flood depth of 1.49 ft

Dam/Levee Breach

- Exposed maximum inundation depth: 169.4 ft

Fluvial Flooding

- 13% of the road segment is located in the 100-year and 30% of the road segment is located in the 500-year flood plain

Landslides

- Highest landslide susceptibility: 18.69 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.31g to 0.33g

ROADWAY CLASSIFICATION

- Minor Arterial

SUPPLEMENTAL NOTE: SOUTH SKAGIT HIGHWAY

- South Skagit Highway functions as a parallel roadway to North Cascades Highway and faces similar hazard impacts. If SR 20 or North Cascades Highway is impacted during a hazard event, South Skagit Highway becomes vitally important to transportation redundancy. South Skagit Highway has been identified as a detour for traffic rerouting from SR 20 during hazard events. South Skagit Highway should be considered for comparable resilience improvements with North Cascades Highway.

Josh Wilson Road (No. 16)

LENGTH

- 0.84 miles

START AND END LOCATION

- Start: East of Avon Allen Road
- End: Pulver Road

HAZARD INFORMATION

Dam/Levee Breach

- Exposed maximum inundation depth: 25.0 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.43g to 0.44g

ROADWAY CLASSIFICATION

- Minor Arterial

SR 20 (No. 17)

LENGTH

- 0.41 miles

START AND END LOCATION

- Start: Higgins Airport Way
- End: Bradshaw Road

HAZARD INFORMATION

Dam/Levee Breach

- Exposed maximum inundation depth: 17.3 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.45g to 0.46g

Liquefaction

- The entire road segment is exposed to high liquefaction susceptibility

ROADWAY CLASSIFICATION

- Principal Arterial

SR 534 (No. 18)

LENGTH

- 2.99 miles

START AND END LOCATION

- Start: Estate Drive
- End: SR 9

HAZARD INFORMATION

Landslides

- Highest landslide susceptibility: 33.14 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.44g to 0.45g

ROADWAY CLASSIFICATION

- Major Collector

West Big Lake Boulevard (No. 19)

LENGTH

- 2.37 miles

START AND END LOCATION

- Start: West Lakeview Lane
- End: SR 9

HAZARD INFORMATION

Fluvial Flooding

- 2% of the road segment is located in the 100-year and 500-year flood plain

Landslides

- Highest landslide susceptibility: 40.94 out of 81 (the higher value represents higher landslide risks)

Seismic

- The road segment is exposed to peak ground acceleration (PGA-975) of 0.42g to 0.43g

ROADWAY CLASSIFICATION

- Minor Collector

Avon Allen Road (No. 20)

LENGTH

- 0.89 miles

START AND END LOCATION

- Start: Benson Road
- End: North of Josh Wilson Road

HAZARD INFORMATION

Dam/Levee Breach

- Exposed maximum inundation depth: 24.1 ft

Fluvial Flooding

- The entire segment is located in the 100-year and 500-year flood plain

Seismic

- The entire road segment is exposed to peak ground acceleration (PGA-975) of 0.44g

ROADWAY CLASSIFICATION

- Major Collector

Illustrative Regionally Significant Transportation Projects from the RTP

Several of the identified top 20 at-risk candidate project sites were incorporated into the RTP as illustrative regionally significant transportation projects. While the top 20 at-risk candidate project sites look at individual road segments, the RTP resilience-related illustrative regionally significant transportation projects combine several of these at-risk segments into corridor-level projects, listed in

Table 10.

Table 10. Illustrative Resilience Regionally Significant Transportation Projects From the RTP

ID	Agency	Project Name	Project Description	Type	Cost[9]	Time Frame	Expected Completion Year
216	WSDOT /SCOG	Chuckanut Drive Corridor Resilience Study	Conduct a corridor-level resilience planning study along the identified vulnerable segment of Chuckanut Drive (including 6 bridges in this segment to assess hazard exposure, quantify the risk, and develop planning-level adaptation strategies.	Study	$	Short	2027
217	WSDOT /SCOG	State Route 20 (Burlington to Anacortes Segment) Resilience Study	Conduct a corridor-level resilience planning study along the identified vulnerable segments along State Route 20. For those segments, screen planning level resilience strategies to inform future investment decisions.	Study	$	Short	2028

[9] Cost: $ = up to $1 million; $$ = $1 to $10 million; $$$ = $10 to $100 million; $$$$ = over $100 million.

ID	Agency	Project Name	Project Description	Type	Cost[9]	Time Frame	Expected Completion Year
218	WSDOT /SCOG	I5 and Pioneer Highway Resilience Study	Conduct a corridor-level resilience planning study for the vulnerable segments along I-5 and the parallel Pioneer Highway Corridor to assess transportation network redundancy under hazard scenarios and screen planning-level resilience strategies to support system reliability and emergency response.	Study	$	Short	2028
219	WSDOT /SCOG	Skagit County Evacuation and Transportation Network Redundancy Study	Conduct a countywide, system-level resilience study to evaluate evacuation route performance and transportation network redundancy under hazard scenarios, identifying critical links and failure points, and informing planning-level resilience investment priorities.	Study	$	Short	2029

Resilience Improvement Strategies

While the list of Regionally Significant Transportation Resilience Project Locations identifies the hazards of concerns, the solutions to address those potential impacts are likely multi-pronged. While the PROTECT Program emphasizes infrastructure improvements, there are often additional operational or policy-level interventions that can provide overall process improvements that ultimately foster effective resilient infrastructure improvements.

Infrastructure Improvement Strategies

Enhancing the physical resilience of Skagit County's transportation network is foundational to the TRIP. Infrastructure improvements should be designed to address the most significant climate-related hazards identified in the vulnerability assessment. These infrastructure improvements should be prioritized based on asset exposure to hazards, the vulnerability of the asset, the risks posed by the hazards, and the potential to reduce long-term maintenance costs and service disruptions. Table 11. Infrastructure Strategy Examples provides examples of infrastructure strategies that could be considered.

Table 11. Infrastructure Strategy Examples

Hazard	Example Strategy
Flooding (Coastal and Fluvial)	• Upgrade and modernize stormwater drainage systems, including upsizing culverts and storm drains based on updated rainfall projections. • Install or upgrade pump stations and backflow preventers to improve drainage performance during high river and tidal conditions. • Floodproof critical transportation infrastructure by reducing water intrusion and damage (e.g., sealing utility penetrations, armoring embankments against scour, using water-resistant materials, and protecting electrical or mechanical components). • Implement green infrastructure, estuary restoration, and floodplain reconnection projects that reduce flood risk while providing ecological co-benefits, such as wetland restoration, tidal storage enhancement, and setback levees where feasible. • Coordinate with regional flood management efforts, including the Skagit Diking and Drainage Special Purpose District's Flood Risk Management Guidance, to identify opportunities for multi-benefit restoration and, where appropriate, strategic property acquisition that supports flood risk reduction and habitat restoration.
Landslides	• Improve surface and subsurface drainage to reduce slope saturation • Install slope stabilization measures such as retaining walls, soil nail systems, and rockfall barriers in high-risk areas • Monitor high-risk slopes using geotechnical or remote sensing techniques to support early detection and proactive maintenance
Seismic and liquefaction	• Retrofit bridges and roadway structures to improve seismic performance, consistent with current standards and available funding programs • Strengthen foundations and abutments and implement ground improvement techniques in areas with high liquefaction susceptibility • Identify and prioritize lifeline corridors and plan for redundant routes to maintain network connectivity following seismic events
Severe Storms	• Upgrade roadside drainage, culverts, and stormwater inlets to better manage extreme precipitation events • Reinforce signage, signals, guardrails, and other roadside infrastructure to withstand high wind and storm conditions • Improve debris management and clearance strategies to reduce post-storm closures and speed recovery

The consideration of integrating green infrastructure into investment solutions is critical to any infrastructure strategy, which not only has resilience benefits but also recreational, social, and health-related benefits for communities. Examples of green infrastructure include stormwater wetlands, stormwater tree trenches, bioswales, porous pavers, and porous asphalt.[10] As the region looks to address the most pressing hazards, it will be critical to consider a range of solutions that leverage both the built and natural environment.

These measures are intended to reduce the frequency and severity of hazard event disruptions, safeguard essential routes, and protect investments in regional mobility. Ongoing monitoring and proactive management of resilience strategies, particularly along corridors flagged as high-risk, is essential to maintaining safe and reliable transportation links.

Operational Strategies

Operational strategies are integral to maintaining the functionality and safety of the transportation system during and after hazard events. Operational strategies support the safe and reliable functioning of the transportation system during hazard events and are particularly important for evacuation and emergency response. Recent events in Skagit County have demonstrated that roadway closures can quickly shift traffic to alternate routes that were not designed to accommodate high volumes or serve as primary evacuation corridors. These conditions can create safety and operational challenges, highlighting the need for coordinated evacuation route identification and redundancy planning.

A key component of operational resilience is the clear identification of evacuation routes and critical lifeline corridors, including an understanding of how these routes perform under emergency conditions. Some corridors may be formally designated, while others may

[10] EPA Mitigate Flooding

function as informal or ad hoc evacuation or detour routes when primary facilities are unavailable. For example, the 2025 flood event illustrated how increased traffic volumes on routes such as Cook Road strained capacity and introduced safety concerns when other corridors were constrained.

Operational planning should build on evacuation route identification by focusing on how these corridors operate during emergencies. This includes traffic control and incident management, interagency coordination, and integration of operational needs into infrastructure planning and maintenance activities. Future efforts to evaluate evacuation routing, corridor redundancy, and emergency operations will help reduce reliance on single access routes, improve system performance during hazard events, and support safer and more effective evacuations.

Recommended operational strategies include:

- Adoption of enhanced monitoring systems and early warning systems to track flood levels, slope movement, and storm conditions along critical corridors.
- Pre-seasonal and pre-event maintenance and preparedness activities focused on drainage clearing, slope inspection, the identification of vulnerable assets before hazard seasons begin, and the readiness of traffic control devices.
- Refined detour and traffic management planning for evacuation and lifeline routes, coordinated with emergency management and law enforcement to ensure that alternative routes are available.
- Clear and timely communication to the public in the event of roadway closures, detours, and evacuation guidance during hazard events.

Strategies like these would enable timely detection of emerging threats and support rapid response efforts.

Policy, Governance, and Partnership Coordination Strategies

Policy and governance strategies should be designed to create a supportive environment for resilience investments, facilitate interagency coordination, and ensure that responsibilities are clearly defined and aligned with regional and local priorities. Building long-term resilience requires effective governance structures and strong partnerships across all levels of government and with the broader community. Examples of policy and governance strategies include:

- Systematic sharing of data on roadway and bridge vulnerabilities among member jurisdictions.
- Joint planning for corridors that cross multiple jurisdictions to ensure consistent resilience standards and to address shared hazard exposures.
- Strengthened coordination among agencies through joint exercises, shared protocols, and integrated communication platforms.

These types of collaborative approaches would ensure that resources are efficiently allocated and that response actions are unified and effective, enabling coordinated planning and informed decision-making.

Collaboration with tribal governments is a priority, especially for projects that impact network connectivity to tribal lands and that expedite emergency response. Partnerships with natural resource and flood control districts should be utilized to improve understanding of levee systems, enhance flood forecasting capabilities, and support integrated hazard mitigation efforts. Ongoing engagement with State and Federal agencies (including WSDOT and FHWA) will help identify technical assistance, statewide risk data, and funding opportunities.

Community Considerations

Community resilience is a central consideration to the TRIP's approach, recognizing that climate-related hazards disproportionately impact vulnerable populations and isolated communities. There are communities at risk of isolation during floods, landslides, or bridge closures, including tribal communities and rural residents who rely on single-access routes for mobility and emergency services. Resilience investments should be considered for prioritization where they address the needs of these populations and support robust and inclusive emergency response and evacuation planning.

Community stakeholders should also be engaged in the identification of risks and the co-creation of resilience strategies, drawing on local knowledge and lived experience to inform project design and implementation. Co-benefits such as safer travel conditions, reduced maintenance costs, and improved access for all users are potential key outcomes of resilience projects.

Project Prioritization

Effective prioritization of resilience projects and strategies is essential to maximizing the impact of investments and ensuring the long-term reliability of Skagit County's transportation network. The TRIP's prioritization framework is designed to guide member agencies and partners through a transparent, data-driven process that considers the following key factors:

- **Hazard Exposure**: Assessment of the degree to which a roadway or bridge segment is subjected to climate-related hazards, including flooding, landslides, seismic risk, liquefaction, and levee breach inundation. Projects addressing assets with high exposure are prioritized to reduce the likelihood and severity of disruptions.
- **Emergency Management**: Evaluate the importance of each asset for regional mobility, freight movement, emergency response, and access to tribal lands. Corridors and infrastructure serving isolated or vulnerable communities receive elevated consideration.
- **Vulnerability**: Determine the likelihood that hazard exposure will result in damage or service disruption, using both quantitative and qualitative risk assessments. Assets with high vulnerability are targeted for resilience improvements.
- **Community Isolation**: Identify projects that serve communities without reliable alternative routes, ensuring that investments address the needs of populations at risk of isolation during hazard events.
- **Cost and Feasibility**: Consider the technical and financial practicality of proposed resilience solutions, including estimated costs, implementation timelines, and potential funding sources. Projects that offer high impact and feasible implementation are prioritized.

Prioritization is not limited to physical infrastructure improvements. The TRIP encourages the development of operational, policy, and partnership strategies that complement capital investments, including:

- *Operational Strategies:* Enhanced monitoring systems, pre-seasonal maintenance, detour planning, and rapid response protocols to maintain functionality during hazard events.
- *Policy and Governance:* Adoption of resilient design standards, integration of hazard data into planning processes, and establishment of interagency coordination mechanisms.
- *Land Use and Preservation:* Development or application of programs like the Skagit County's Farmland Legacy Program that protect farmland and enhance ecological conditions, which could also support broader resilience and hazard mitigation objectives.
- *Community Engagement:* Ongoing stakeholder involvement in project identification, strategy co-creation, and evaluation to ensure that local knowledge and priorities inform decision-making.

Recognizing that risks, data, and community needs evolve over time, the TRIP's prioritization process is designed to be adaptive. Member agencies are encouraged to:

- Regularly update hazard exposure and vulnerability assessments as new information becomes available.
- Reassess project priorities in response to changing conditions, emerging risks, and lessons learned from completed projects.
- Maintain flexibility in strategy development to accommodate evolving technologies, funding opportunities, and stakeholder feedback.

Implementation Roadmap

Member Agency Resources

As noted earlier in the report, SCOG conducted additional outreach with member agencies to ensure that the tools and outputs developed through the TRIP were practical, actionable, and responsive to local agency needs. These discussions focused on interpretation of the risk assessment results, including how high-ranking roadway and bridge segments should be understood, how regional datasets can be applied locally, and how jurisdiction-specific context may influence perceptions of risk and prioritization. Member agencies also provided input on a suite of supporting resources developed in parallel with the TRIP including jurisdiction-specific results, GIS map layers, example BCA's, a solutions toolkit, and guidance on how to apply TRIP findings in local planning and project development.

JURISDICTION-SPECIFIC RISK ASSESSMENT RESULTS

To support local application of the regional risk assessment, SCOG developed jurisdiction-specific roadway and bridge risk results organized by member agency. This allows agencies to focus on assets within their own jurisdiction, ownership, or area of responsibility and to better understand how regional risk findings translate to local contexts. The jurisdiction-specific results are intended to support internal discussions, screening-level prioritization, and identification of locations that may warrant further site-specific evaluation.

GIS MAP LAYERS

GIS map layers were developed to provide spatial data for the risk assessment results and underlying hazard information. These layers will allow member agencies to visualize exposure and risk across their transportation networks, overlay results with local datasets, and integrate TRIP findings into existing GIS workflows. The GIS map layers are intended to support planning, coordination, and communication and are not intended to replace detailed engineering or site-specific analyses.

GUIDE TO APPLYING THE RISK ASSESSMENT RESULTS

A guide was prepared that includes information for how to leverage the risk assessment results to inform site-specific resilience planning. The guide describes how agencies can move from system-level screening to more detailed, project-level evaluation by incorporating local knowledge, additional data, and professional judgment. The guide is designed to be flexible and scalable, allowing agencies to apply it to projects at different stages of development and with varying levels of available information.

MEMBER AGENCY RESILIENCE GUIDANCE FORM

An accompanying guidance form was developed to help member agencies systematically evaluate how resilience considerations can be incorporated into existing or planned transportation projects. The form walks users through key steps including hazard screening, assessment of potential impacts, identification of applicable resilience strategies, consideration of performance and costs, and exploration of funding opportunities. The form is intended to support internal scoping and coordination discussions and does not commit an agency to a specific project, solution, or funding source.

BENEFIT-COST ANALYSIS EXAMPLES

Example BCAs were developed to demonstrate how agencies can evaluate the economic performance of resilience strategies using the TRIP risk assessment results. The examples illustrate how reductions in expected damages and service disruptions can be compared against implementation costs to support project prioritization and funding decisions. These BCAs are available to member agencies for illustrative purposes only and are not intended to represent final project evaluations.

SOLUTIONS TOOLKIT

The Solutions Toolkit provides a menu of example resilience strategies that may be applicable to transportation assets exposed to different hazards, including flooding, extreme temperatures, wildfire, severe storms, landslides, and seismic and liquefaction risks. The toolkit highlights implementation opportunities, potential outcomes, and examples from other jurisdictions to illustrate how resilience features can be integrated into transportation projects. The strategies presented are illustrative and are intended to inform consideration of options rather than prescribe specific solutions.

Project Evaluation

In addition to the member agency resources that have been developed, there are also several considerations for SCOG and the region as transportation resilience projects begin to take shape. The resilience project criteria presented below are designed to support SCOG and member agencies as they systematically evaluate how projects can address current and future climate-related hazards or risks. By incorporating resilience considerations into decision-making processes, these criteria can help ensure that projects help reduce vulnerabilities from natural hazards and promote strategic investments aimed at enhancing transportation system resilience. The following section lists a menu of proposed project criteria to be further evaluated and refined with project partners.

PROPOSED PROJECT CRITERIA CHECKLIST

- **Alignment with Regional and System Resilience Goals**
  - Aligns with Hazard Mitigation Plan.
  - Aligns with regional and/or local planning goals related to system resilience.
  - Aligns with the SCOG Transportation Resilience Improvement Plan (TRIP).
- **Planning-level Assessment of Exposure**
  - Addresses multiple hazard types present in the project area.
  - Addresses intensity and frequency of current and projected future conditions, where data is available.
  - Considers lessons learned from past disruptions and events.
- **Solutions Evaluation**

  - Considers and incorporates adaptive design features where appropriate.
  - Considers and incorporates nature-based solutions where appropriate.
  - Provides environmental co-benefits such as emissions reduction and/or improved environmental quality.
  - Identifies specific resilience benefits to the asset owner, asset users, and the broader community.
- **Regional Operational Resilience**
  - Addresses network cascading impacts—when a primary hazard event (trigger) is followed by a chain of consequences (e.g., an earthquake triggers a tsunami that leads to utility failures).[11]
  - Includes continuity-of-operations measures that maintain or rapidly restore safe travel, emergency response, and evacuation functionality during and after hazard events.
  - Demonstrates interagency coordination and assignment of responsibilities for managing evacuation routes, emergency access, traffic operations, and system recovery under emergency conditions.
  - Identifies and addresses interdependencies among agency responsibilities that influence evacuation performance, emergency response, and operational decision-making.
  - Improves the operational safety and reliability of designated evacuation routes and implements measures that avoid maladaptation or shifting risks.
  - Enhances system redundancy by reducing reliance on single corridors and ensuring continued network connectivity if primary routes are compromised.
- **Social and Community Resilience**
  - Resilience benefits are identified for different community groups, including vulnerable or underserved communities.
  - Strengthens community resilience and preparedness.
  - Engages community stakeholders in identifying risks and potential resilience strategies.
- **Economic and Institutional Resilience**
  - Demonstrates a business case for resilience investment.

[11] National Academies of Sciences, Engineering, and Medicine. 2022. Resilience for Compounding and Cascading Events. Washington, DC: The National Academies Press. https://doi.org/10.17226/2453.

- Specific resilience benefits to the asset owner, asset users, and the broader community have been identified (also under Solutions Evaluation above)
- Includes diverse or long-term funding sources.

PROJECT CRITERIA AND SCORING RUBRIC

To assess how well a project proposal meets the potential proposed criteria, a scoring rubric has been developed to guide the evaluation process, as shown in Table 12.

Table 12. Recommended Project Resilience Screening Criteria

Criteria	Score	Score Description
Alignment with Regional and System Resilience Goals	1 2 3	1. General assessment of alignment; limited integration of specific plans or goals. 2. Moderate assessment of alignment; some integration of specific plans or goals. 3. Full assessment of alignment; clearly identifies relationship with specific regional plans or goals.
Planning-Level Assessment of Exposure	1 2 3	1. Basic consideration of a small number of hazards; limited consideration of future conditions. 2. Moderate consideration of a few hazards with some forward-looking elements. 3. Comprehensive assessment of multiple hazards, including current and future conditions, with lessons learned from past disruptions incorporated.
Solutions Evaluation	1 2 3	1. Minimal discussion of applicability of adaptive design or nature-based solutions; brief discussion of general benefits. 2. Some discussion of adaptive design and/or nature-based solutions (as applicable); detailed discussion of some environmental co-benefits. 3. Robust consideration of adaptive design and nature-based solutions (as applicable) with quantified environmental benefits and cost savings for asset owners and/or users.

Criteria	Score	Score Description
Regional Operational Resilience	1 2 3	1. Minimal consideration of network impacts and interdependencies; limited discussion of coordination or roles and responsibilities. 2. Moderate integration of network impacts and continuity-of-operations measures; high-level discussion of roles and responsibilities. 3. Robust discussion of specific cascading network impacts, inclusion of continuity-of-operations measures with clear and detailed roles and responsibilities and interagency coordination.
Social and Community Resilience	1 2 3	1. Brief discussion of general community benefits; minimal evidence of stakeholder engagement in planning process. 2. Discussion of benefits for specific communities and demonstration of stakeholder input. 3. Robust assessment of community benefits with specific vulnerable communities discussed; clear and comprehensive record of engaging stakeholders in resilience strategy co-creation.
Economic and Institutional Resilience	1 2 3	1. Qualitative discussion of the business case for resilience investment; minimal discussion of benefits and additional funding sources. 2. Quantitative discussion of the business case; some benefits and potential funding additional sources identified. 3. Quantitative discussion of the business case; robust discussion and identification of benefits to asset owners, users, and broader community with a comprehensive review of potential additional funding sources.

EVALUATION AND REPORTING CONSIDERATIONS

Projects submitted by member agencies can be evaluated using the standardized project form that scores proposals against the established criteria. Each project would generate a

summary that may outline strengths, highlight gaps, and/or recommend resilience enhancements. Agencies would receive clear feedback that can be used to refine project designs and justify funding requests.

While the recommended project criteria are meant to guide project development, it will be just as important to assess and improve long-term organizational resilience. Below is a list of potential additional criteria that may be helpful for SCOG during project evaluation and monitoring.

- Organizational Capacity, Workforce, and Governance
  - Shows adequate organizational capacity to develop and maintain resilience elements.
  - Capacity has been identified for maintaining the functionality of the project's resilience elements over time.
- Monitoring, Performance, and Adaptability
  - Includes resilience performance indicators.
  - Identifies project monitoring and evaluation process to identify degradation in resilience performance.
  - Includes adaptive management and scalable design.

Table 13. Recommended Project Evaluation and Reporting Criteria

Criteria	Score	Score Description
Organizational Capacity, Workforce, and Governance	1 2 3	1. Minimal organizational capacity identified; no clear maintenance plan. 2. Some staff resources identified to develop and maintain resilience elements. 3. Dedicated staff and/or team focused on robust maintenance of resilience elements.

Criteria	Score	Score Description
Monitoring, Performance, and Adaptability	1 2 3	1. Qualitative discussion of monitoring; no specific performance indicators or evaluation process delineated. 2. High-level monitoring plan with discussion of performance indicators broadly; some discussion of adaptive management. 3. Detailed monitoring plan with clear and measurable performance indicators identified; clear plan for adaptive management and scalability.

Performance Monitoring and Reporting

Ongoing performance monitoring and transparent reporting will be essential to ensure that resilience strategies and projects deliver their intended benefits and adapt to evolving risks. The TRIP proposes a framework for tracking the implementation and effectiveness of resilience improvements across Skagit County's transportation network. This framework should include systematic documentation of completed and in-progress projects, enabling member agencies and stakeholders to assess progress toward regional resilience goals.

Hazard data and the vulnerability analysis should be regularly updated as new information becomes available, ensuring that prioritization criteria remain relevant and responsive to emerging threats. Disruptions to roadways and bridges caused by climate-related hazards should be documented and analyzed to identify trends, inform future planning, and refine resilience strategies. Performance indicators should be integrated into project design, such as measures of asset reliability, reduction in service disruptions, and improvements in emergency response times.

Reporting activities should be designed to be transparent and accessible, providing clear summaries of project outcomes, lessons learned, and areas for improvement. Member agencies are encouraged to share monitoring results and best practices, fostering a culture of continuous learning and adaptive management. As State and Federal guidance evolves, the TRIP's monitoring and reporting processes will be adjusted to align with new standards and requirements, ensuring that Skagit County remains at the forefront of transportation resilience.

Conclusion

The SCOG TRIP represents a pivotal advancement in the region's approach for safeguarding transportation infrastructure against the escalating risks posed by climate change and natural hazards. The TRIP will improve SCOG's ability to support regional preparedness and responses to the impacts of hazard events, natural disasters and changing conditions. The TRIP provides insight and understanding of the threats facing Skagit County's roadways and bridges, enabling data-driven prioritization of resilience investments. Central to the TRIP is the commitment to inclusive and transparent stakeholder engagement. By actively involving member jurisdictions, tribal governments, emergency services, and the broader community, the plan ensures that local knowledge, community considerations, and local priorities are fully integrated into its recommendations. This collaborative approach not only strengthens the technical foundation of the TRIP but also fosters a shared sense of ownership and responsibility for resilience of the region's transportation system.

The TRIP is designed to be dynamic and adaptive, evolving in response to new data, emerging hazards, and lessons learned from implementation. By embedding resilience into the RTP, from project selection and policy development to performance monitoring and reporting, SCOG and its partners are laying the groundwork for a transportation system that is more robust, reliable, and resilient.

Next Steps

To translate the vision and strategies outlined in the TRIP into tangible outcomes, SCOG and its partners will undertake the following next steps:

- *Continually Integrate TRIP Recommendations into the RTP:* Resilience goals and policies have been embedded into Move Skagit 2050 RTP. During future RTP updates, it is recommended that the TRIP's findings, project criteria, and prioritized investments continue to be incorporated into the RTP and local comprehensive plans. This integration supports long-term planning and ensures that resilience remains a central consideration in all transportation decision-making.

- *Apply Member Agency Resources to Advance Project Development:* Member agencies are encouraged to use jurisdiction-specific risk assessment results, GIS map layers, the guide to applying risk assessment results, the resilience guidance form, benefit-cost analysis examples, and the solutions toolkit to inform their own project development, prioritization, funding, and implementation efforts.
- *Develop an Adaptive Management and Review Approach:* Support the use of consistent approaches for tracking the progress and effectiveness of resilience projects. Periodic updates to hazard data, vulnerability assessments, and performance indicators can inform adaptive management and continuous improvement. Reviewing and refining project priorities, resilience strategies, and performance measures based on emerging risks, new information, and lessons learned from completed projects can support continued relevance and effectiveness.
- *Foster Ongoing Collaboration and Engagement:* Maintain coordination among member jurisdictions, state and federal agencies, and regional partners through regular communication, shared learning, and the exchange of best practices to strengthen regional capacity.

Appendix A. Public Comment Tracker (reserved)

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

ACTION ITEM 5.B. – APRIL REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

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

RECOMMENDED ACTION

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

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

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on March 26 and ended on April 3. No comments were received.

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2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Co.

Project Title Francis Road Section 1

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

Road Name Francis Road (#79000)

Begin Termini 5.05

End Termini 5.66

Total Project Length 0.61

Improvement Type Reconstruction, Added Capacity

Functional Class Minor Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost $5,074,408

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

STIP ID WA-01171

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 11/25/2024

Adoption Date 12/9/2024

Resolution Number R20240257

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2026	HSIP	$1,750,000	CRAB	$1,279,047	$1,808,370	$4,837,417	10/15/2025
Total			**$1,750,000**		**$1,279,047**	**$1,808,370**	**$4,837,417**	

Delete

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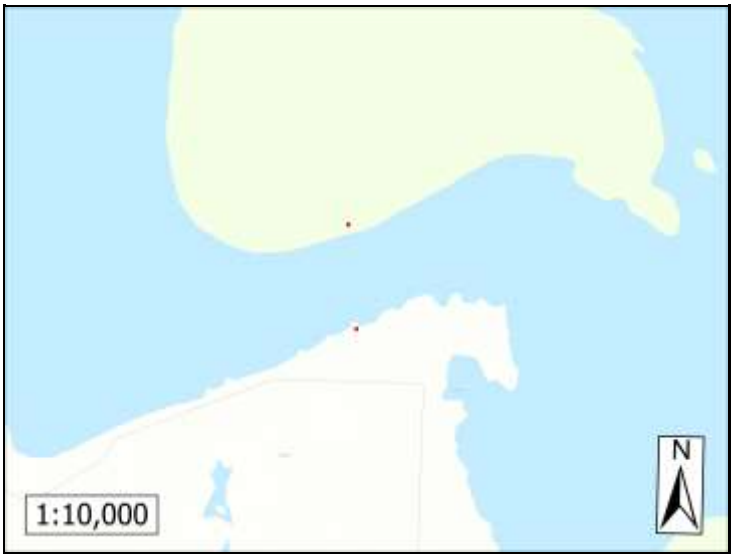
Skagit Council of Governments

2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Co.

Project Title Guemes Island Ferry Docks-Maintenance Bundle

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



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Ferry Boats

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date 3/3/2026

Total Project Cost $6,505,451

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

STIP ID WA-16923

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 3/3/2026

Adoption Date

Resolution Number R20260044

Phase Obligation Schedule

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

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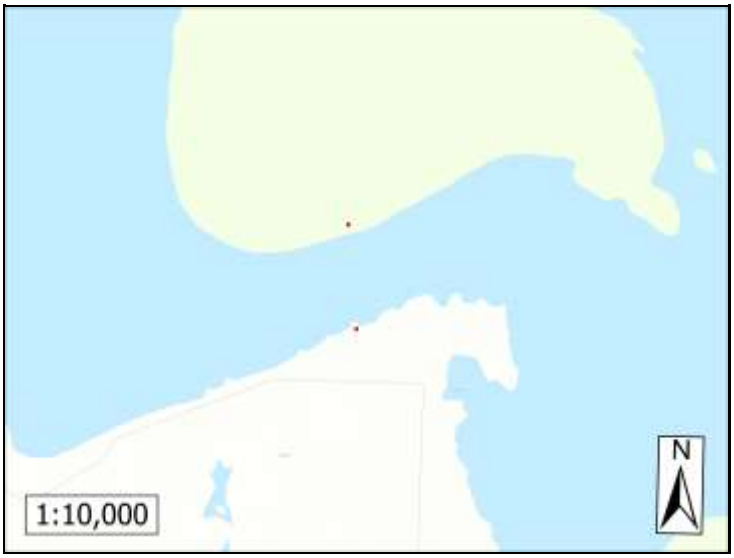
2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Co.

Project Title Guemes Island Ferry Operating Costs

Description Operating costs for the Guemes Island Ferry.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Ferry Boats

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date 3/3/2026

Total Project Cost $1,749,254

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

STIP ID WA-16925

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 3/3/2026

Adoption Date

Resolution Number R20260044

Phase Obligation Schedule

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

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2026-2029 Regional Transportation Improvement Program
Project Data Sheet

Agency Skagit Transit

Project Title Skagit Station HVAC Repair

Description Repair of Skagit Station HVAC system.

Road Name E Kincaid St

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost $345,000

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

STIP ID WA-16705

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/20/2025

Adoption Date 8/20/2025

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
ALL	2026	5339	$147,505		$0	$197,495	$345,000	4/15/2026
Total			**$147,505**		**$0**	**$197,495**	**$345,000**	

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2026-2029 Regional Transportation Improvement Program

Financial Feasibility Table

3/26/2026

		2026			2027			2028			2029					
Funding Program	Carrryover	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	4-Year Allocation	4-Year Pro-grammed	4-Year Difference
Regionally Managed Federal Funds	**-$2,465**	**$2,650**	**$185**	**$358**	**$2,650**	**$2,477**	**$1,372**	**$2,650**	**$3,756**	**$3,459**	**$2,650**	**$2,947**	**$2,743**	**$8,136**	**$7,931**	**$205**
CRP	$550	$294	$844	$83	$294	$1,055	$121	$294	$1,228	$770	$294	$753	$0	$1,727	$974	$753
STBG	-$3,365	$2,086	-$1,278	$0	$2,086	$808	$1,177	$2,086	$1,718	$1,860	$2,086	$1,944	$2,538	$4,981	$5,575	-$594
TA	$349	$270	$619	$275	$270	$614	$74	$270	$810	$829	$270	$251	$204	$1,428	$1,382	$46
Other Federal Funds & State Funds	**$0**	**$71,669**	**$71,669**	**$71,669**	**$35,268**	**$35,268**	**$35,268**	**$59,189**	**$59,189**	**$59,189**	**$60,303**	**$60,303**	**$60,303**	**$226,429**	**$226,429**	**$0**
5307	$0	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$3,500	$14,000	$14,000	$0
5339	$0	$148	$148	$148	$0	$0	$0	$0	$0	$0	$0	$0	$0	$148	$148	$0
5339(b)	$0	$9,369	$9,369	$9,369	$0	$0	$0	$0	$0	$0	$0	$0	$0	$9,369	$9,369	$0
BR	$0	$7,293	$7,293	$7,293	$0	$0	$0	$4,597	$4,597	$4,597	$0	$0	$0	$11,890	$11,890	$0
FBP	$0	$621	$621	$621	$0	$0	$0	$0	$0	$0	$0	$0	$0	$621	$621	$0
FTA Discretionary	$0	$0	$0	$0	$0	$0	$0	$2,500	$2,500	$2,500	$0	$0	$0	$2,500	$2,500	$0
HIP(S)	$0	$7,402	$7,402	$7,402	$5,434	$5,434	$5,434	$0	$0	$0	$0	$0	$0	$12,835	$12,835	$0
HSIP	$0	$11,471	$11,471	$11,471	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,471	$11,471	$0
NHFP	$0	$4,895	$4,895	$4,895	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,895	$4,895	$0
NHPP	$0	$10,508	$10,508	$10,508	$11,436	$11,436	$11,436	$22,170	$22,170	$22,170	$1,398	$1,398	$1,398	$45,513	$45,513	$0
STBG(S)	$0	$5,489	$5,489	$5,489	$229	$229	$229	$579	$579	$579	$52,588	$52,588	$52,588	$58,885	$58,885	$0
CRAB	$0	$0	$0	$0	$0	$0	$0	$3,841	$3,841	$3,841	$0	$0	$0	$3,841	$3,841	$0
CWA	$0	$260	$260	$260	$10,481	$10,481	$10,481	$17,393	$17,393	$17,393	$1,317	$1,317	$1,317	$29,450	$29,450	$0
MAW	$0	$9,767	$9,767	$9,767	$634	$634	$634	$0	$0	$0	$0	$0	$0	$10,401	$10,401	$0
MVA	$0	$946	$946	$946	$160	$160	$160	$224	$224	$224	$1,069	$1,069	$1,069	$2,399	$2,399	$0
Other	$0	$0	$0	$0	$0	$0	$0	$2,964	$2,964	$2,964	$0	$0	$0	$2,964	$2,964	$0
Ped/Bike Program	$0	$0	$0	$0	$3,395	$3,395	$3,395	$0	$0	$0	$0	$0	$0	$3,395	$3,395	$0
TIB	$0	$0	$0	$0	$0	$0	$0	$1,421	$1,421	$1,421	$432	$432	$432	$1,853	$1,853	$0
Matching Funds	**$0**	**$9,918**	**$9,918**	**$9,918**	**$4,389**	**$4,389**	**$4,389**	**$6,369**	**$6,369**	**$6,369**	**$5,848**	**$5,848**	**$5,848**	**$26,525**	**$26,525**	**$0**
Local	$0	$9,918	$9,918	$9,918	$4,389	$4,389	$4,389	$6,369	$6,369	$6,369	$5,848	$5,848	$5,848	$26,525	$26,525	$0
Total	**-$2,465**	**$84,237**	**$81,772**	**$81,945**	**$42,307**	**$42,134**	**$41,029**	**$68,209**	**$69,314**	**$69,017**	**$68,802**	**$69,099**	**$68,894**	**$261,090**	**$260,886**	**$205**

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

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ACTION ITEM 5.C. – RELEASE TITLE VI PLAN FOR PUBLIC COMMENT

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	04/15/2026	Release for Public Comment	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends releasing the draft Title VI Plan for public review and comment.

DISCUSSION

The Title VI Plan is the central component of SCOG's nondiscrimination program. Through this plan, SCOG commits to ensuring that no person is excluded from participation in SCOG's transportation program or denied benefits of services on the basis of race, color or national origin. The Title VI Plan is a federal requirement tied to the receipt of federal funds and stems from Title VI of the federal Civil Rights Act of 1964.

SCOG receives Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funds, primarily through the Washington State Department of Transportation (WSDOT), along with other funds to support SCOG's transportation program. Because SCOG receives federal funds, Title VI requirements apply to SCOG's entire transportation program. WSDOT has oversight responsibility for ensuring nondiscrimination at SCOG, and SCOG staff has been coordinating with WSDOT staffs at the Office of Equity and Civil Rights, Public Transportation Division and Multimodal Planning & Data Division on this update. SCOG staff has also been coordinating with division staffs from FHWA and FTA on this update.

Per FTA requirements, SCOG must update the Title VI Plan every three years, and the current Title VI Plan expires in May 2026. SCOG staff conducted an administrative update to the Title VI Plan in January 2026 to account for the Executive Director changing from Kevin Murphy to Jill Boudreau. The new version of the plan will extend from May 2026 to May 2029.

PUBLIC PARTICIPATION

As part of the Title VI Plan update, the Transportation Policy Board approved a public involvement plan on March 18, which included stakeholder outreach and a public comment period. In late March and early April, SCOG coordinated with federal and state partners on the Title VI Plan update. The primary area of emphasis in this coordination was how new direction at the federal level regarding nondiscrimination impacts what SCOG should include in the Title VI Plan.

SCOG will issue a minimum two-week public comment period on the draft Title VI Plan following the April 15 Transportation Policy Board meeting. Public comments will be compiled and included in the meeting packet for the May 20 meeting. SCOG staff anticipates that staff from WSDOT will be reviewing the draft plan during the public comment period and may provide comments related to their oversight responsibility for ensuring nondiscrimination at SCOG.

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Title VI Plan

May 2026 – May 2029

Adopted: October 2004

Updated: August 2006, May 2014, May 2017, May 2018, May 2020, February 2022, May 2023, January 2026, May 2026

Title VI Coordinator: Jill Boudreau, Executive Director

Phone: (360) 416-7871

Email: jillb@scog.net

Address: 315 South Third Street, Suite 100, Mount Vernon, WA 98273

TABLE OF CONTENTS

INTRODUCTION

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color and national origin in programs and activities receiving federal financial assistance. The Skagit Council of Governments (SCOG) is committed to ensuring that no person is excluded from participation in the Transportation Program, or denied the benefits of its services on the basis of race, color or national origin.

SCOG developed the first Title VI Plan in October 2004, one year after the designation of the Skagit Metropolitan Planning Organization (SMPO) by Governor Locke for the Mount Vernon Urbanized Area. SMPO was incorporated fully into SCOG in May 2014 through a governance agreement executed by SCOG's member jurisdictions. SCOG, which staffed SMPO since its designation, is responsible for complying with Title VI.

SCOG amended the Title VI Plan in August 2006 making a minor change to when annual reviews and reports would be conducted and submitted every year. The May 2014, May 2017, May 2020, February 2022 and May 2023 amendments to the Title VI Plan included many changes to the original 2004 Title VI Plan. Revisions to the Title VI Plan in January 2026 were due to a change in the Executive Director at SCOG.

The Title VI Plan has a three-year plan horizon and will expire in May 2029, though it may be updated annually if the need arises prior to the expiration date. This May 2026 update to the Title VI Plan is a minor update that ensures that SCOG remains compliant with all Title VI requirements. The Title VI Plan meets both Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) requirements for a Title VI Plan.

Any references in this plan to the "reporting period" are for the three years leading up to the Title VI Plan update, May 2023–May 2026. This three-year reporting period is an FTA requirement to ensure Title VI requirements are met, and every three years is when SCOG typically amends this plan. The FHWA requires that Title VI reports be submitted annually. All reports, and this plan, are submitted to the Washington State Department of Transportation (WSDOT), from which SCOG receives federal funds as a sub-recipient. WSDOT, as a direct recipient of federal funds from FHWA and FTA, has Title VI oversight responsibilities over SCOG as a sub-recipient.

Because SCOG receives federal funds for its Transportation Program, all plans, programs and activities within the Transportation Program are subject to Title VI and its nondiscrimination requirements. Since SCOG receives funds from both FHWA and FTA through WSDOT, additional requirements apply to the Transportation Program than if funding was received from only one federal operating administration.

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BOARD APPROVAL

The Skagit Council of Governments Transportation Policy Board approved the Title VI Plan at our regular meeting on May 20, 2026.

_____ _____

Commissioner Peter Browning, Skagit County Transportation Policy Board Chair — Date

Attest:

_____ _____

Jill Boudreau
Executive Director — Date

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TITLE VI POLICY STATEMENT

It is the policy of the Skagit Council of Governments (SCOG) that no person shall on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination in any operation of SCOG as provided by Title VI of the Civil Rights Act of 1964 and related statutes.

This policy applies to all operations of SCOG, including its contractors and anyone who acts on behalf of SCOG. This policy also applies to the operations of any department or agency to which SCOG extends federal financial assistance. Federal financial assistance includes grants, training, equipment usage, donations of surplus property, and other assistance.

Intentional discrimination is prohibited. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, or national origin include: denial to an individual any service, financial aid, or other benefit; distinctions in the quality, quantity, or manner in which a benefit is provided; segregation or separate treatment; restriction in the enjoyment of any advantages, privileges, or other benefits provided; discrimination in any activities related to highway and infrastructure or facility built or repaired; and discrimination in employment.

Title VI compliance is a condition of receipt of federal funds. The Title VI Coordinator is authorized to ensure compliance with this policy, Title VI of the Civil Rights Act of 1964, 42 United States Code (USC) 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; Department of Transportation Order 1050.2A; Executive Order 12250; and 28 CFR 50.3.

Signed: _____ _____

Jill Boudreau
Executive Director

Date

AUTHORITIES

Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance.

The Civil Rights Restoration Act of 1987 broadened the scope of Title VI coverage by expanding the definition of the terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors, whether such programs and activities are federally assisted or not (Public Law 100-259 [S. 557] March 22, 1988).

ADDITIONAL CITATIONS

Title VI of the Civil Rights Act of 1964, 42 United States Code (USC) 2000d to 2000d-4; 42 USC 4601 to 4655; 23 USC 109(h); 23 USC 324; Department of Transportation Order 1050.2; Executive Order 12250; and 28 CFR 50.3.

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TITLE VI NOTICE TO THE PUBLIC

The Skagit Council of Governments (SCOG) hereby gives public notice that it is the agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, and related statutes and regulations in all programs and activities. Title VI requires that no person shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or other activity for which SCOG receives federal financial assistance.

Any person who believes they have been aggrieved by an unlawful discriminatory practice under Title VI has a right to file a formal complaint with SCOG. Any such complaint must be in writing and filed with the SCOG Title VI Coordinator within 180 calendar days following the date of the alleged discriminatory occurrence. Title VI complaint forms may be obtained at the SCOG office and on the SCOG website at no cost to the complainant.

A Title VI complaint may be filed with any of the following offices:

- Skagit Council of Governments
  Attn: Title VI Coordinator
  315 South Third Street, Suite 100
  Mount Vernon, Washington 98273
  Email: jillb@scog.net
  Phone: (360) 416-7871

- Washington State Department of Transportation
  Office of Equity and Civil Rights
  PO Box 47314
  Olympia, WA 98504-7314
  Email: TitleVI@wsdot.wa.gov
  Phone: (360) 705-7090

- Federal Highway Administration
  Office of Civil Rights
  8th Floor E81-105
  1200 New Jersey Avenue, SE
  Washington, DC 20590
  Email: CivilRights.FHWA@dot.gov

- Federal Transit Administration
  Office of Civil Rights
  Attn: Complaint Team
  East Building, 5th Floor – TCR
  1200 New Jersey Avenue, SE
  Washington, DC 20590
  Email: FTACivilRightsCommunications@dot.gov

- United States Department of Justice
  Civil Rights Division
  950 Pennsylvania Avenue, NW
  Washington DC, 20530-0001
  Phone: (888) 848-5306

ABBREVIATED 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 https://www.scog.net/about/nondiscrimination/

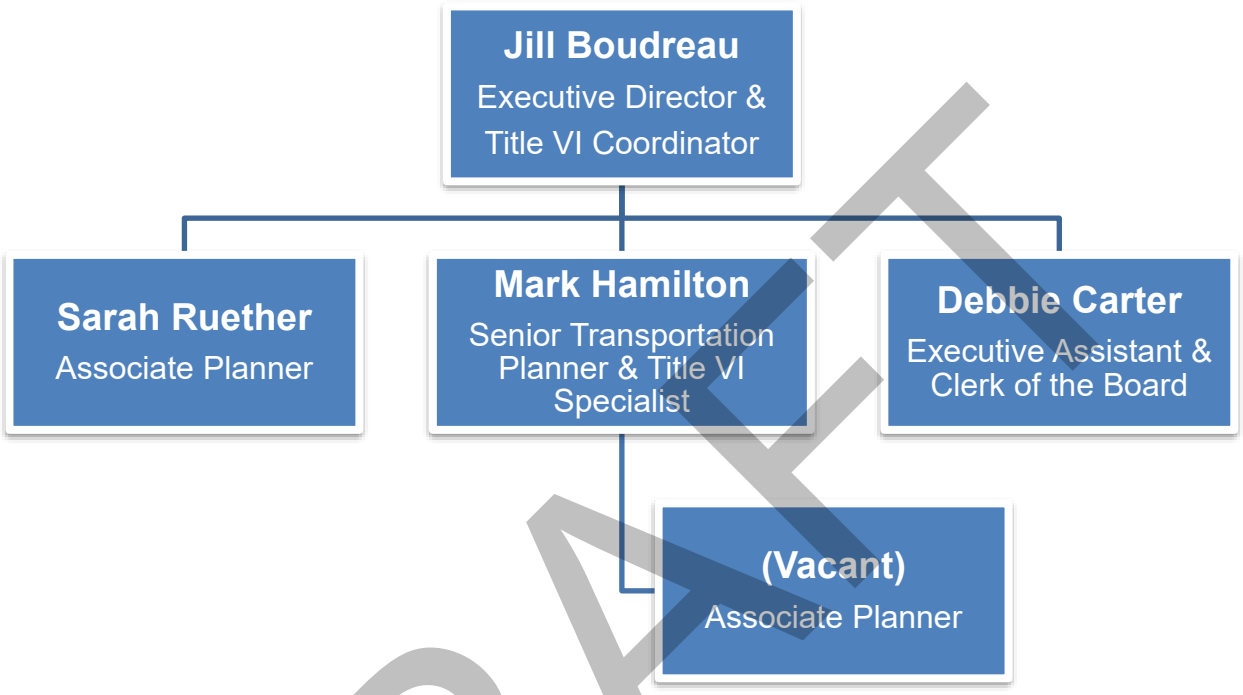
LOCATIONS TITLE VI NOTICE TO THE PUBLIC POSTED

The following is a list of locations where the Title VI Notice to the Public or Abbreviated Title VI Notice to the Public is posted in English and Spanish:

- All SCOG public meeting agendas;
- SCOG's website; and
- SCOG offices located at 315 Third Street Suite 100, Mount Vernon, WA 98273.

TITLE VI COORDINATION AND RESPONSIBILITIES

ORGANIZATIONAL CHART



TITLE VI COORDINATOR

Jill Boudreau, the Executive Director of SCOG, is the agency's Title VI Coordinator. The Title VI Coordinator is ultimately responsible for assuring full compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related statutes.

RESPONSIBILITIES OF TITLE VI COORDINATOR

SCOG's Title VI Coordinator is responsible for coordinating the overall administration of the Title VI Program, Title VI Plan and Title VI Assurances. The Title VI Coordinator is also responsible for the day-to-day administration of the Title VI Program with assistance from either Title VI Specialist, if necessary.

SCOG's Title VI Coordinator responsibilities are as follows:

1. Process the disposition of Title VI complaints received by SCOG.

2. Collect statistical data (race, color and national origin) of participants in, and beneficiaries of, federally funded programs using a variety of sources, which include, but are not limited to, Office of Financial Management, U.S. Census data and Office of Superintendent of Public Instruction.

3. Review Environmental Impact Statements prepared by SCOG for Title VI compliance.

4. Conduct Title VI reviews of all consultant contractors and recipients of federal funds directly distributed by SCOG.

5. Assist the Washington State Department of Transportation in the distribution of information on training programs for SCOG employees regarding Title VI and related statutes. Organize and facilitate the provision of Title VI training sessions for consultants, contractors and subcontractors as necessary. WSDOT's Office of Equity and Civil Rights and the Contract Compliance Office may be asked to provide applicable training. A summary of trainings either attended or facilitated by SCOG will be reported in the annual report.

6. Prepare the Annual Title VI Goals and Accomplishments Report. Conduct annual Title VI reviews of Special Emphasis Program Areas to determine the effectiveness of program activities at all levels as part of the annual report. The annual report will be submitted to WSDOT in November of each year and will include Title VI goals for the upcoming reporting period.

7. Review and update the Title VI Plan as needed or required. Present updated plan to SCOG Transportation Policy Board for review and approval, and submit amended plan to WSDOT upon approval.

8. Disseminate Title VI Program information to SCOG employees, contractors, and beneficiaries, as well as the general public. Public dissemination may include postings of official statements, inclusion of Title VI language in contracts or other agreements, website postings and informational brochures. Ensure the full utilization of available minority publications or media; and, where appropriate, provide written or verbal information in Spanish.

9. Identify, investigate, and eliminate discrimination when found to exist in connection with any SCOG program.

10. Establish procedures for promptly resolving deficiency status and reducing to writing the remedial action agreed to be necessary, all within a period not to exceed 90 calendar days.

11. Title VI compliance reviews of consultants with SCOG will be conducted prior to final payment and project closeout. The reviews will determine the contractor's compliance with Title VI contractual provisions. Reviews are to be conducted on those sub-recipients that have already received SCOG federal funds.

ALLEGATIONS OF DISCRIMINATION

RECORD OF COMPLAINTS

SCOG did not receive any Title VI complaints alleging discrimination on the basis of race, color or national origin during the three-year reporting period, from May 2023 – May 2026. SCOG has never been involved with any Title VI investigation or Title VI lawsuit.

COMPLAINT FORMS

Title VI compliant forms are available at SCOG offices and on SCOG's website. The complaint forms includes the complaint procedures below.

The complaint form can be accessed in English at:

https://www.scog.net/TitleVI/TitleVIComplaintForm-2026-English.pdf

In Spanish, the form can be accessed at:

https://www.scog.net/TitleVI/TitleVIComplaintForm-2026-Spanish.pdf

COMPLAINT PROCEDURES

Federal law prohibits discrimination on the basis of race, color or national origin in any Skagit Council of Governments program, service or activity. This prohibition applies to SCOG contractors, consultants and anyone else who acts on behalf of SCOG.

Complaints related to federal-aid programs may be filed with SCOG and will be forwarded to the WSDOT Office of Equity and Civil Rights. If you need assistance to file your complaint or need interpretation services, contact Jill Boudreau at (360) 416-7871 or jillb@scog.net.

WHO IS ELIGIBLE TO FILE A COMPLAINT?

Anyone who believes they have been excluded from participation in, denied the benefits of, or otherwise subjected to discrimination under any Skagit Council of Governments program, service or activity because of their race, color or national origin may file a complaint.

Discrimination includes lack of access, harassment and retaliation. Harassment includes a wide range of abusive and humiliating verbal or physical behaviors. Retaliation includes intimidating, threatening, coercing, or engaging in other discriminatory conduct against anyone because they filed a complaint or otherwise participated in a discrimination investigation.

HOW DO YOU FILE A COMPLAINT?

Complaints must be filed no later than 180 days from the last date of the alleged discrimination. Contact Jill Boudreau at (360) 416-7871 or jillb@scog.net, if you believe your complaint may fall outside this timeframe.

Reasonable efforts will be made to assist persons with disabilities, non-English speakers, and others unable to file a written complaint. For assistance in filing a complaint, contact Jill Boudreau at (360) 416-7871 or jillb@scog.net.

Complaints should be in writing, signed, and may be filed by mail, in person or email. If a complainant phones SCOG with allegations, the allegations of the complaint will be transcribed as provided by phone and then the written complaint will be sent to the complainant for correction and signature to the mailing address and/or email address provided to SCOG.

A complaint should contain the following information:

- The complainant's contact information, including, if available: full name, mailing address, phone number (and best time to call), and email address (if available);
- The basis of the complaint (e.g., race, color, national origin);
- The names of specific person(s) and/or agencies/organizations alleged to have discriminated;
- A description of the alleged discriminatory actions, meaning sufficient information to understand the facts that led the complainant to believe that discrimination occurred in a program or activity that receives federal financial assistance; and
- The date(s) of the alleged discriminatory act(s) and whether the alleged discrimination is ongoing.

All Title VI complaints are logged. The Complaint log must contain the following information for each complaint filed:

- The name and address of the person filing the complaint;
- The date of the complaint;
- The basis of the complaint;
- The disposition of the complaint; and
- The status of the complaint.

The Complaint Log and associated complaint documentation will be retained by SCOG for a minimum of six years after the end of the calendar year in which the case is closed.

WHAT HAPPENS AFTER A COMPLAINT IS FILED?

If your complaint is forwarded to another agency by SCOG, you will be provided the name and contact information of the employee handling your complaint at the other agency.

Federal law prohibits retaliation against individuals because they have filed a discrimination complaint or otherwise participated in a discrimination investigation. Any alleged retaliation should be reported in writing to the investigator.

Federal agencies will render final decisions in all cases, including those investigated by WSDOT. There are no administrative appeal forums in Title VI complaints. Once a federal agency issues its final agency decision, a complaint is closed.

There is no prohibition against a complainant filing a Title VI complaint simultaneously with SCOG, WSDOT, the Federal Highway Administration, the Federal Transit Administration and U.S. Department of Justice.

SCOG will not investigate a discrimination complaint against itself. Any complaint alleging discrimination by SCOG, which is received by SCOG, will be forwarded to the WSDOT Office of Equity and Civil Rights within 10 calendar days of receipt of allegation. SCOG will forward the complaint to:

- Washington State Department of Transportation
  Office of Equity and Civil Rights
  PO Box 47314
  Olympia, WA 98504
  Email: oeoecrbcomplaints@wsdot.wa.gov

The procedures do not deny the right of the complainant to file formal complaints with other state or federal agencies, or to seek private counsel for complaints alleging discrimination. A Title VI complaint may be filed with any of the following offices:

- Skagit Council of Governments
  Attn: Title VI Coordinator
  315 South Third Street, Suite 100
  Mount Vernon, Washington 98273
  Email: jillb@scog.net
  Phone: (360) 416-7871

- Washington State Department of Transportation
  Office of Equity and Civil Rights
  PO Box 47314
  Olympia, WA 98504-7314
  Email: TitleVI@wsdot.wa.gov
  Phone: (360) 705-7090

- Federal Highway Administration
  Office of Civil Rights
  8th Floor E81-105
  1200 New Jersey Avenue, SE
  Washington, DC 20590
  Email: CivilRights.FHWA@dot.gov

- Federal Transit Administration
  Office of Civil Rights
  Attn: Complaint Team
  East Building, 5th Floor – TCR

1200 New Jersey Avenue, SE
Washington, DC 20590
Email: FTACivilRightsCommunications@dot.gov

- United States Department of Justice
  Civil Rights Division
  950 Pennsylvania Avenue, NW
  Washington DC, 20530-0001
  Phone: (888) 848-5306

SPECIAL EMPHASIS PROGRAM AREAS

PUBLIC PARTICIPATION PROGRAM

A comprehensive, coordinated and continuous transportation planning process is used in Skagit County, which is the metropolitan planning area for SCOG. The planning process entails the monitoring and collection of varied data pertaining to transportation issues and incorporates input from the public.

Authorities: 23 CFR 450; RCW 47.80

THE PAST THREE YEARS OF COMMUNITY OUTREACH, MAY 2023 – MAY 2026

Community outreach is a requirement of Title VI. Recipients and sub-recipients of federal funds are required to seek out and consider the viewpoints of Title VI populations in the course of conducting public outreach. SCOG has engaged the public in its planning and decision-making processes, as well as its external communications and outreach activities.

Public Participation Plan

SCOG has developed a comprehensive Public Participation Plan (PPP) which outlines the goals and objectives for public participation. The PPP includes procedures for engaging the public in SCOG decisions, including the mobility needs of Title VI populations. SCOG consistently utilizes the PPP to guide community outreach at the agency.

The PPP was last updated August 2017, and it is anticipated that there will be a minor update of the plan sometime during the next reporting period. The public engagement strategy is described on Page 3–5 of the PPP. A section on limited English proficiency is included on Page 12. Procedures, tools, and techniques for public participation – including outreach to minority, low-income and limited English proficient populations – are included on Page 14–20 of the PPP.

The PPP is available on SCOG's website at:

https://www.scog.net/PPP/2017_PPP.pdf.

Paper copies of the PPP are available free-of-charge to the public at SCOG offices located at 315 South Third Street, Suite 100, Mount Vernon, WA 98273.

Metropolitan and Regional Transportation Plan

The Metropolitan and Regional Transportation Plan (MRTP) is a plan SCOG prepares every five years, engaging all members of the public. The MRTP acts as a blueprint for the region's transportation system for the next 25 years.

The public participation process leading up to MRTP adoption was conducted during the three-year reporting period. A public involvement plan was prepared for the MRTP update and called for certain public outreach materials to be made available in Spanish, and for Spanish interpretation services to be provided upon request. A fact sheet for the MRTP was translated

into Spanish and was made available via a project website (www.moveskagit2050.com). Opportunities to participate in the planning process were provided online and in-person in 2025 and 2026. The MRTP was adopted as the Move Skagit 2050 Regional Transportation Plan on March 18, 2026. Prior to adoption, a 15-day public comment period was held with consideration of comments received before approval of the plan.

The MRTP will be available on SCOG's website in spring 2026 at:

https://www.scog.net/transportation-plans/regional-transportation-plan/

Paper copies are available free-of-charge to the public at SCOG offices located at 315 South Third Street, Suite 100, Mount Vernon, WA 98273.

Regional Safety Action Plan

SCOG received funding through the federal Safe Streets and Roads for All discretionary grant program from the Federal Highway Administration to prepare a comprehensive safety action plan. The Move Skagit Regional Safety Action Plan (RSAP) is a strategic plan for communities in the Skagit region to improve the safety of the transportation system by taking a systematic and data driven approach to reducing roadway deaths and serious injuries.

The public participation process leading up to RSAP adoption was conducted during the three-year reporting period. A public involvement plan was prepared for the RSAP update and called for certain public outreach materials to be made available in Spanish, and for Spanish interpretation services to be provided upon request. A fact sheet for the RSAP was translated into Spanish and was made available via a project website (www.moveskagit2050.com). Opportunities to participate in the planning process were provided online and in-person in 2025 and 2026. The RSAP was adopted as the Move Skagit Regional Safety Action Plan on February 18, 2026. Prior to adoption, a 30-day public comment period was held with consideration of comments received before approval of the plan.

The RSAP is available on SCOG's website at:

https://www.scog.net/RSAP/RSAP-Approved.pdf

Paper copies are available free-of-charge to the public at SCOG offices located at 315 South Third Street, Suite 100, Mount Vernon, WA 98273.

Regional Transportation Resilience Improvement Plan

SCOG received funding through the federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation discretionary grant program from the Federal Highway Administration to prepare a resilience improvement plan. The Move Skagit Transportation Resilience Improvement Plan (TRIP) will: (1) include immediate and long-range planning activities and investments with respect to resilience of the surface transportation system; (2) demonstrate a systemic approach to surface transportation system resilience; and (3) include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters.

The public participation process leading up to TRIP adoption began in 2025 and continues into 2026, through the Title VI reporting period. A public involvement plan was prepared for the TRIP update and called for certain public outreach materials to be made available in Spanish, and for Spanish interpretation services to be provided upon request. A fact sheet for the TRIP was translated into Spanish and was made available via a project website (www.moveskagit2050.com). Opportunities to participate in the planning process were provided online and in-person in 2025 and 2026. The TRIP is scheduled for adoption in mid-2026. Prior to adoption, a public comment period will be held with consideration of any comments received before final approval of the plan.

The TRIP will be available on SCOG's website after the plan is approved.

Following approval, paper copies of the TRIP will be available free-of-charge to the public at SCOG offices located at 315 South Third Street, Suite 100, Mount Vernon, WA 98273.

Board and Committee Meetings

All regular and subcommittee meetings of SCOG governing bodies are open to the public. SCOG includes public comment periods at regular meetings and offers different avenues for comment including written, oral, formal, informal and electronic. SCOG meetings are generally held in a hybrid virtual/in-person format, with the in-person portions in ADA accessible locations, and efforts are made to ensure that meetings are accessible to those who rely on public transportation. Interpretation services are available for regular SCOG governing body meetings, which are held every month with the location and date of the next meeting posted one month in advance.

SCOG facilitates several standing committee meetings that are advisory in nature. One of these is a bicycle and pedestrian committee, and another is a technical advisory committee made of primarily of public works staffs that recommends decisions on transportation planning, funding for projects and programming. SCOG also has another committee that is not part of the Transportation Program, a Growth Management Act technical advisory committee. All committee meetings at SCOG are open to the public.

SCOG does not have any standing committees with non-elected members that are solely public transportation oriented, but did have one ad hoc committee that was transit related, the Skagit Special Needs Transportation Committee, in 2024. This committee met monthly from June-December 2024 and helped with prioritizing human services transportation projects that year. Racial and ethnic information was collected from this committee in accordance with Federal Transit Administration requirements, and is reported in Table 1. Committee members were specially invited to participate based on their role as stakeholders and service providers in special needs transportation; as such, committee members worked closely with, or represented, low-income, senior and disabled populations.

Table 1. Racial and Ethnic Information for Members of Non-elected Committees at SCOG

Race	Committee Responses 2024	US Decennial Census 2020
American Indian and Alaska Native	0%	2.2%
Asian	0%	2.2%
Black or African American	0%	0.7%
Hawaiian and Other Pacific Islander	0%	0.3%
White	100%	74.5%
Other Race or Two or More Races	0%	20%
Ethnicity		
Hispanic or Latino	20%	18.4%
Not Hispanic or Latino	80%	81.6%

Note: Some committee members' racial or ethnicity responses were incomplete.

SCOG held or facilitated over 100 meetings in the reporting period including workshops, study sessions and open houses. Every regular governing body meeting of SCOG has a public comment period and members of the public sometimes attend advisory committee meetings as well.

Website – scog.net

SCOG's website is regularly updated with materials related to its Transportation Program. SCOG contracted with a web designer in early 2026 to redesign the website to meet new ADA website accessibility requirements. The redesign will be complete by late 2026. The current website theme includes Google translate capabilities in 10 common languages, identified through the Language section of the demographic profile. A similar capability to translate into languages other than English is anticipated to continue through the redesigned website launching later in 2026.

There is a nondiscrimination webpage which includes SCOG's Title VI Notice to the Public and Title VI Complaint Form, along with many other webpages that describe SCOG activities and provide hyperlinks to SCOG documents. A blog feature is available at the homepage where events and SCOG activities are posted on a regular basis.

The notice to the public can be accessed in English at:

https://www.scog.net/TitleVI/TitleVINotice-2026-English.pdf

In Spanish, the notice can be accessed at:

https://www.scog.net/TitleVI/TitleVINotice-2026-Spanish.pdf

Email

SCOG maintains several group email lists and sends email invites, often including meeting agendas, to various groups. Many of these groups are technical staff and elected officials. SCOG

has an Interested Parties email group list and a Media group list whereby meeting notifications and other correspondence are regularly delivered.

SPECIFIC TITLE VI COORDINATOR RESPONSIBILITIES:

- Ensure that all aspects of the Public Participation Program comply with Title VI.
- Sending out and/or posting notices for public meetings, open houses and projects through mail, media (local papers including papers that are specific to certain communities when available) and the SCOG website, at least seven calendar days prior to the event.
- Encouraging affected communities through solicitation of ideas, suggestions, and concerns using various forums such as meetings and open houses where comment forms are available. The SCOG website is also available for comments.

CONSULTANT CONTRACTS PROGRAM

SCOG periodically is responsible for the selection, negotiation and administration of consultant contracts. Selection is generally made by a consultant selection committee, which is established for each major project. The committee is typically composed of SCOG staff members, technical staff from local areas, and staff from affected agencies.

Authorities/Guidance: WSDOT Consultant Services Procedural Manual (M 27-50); 2 CFR 200; 48 CFR 31; 23 CFR 172; RCW 39.29; RCW 39.80

SPECIFIC TITLE VI COORDINATOR RESPONSIBILITIES:

- Monitor Disadvantaged Business Enterprise program requirements and seek to actively achieve WSDOT goals for this program.
- Ensure that all federally funded consultant contracts have the appropriate Title VI provisions included.
- Distribute the Title VI Contractor Compliance Checklist to each consultant that contracts directly with SCOG, utilizing Federal Highway Administration and/or Federal Transit Administration funds in the contract; review checklist for compliance prior to final payment and project closeout.
- Review directives and procedures to ensure Title VI compliance.
- Maintain necessary data and documentation required for completion of the annual Title VI Accomplishments & Goals Report.

SUB-RECIPIENT REVIEW AND REMEDIAL ACTION PROCEDURES

SCOG will actively pursue the prevention of Title VI deficiencies and violations and will take the necessary steps to ensure compliance with all administrative program requirements, both within SCOG and with SCOG's sub-recipients. If irregularities occur in the administration of the

Transportation Program's operation, corrective action will be taken to resolve Title VI issues. When conducting Title VI compliance reviews on sub-recipients, SCOG will reduce to writing a remedial action when agreed upon by SCOG and WSDOT to be necessary, all within a period not to exceed 90 calendar days.

SCOG will seek the cooperation of sub-recipients in correcting deficiencies found during the review. SCOG will also provide the technical assistance and guidance needed to aid the sub-recipients to comply voluntarily. Sub-recipients placed in a deficiency status will be given a reasonable time, not to exceed 90 calendar days after receipt of the deficiency letter, to voluntarily correct deficiencies.

If a sub-recipient fails or refuses to voluntarily comply with requirements within the time frame allotted, SCOG will submit to WSDOT and Federal Highway Administration/Federal Transit Administration two copies of the case file and a recommendation that the sub-recipient be found in noncompliance.

A follow-up review will be conducted within 180 calendar days of the initial review to ensure that the sub-recipient has complied with the Title VI Program requirements in correcting deficiencies previously identified. If the sub-recipient refuses to comply, SCOG may, with WSDOT, FHWA's/FTA's concurrence, initiate sanctions per 49 CFR 21.

DEMOGRAPHIC PROFILE AND FUNDING ASSESSMENT

To identify Title VI populations, seniors and persons with disabilities; SCOG analyzed available data and published a demographic profile in April 2023. The demographic profile uses data from the 2020 decennial Census, American Community Survey and State of Washington's Office of Superintendent of Public Instruction to ascertain locations of these populations of concern. A series of maps are included in the demographic profile showing certain populations at Census block and Census tract geographies. SCOG had produced demographic profiles approximately every three years from 2013–2023, but is moving to a ten-year cycle to correspond with granular demographic data available following every decennial census.

The demographic profile is available on SCOG's website at:

https://www.scog.net/Demographics/2023_Skagit_County_Demographic_Profile.pdf

Paper copies are available free-of-charge to the public at SCOG offices located at 315 South Third Street, Suite 100, Mount Vernon, WA 98273.

In April 2023, SCOG also completed an Environmental Justice and Title VI assessment of all funds selected for award through the Surface Transportation Block Grant Program from April 2020–March 2023 through SCOG competitive selection processes for transportation projects in Skagit County. The funding assessment includes maps of minority populations and low-income populations, as well as an analysis of the impacts of transportation funding decisions on these populations. Additionally, the funding assessment analyzes the specific impacts of federal funds going to projects selected by SCOG for public transportation purposes. Findings of the funding assessment indicate that SCOG decisions on funding transportation projects in Skagit

County did not have a disproportionately high and adverse impact on minority and low-income populations during the funding assessment timeframe.

The funding assessment is available on SCOG's website at:

https://www.scog.net/EJ/2020-2023_EquityAnalysisofSCOGFederallyFundedProjects.pdf

Paper copies are available free-of-charge to the public at SCOG offices located at 315 South Third Street, Suite 100, Mount Vernon, WA 98273.

Authorities/Guidance: FTA Circulars C 4702.1B.

SPECIFIC TITLE VI COORDINATOR RESPONSIBILITIES:

- Ensure access to public meetings, open houses and projects whenever possible. Events will be held at facilities that will allow for and accommodate the needs of those physically challenged and will be accessible by public transportation whenever possible.
- Ensure that participation of a cross section of various social, economic, racial and ethnic interest groups are represented in the planning process by disseminating Transportation Program information to minority media and related organizations.
- Ensure equal opportunity for participation on transit-related advisory committees regardless of racial, ethnic or economic status.
- Update the demographic profile for Skagit County no less than every ten years.
- Ensure that nondiscrimination principles and practices are incorporated into transportation plans, programs, policies and activities of SCOG.

LANGUAGE ASSISTANCE PROGRAM

SCOG is committed to breaking down language barriers by implementing consistent standards of language assistance across its service area.

The United States is home to millions of national origin minority individuals who have limited English proficiency (LEP). That is, their primary language is not English and they cannot speak, read, write or understand the English language at a level that permits them to interact effectively with recipients of federal financial assistance.

Because of language differences and the inability to effectively speak or understand English, persons with LEP may be subject to exclusion from programs or activities, experience delays or denials of services. These individuals may be entitled to language assistance with respect to a particular type of service. The federal government and those receiving assistance from the federal government must take reasonable steps to ensure that LEP persons have meaningful access to the programs, services, and information those entities provide. While designed to be a flexible and fact-dependent standard, the starting point is an individualized assessment that balances the following four factors:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or grantee;
2. The frequency with which LEP individuals come in contact with the program;
3. The nature and importance of the program, activity, or service provided by the program to people's lives; and
4. The resources available to the grantee/recipient or agency, and costs.

Authorities/Guidance: United States Department of Transportation Guidance in Federal Register Vol. 70, No. 239 (2005); FTA Circular C 4702.1B

FOUR FACTOR ANALYSIS

Factor No. 1: The proportion of LEP persons in Skagit County

SCOG member jurisdictions cover Skagit County, which are largely English speaking. The vast majority of the population with which SCOG interacts is English speaking.

SCOG uses one and five-year estimates provided by the American Community Survey to ascertain persons with limited English proficiency. The latest estimates available at the time SCOG's demographic profile was completed were the 2021 estimates and the 2017–2021 estimates, tables C16004 and C16001, respectively. The 2021 estimates indicated that 8,874 persons had limited English proficiency in Skagit County out of 123,675 for persons over the age of 5. This equates to an LEP population of 7.2%.

For those who speak English less than "very well", Spanish or Spanish Creole speaking in households represents 5.2% of the population in Skagit County, according to 2017–2021 ACS estimates. All languages, other than English, in households that speak English less than "very well" total 6.2% of the population in Skagit County, according to these ACS data. No other language besides Spanish or Spanish Creole currently meets the Safe Harbor threshold of 5% of the population or 1,000 total LEP speakers. This Safe Harbor provision describes circumstances which provide a "safe harbor" for federal recipients in terms of requirements for the written translation of vital documents for LEP populations. Examples of documents that SCOG considers vital are:

- Title VI and ADA Notices to the Public;
- Title VI and ADA Complaint Forms;
- Title VI and ADA Complaint Procedures;
- Public outreach materials, such as newsletters and factsheets, expected to reach a Spanish-speaking audience that may not speak English very well; and
- Webpages of SCOG's website that include materials translated into Spanish.

The above list of vital documents are examples and not all-inclusive. SCOG may determine that other documents are considered vital if they are deemed critical to LEP individuals' participation in SCOG's Transportation Program, or are required by law. Determination of what is considered a vital document will often depend upon the outreach being conducted and an assessment of languages likely to be spoken in households of targeted areas, which can be informed by the Census data analyzed in SCOG's demographic profile. According to the Safe Harbor Provision, if recipients provide written translation of vital documents for language groups that meet or exceed the threshold, recipients will be considered to have "strong evidence of compliance" with LEP obligations. Language tables with ACS data are on Page 39-40 of SCOG's demographic profile.

Factor No. 2: The frequency with which LEP individuals come into contact with SCOG's Transportation Program

SCOG infrequently comes into contact with LEP individuals. Because of the nature of SCOG's work as a planning organization and regional agency, SCOG is most likely to encounter LEP individuals through participation in public meetings and customer service interactions.

SCOG public meetings occur every month with locations varying around Skagit County, though most are held in Burlington and Mount Vernon. Public hearings, open houses and other opportunities for public input occur as needed to implement the Transportation Program.

Customer service interactions occur on a daily basis. Most interactions are with English-speaking staff and elected officials of member jurisdictions of SCOG. Communications with the general public typically occur via telephone, email or in-person. During the three-year reporting period, there were no customer service interactions between Spanish speaking persons who seemed to speak English less than very well and SCOG staff.

Factor No. 3: The nature and importance of the Transportation Program provided by SCOG

SCOG conducts a regional transportation planning process in Skagit County which is cooperative, coordinated and consistent. Persons living in Skagit County are likely to be affected or potentially affected by regional transportation projects for which SCOG has a lead role in planning and programming. SCOG also has a role in selecting transportation projects to receive certain federal funds within Skagit County.

Three substantial planning processes occurred during the reporting period of this Title VI plan leading to: (1) an update to the Metropolitan and Regional Transportation Plan; (2) preparation of the Regional Safety Action Plan; and (3) preparation of a Regional Transportation Resilience Improvement Plan, anticipated for adoption in mid-2026. Being regional in nature, each planning effort was impactful to persons throughout Skagit County, including those with limited English proficiency.

Factor No. 4. The resources available to SCOG and costs to assure meaningful access to the Transportation Program by LEP persons

SCOG is a small metropolitan planning organization (MPO) with four full-time employees and one part-time employee, while the metropolitan planning area of the MPO includes a

population of almost 130,000 as of the 2020 decennial Census. The small size of the MPO staff and limited budget provides limited opportunities to provide language assistance services.

All employees of SCOG speak only English, but interpretation services and Spanish translation services of written material can be provided if requested. If these translation services are requested, SCOG will consider contracting with Skagit County's court system, local interpreter services or seek out assistance from community organizations that provide interpreter services. Any and all contracts would have to adhere to SCOG procurement policies.

The SCOG website has a function whereby content can be translated into a number of languages other than English, including Spanish, the second most common language in Skagit County. SCOG always seeks to apply technological advances, such as the free language translation service available on the website, to provide meaningful access for those with limited English proficiency to the services that SCOG offers, so that persons are not discriminated against on the basis of national origin and inability to speak English. SCOG notifies the public of future meetings by posting on its website.

SCOG provided some translation services during the reporting period, translating several documents and website information into Spanish. Examples of translated documents during the reporting period include: Title VI Notice to the Public; ADA Notice to the Public; Title VI Complaint Form; and ADA Complaint Form. Costs were generally $200–$300 each time translation was needed, and translations were conducted by a local business that specializes in translation and interpretation services. SCOG proactively translated these documents but received no requests for translations nor interpretations during the three-year reporting period. SCOG has had the ability to provide interpretation services as needed over the phone through Language Link, though did not need to use this service during the reporting period. No requests for interpretation were made to SCOG during the reporting period.

SPECIFIC TITLE VI COORDINATOR RESPONSIBILITIES:

- Send out mailings and/or post notices to the SCOG website and in specific local print media, regarding LEP affected communities utilizing Spanish when necessary, at least seven calendar days prior to the event.
- Print and disseminate training materials for staff, including language identification charts at the main entrance to the SCOG office.
- Print and disseminate Title VI materials in Spanish – including Title VI Notice to the Public, Title VI Complaint Form, Title VI Complaint Procedures – and make available to the public on the SCOG website and office.
- Print and disseminate ADA materials in Spanish – including ADA Notice to the Public, ADA Complaint Form, ADA Complaint Procedures – and make available to the public on the SCOG website and office.
- Print and disseminate materials translated into Spanish for a specific project when necessary.

- Seek out and work with community-based organizations that will reach LEP communities, to include civic representatives specific to LEP communities, economic development associations, chambers of commerce, etc.
- Maintain records of contacts with non-English speakers, as practicable, at public involvement forums and records of non-English direct comments at public meetings and open houses.
- Review the Language Assistance Program annually, including any contacts with LEP persons, to determine the frequency of contacts, the language used, and how the contacts were handled.

ENVIRONMENTAL STUDIES

SCOG may periodically undertake environmental studies, which may include a systematic process to study and evaluate all necessary environmental aspects of a proposed project, including social and economic issues. A National Environmental Policy Act and/or State Environmental Policy Act environmental review may be completed, depending upon the scope, complexities and impacts of the proposed project.

Authorities/Guidance: 49 CFR 622, 640, 712, 771 and 790; RCW 43.21C

SPECIFIC TITLE VI COORDINATOR RESPONSIBILITIES:

- Ensure that all aspects of the environmental review process comply with Title VI.
- Conduct meetings to review project impact.
- Disseminate to the public their rights to call or write the agency to review plans and discuss environmental issues.
- Coordinate the gathering of environmental information for the Title VI Accomplishments & Goals Report, including awards to Disadvantaged Business Enterprises firms.
- Notify and make accessible to affected Title VI populations any public hearings or meetings regarding a proposed project.
- Develop mechanisms to identify populations affected by a project.
- Ensure Title VI compliance in all environmental studies prepared by SCOG.

EDUCATION, TRAINING AND DATA COLLECTION

Every SCOG employee is encouraged to participate in professional development and training. In keeping with SCOG's policy of nondiscrimination, all employees have equal access to applicable educational and training opportunities. SCOG staff maintain program administration documentation and data necessary for preparation of annual Title VI reports, and routinely supply the necessary data to the Title VI Coordinator.

Authorities/Guidance: SCOG Personnel Handbook

SPECIFIC TITLE VI COORDINATOR RESPONSIBILITIES:

- Ensures that all SCOG employees have equal access to training.
- Notify staff of training opportunities offered through WSDOT's Office of Equity and Civil Rights.
- Facilitate the provision of training sessions for consultants, contractors and subcontractors periodically.
- Maintain program administration documentation and data necessary for preparation of the Title VI Accomplishments & Goals Report.

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

TITLE VI/NON-DISCRIMINATION ASSURANCES

The Skagit Council of Governments (herein referred to as the "Recipient"), **HEREBY AGREES THAT**, as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation (DOT), through Washington State Department of Transportation (WSDOT), is subject to and will complywith the following:

STATUTORY/REGULATORY AUTHORITIES

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- 49 C.F.R. Part 21 (entitled Non-discrimination In Federally-Assisted Programs Of The DepartmentOf Transportation-Effectuation Of Title VI Of The Civil Rights Act Of 1964);
- 28 C.F.R. section 50.3 (U.S. Department of Justice Guidelines for Enforcement of Title VI of theCivil Rights Act of 1964);

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations,"respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take anymeasures necessary to ensure that:

> *"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity," for which the Recipient receives Federal financial assistance from DOT, including the Washington State Department of Transportation.*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other Non-discrimination requirements (The Age Discrimination Act of 1975, and Section 504 of theRehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these non-discrimination statutes and requirements to include all programs and activities of the Recipient, so longas any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and givesthe following Assurances with respect to its Federally assisted program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and21.23(e) of 49 C.F.R. § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with allrequirements imposed by, or pursuant to the Acts and the Regulations.

2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection withall Federal-Aid Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

   "The Skagit Council of Governments, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the groundsof race, color, or national origin in consideration for an award."

3. The Recipient will insert the clauses of Appendix A and E of this Assurance in every contract oragreement subject to the Acts and the Regulations.

4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running withthe land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.

5. That where the Recipient receives Federal financial assistance to construct a facility, or part of afacility, the Assurance will extend to the entire facility and facilities operated in connection therewith.

6. That where the Recipient receives Federal financial assistance in the form, or for the acquisitionof real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.

7. That the Recipient will include the clauses set forth in Appendix C and Appendix D of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, orsimilar instruments entered into by the Recipient with other parties:

   a. for the subsequent transfer of real property acquired or improved under the applicableactivity, project, or program; and

   b. for the construction or use of, or access to, space on, over, or under real property acquiredor improved under the applicable activity, project, or program.

8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in which case the Assurance obligates the Recipient, orany transferee for the longer of the following periods:

   a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services orbenefits; or

b. the period during which the Recipient retains ownership or possession of the property.

9. The Recipient will provide for such methods of administration for the program as are found bythe Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed orpursuant to the Acts, the Regulations, and this Assurance.

10. The Recipient agrees that the United States has a right to seek judicial enforcement with regardto any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the Skagit Council of Governments also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the Washington State Department of Transportation's access to records,accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by the Washington State Department of Transportation. You must keep records, reports, and submit the material for reviewupon request to the Washington State Department of Transportation, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Skagit Council of Governments gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Federal Highway Administration. This ASSURANCE is binding on Washington State Department of Transportation, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participantsin the Federal-Aid Highway Program. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Jill Boudreau, Executive Director
Skagit Council of Governments

by_____
(***Signature of Authorized Official***)

DATED_____

APPENDIX A

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees as follows:

1. **Compliance with Regulations**: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Washington State Department of Transportation, as they may be amended from time to time, which are herein incorporated by reference and madea part of this contract.

2. **Non-discrimination**: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations, including employment practices when the contract covers any activity,project, or program set forth in Appendix B of 49 CFR Part 21.

3. **Solicitations for Subcontracts, Including Procurements of Materials and Equipment**: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work tobe performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to Non- discrimination on the grounds of race, color, or national origin.

4. **Information and Reports**: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the Washington State Department of Transportation to be pertinent to ascertain compliance with such Acts, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnishthe information, the contractor will so certify to the Recipient or the Washington State Department of Transportation, as appropriate, and will set forth what efforts it has made to obtain the information.

5. **Sanctions for Noncompliance**: In the event of a contractor's noncompliance with the Non- discrimination provisions of this contract, the Recipient will impose such contract sanctions as itor the Washington State Department of Transportation may determine to be appropriate, including, but not limited to:

    a. withholding payments to the contractor under the contract until the contractor complies;and/or

    b. cancelling, terminating, or suspending a contract, in whole or in part.

6. **Incorporation of Provisions**: The contractor will include the provisions of paragraphs

one through six in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient orthe Washington State Department of Transportation may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX B

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant tothe provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the conditionthat the Skagit Council of Governments will accept title to the lands and maintain the project constructed thereon in accordance with Title 23, United States Code, the Regulations for the Administration of Washington State Department of Transportation, and the policies and procedures prescribed by the Federal Highway Administration of the U.S. Department of Transportation in accordance and in compliance with all requirements imposed by Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S Department of Transportation pertaining to and effectuating theprovisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252; 42 U.S.C. § 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Skagit Council of Governments all the right, titleand interest of the U.S. Department of Transportation in and to said lands described in Exhibit A attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the Skagit Council of Governments and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Skagit Council ofGovernments, its successors and assigns.

The Skagit Council of Governments, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that theSkagit Council of Governments will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended[, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the Department will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior

to this instruction].*

(*Reverter clause and related language to be used only when it is determined that such a clause isnecessary in order to make clear the purpose of Title VI.)

APPENDIX C

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments enteredinto by the Skagit Council of Governments pursuant to the provisions of Assurance 7(a):

A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree [in the case of deeds and leases add "as a covenant running with theland"] that:

    1. In the event facilities are constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department ofTransportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.

B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above Non- discrimination covenants, the Skagit Council of Governments will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon,and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*

C. With respect to a deed, in the event of breach of any of the above Non-discrimination covenants,the Skagit Council of Governments will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Skagit Council of Governments and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause isnecessary to make clear the purpose of Title VI.)

APPENDIX D

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED UNDER THE ACTIVITY, FACILITY OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreementsentered into by the Skagit Council of Governments pursuant to the provisions of Assurance 7(b):

A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that (1) no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and thefurnishing of services thereon, no person on the ground of race, color, or national origin, will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with allother requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth inthis Assurance.

B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above Non- discrimination covenants, the Skagit Council of Governments will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never beenmade or issued.*

C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, theSkagit Council of Governments will there upon revert to and vest in and become the absolute property of the Skagit Council of Governments and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause isnecessary to make clear the purpose of Title VI.)

APPENDIX E

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "contractor") agrees to comply with the following non-discrimination statutes and authorities; including but not limited to:

PERTINENT NON-DISCRIMINATION AUTHORITIES:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquiredbecause of Federal or Federal-aid programs and projects);
- Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basisof sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibitsdiscrimination on the basis of disability); and 49 CFR Part 27;
- The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age);
- Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended,(prohibits discrimination based on race, creed, color, national origin, or sex);
- The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients,sub-recipients and contractors, whether such programs or activities are Federally funded or not);
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, placesof public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;
- The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibitsdiscrimination on the basis of race, color, national origin, and sex);
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures Non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high andadverse human health or environmental effects on minority and low-income populations;

- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discriminationbecause of Limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

- Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).

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ACTION ITEM 5.D. – RESOLUTION 2026-07 TO CERTIFY SEDRO-WOOLLEY COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

Document History

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

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend adoption of Resolution 2026-07 to certify the Sedro-Woolley comprehensive plan transportation element.

FISCAL IMPACT

There is no fiscal impact with this action.

DISCUSSION

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

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

A certification checklist was submitted with the second draft.

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

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RESOLUTION 2026-07

TO CERTIFY 2026 SEDRO-WOOLLEY COMPREHENSIVE PLAN TRANSPORTATION ELEMENT

WHEREAS, the Skagit Council of Governments (SCOG) is the designated regional transportation planning organization (RTPO) for the Skagit region and is required under Washington state law (RCW 47.80) to certify the consistency of comprehensive plan transportation elements with the Growth Management Act (GMA) and the Regional Transportation Plan;

WHEREAS, SCOG uses guidelines and principles pursuant to RCW 47.80.026 used to evaluate comprehensive plan transportation elements, for Skagit County and cities and towns located within the county, for consistency with GMA and the Regional Transportation Plan;

WHEREAS, the Skagit Council of Governments Transportation Policy Board approved the Skagit 2045 Regional Transportation Plan on March 17, 2021, and approved the most recent amendment to the plan on July 17, 2024;

WHEREAS, the Skagit Council of Governments Transportation Policy Board approved the Skagit 2050 Regional Transportation Plan on March 18, 2026;

WHEREAS, the periodic update of Sedro-Woolley's Comprehensive Plan anticipates adoption on April 22, 2026;

WHEREAS, SCOG staff evaluated Sedro-Woolley's draft comprehensive plan transportation element in March 2026 using the adopted guidelines and principles and found that the element is consistent with GMA and the Regional Transportation Plan.

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

The Sedro-Woolley Comprehensive Plan 2025–2045 Transportation Element is hereby certified for compliance with the with the Growth Management Act and consistency with the Skagit 2045 Regional Transportation Plan.

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315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

Adopted: April 15, 2026

Commissioner Peter Browning, Skagit County
Transportation Policy Board Chair

Jill Boudreau
Executive Director

Skagit River bridges in Sedro-Woolley by SounderBruce.

CHAPTER 4

Transportation Element

Vision Statement

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

Introduction

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

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

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

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

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

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

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

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

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

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

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

A Skagit Transit street sign. Photo credit Facet.

Purpose

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

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

Growth Management Act

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

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

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

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

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

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

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

Plan Organization

The Transportation Element is organized as follows:

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

Study Area

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

Transportation Goals and Policies

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

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

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

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

Policy T1.4 Improve arterial and collector streets identified as deficient in Level of Service according to the adopted design standard, as defined in the Transportation Element of the Comprehensive Plan.

Policy T1.5 Encourage and solicit public participation in transportation-related decisions to help ensure that planning and implementation have public support.

Policy T1.6 Enhance vegetation in right-of-way (ROW) areas adjacent to pedestrian and recreational trails to provide effective separation from traffic and to support wildlife movement.

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

Policy T2.1 Maintain a hierarchy of streets composed of principal arterials, minor arterials, major collectors, and local access streets.

Policy T2.2 Support access management strategies for arterials and major collectors to reduce congestion and increase safety.

Policy T2.3 Manage residential street connections, curb cuts and on- and off-street parking areas for minor arterials and major collectors

Policy T2.4 Develop and improve a system of arterials and collectors that support local travel patterns without relying on SR 20.

Policy T2.5 Work with Skagit County to preserve right-of-way (ROW) for a future arterial street between Cook Road and F&S Grade Road serving the area west of the city's Urban Growth Area (UGA).

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

Policy T3.1 Use clearly marked sidewalks in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) to delineate pedestrian and automobile traffic in areas where potential hazards exist or can be expected from development consistent with proposed land use.

Policy T3.2 Ensure that street size is sufficient (and not excessive) to support proposed land use density.

Policy T3.3 Provide clearly marked bicycle travel corridors in accordance with the adopted nonmotorized plan included in the Transportation Element.

Policy T3.4 Provide streetlights in areas of high evening-hour pedestrian use.

Policy T3.5 Provide crosswalks in accordance with the MUTCD and the Americans with Disabilities Act (ADA), which are clearly marked, to both driver and pedestrian. Additional measures, such as overhead signage, may be included as appropriate.

Policy T3.6 Provide sufficient, accessible off-street parking for commercial and industrial developments and community facilities.

Policy T3.7 Provide accessible on-street parking for residential development. Provide off-street parking for multifamily residential development consistent with proposed density.

Policy T3.8 Consider the needs of future transit service when improving arterials and major collectors.

Policy T3.9 Recognize the pedestrian as a principal user of the central business district (CBD). Encourage retail development and redevelopment in the CBD that appeals primarily to the pedestrian.

Policy T3.10 Improve streets to provide safe and efficient access for emergency vehicles to and from the fire department, police department and United General Medical Center. Separate emergency vehicle loading areas from normal traffic routes to facilitate emergency access and avoid congestion.

Policy T3.11 Improve streets that benefit travel of buses to and from schools. Separate bus loading areas from normal traffic routes to minimize the potential for vehicle-pedestrian hazards or conflicts.

Policy T3.12 Develop an ADA Transition Plan for curbs and crosswalks on public streets in the city.

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

Policy T4.1 Establish a committee to review alternative transportation modes and facilities, and to propose strategies appropriate to Sedro-Woolley's anticipated growth and density. Alternative transportation modes may include walking, biking, and transit.

Policy T4.2 Develop a system of regional and local shared-use paths which provide designated routes for active transportation to reduce vehicle miles travelled (VMT) per capita and greenhouse gas (GHG) emissions. Design the system for use as both a commuting and recreation option. Compensate private property owners as needed, unless arrangements are made for a ROW dedication in lieu of a park fee.

Policy T4.3 Encourage the use of non-single-occupancy vehicle (non-SOV) commuting modes, including but not limited to walking, carpooling, bicycling and public transit.

Policy T4.4 Coordinate with local community groups to provide alternative transportation education and programming to community residents.

Policy T4.5 Provide bicycle storage facilities at community facilities and in commercial retail areas.

Policy T4.6 Design street traffic systems to promote alternative transportation modes.

Policy T4.7 Preserve the BNSF railroad right-of-way as a multimodal transportation corridor between Sedro-Woolley and upriver communities. Encourage non-SOV travel modes, including rail trolley and nonmotorized uses.

Policy T4.8 Continue existing program to construct missing sidewalk links, repair existing sidewalks, and provide other improvements to support pedestrian transportation.

Policy T4.9 Encourage pedestrian and bicycle connections between adjacent developments even if constraints prevent connections for motorized vehicles.

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

Policy T5.1 Coordinate with the Washington State Department of Transportation (WSDOT) to provide public input on any plans concerning State Route 20 and State Route 9.

Policy T5.2 Coordinate with Skagit County to provide public input on any plan concerning county roads within the UGA and roads connecting Sedro-Woolley to Interstate 5.

Policy T5.3 Coordinate the Comprehensive Plan Transportation Element with WSDOT as required by RCW 36.70A.106.

Policy T5.4 Coordinate with BNSF to provide public input on plans for the railroad right-of-way within the UGA.

Policy T5.5 Continue efforts to promote revitalization of the city and east Skagit County through multimodal transportation opportunities and active transportation, including improvements to the Cascade Trail.

Policy T5.6 Review local transportation design standards for consistency and alignment with current best practices.

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

Policy T6.1 Partner with WSDOT, Skagit County, and Skagit Council of Governments (SCOG) to fund regional improvement projects that serve the city.

Policy T6.2 Ensure that growth mitigates its impacts through transportation impact fees, SEPA mitigation, concurrency, and development regulations.

Policy T6.3 Continue to work with Skagit County to mitigate traffic impacts of developments within the UGA, consistent with the Transportation Element and mitigation requirements.

Policy T6.4 Develop the annual Six-Year Transportation Improvement Program (TIP) so it is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan.

Policy T6.5 Level of service and safety deficiencies in areas of high population density and traffic volume pose the most immediate needs and should be prioritized.

Policy T6.6 Support residential street improvements through local improvement districts or similar mechanisms.

Policy T6.7 Review municipal standards for consistency and align with current best practices.

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

Policy T7.1 Maintain a minimum Level of Service (LOS D) standard on SR 20, SR 9, and primary arterials within the city and UGA.

Policy T7.2 Maintain minimum LOS C standard on minor arterials and collectors within the city and UGA.

Policy T7.3 Maintain the adopted Transportation Concurrency Management program to ensure adequate transportation facilities are available concurrent with development, as required by the Growth Management Act.

Transportation System Inventory

Roadway Network

Washington State Roadways

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

Skagit County Road Network

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

City Street Network

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

Functional Classification

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

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

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

Table 13. Street Functional Classification System

Functional Classification	Description
Principal Arterial	• Serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. • Serve highest traffic volume corridors and longest trip demands • Carry high proportion of travel on minimum of mileage • Interconnect major rural corridors to accommodate trips entering and leaving an urban area and trips through an urban area • Typical AADT: 7,000 – 27,000 (Urban); 2,000 – 8,500 (rural)
Minor Arterial	• Link cities and larger towns and form an integrated network providing interstate and other inter-county service. • Serve trips of moderate length • Distribute traffic to smaller areas than those served by Principal Arterials • Provide more land access than principal arterials without penetrating neighborhoods • Provide connectivity between principal arterials and collectors • Typical AADT: 3,000 – 14,000 (Urban); 1,500 – 6,000 (rural)
Major Collector	• Provide land access and mobility in higher density areas • Penetrate residential neighborhoods, often for significant distances • Distribute trips between local roads & arterials, usually over a distance greater than ¾ mile • Operate with higher speeds and more signalized intersections than minor collectors • Typical AADT: 1,100 – 6,300 (Urban); 300 – 2,600 (rural)
Local Roads	• Provide direct access to adjacent property. • Provide access to higher systems • Carry limited or no through traffic • Typically serve short trips • Typical AADT: 80 - 700 (Urban); 15 - 400 (rural)

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

Principal Arterials

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

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

Minor Arterials

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

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

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

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

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

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

Major Collectors

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

North Fruitdale Road is a narrow two-lane major collector north of SR 20 with a 35-mph speed limit. It provides access to the SWIFT Center located in the former Northern State Hospital campus. North Fruitdale continues into Skagit County as a major collector and connects to SR 9 via Kalloch Road.

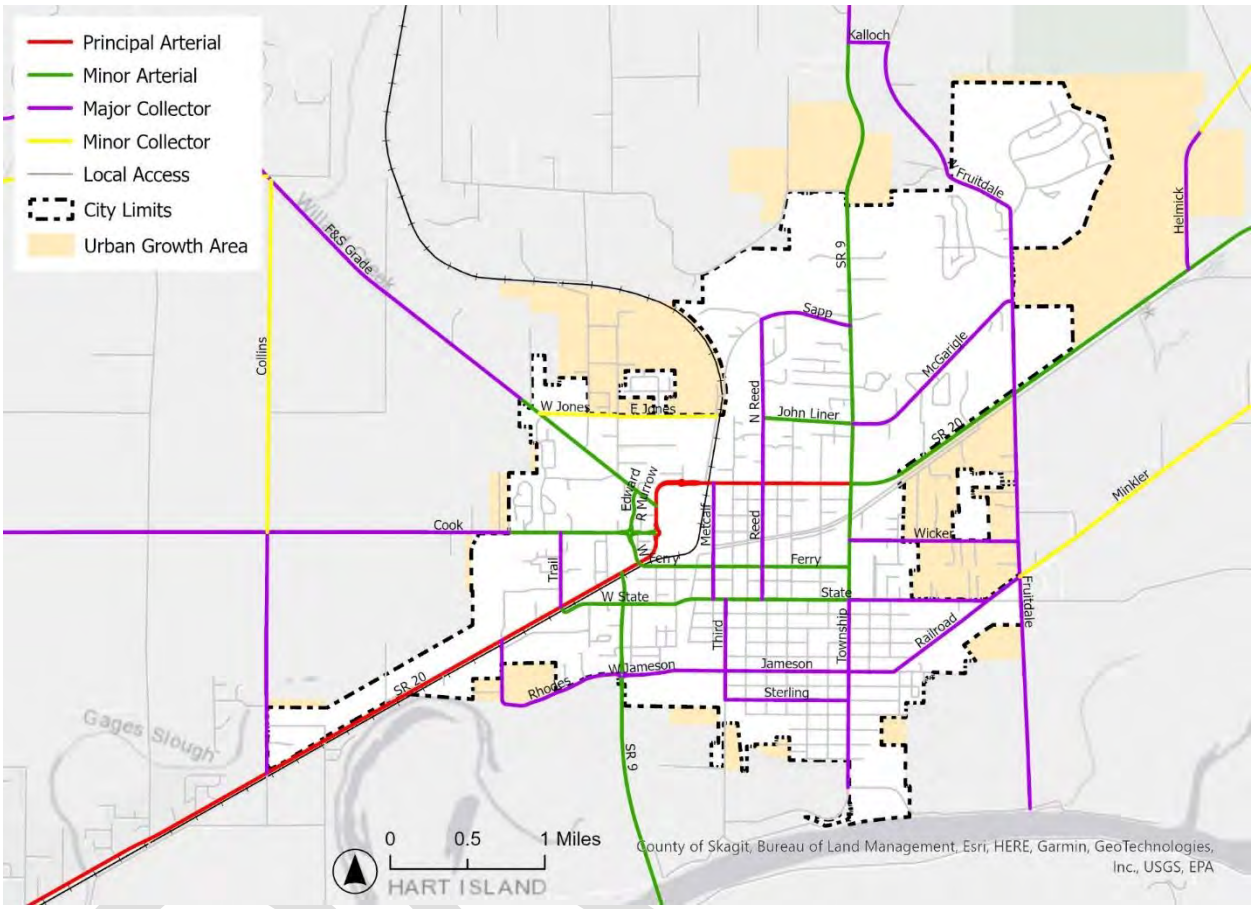

Figure 6. Existing Functionally Classified Roadways

Fruitdale Road south of SR 20 is a two-lane major collector with a 35-mph speed limit. This county road provides north-south access to the southeast part of the city and UGA parallel to the Township Street corridor.

Rhodes Road, Jameson Street, and **Railroad Avenue** form an east-west major collector corridor in the southern part of the city. The collectors provide two travel lanes with a 25-mph speed limit. They connect SR 20 on the west side of the city to SR 20 on the east side of the city via Fruitdale Road and continue into Skagit County east of Sedro-Woolley via Minkler Road.

Trail Road provides access from SR 20 to Cook Road in western Sedro-Woolley. The Transportation Improvement Program (TIP) identifies a project which will extend the corridor north to connect with F&S Grade Road and Jones Road as part of the major collector system.

The following collectors have two lanes and a 25-mph speed limit: **Metcalf Street, Reed Street, Sapp Road, State Street** (east of Township Street), **Sterling Street, Third Street,** and **Wicker Road**.

Local Access Streets

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

Public Transit Service and Facilities

Fixed-Route Bus Service

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

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

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

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

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

Park and Ride Lots

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

Rideshare

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

Paratransit

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

Freight and Rail Services

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

Truck Routes

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

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

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

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

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

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

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

Rail System

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

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

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

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

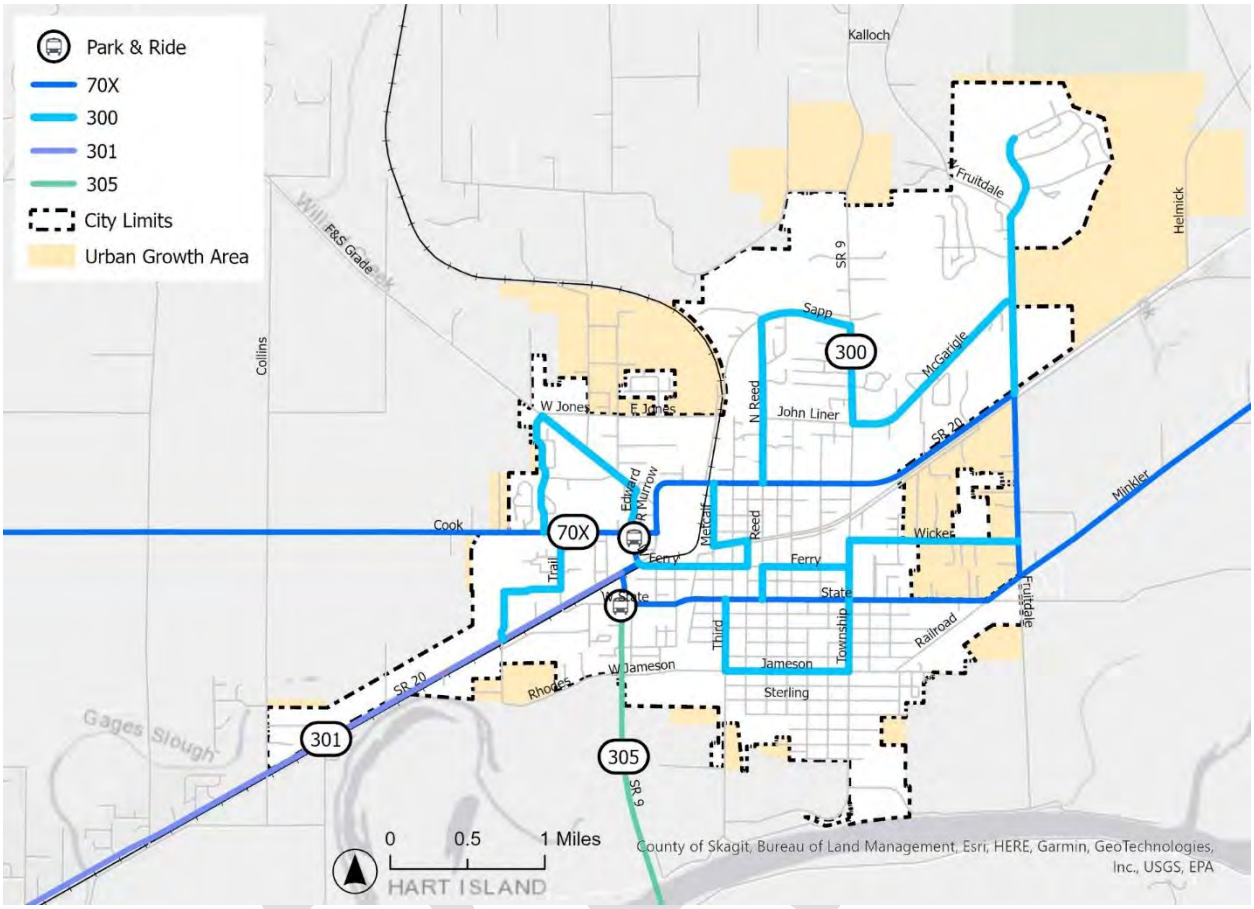

Figure 7. Existing Transit Services and Facilities: Fixed-Route Bus Service Routes

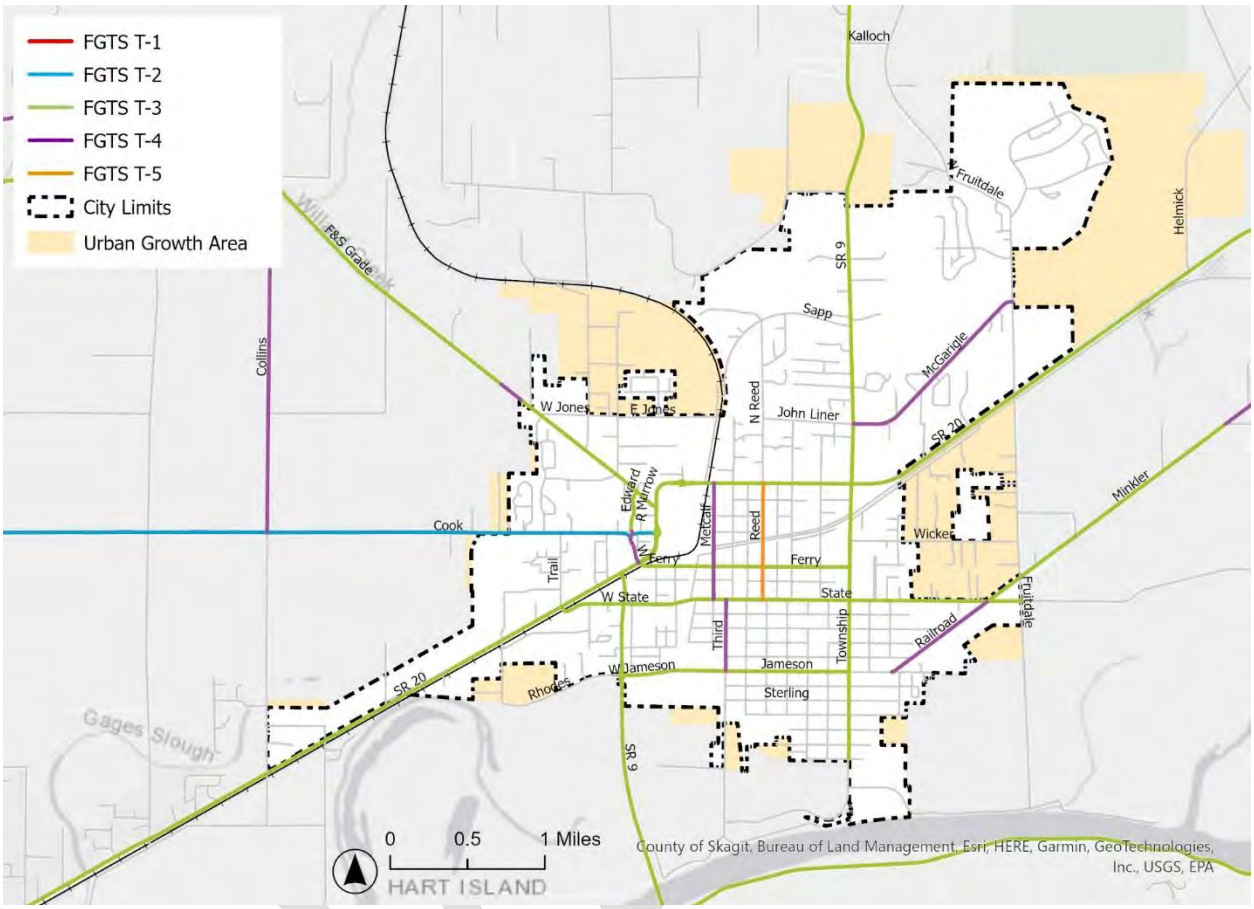

Figure 8. Freight and Goods Transportation System Routes

Active Transportation Facilities

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

Sidewalks

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

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

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

Bike Lanes

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

Shared-Use Paths

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

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

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

Recreational Trails

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

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

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

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

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

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

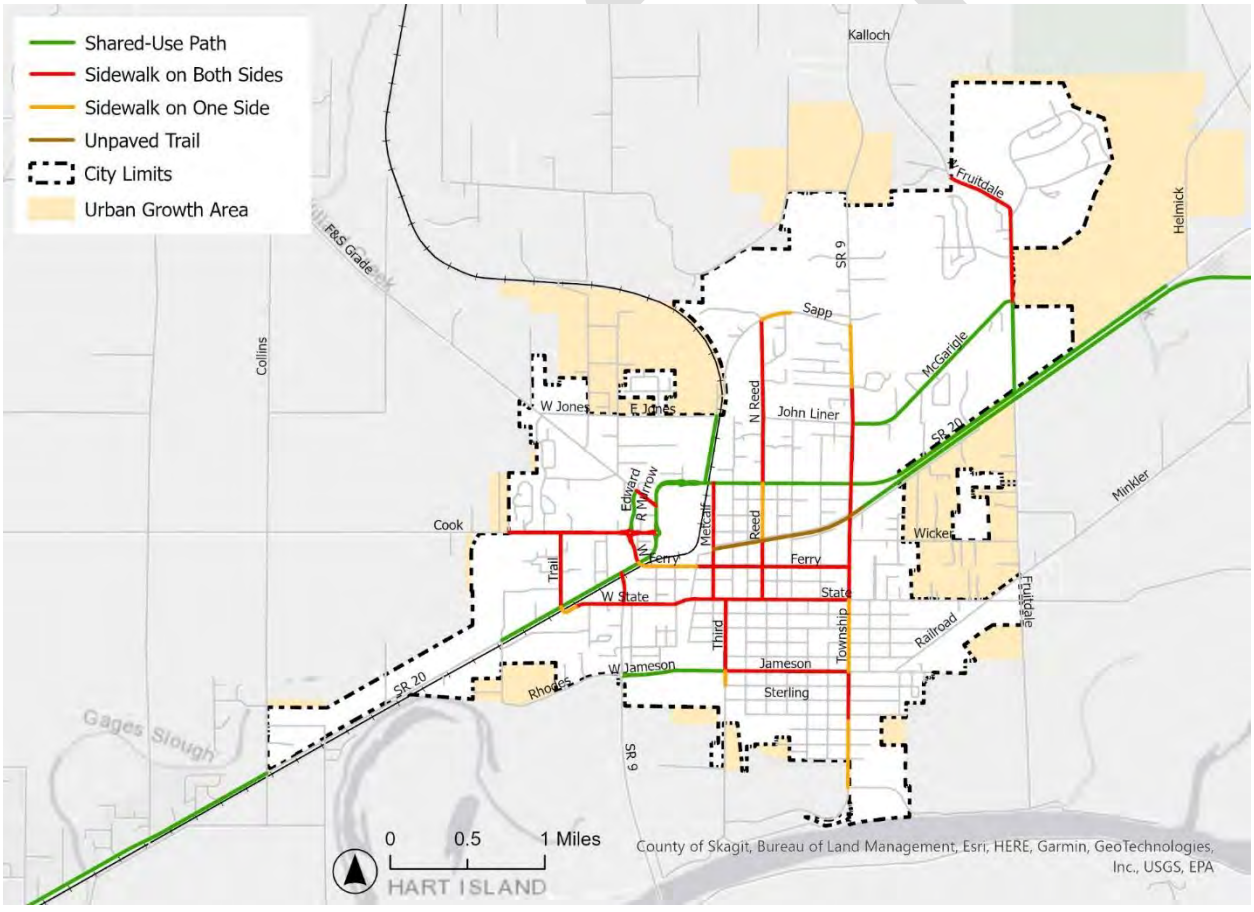

Figure 9. Existing Active Transportation Facilities.

Existing Traffic Conditions

Traffic Volumes

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

Seasonal Traffic

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

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

Daily Traffic Volumes

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

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

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

PM Peak Hour Volumes

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

percent to reflect seasonal variations in travel demand, consistent with WSDOT guidance for roadways in areas with similar travel demand characteristics. Seasonally adjusted PM peak hour volumes at select locations are shown in Figure 10.

The PM peak hour volumes have consistent patterns with the daily volumes described above. The state highways have the highest traffic volumes with two-way volumes during the PM peak hour ranging from 700 vehicles per hour (vph) on SR 9 north of John Liner Road to approximately 2,260 vph on SR 20 east of Metcalf St. City arterials in the central business district generally serve between 200 and 400 vehicles during the PM peak hour, with the exception of State Street which serves just 740 vph in the downtown area.

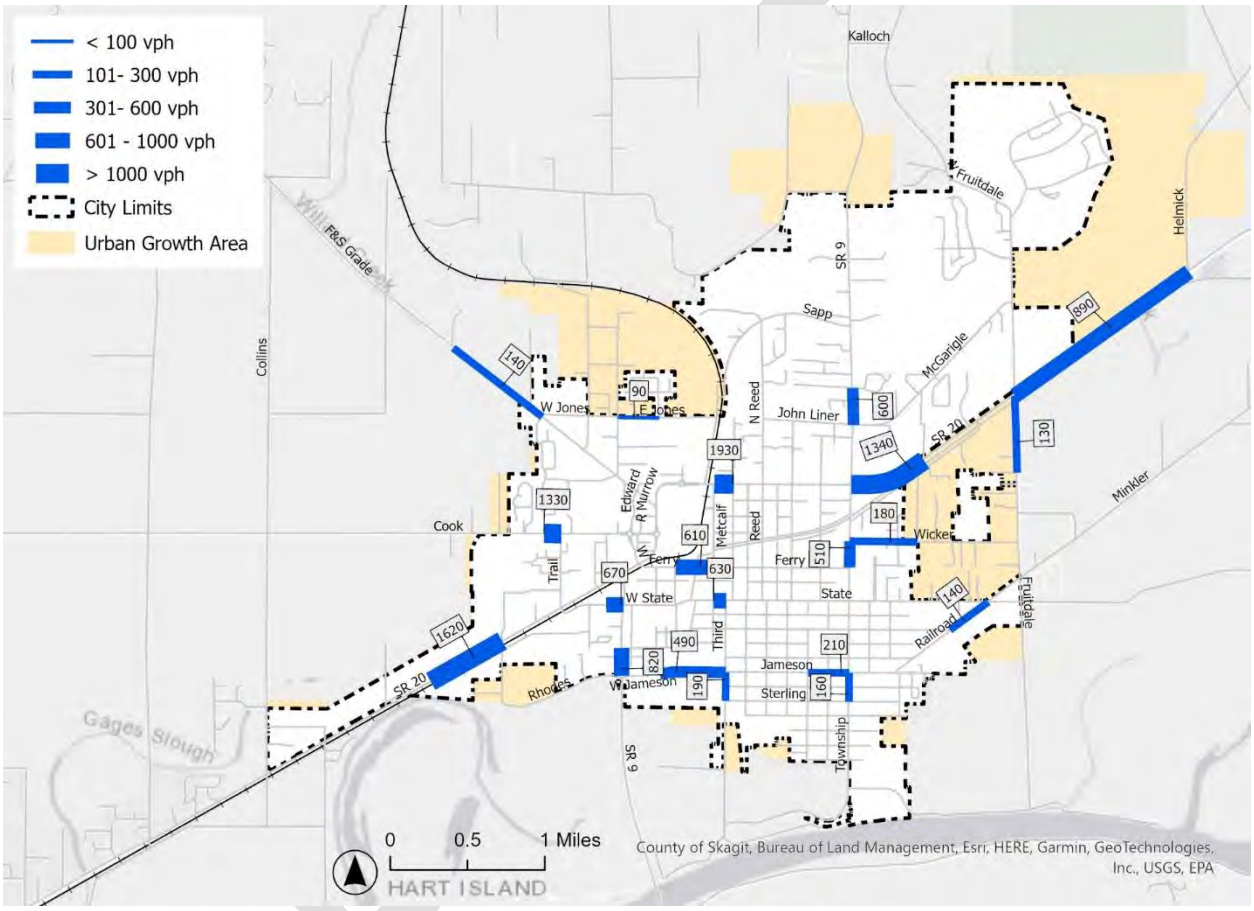

Figure 10. 2024 PM Peak Hour Traffic Volumes.

Level of Service

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays. The street and intersection LOS methodologies used in this Transportation Element are described below.

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

Street Segment Level of Service

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

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

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

Table 14. Sedro-Woolley Street Capacity Standards

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

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

Table 15. Street Segment LOS Characteristics

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

Intersection Level of Service

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

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

Table 16. Intersection Level of Service Thresholds

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

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

Level of Service Standards

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

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

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

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

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

Analysis Methodology

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

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

Level of Service Results

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

Table 17. 2024 Street Segment LOS Deficiencies

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

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

Table 18. 2024 Intersection Level of Service Deficiencies

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

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

Safety Performance Analysis

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

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

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

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

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

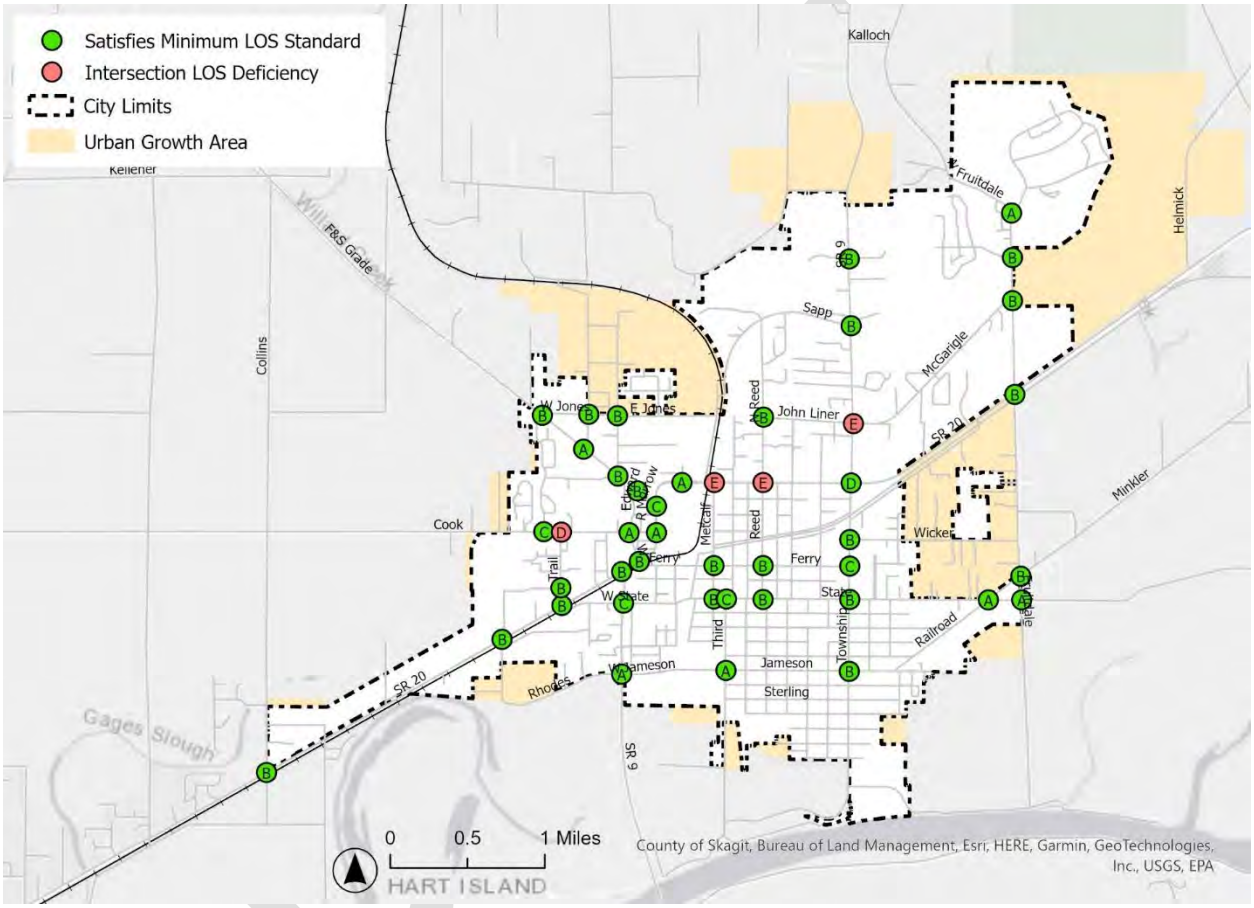

Figure 11. 2024 PM Intersection Levels of Service

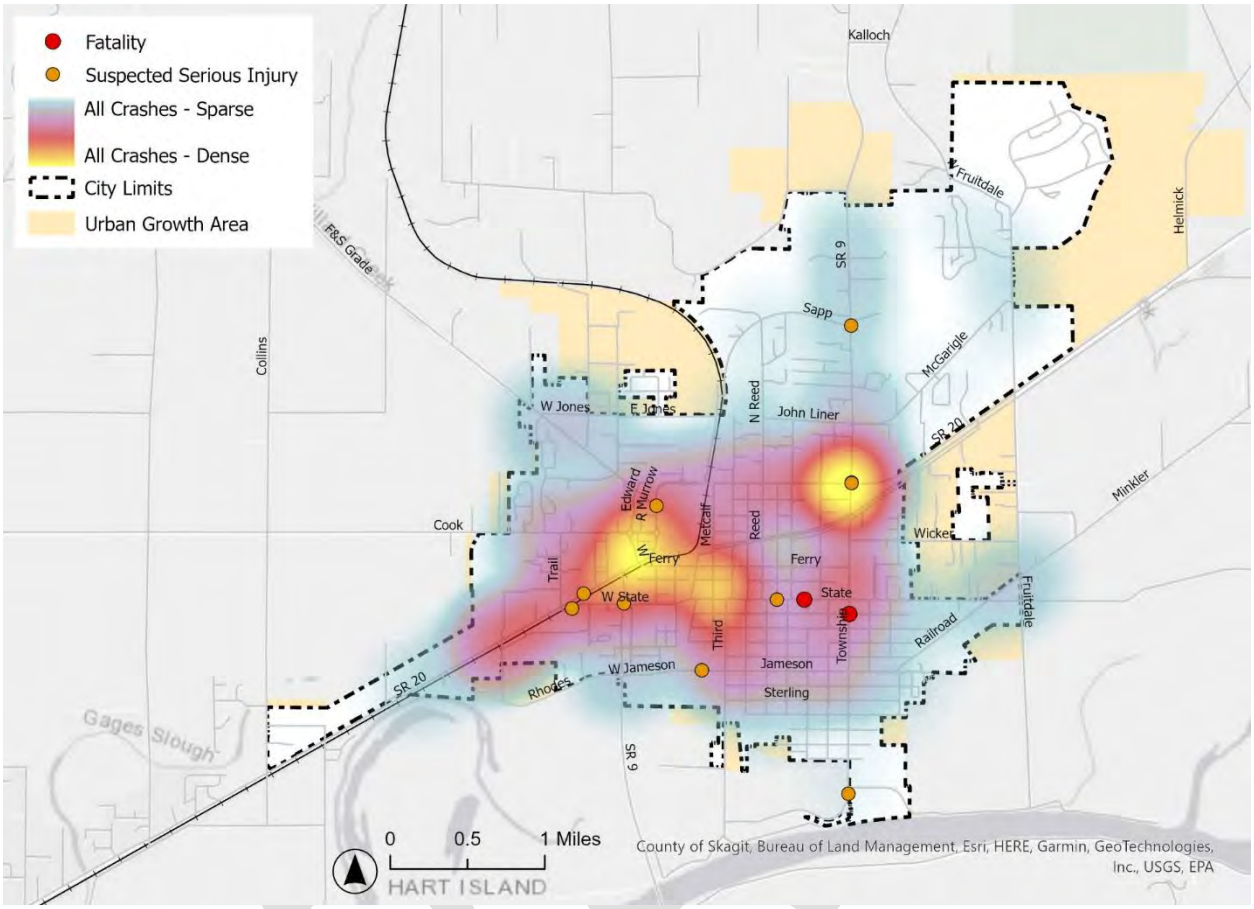

Figure 12. 2020-2024 Crash History

Travel Demand Forecasting

This section summarizes the methods, assumptions, and findings of the Sedro-Woolley travel demand model. The travel demand model incorporates the latest development inventories and forecasts, transportation facilities, and travel behavior patterns in the city. It reflects a snapshot of travel patterns in and near Sedro-Woolley during a weekday afternoon one-hour period. The forecasts generated by the travel demand model are the basis for the future conditions analysis and transportation improvement needs recommendations described later in this Transportation Element.

Land Use Assumptions

Existing and future land use constitute a fundamental component of the travel demand forecasting process. The locations, types, and quantities of land use in and near Sedro-Woolley determine the travel patterns that impact local, county, and state roadways, and the capital improvements that will be needed to support future growth.

Land use was modeled using three residential and nine non-residential categories. Residential uses were expressed in terms of dwelling units, and non-residential categories were expressed in terms of

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

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

Land Use Category	Units	HWO	HWOD	WH0	WHD	HOO	HOD	OHO	OHD	NHB0	NHOD	KSCOO	REC0	TOTAL
Single-Family Detached	DU	0.031	0.000	0.000	0.226	0.203	0.000	0.000	0.307	0.092	0.059	0.011	0.011	0.94
Townhomes (2-3 units)	DU	0.021	0.000	0.000	0.128	0.136	0.000	0.000	0.174	0.062	0.034	0.007	0.007	0.57
Multifamily Housing (>3 units)	DU	0.017	0.000	0.000	0.123	0.110	0.000	0.000	0.167	0.050	0.032	0.006	0.006	0.51
Retail	EMP	0.000	0.056	0.053	0.000	0.000	0.257	0.231	0.000	0.279	0.277	0.015	0.013	1.18
Office/FIRES	EMP	0.000	0.011	0.148	0.000	0.000	0.011	0.155	0.000	0.037	0.054	0.025	0.008	0.45
Government	EMP	0.000	0.021	0.225	0.000	0.000	0.021	0.235	0.000	0.057	0.099	0.038	0.013	0.71
Education	EMP	0.000	0.046	0.246	0.000	0.000	0.214	0.554	0.000	0.044	0.595	0.052	0.030	1.78
Wholesale Trade, Constr. & Utilities	EMP	0.000	0.048	0.132	0.000	0.000	0.071	0.174	0.000	0.083	0.119	0.024	0.009	0.66
Industrial & Manufacturing	EMP	0.000	0.022	0.134	0.000	0.000	0.016	0.158	0.000	0.058	0.070	0.023	0.009	0.49
Resource	EMP	0.000	0.023	0.069	0.000	0.000	0.017	0.081	0.000	0.029	0.075	0.012	0.004	0.31
Medical/Dental	EMP	0.000	0.014	0.198	0.000	0.000	0.121	0.359	0.000	0.046	0.135	0.039	0.019	0.93
Recreation	Acres	0.000	0.012	0.017	0.000	0.000	0.009	0.020	0.000	0.007	0.039	0.003	0.001	0.11

HWO Home to Work Origin

HWD Home to Work Destination

WHO Work to Home Origin

WHD Work to Home Destination

HOO Home to Other Origin

HOD Home to Other Destination

OHO Other to Home Origin

OHD Other to Home Destination

NHBD Non-Home Based Destination

KSOO King or Snohomish County Origin

RECO Recreation Origin

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

Travel Demand Forecasting Methodology

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

Transportation Network

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

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

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

Transportation Analysis Zone Structure

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

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

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

Three-Step Modeling Process

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

TRIP GENERATION

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

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

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

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

TRIP DISTRIBUTION

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

TRAFFIC ASSIGNMENT

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

Travel Demand Model Calibration

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

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

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

Future Transportation System Needs

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

Roadway Standards

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

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

Future Level of Service Deficiencies

Jones-John Liner-Trail Road Corridor Project

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

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

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

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

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

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

D = Improvement will be provided by development

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

Level of Service Results

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

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

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

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

Transportation Improvement Projects

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

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

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

Transit Service Improvements

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

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

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

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

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

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

Active Transportation Improvements

Complete Street Improvements

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

Active Transportation System Vision

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

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

Active Transportation Projects

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

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

Transportation Demand Management Strategies

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

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

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

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

Transportation Financing Plan

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

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

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

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

Project Cost Summary

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

Table 22. Transportation Improvement Project Cost Summary

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

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

Transportation Revenue Sources

Federal Revenue Sources

BIPARTISAN INFRASTRUCTURE LAW (BIL)

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

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

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

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

TRANSPORTATION ALTERNATIVES PROGRAM (TA)

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

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

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

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

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

RECREATIONAL TRAILS PROGRAM (RTP)

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

SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

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

BRIDGE INVESTMENT PROGRAM (BIP)

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

RAILWAY-HIGHWAY CROSSINGS PROGRAM (RHCP)

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

Washington State Transportation Revenue Services

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

TIB URBAN PROGRAMS

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

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

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

Several other programs are administered by TIB including:

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

LOCAL BRIDGE PROGRAM

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

MOVE AHEAD WASHINGTON RAILROAD CROSSING PROGRAM

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

COUNTY SAFETY PROGRAM

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

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

CITY SAFETY PROGRAM

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

PEDESTRIAN & BICYCLE SAFETY PROGRAM

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

LOCAL TRANSPORTATON REVENUE SERVICES

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

STREET & ARTERIAL STREET FUNDS

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

TRANSPORTATION IMPACT FEE (TIF) PROGRAM

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

TRANSPORTATION BENEFIT DISTRICT (TBD)

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

GENERAL FUND

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

Revenue Forecast

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

Table 23. Transportation Improvement Revenue Forecast 2026 to 2045

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

Funding Source	Description	2026-2045 Revenue Forecast		
		Annual Revenue	Total Revenue	%
	Total Revenue	**2,892,800**	**57,856,000**	**100%**

Financing Strategy Summary

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

Reassessment Strategy

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

Table 24. Transportation Financing Strategy Summary

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

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

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

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

Project Priorities and Timing

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

Concurrency Management / Development Review

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

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

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

Intergovernmental Coordination

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

Washington State Department of Transportation (WSDOT)

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

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

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

Skagit Council of Governments (SCOG)

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

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

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

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

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

Skagit County

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

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

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

Skagit Transit

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

Other Jurisdictions

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

SCOG
Skagit Council of Governments

Transportation Element Certification Review Manual

Approved by Skagit Council of Governments Transportation Policy Board

12/18/2024

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

TABLE OF CONTENTS

INTRODUCTION

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

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

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

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

REGULATORY FRAMEWORK

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

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

Listing of Relevant State Requirements for Transportation Elements

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

RCW 36.70A.070 – Comprehensive Plans – Mandatory Elements from the Growth Management Act.

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

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

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

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

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

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

RCW 36.70A.210 – Countywide Planning Policies

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

RCW 47.01.440 – Adoption of statewide goals to reduce annual per capita vehicle miles travelled by 2050.

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

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

CONSISTENCY REVIEW

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

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

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

Consistency with the Regional Transportation Plan

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

Local plans demonstrate consistency with the RTP through:

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

GUIDELINES AND PRINCIPLES

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

Skagit Regional Transportation Guidelines and Principles

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

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

Countywide Planning Policies

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

Level of Service and Concurrency

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

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

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

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

Listing of Relevant State Requirements for Level of Service and Concurrency

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

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

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

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

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

PROCESS FOR CERTIFICATION

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

1. **Draft Plan Review** (Preliminary Review) – SCOG requests that jurisdictions provide a draft of the updated comprehensive plan as early as possible. What should be included as part of that draft is the transportation element, the land-use element, and any associated appendices such as project lists and financial data at least 60 days prior to the anticipated adoption date or sooner. Using the application for certification submittal form (**Attachment A**) , SCOG staff will complete a preliminary review of each jurisdiction's transportation element. Any suggestions will be provided to the jurisdiction for clarification and possible changes. This step will result in preliminary comments and not the final certification review.

2. **Review of Adopted Plan for Certification** – After a jurisdiction adopts their comprehensive plan, it should be submitted to SCOG again with a revised application for certification form (**Attachment A**) noting any changes from the original draft. SCOG will review the plan and take note of any issues from the preliminary comments and how they were addressed. A final report will be prepared by SCOG staff, noting any need for coordinated attention or revision. A draft certification report done by SCOG

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

3. **TAC Review –** With a draft certification report, the TAC will make a recommendation to the Transportation Policy Board (TPB) regarding certification of transportation elements in comprehensive plans. A final certification report will be provided to the TPB by SCOG staff for each transportation element.

4. **Addressing Comments –** If there are comments made during the TAC review that need to be addressed prior to finalizing the certification report, additional review may be necessary. In this case, SCOG staff will update the certification report and submit a revised document to the TAC. Revising a certification report in this manner would delay certification by the TPB.

5. **Transportation Policy Board Review, Action and Certification –** Following adoption of comprehensive plans by jurisdictions and having received the final certification report and recommendation from the TAC and SCOG staff, the TPB will consider and take action regarding certification of each jurisdiction's transportation element.

6. **Certification Letters –** Following action by the TPB, a confirmation letter will be sent to each jurisdiction.

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

APPENDIX A: APPLICATION FOR CERTIFICATION FORM

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

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

Page 13

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

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

☐ Yes ☐ No

Item Notes for 2.) and pages with multimodal impacts to state-owned transportation facilities.
Policy T7.1
Maintain a minimum Level of Service (LOS D) standard on SR 20, SR 9, and primary arterials within the city and UGA. Page 57

Street Segment Level of Service
Sedro-Woolley has adopted a multimodal street segment LOS standard which considers the impact of nonmotorized facilities on maximum service volume. These standards, shown in Table 12, are used to calculate capacity for arterial and collector streets in Sedro-Woolley. The adopted street capacity standards use a base peak hour capacity which is based on the Transportation Research Board (TRB) Highway Capacity Manual (HCM) and similar methodologies used throughout the region. Base capacity is adjusted based on segment attributes including left-turn lanes, access restrictions, bike lanes, sidewalks, and on-street parking.
Left-turn lanes are estimated to add the capacity equivalent of one half through lane by removing major approach left-turn delay. Similarly, segments with limited access (e.g., physical or natural barriers) experience an increase of the equivalent of 70 percent of one through lane. Capacity reductions for lack of nonmotorized facilities are based on the principle that HCM capacity calculations assume fully-built urban street sections. Streets without sidewalks or bike lanes will force nonmotorized users into vehicle lanes, reducing vehicle capacity. The presence of on-street parking also reduces capacity slightly. Page 71

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

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

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

☐ Yes	☐ No

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

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

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

☐ Yes	☐ No

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

Street Segment Level of Service
Sedro-Woolley has adopted a multimodal street segment LOS standard which considers the impact of nonmotorized facilities on maximum service volume. These standards, shown in Table 12, are used to calculate capacity for arterial and collector streets in Sedro-Woolley. The adopted street capacity standards use a base peak hour capacity which is based on the Transportation Research Board (TRB) Highway Capacity Manual (HCM) and similar methodologies used throughout the region. Base capacity is adjusted based on segment attributes including left-turn lanes, access restrictions, bike lanes, sidewalks, and on-street parking.
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This methodology ensures that multimodal faculties are provided when vehicle volumes exceed the threshold for an incomplete street. It is applied to both City and WSDOT facilities. Vehicle volumes are an effective measure given that there is no direct trip generation data available for pedestrian or bicycle volumes.

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

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

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

☐ Yes ☐ No

Item notes for 5.) and page numbers with MMLOS standards and how deficiencies are addressed as part of a 6 year or 10 year project planning list.
The Segment LOS described in the previous responses drives the prioritization of multimodal complete streets improvements based upon vehicle volumes and the presence or absence of complete streets features including sidewalks and bike lanes. See page 71

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

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

☐ Yes ☐ No

Item notes for 6.) and page numbers indicating multimodal forecasts for a minimum of ten years?
Vehicle volume forecasts are used to determine when multimodal improvements are necessary based upon the City's Street Segment LOS standard since there is not adequate direct trip generation data for pedestrian and bicycle trip generation at this time. Vehicle forecast methodology is described beginning on page 75.

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

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

☐ Yes	☐ No

Item notes for 7.) and page numbers that describe how the plan prioritizes safety in multimodal improvements proposed.
See page 73 for Safety Performance Analysis.
The conflict between vehicles and non-motorized/vulnerable street users is the highest safety risk. The City's Street Segment LOS recognizes this and prioritizes complete Streets improvements by conflicting vehicle volume forecasts.

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

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

☐ Yes	☐ No

Item notes for 8a) and page numbers to indicate how plan reflects state, regional and local system goals to meet future multimodal network needs.
See the following policies:
T1.2
T1.3
T3.1
T3.2
T3.3
T3.4
T3.5
T3.9
T4.1-9
T5.1-5

8b.)Does the plan strive to equitably implement the multimodal network as part of its project prioritization?	
☐ Yes	☐ No
Item notes for 8.) and page numbers to demonstrate how equity has been considered as part of project prioritization for the multimodal network Policy CR5.1 is applicable to transportation project prioritization. Page 227	

9.) Per RCW 36.70A.070(6)(a)(iii)(G), transportation elements are required to include a transition plan for transportation as required in Title II of the Americans with Disabilities Act of 1990 (ADA). As a necessary step to a program access plan to provide accessibility under the ADA, state and local government, public entities, and public agencies are required to perform self-evaluations of their current facilities, relative to accessibility requirements of ADA. The agencies are then required to develop a program access plan, which can be called a transition plan, to address any deficiencies. The plan is intended to achieve the following: (I) Identify physical obstacles that limit the accessibility of facilities to individuals with disabilities; (II) Describe the methods to be used to make facilities accessible. (III) Provide a schedule for making the access modifications; and (IV) Identify the public officials responsible for implementation of the transition plan. Does the transportation element include an ADA transition plan meeting the requirements above ?	
☐ Yes	☐ No
Item notes for 9.) and page numbers in plan for ADA transition plan: https://www.sedro-woolley.gov/resources/ada_resources/ada_transition_plan.php The City adopted an ADA Transition Plan including the public right of way in October 2024.	

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

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

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

☐ Yes ☐ No

Item notes for 12.) and pages numbers in plan with active transportation components and any references to Park and Recreation Plan
See Policies T4.1-4.9
See pages 83-85 in the Transportation Element
See policies P3.1-3.3 in the Parks Element

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

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

☐ Yes ☐ No

Item notes for 13.) and page numbers to demonstrate consistency of local comprehensive plan finance plans and State plan.
6-year TIPs are updated annually and provided to SCOG and WSDOT. The projects identified in this plan for the basis of 6-year TIP development and change annually as prioritization and funding availability changes.
See pages 80 and 81 for long term TIP projects
See pages 82-83 for long term active transportation projects

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

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

☐ Yes ☐ No

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

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

☐ Yes ☐ No

Item notes for 15.) and page numbers to demonstrate consistency with countywide planning policies:
See pages 4, 13, 14, 33, 41, 125, 201, and 205

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

☐ Yes ☐ No

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

Concentration of economic activity see pages, 23 and 204.

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

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

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

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

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

Transportation demand management see pages 84-85 and 233,

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

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

Intermodal connections
Not applicable

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

☐ Yes	☐ No

Item notes for 17) and page numbers from plan to demonstrate consistency with the regional transportation plan.
See page 97.

APPENDIX B: GUIDELINES AND PRINCIPLES

Skagit Regional Transportation Guidelines and Principles

1.) Concentration of economic activity

a. Urban commercial and urban industrial development should be restricted to urban or urban growth areas where adequate transportation networks are available.

b. Transportation facilities and services needed to support commercial and industrial development shall be available concurrent with the impacts of development.

2.) Residential density

a. Lands designated for urban residential growth shall have an urban level of regional transportation facilities, including motorized and non-motorized facilities prior to or concurrent with development.

b. Transportation facilities and services, including motorized and non-motorized, need to support residential development and be built prior to development or concurrent with the impacts of development.

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

a. Encourage local governmental agencies to set goals to reduce vehicle miles travelled and reduce greenhouse gas emissions by transit and ride sharing by better land use planning that reduces dependence on single occupancy vehicle travel in and to urban centers and major employers.

b. Adopt and build non-motorized infrastructure that supports a road system that is multimodal. Support land use planning that accommodates non-motorized trips including biking, walking, and using transit.

c. Support the planning and design of transportation improvements associated with the development of motorized and non-motorized facilities and, where applicable, that provide for transit access.

4.) Freight transportation and port access

a. An arterial road system shall be coordinated with industrial and commercial areas in coordination with the freight and goods transportation system with cooperation from local agencies and WSDOT.

b. Improve traffic patterns for incoming and outgoing traffic in industrial park and port dock areas.

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

   a. Commercial areas should be aggregated in ways that allow for them to be pedestrian oriented and be designed to accommodate public transit.

   b. Promote the development of local street patterns and pedestrian routes that provide access to transit services within convenient walking distance of homes, jobs, schools, stores and other activity centers.

   c. Promote the adoption of complete streets and infrastructure that supports non-motorized level-of-service requirements.

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

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

7.) **Transportation demand management**

   a. The transportation elements of the local agencies comprehensive plans shall be designed to reduce per capita vehicle miles traveled and greenhouse gas emissions consistent with state requirements.

   b. Multimodal transportation facilities should be designed to be consistent with climate chapter in local agency plans.

   c. Encourage local governmental agencies to reduce per capita vehicle miles travelled and reduce dependence on single occupant vehicle travel to urban centers and major employers.

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

   a. Encourage mixed-use development, where appropriate, to maximize potential opportunities for walking to work and to shop, which supports the goal to reduce per capita vehicle miles travelled.

   b. Land-use planning is done in coordination with non-motorized facility planning to support state and local goals of reducing per capita vehicle miles travelled.

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

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

b. Rail corridors abandoned after the implementation of the comprehensive plan should be preserved through the use of rail banking programs such as "rails to trails".

c. Coordinate with the railroad companies to provide public input on future plans for the railroad right of way within Skagit County.

10.) Intermodal connections

a. Promote efficient multimodal access to regional transportation facilities such as ferry terminals, marinas, rail stations, commercial airports, transit centers, park & ride and park & pool lots.

b. Intermodal connections for passenger rail, transit, ridesharing, and freight, shall be encouraged where appropriate because they are significant to the future growth and development of the commercial base in Skagit County and work to reduce per capita vehicle miles travelled.

c. Encourage ferry walk-on with connections to transit service as a strategy to reduce per capita vehicle miles travelled.

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

DISCUSSION ITEM 6.A. – UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEAR 2027

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	04/15/2026	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

The Skagit Council of Governments (SCOG) is responsible for preparing a unified planning work program (UPWP) that documents the transportation planning work activities and related tasks to be accomplished during state fiscal year 2027 (July 1, 2026 through June 30, 2027). The draft UPWP identifies planning tasks, their associated costs and applicable funding sources.

SCOG staff will attend a remote meeting with representatives from the Washington State Department of Transportation, Federal Highway Administration and Federal Transit Administration on April 30 to review and discuss the UPWP. Revisions may be made to the UPWP by SCOG staff based on feedback received at the meeting.

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

SCOG
Skagit Council of Governments

Unified Planning Work Program

Adopted by the Transportation Policy Board on May 20, 2026

State Fiscal Year

2027

July 1, 2026 – June 30, 2027

SCOG
Skagit Council of Governments

CONTENTS

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.

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) 2027 – July 1, 2026 through June 30, 2027. Work activities included in the UPWP comply with regional policies, goals and objectives. SCOG's Transportation Policy Board reviews and approves the UPWP, with final approval issued by FHWA, FTA and WSDOT.

This document outlines federal and state planning requirements, then presents a work program of planning activities for SFY 2027 that address the requirements and regional priorities. The work activities in the UPWP are organized into four elements:

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

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

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

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

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

AMENDING THE UPWP

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

Federal and State Requirements

Federal Requirements

Federal Planning Factors

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

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

These federal planning factors were considered as the SFY 2027 UPWP was prepared to ensure consistency between federal priorities and the work program.

Federal Planning Emphasis Areas

The Federal Highway Administration and the Federal Transit Administration most recently issued federal planning emphasis areas in 2021. The 2021 planning emphasis areas were rescinded in 2025 and no new federal guidance has yet been provided in their place specifically related to UPWP development. New federal planning emphasis areas may be prepared and released by federal partners in the near future. SCOG will continue to track changes at the federal level that may impact the SFY 2027 UPWP.

Increasing Safe and Accessible Transportation Options

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

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

have been identified in the SFY 2027 UPWP that address these federal Increasing Safe and Accessible Transportation Options requirements:

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

All **Multimodal Planning** element work tasks in the SFY 2027 UPWP address these federal requirements for Increasing Safe and Accessible Transportation Options, in whole or in part, as activities that are identified for the 2.5% of funding.

Planning Priorities Facing the Metropolitan Planning Area

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

Planning priorities for the Skagit region are:

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

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

State Requirements

Washington State Policy Goals

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

1. Preservation – To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services, including the state ferry system;

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

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

Washington State Planning Emphasis Areas

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

Administrative

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


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

State of Washington

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

December 2025

Washington State Department of Transportation
U.S. Department of Transportation Federal Highway Administration
FTA Federal Transit Administration

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

Planning Collaboration

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

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

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

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

Public Involvement

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

Funding Sources for Planning Activities

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

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

Federal Highway Administration

23 USC Section 133 and Section 134 Grant Funds

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

Refer to the **Surface Transportation Block Grant Funding Breakdown** table in the UPWP for estimated STBG funding for SFY 2027 by project.

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

Federal Transit Administration

49 USC Section 5303 and 5310 Grant Funds

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

WSDOT allocates Section 5310 federal funds to MPOs and RTPOs to help meet the transportation needs of older adults and people with disabilities when transportation service provided is unavailable, insufficient or inappropriate to meeting these needs. Match requirement is 20.0%, though state funding from WSDOT can be used to assist with meeting the minimum match along with local match.

Washington State

Regional Transportation Planning Organization Grant Funds

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

Rural Mobility Grant Funds

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

Special Needs Grant Funds

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

ELEMENT 1: ADMINISTRATION

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

WORK TASKS

1.1 MPO and RTPO Administration

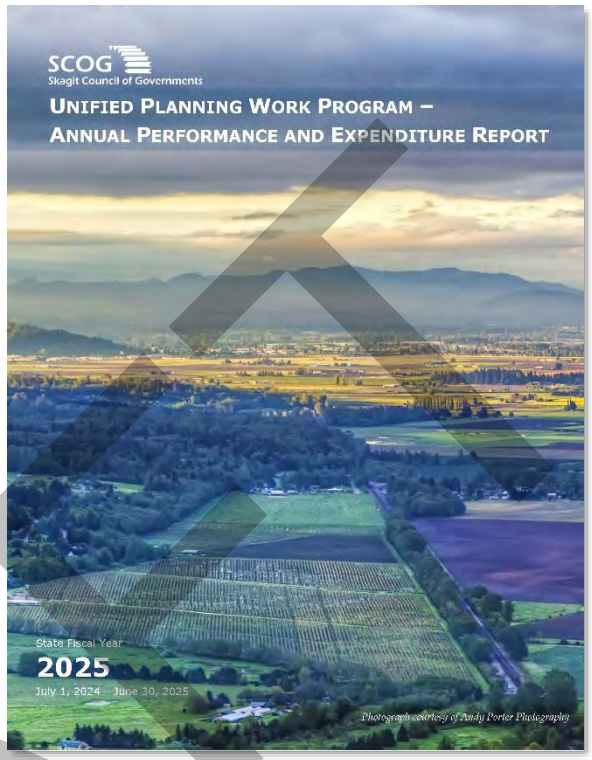
Description: Manage and administer the unified planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Assure compliance with rules and regulations of funding agencies. Supervise staff and personnel activities. Procure office supplies and furniture. Review and update contracts and agreements. Provide clerical support for general administration and other work program elements. Procure software and hardware, and other technologies and devices as needed. Maintain SCOG's website. Participate at monthly meetings of the Transportation Policy Board, Technical Advisory Committee and other committees as needed. Coordinate and consult with other MPOs and RTPOs on federal, state and regional transportation issues. Prepare 2027 operating budget. Apply for grants through federal and state sources relevant to SCOG's transportation function and regional priorities, policies and goals. Provide continuing education and training opportunities through participation in webinars, conferences and seminars. Draft letters of support for transportation projects consistent with applicable policies, plans and programs. Prepare the annual self-certification, specifying that MPO functions are being performed in accordance with all applicable requirements. Facilitate public involvement and outreach efforts in accordance with the Title VI Plan and Public Participation Plan. Consult with tribal governments on transportation planning and programming efforts. Engage applicable federally recognized tribal governments in regional governance of SCOG, consistent with RCW 47.80.050(2).

Responsibilities: SCOG (lead), Consultant

Product: 2027 SCOG operating budget completed and adopted prior to calendar year 2027. Self-certification documentation completed in October 2026. By the second quarter of calendar year 2027, provide a reasonable opportunity for voting membership to all federally recognized tribes that hold reservation or trust lands within the Skagit region. SCOG's website updated in SFY 2027 with consultant assistance.

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

1.2 Unified Planning Work Program



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

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

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

1.3 Legislator Contact

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

Responsibilities: SCOG

Product: Quarterly Public Disclosure Commission Reports as necessary.

1.4 Title VI Annual Report

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

Responsibilities: SCOG (lead), WSDOT

Product: Title VI annual report completed in November 2026.

1.5 Public Participation Plan Annual Report

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

Responsibilities: SCOG

Product: Public Participation Plan annual report completed in June 2027.

1.6 Metropolitan Planning Agreement

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

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

Responsibilities: WSDOT (lead), SCOG, Skagit Transit

Product: Metropolitan Planning Agreement updated in SFY 2027.

Element 2: Multimodal Planning

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

Work Tasks

2.1 Regional Transportation Plan

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

Responsibilities: SCOG (lead), WSDOT

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

2.2 Statewide Planning Initiatives

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

Responsibilities: WSDOT (lead), SCOG

Product: Participation in statewide planning initiatives as needs arise and staffing permits in SFY 2027.

2.3 Local Transportation Planning

Description: Assist local agencies with transportation planning efforts. Refer to Appendix E: Planning Projects by Other Agencies for a description of major planning projects to be conducted by Skagit Transit and WSDOT within the Skagit region. These projects are in addition to the Statewide Planning Initiatives included in work task 2.2.

Responsibilities: SCOG

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

2.4 North Sound Transportation Alliance

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

Responsibilities: Whatcom Council of Governments (lead), SCOG, Skagit Transit, WSDOT

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

2.5 Nondiscrimination Planning

Description: SCOG will maintain a Title VI complaint log and implement the adopted Title VI Plan to ensure continued nondiscrimination in SCOG's transportation program. SCOG will continue implementation of activities from the Americans with Disabilities Act (ADA) Self-evaluation and Program Access Plan adopted in July 2022. SCOG will also continue implementation of activities from the most recent Title VI Plan update, adopted in SFY 2026. The next major update to the ADA Self-evaluation and Program Access Plan is expected to occur in SFY 2027.

Responsibilities: SCOG (lead), WSDOT

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

2.6 Nonmotorized Transportation Planning

Description: The Non-Motorized Advisory Committee (NMAC) is an advisory committee to the Technical Advisory Committee on nonmotorized issues. NMAC activities are determined on a calendar year basis with preparation and adoption of their work program. The calendar year 2026 NMAC work program was approved in December 2025 and the calendar year 2027 NMAC work program should be approved in December 2026. The Skagit County Walking Trail Guide and Skagit County Bike Map will continue to be distributed in SFY 2027.

Responsibilities: SCOG

Product: Distribution of bike maps and walking trial guides in SFY 2027. Other nonmotorized products consistent with approved NMAC work programs.

2.7 Infrastructure Investment and Jobs Act

Description: The federal Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, and expires in SFY 2027. The Code of Federal Regulations may be updated during the timeframe of the SFY 2027 UPWP with regulations implementing the IIJA. SCOG will continue to participate in processes related to implementing the IIJA and continue to address changes to MPO duties that the 2021 law requires. Implementation activities may occur at the national, statewide and local levels.

Responsibilities: WSDOT (lead), SCOG

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

2.8 Public Participation Plan

Description: The Public Participation Plan guides engagement activities at SCOG and was last updated in 2017. This 2017 update followed a major update to the plan in 2015, which included an assessment of an earlier public participation plan. Another minor update to the 2017 plan will occur in SFY 2027, primarily to address changes with governing bodies, advisory committees, remote meetings and Infrastructure Investment and Jobs Act requirements. The plan update may be impacted by changes in the Code of Federal Regulations, which could occur in SFY 2027 as noted in work task 2.7.

Responsibilities: SCOG

Product: Public Participation Plan amended in SFY 2027.

2.9 Regional Multimodal Level of Service

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

measures". This work on developing level of service standards, including multimodal, is expected to continue in SFY 2027. SCOG also jointly established level of service standards for state highways and ferry routes with WSDOT, pursuant to RCW 47.80.030, via the Regional Transportation Plan adopted in March 2026.

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

Product: SCOG will work with other government agencies – including WSDOT, cities, towns, Skagit County, and Skagit Transit – as they continue to develop multimodal level of service standards in SFY 2027.

2.10 Transportation Elements and Countywide Planning Policies

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

a. Reflect regional transportation guidelines and principles;
b. Are consistent with the adopted Regional Transportation Plan;
c. Conform to the requirements of RCW 36.70A.070; and
d. Are consistent with Skagit countywide planning policies adopted under RCW 36.70A.210.

Responsibilities: SCOG

Product: Certification of local comprehensive plan transportation elements and countywide planning policies as necessary in SFY 2027.

2.11 Regional Planning Duties

Description: Some elements of SCOG's regional transportation planning organization certification processes were over 20 years old and were generated when Skagit County was part of the Skagit-Island Regional Transportation Planning Organization, which dissolved in 2015. SCOG conducted an in-depth review of the RTPO certification processes and other RTPO duties in March–April 2024, leading to several recommended revisions to refresh certain regional planning duties in SFY 2025. Regional planning duties were updated in October–December 2024 with approval of a new Regional Transportation Strategy and Transportation Element Certification Review Manual. Further revisions to regional planning duties may occur in SFY 2027 if necessary.

Responsibilities: SCOG

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

2.12 Regional Transportation Resilience Improvement Plan

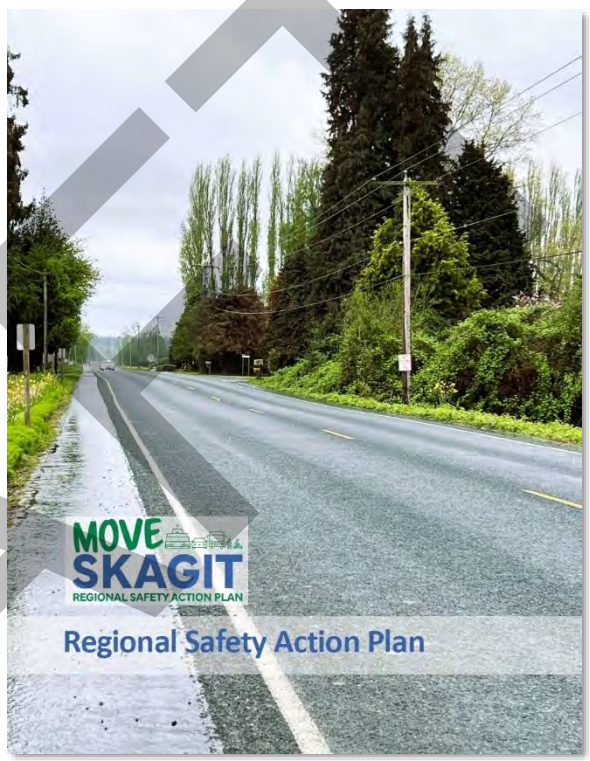
Description: SCOG began the process in SFY 2025 to prepare a plan to inform how SCOG may implement a resilience focus in its planning activities and investments. The federal Infrastructure Investment and Jobs Act provides for metropolitan planning organizations, such as SCOG, to optionally prepare a resilience improvement plan as part of the new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program. SCOG received

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

Responsibilities: SCOG

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

2.13 Regional Safety Action Plan



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

Responsibilities: SCOG

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

2.14 Intelligent Transportation Systems Architecture

Description: Federal regulations require that SCOG develop an Intelligent Transportation Systems Architecture to guide the development of intelligent transportation strategies and projects. SCOG adopted the Skagit MPO Intelligent Transportation System Architecture in December 2011. Since then, SCOG has updated its governance agreement and expanded its metropolitan planning area. As such, the Intelligent Transportation Systems Architecture should be updated to reflect the new alignment of SCOG's planning boundaries and any existing or planned intelligent transportation systems for the Skagit region. SCOG began the process to update the Intelligent Transportation Systems Architecture in SFY 2025, continued on the work task in SFY 2026 and will complete in the first quarter of SFY 2027.

Responsibilities: SCOG

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

2.15 Regional Mobility Coordination and Outreach

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

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

Responsibilities: SCOG

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

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

2.16 Coordinated Public Transit–Human Services Transportation Plan

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

Responsibilities: SCOG

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

ELEMENT 3: PROGRAMMING & PROJECT SELECTION

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

WORK TASKS

3.1 Regional Transportation Improvement Program

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

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

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: 2027–2032 Regional Transportation Improvement Program adopted by SCOG's Transportation Policy Board in October 2026. Regional Transportation Improvement Program amendments and administrative modifications as needed in SFY 2027.

3.2 Annual Listing of Obligations

Description: Prepare an annual listing of obligated projects, showing Federal Highway Administration and Federal Transit Administration funds obligated in calendar year 2026 for the Skagit region.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

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

3.3 Project Selection and Prioritization

Description: SCOG will complete one project prioritization process and one project selection process in SFY 2027. SCOG's project prioritization process will assign regional priority to projects that will compete in the statewide WSDOT Consolidated Grant Program. Regional priorities will be considered in a statewide evaluation of projects, with WSDOT making project selection decisions in SFY 2027 – selecting which projects receive funding across Washington. SCOG also has a project selection process that occurs every two years for the following federal sources: Surface Transportation Block Grant Program, Carbon Reduction Program; and Transportation Alternatives Set-aside. Through this process, SCOG selects projects for federal funding, and later programs selected projects in the RTIP. The most recent project selection process for these federal funds occurred in calendar year 2025, with the next process set to occur in SFY 2027.

Responsibilities: SCOG (lead), WSDOT

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

3.4 List of Regional High Priority Projects

Description: SCOG will prepare a list of projects that are regional priorities prior to the 2027 Washington state legislative session. Projects on the list will represent the highest regional priorities for state transportation funding.

Responsibilities: SCOG

Product: List of regional high priority projects adopted in December 2026.

Element 4: Data Collection & Analysis

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

Work Tasks

4.1 Regional Performance Management

Description: In cooperation with Skagit Transit and WSDOT, SCOG will continue to develop regional performance targets. Evaluate the feasibility of SCOG setting quantifiable highway safety targets in SFY 2027 for the Skagit region to inform the February 2027 choice of either agreeing to plan and program projects to assist with meeting statewide targets or setting quantifiable regional targets instead. Complete four-year update of Pavement Condition, Bridge Condition, Travel Time Reliability and Freight Movement regional performance targets in SFY 2027.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

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

4.2 Travel Demand Model

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

Responsibilities: SCOG (lead), Consultant

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

4.3 Traffic Counts

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

Responsibilities: SCOG (lead), Skagit County

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

Direct Cost: An estimated $35,000 of RTPO funds will be used for traffic counts in SFY 2027, including a pass-through of $35,000. An estimated $800 of STBG funds will be used for maintenance of permanent bicycle counters.

4.4 Geographic Information Systems

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

Responsibilities: SCOG

Product: Provide GIS data and maps as necessary in SFY 2027. Conduct geospatial analysis, including geocoding of employment data used for the regional travel demand model and other purposes. Continue to increase access to SCOG data through ArcGIS Online, story maps and other geographic tools.

4.5 Highway Functional Classification

Description: Update, review and process requests for modifications of the federal highway functional classification system within the Skagit region, as necessary in SFY 2027.

Responsibilities: WSDOT (lead), SCOG

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

4.6 Household Travel Survey

Description: The household travel survey studies regional travel behavior and public sentiment for what transportation investments should be made. The project informs the regional travel demand model and provides scientifically valid representation of public preference on regional travel issues. The household travel survey was completed in SFY 2022 after several delays due to travel impacts associated with the COVID-19 pandemic. Work products for SFY 2027 using household travel survey data will be prepared on an as-needed basis.

Responsibilities: SCOG

Product: Conduct analysis of household travel survey data as needed in SFY 2027. Develop/refine tools for analyzing household travel survey data.

SCOG
Skagit Council of Governments

EXPENDITURES BY WORK TASK

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

Note: Figures rounded to nearest hundred

Expenditures & Revenue by Fund Type

Federal Funds

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2026	Est. Carry Forward to 2028
SCOG	FHWA-FTA CPG Federal Funds - 86.5%	$165,800	$163,300	$46,400	$63,000	$438,500	$336,200	$493,800	$391,500
	Local Match - 13.5%	$25,900	$25,500	$7,200	$9,800	$68,400	$68,400	N/A	
	FHWA STBG Federal Funds - 86.5%	$112,000	$104,400	$42,900	$53,700	$313,000	$313,000	$0	$0
	Local Match - 13.5%	$17,500	$16,300	$6,700	$8,400	$48,900	$48,900	N/A	
	FTA 5310 Federal Funds - 95.0%	$0	$194,900	$0	$0	$194,900	$0	$194,900	$0
	Local Match - 5.0%	$0	$10,300	$0	$0	$10,300	$0	N/A	
	Total	$321,200	$514,700	$103,200	$134,900	$1,074,000	$766,500	$688,700	$391,500

Note: Figures rounded to nearest hundred

State Funds

	Program Fund Source	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Est. Total Expenditures	Est. Total Revenue	Est. Carry Forward from 2026	Est. Carry Forward to 2028
SCOG	RTPO	$3,300	$7,100	$2,500	$35,000	$47,900	$0	$47,900	$0
	Special Needs	$0	$36,600	$0	$0	$36,600	$0	$36,600	$0
	Rural Mobility	$0	$19,400	$0	$0	$19,400	$0	$19,400	$0
	Total	$3,300	$63,100	$2,500	$35,000	$103,900	$0	$103,900	$0

Note: Figures rounded to nearest hundred

Surface Transportation Block Grant Funding Breakdown

The following funding table is provided to show estimated federal Surface Transportation Block Grant Program funds with local match for applicable projects programmed in the SFY 2027 UPWP.

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

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

Expected Consultant & Agency Agreements

Agreements expected between SCOG and other parties related to SFY 2027 UPWP work tasks are included in the following table. Descriptions of the work tasks are included in their respective UPWP elements. Estimated costs are for SFY 2027 only and do not include any matching funds.

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

CONTACT INFORMATION

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

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

SCOG STAFF

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

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

Sarah Ruether
Associate Planner
(360) 416-6605
saruether@scog.net

Appendix A: Board Membership

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

Voting Members of Transportation Policy Board:

City of Anacortes

City of Burlington

City of Mount Vernon

City of Sedro-Woolley

Port of Anacortes

Port of Skagit

Samish Indian Nation

Skagit County

Swinomish Indian Tribal Community

Town of Concrete

Town of Hamilton

Town of La Conner

Town of Lyman

Washington State Department of Transportation

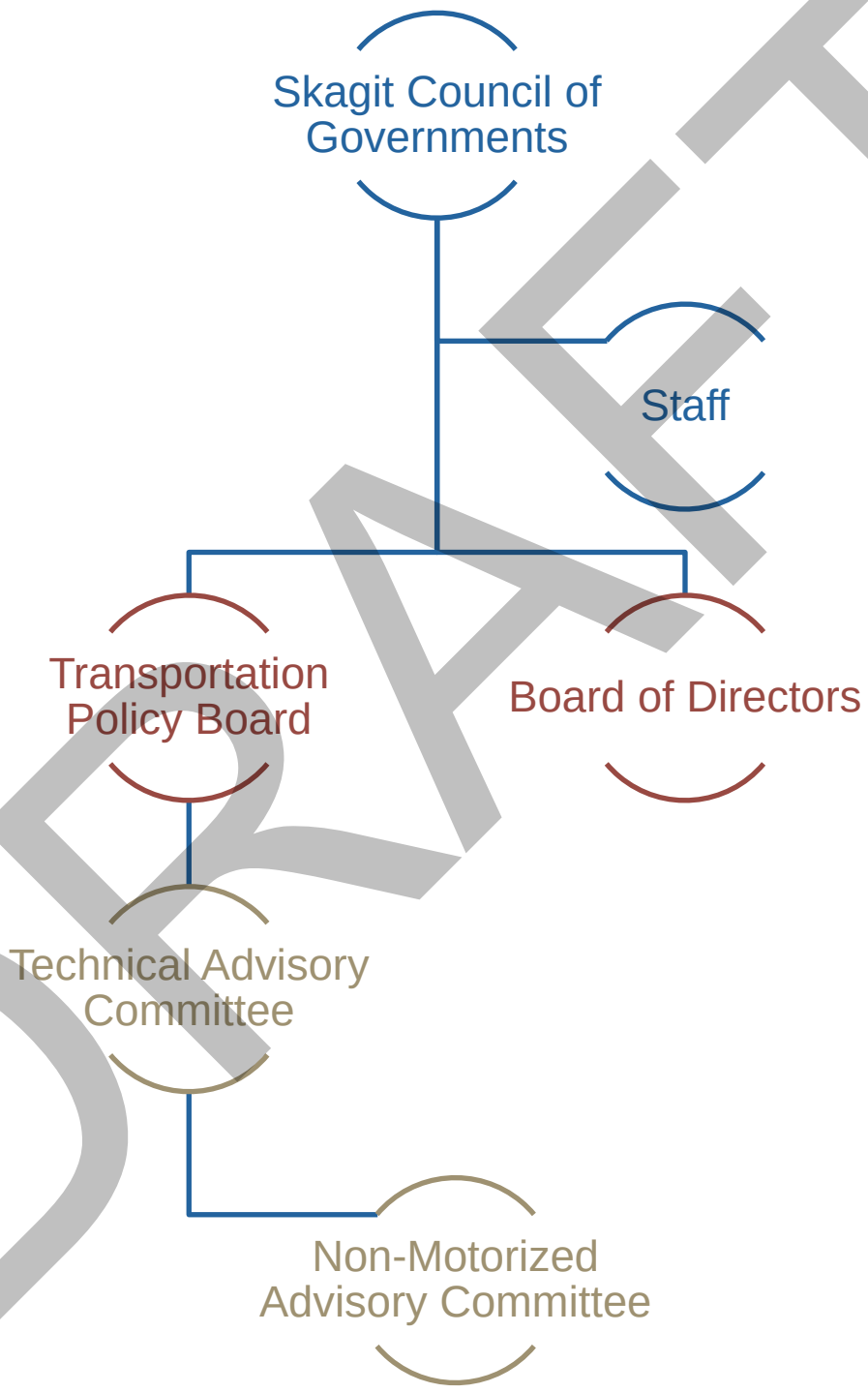
Non-Voting Members of Transportation Policy Board:

Major Employer Representative

Skagit Public Utility District

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

Appendix B: Organizational Structure



Appendix C: MPO & RTPO Planning Area

Appendix D: Core Programs and Functions

Administration	Multimodal Planning	Programming & Project Selection	Data Collection & Analysis
•MPO and RTPO Administration	•Regional Transportation Plan	•Regional Transportation Improvement Program	•Travel Demand Model
•Training	•Corridor Studies	•Surface Transportation Block Grant Program Project Selection	•Traffic Counts
•Annual Budget	•Statewide Planning Initiatives	•Carbon Reduction Program Project Selection	•Geographic Information Systems
•Annual Reports	•Nondiscrimination Planning	•Annual Listing of Obligations	•Household Travel Survey
•Unified Planning Work Program	•Intelligent Transportation System Architecture	•Transportation Alternatives Set-aside Project Selection	•Population and Employment Forecasts
•Governance	•Participation Plan	•Human Services Project Prioritization	•Highway Functional Classification
	•Coordinated Public Transit-Human Services Transportation Plan		•Regional Performance Management
	•Transportation Elements and Countywide Planning Policies Certification		
	•Regional Level of Service		

MPO (Federal)

RTPO (State)

MPO & RTPO

Appendix E: Planning Projects by Other Agencies

Skagit Transit

2026 Transit Development Plan

As per RCW 35.58.2795, Skagit Transit updates a six-year Transit Development Plan (TDP) every year for submittal to WSDOT by September 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 2026

Funding: Local funds

ADA Transition Plan

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

Schedule: September–December 2026

Funding: FTA and local funds

Washington State Department of Transportation

Cascadia High-Speed Rail and I-5 Program

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

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

Schedule: State Fiscal Year 2025–2027

Funding: WSDOT and US federal funds

Complete Streets Pre-Design Support for Highway Projects

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

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

Schedule: State Fiscal Year 2025-2027

Funding: US federal funds

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite 100 • Mount Vernon • WA • 98273 www.scog.net

DISCUSSION ITEM 6.B. – REDISTRIBUTED OBLIGATION AUTHORITY LIST OF PROJECTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	04/02/2026	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	04/15/2026	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

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

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

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

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

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

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

- Submit approved list of projects to WSDOT: June 18

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

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

FFY 2025 Summary

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

FFY 2025 Summary of Redistributed & Sanctioned Funds

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

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

Redistributed Funds

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

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

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

Redistributed OA is received as additional allocation in FFY 2026.

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

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

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

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

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

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

Sanctioned Funds
A total of $7.615 million has been sanctioned and will be distributed to eligible entities as additional allocation in FFY 2026. Entities that exceeded their FFY 2025 target by September 30th are eligible to receive sanctioned funds.

The OA policy prescribes for the sanctioning of an individual entity's funds when that entity under-delivers their target in two or more consecutive years. In 2025, Lewis Clark Valley MPO and Yakima Valley Conference of Governments under-delivered for at least the second consecutive year.

Sanctioned funds will be distributed to entities that over-delivered their target by the end of the current federal fiscal year. The amount of sanctioned funds provided to each eligible entity is based on their share of the total over-delivery, as of the end of FFY 2025.

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

- Column B – Prior year's (FFY 2024) delivery.
- Column C – Prior year's (FFY 2024) target.
- Column D – Entity under-delivered in FFY 2024. Entities with a "Yes" in this column were in year one of a two-year period and are at risk of having funds sanctioned in year two if they under-deliver in FFY 2025.
- Column E – Total delivery for FFY 2025.
- Column F – FFY 2025 target.
- Column G – Entity under-delivered in FFY 2025. Entities with a "Yes" in this column are either:
  - In year one of a two-year period and are at risk of having funds sanctioned in year two if they under-deliver in FFY 2026. These entities met their FFY 2024 target and have a "No" in Column D.
    OR,
  - In year two of a two-year period in which both years were under-delivered. These entities also have a "Yes" in Column D.
- Column H – Entity will be sanctioned.
- Column I – Amount of funds to be sanctioned from entities that under-delivered in each of the last two years.
- Column J – Amount of FFY 2025 over-delivery to be used in calculating each entity's share of the $7.615 million of sanctioned funds.
- Column K – Amount of sanctioned funds eligible entities will receive.

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

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

SCOG
SKAGIT COUNCIL OF GOVERNMENTS
315 South Third Street, Suite #100 • Mount Vernon • WA • 98273 www.scog.net

SKAGIT COUNCIL OF GOVERNMENTS
TECHNICAL ADVISORY COMMITTEE
MEETING MINUTES

April 2, 2026
Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- Mount Vernon ..... Frank Reinhart
- City of Sedro-Woolley ..... Bill Bullock, Peter Lane
- Skagit County ..... Gael Fisk, Tom Weller
- Skagit PUD..... Mark Semrau
- Skagit Transit..... Maleah Kuzminsky, Rebekah Tuno, Crystle Stidham
- Washington State Department of Transportation ..... Grant Johnson, Erica Nolan
- Samish Indian Nation..... Nick Dorr

STAFF PRESENT

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

OTHERS PRESENT

No members of the public attended the meeting.

AGENDA

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

   Roll Call: Roll was taken with a quorum present.

2. March 5, 2026 Technical Advisory Committee Meeting Minutes: Mr. Johnson moved to approve the March 5, 2026 Technical Advisory Committee meeting minutes and Mr. Weller seconded the motion. The motion carried unanimously.

3. April Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that there are four proposed Regional Transportation Improvement Program (RTIP) amendments this month: three from Skagit County and one from Skagit Transit. For Skagit County, there is an amendment proposed for Francis Road Section 1, removing this project from the RTIP. The second amendment is for Guemes Island Ferry Docks - Maintenance Bundle, adding this project to the RTIP. The third project is Guemes Island Ferry Operating Costs, adding this project to the RTIP. For Skagit Transit, the amendment is to add the Skagit Station HVAC Replacement project to the RTIP. Mr. Hamilton provided background information for each of the four proposed amendments.

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

4. Sedro-Woolley Comprehensive Plan Transportation Element Certification: Ms. Ruether presented this agenda item. She explained that Sedro-Woolley's transportation element had been submitted to SCOG in draft form for certification and met all the requirements on the certification checklist. There were no questions from the TAC about the transportation element or certification.

   Mr. Reinhart moved to recommend certification of Sedro-Woolley's comprehensive plan transportation element to the Transportation Policy Board as presented. Mr. Weller seconded the motion and it carried unanimously.

5. Skagit Intelligent Transportation Systems Architecture: Ms. Ruether presented this agenda item. She gave a presentation on the purpose of the update, and described all existing and planned Intelligent Transportation Systems (ITS) services included in the draft document. She then displayed the flow diagrams to show how different centers share ITS data.

   Ms. Kuzminski shared that Skagit Transit is in discussion about moving to the Orca card, so moving the integrated multi-modal electronic payment from a long-term project to a short-term project would be possible.

   Ms. Ruther asked if member agencies have any comments or concerns on future services to let her know so they can be incorporated into the document before it is finalized.

6. Redistributed Obligation Authority List of Projects: Mr. Hamilton presented this agenda item. He explained that the Skagit region has already met its regional obligation authority target this federal fiscal year, positioning the region to receive redistributed obligation authority for federalized transportation projects later this federal fiscal year, if it becomes available. Mr. Hamilton went over a proposed schedule to solicit projects for these additional funds, should this funding become available.

7. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.

8. Next Meeting: May 7, 2026, 1:30 p.m.

9. Adjourned: 2:35 p.m.

Attest:

_____ Date: _____

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

HOUSING MINI-ACADEMY FOR ELECTED LEADERS

Help us kick off Affordable Housing Week! The **Housing Mini-Academy** will equip elected policy-makers across Washington State with the knowledge, tools, and partnerships needed to address the housing affordability crisis.

The Mini-Academy will include:

- Exploration of the fundamentals of the housing crisis
- Small group discussion of solutions to housing costs
- Cutting-edge strategies and innovative funding models

The Mini-Academy is also being hosted by other MPOs to support local discussions of housing. Contact **Paul Inghram** at pinghram@psrc.org for more information.

Friday, May 15, 2026

8:30 AM – 3:00 PM

PSRC Office
1201 Third Avenue
Suite 500
Seattle, WA 98101

Save Your Seat!

Register today at https://www.eventbrite.com/e/1985326262294?aff=oddtdtcreator

Puget Sound Regional Council

APA WA

College of Built Environments

Housing Development Consortium

SCOG
Skagit Council of Governments

2025 Annual Listing of Federal Obligations

2025 Annual Listing of Federal Obligations

SCOG
Skagit Council of Governments

Contents

The **Skagit Council of Governments** is the designated metropolitan planning organization and regional transportation planning organization for the Skagit region.

Contact Information:
315 South Third Street, Suite #100
Mount Vernon, WA 98273
(360) 416-7876
www.scog.net

Introduction

The 2025 Annual Listing of Federal Obligations lists the projects in the Skagit region that obligated federal transportation funds last year from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Developed in partnership with Skagit Transit and the Washington State Department of Transportation (WSDOT), this document demonstrates the coordination between Skagit Council of Governments (SCOG) member agencies to implement regional transportation priorities.

Requirements

Federal regulations (23 CFR 450.334) require that SCOG publish a list of all projects in the Skagit region that obligated funding from FHWA or FTA during the last program year. In Washington state, the program year is the same as the calendar year. Federal law also requires the 2025 Annual Listing of Federal Obligations be published no later than 90 days after the year ends. SCOG works cooperatively with WSDOT and Skagit Transit to meet these federal requirements each year.

The list of obligated projects must include sufficient descriptions of each project (type of work, project termini, total length, etc.). The list must also include: the amount of obligated funding for each project in 2025; the amount of federal funding requested in the 2025 Regional Transportation Improvement Program for projects that obligated funding; and the amount of federal funding available for future program years.

The annual listing is published on SCOG's website by the end of March each year with paper copies available upon request.

Other Purposes

Another purpose of the 2025 Annual Listing of Federal Obligations is to evaluate the Skagit region's effectiveness at implementing regional transportation projects. By tracking the funds obligated during the previous program year, SCOG can monitor its success delivering projects in their planned timeframes.

Obligation

Obligation is defined as the federal government's legal commitment to pay the federal share of a project's cost. For Federal Transit Administration projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration projects, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

Regional Transportation Planning and Programming

SCOG facilitates a continuous, cooperative and comprehensive multimodal transportation planning process through its regional transportation planning efforts. Regional transportation priorities are identified through the development of the long-range regional transportation plan. Medium-range regional transportation priorities are identified in the six-year regional transportation improvement program.

Regional Transportation Plan

SCOG's long-range regional transportation plan is the strategic framework for meeting the Skagit region's existing and future transportation needs. The Move Skagit 2050 Regional Transportation Plan (Move Skagit 2050) identifies the region's transportation goals through 2050. Transportation priorities include maintaining existing roadways and enhancing the transportation network through regionally significant projects.

Projects identified in Move Skagit 2050 are developed through the comprehensive planning process of cities, towns, Indian tribes, Skagit Transit and Skagit County. Move Skagit 2050 is also consistent with

federal and state requirements, serving as a link between local planning efforts and the statewide Washington Transportation Plan.

As projects in Move Skagit 2050 draw closer to implementation, they are often programmed in SCOG's medium-range program of projects – the 2026–2031 Regional Transportation Improvement Program.

Regional Transportation Improvement Program

The 2026–2031 Regional Transportation Improvement Program (RTIP) includes projects with secured federal transportation funding, as well as projects that are regionally significant. Projects included in the program are expected to obligate funding within its six-year timeframe.

Projects included in the first year of the RTIP are expected to obligate their secured federal funding during the current program year. Within 90 days of that program year's end date, each obligated project should be included in the annual listing of federal obligations for that year.

Occasionally, project obligations do not occur in the year in which they are programmed. Projects that are committed to obligating funds in the current year and fail to do so may be sanctioned. Additionally, projects programmed in the second to fourth years of the RTIP can occasionally obligate funding in the current program year. SCOG coordinates a regional process every year to monitor obligations as they occur, and ensure that the Skagit region is delivering projects to help meet the regional portion of the statewide obligation authority target.

Projects in the first four years of the RTIP are forwarded to WSDOT to be included in the Statewide Transportation Improvement Program. To obligate federal funding, a project from the Skagit region must first be programmed in the RTIP, and then the Statewide Transportation Improvement Program. Federal authorizations occur only after regional and statewide programming requirements are met.

Annual Listing of Federal Obligations

The 2025 Annual Listing of Federal Obligations – displayed in **Table 1** – includes all the projects in the Skagit region that obligated relevant federal funds in 2025. The table includes the total programmed[1] amount of federal funding for each obligated project in the 2025–2030 Regional Transportation Improvement Program. Obligations are included for each project phase that received federal authorization last year. Many projects have additional phases that will obligate federal funding in future years. The listing also records the funding available to complete the project unless the amount obligated exceeded the programmed amount.

Obligations reported by WSDOT for programmatic projects (e.g. Asphalt/Chip Seal Preservation and Concrete Roadway Preservation) are combined together into their respective programs. These programmatic expenditures are often referred to as "buckets" of funding for these types of projects.

For any projects with "FTA Transfer" in the title, the date of obligation is reported as the date the transfer of funds between the Federal Highway Administration and Federal Transit Administration was approved. This method of reporting is consistent with how obligation authority is tracked in the Skagit region and statewide.

[1] Only includes Available and Committed funds programmed in RTIP and STIP per 23 CFR 450.104 Definitions (i.e. "Secured" funds in RTIP). Other reasonably anticipated funds are not included in Table 1 (i.e. "Planned" funds in RTIP).

TABLE 1: 2025 ANNUAL LISTING OF FEDERAL OBLIGATIONS

Agency	Project	STIP ID	Federal Project #	Type of Work	Begin	End	Length (in miles)	Obligation Date	Phase	2025-2030 RTIP Federal Programming (Project)	2025 Federal Obligations	Federal Funding Remaining (Project)	Fund Type
Anacortes	12th St & K Ave Intersection	WA-15132	9929(003)	Mobility	750' W of I/S	750' E of I/S	0.28	9/24/2025	PE	$2,166,582	$224,000	$1,942,582	STBG(US)
Anacortes	Q Avenue Pedestrian Crossings	WA-15131	6239(003)	Safety	13th Street	12th Street/Safeway Entrance	0.06	2/2/2025	CN	$396,000	$378,784	$17,216	CRP(US), TA(US)
Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	0020(216)	Mobility	Alder St	Cascade Hwy	0.50	6/17/2025	PE	$2,815,000	$350,000	$2,465,000	STBG(UM)
Burlington	SR 20/Skagit Street Signalization Project	WA-03951	0020(187)	Safety	Skagit Street	SR 20	0.25	9/3/2025	CN	$0	$86,500	$0.00	STBG(UM)
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	0820(014)	Non-Motorized	N Laventure Road	N 30th Street	0.49	4/28/2025	PE	$307,000	$27,680	$279,320	TA(UM)
Sedro-Woolley	SR 20/Cascade Trail West Phase 2B	SW43	0020(220)	Non-Motorized	MP 63.35	MP 63.64	0.29	6/26/2025	PE	$346,001	$104,665	$241,336	TA(UM)
Skagit County	Francis Road Section 3	WA-01192	F294(002)	Mobility	2.87	3.85	0.98	1/27/2025	PE	$1,020,670	$220,670	$800,000	HSIP
Skagit County	Guemes Island Ferry Operating Costs	WA-15618	2029(061)	Transit/Ferry	N/A	N/A	0.00	6/17/2025	PL	$604,964	$604,964	$0	FBP
Skagit County	Lane Departure Reduction, Intersection Awareness, Signage, & Delineation	WA-14029	000S(620)	Safety	Various	Various	N/A	9/23/2025	CN	$0	$76	$0	HSIP
Skagit County	Skagit River Marblemount Bridge	WA-11800	29CS(001)	Mobility	MP 0.03	MP 0.16	0.13	3/10/2025	CN	$14,874,292	$12,856,060	$2,018,232	BR
Skagit County	Upper Finney Creek Bridge	WA-08577	2029(057)	Mobility	MP 4.60	MP 4.70	0.10	3/6/2025	PE	$0	$7,829	$0	BR
Skagit Transit	Construction of Ancillary Maintenance Buildings	WA-16440	FT25(011)	Transit/Ferry	N/A	N/A	0.00	7/23/2025	CN	$275,000	$275,000	$0	CRP(UM)
Skagit Transit	Construction of Zero Emissions Vehicle Infrastructure & Equipment Purchase	WA-16441	FT25(012)	Transit/Ferry	N/A	N/A	0.00	7/23/2025	CN	$275,000	$275,000	$0	CRP(UM)
Skagit Transit	Design Build Services - Operator Restroom Skagit Station	WA-15740	5816-2024-2	Transit/Ferry	N/A	N/A	0.00	2/14/2025	ALL	$86,400	$86,400	$0	5339(a)
Skagit Transit	Operating Funds	WA-07306	WA-2023-013	Transit/Ferry	N/A	N/A	0.00	11/17/2025	ALL	$12,511,435	$3,500,000	$9,011,435	5307
Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Project Phase II	WA-14012	FT25(010)	Transit/Ferry	N/A	N/A	0.00	2/10/2025 7/24/2025	PE, CN	$27,500,000	$3,391,412	$24,108,588	5339(a), 5307. STBG(UM)
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PD24(001)	Other	N/A	N/A	0.00	7/31/2025	PL	$312,967	$312,967	$0	STBG(UM)
Samish Nation	SR20/Campbell Lake Road - Intersection Improvement	WA-11959	0020(206)	Safety	MP 45.59	MP 46.48	0.89	9/4/2025	CN	$4,496,000	$3,025,200	$1,470,800	DEMO, STBG(R)
WSDOT	SR 536/Skagit River Bridge - Painting	WA-14366	0055(256)	Other	SR 536 MP 4.72	SR 536 MP 4.84	0.12	8/26/2025	CN	$12,432,427	$13,097,353	$0	STBG(S)
WSDOT	SR 20/Burlington to Sedro-Woolley - Corridor Improvements	WA-12458	0020(207)	Safety	SR 20 MP 61.32	SR 20 MP 63.23	1.91	9/17/2025 2/12/2025 4/03/2025	RW, PE	$10,486,901	$1,248,113	$9,238,788	HSIP, RAIL

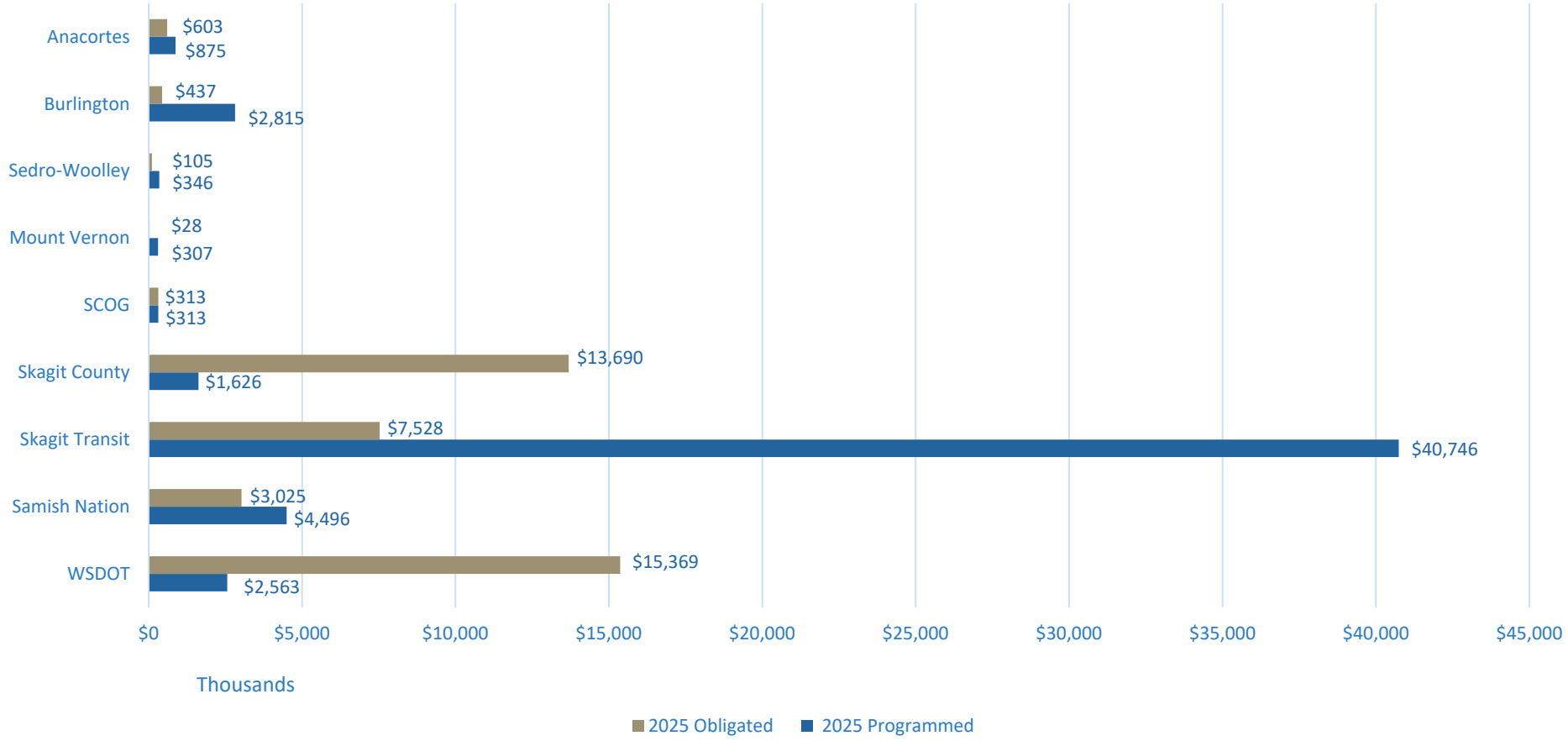
Agency	Project	STIP ID	Federal Project #	Type of Work	Begin	End	Length (in miles)	Obligation Date	Phase	2025-2030 RTIP Federal Programming (Project)	2025 Federal Obligations	Federal Funding Remaining (Project)	Fund Type
WSDOT	Asphalt/Chip Seal Preservation Skagit Council of Governments (SCOG)	WA-08601	0538(013)	Maintenance & Preservation	Various	Various	N/A	11/13/2025	PE	$4,945,155.00	$1,023,204	$3,921,951	STBG(S)
										Total	**$41,095,877**		

Summary of Federally Funded Projects

Figure 1 compares project obligations with programming for each jurisdiction that obligated relevant federal funding in 2025. For the most part, projects obligated precisely the amount programmed or have funding remaining to obligate in future years.

The 2025 Annual Listing of Federal Obligations does not account for all funds used for transportation purposes in the Skagit region. State, tribal and local agency funds are not included in the annual listing. These funds often provide match to federal funds or are used to fund other transportation priorities of these governments.

FIGURE 1: 2025 PROJECT PROGRAMMING AND OBLIGATIONS[2]



[2] Chart only includes 2025 obligations, not deobligations.

FIGURE 2: 2025 OBLIGATIONS BY PROJECT TYPE[3]

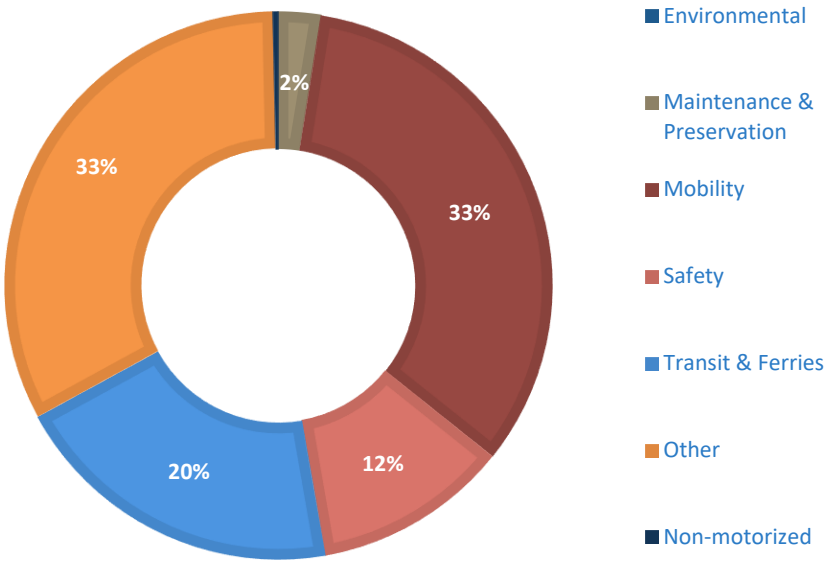


Figure 2 shows 2025 obligations by project classifications created by SCOG. Local transportation funds, predominantly used for maintenance and preservation of the transportation system, are mostly not included in the 2025 Annual Listing of Federal Obligations. If these funds were included, the chart would portray a higher proportion of funds allocated to maintenance and preservation purposes.

Two percent of relevant federal funds, obligated in the Skagit region in 2025, went toward maintenance and preservation projects. Approximately $1 million went to WSDOT's Asphalt/Chip Seal Preservation Skagit Council of Governments (SCOG) project.

Safety projects accounted for 12% of obligations in 2025. The largest project in this category by federal obligation amount is Samish Indian Nation's SR20/Campbell Lake Road – Intersection Improvement project, which obligated just over $3 million in 2025 to construct a roundabout and make other safety improvements at SR 20 and Campbell Lake Road.

Transit and ferries projects accounted for 20% of obligations in 2025. The largest obligation amount in this category is Skagit Transit's Maintenance Operations and Administration Facility Project Phase II project, which obligated about $3.4 million in 2025 to construct a new transit operations and maintenance facility.

Project Delivery

Approximately $41.1 million[4] in relevant federal funds were obligated for transportation projects in the Skagit region in 2025. The amount obligated during a program year can differ from the amount programmed due to project delays, administrative challenges and additional project awards that obligate funding but have not been programmed.

In 2025, SCOG member agencies obligated nearly $6.3 million in regionally managed federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives Set-aside funding. The largest federal obligation of these regionally managed funds was $3 million for Skagit Transit's Maintenance Operations & Administration Facility A&E Phase 2 & 3 project.

Deobligation of Federal Funds

When projects are completed, they typically go through a closure procedure. Deobligation of federal funding occurs if all the federal funds obligated for the project were not necessary to complete the project. Deobligation may also occur if the project is unlikely to progress toward completion or if funding has been obtained from another source and a project sponsor chooses to defederalize a project. **Table 2** lists the deobligations for projects using federal funds that occurred in the Skagit region during 2025.

[3] Chart only includes 2025 obligations, not deobligations.

[4] This figure includes total 2025 obligations and deobligations.

When federal funds are deobligated, they are returned to the awarding agency to be reallocated for future transportation projects. Federal funds returned from the Federal Highway Administration or Federal Transit Administration are not guaranteed to be reprogrammed for other Skagit region projects.

Regionally managed funds – federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives Set-aside funds – are returned to SCOG when deobligated. SCOG can then reprogram the funds for other regional transportation priorities that are competitively selected through SCOG project-selection processes.

TABLE 2: 2025 DEOBLIGATIONS

Agency	Project	STIP ID	Federal Project #	Type of Work	Begin	End	Length (in miles)	Obligation Date	Phase	2025 Federal Deobligations	Fund Type
Mount Vernon	15th Street Sidewalk Improvements	WA-13502	7285(001)	Maintenance & Preservation	Broad St	Division St	N/A	3/6/2025	PE	-$34,328	STBG(UM)
Skagit County	Upper Finney Creek Bridge	WA-08577	2029(057)	Mobility	MP 4.60	MP 4.70	0.10	3/6/2025	CN	-$192,646	BR
Skagit County	Skagit River Marblemount Bridge	WA-11800	29CS(001)	Mobility	MP 0.03	MP 0.16	0.13	3/10/2025	PE	-$2,350,850	BR
Skagit County	Guemes Island Ferry Parking Lot	WA-13327	2029(058)	Transit/Ferry	N/A	N/A	0.00	7/9/2025	PE	-$1	FBP
Skagit County	Lane Departure Reduction, Intersection Awareness, Signage, & Delineation	WA-14029	000S(620)	Safety	Various	Various	N/A	9/23/2025	PE	-$77	HSIP
WSDOT	SR 536/Skagit River Bridge - Painting	WA-14366	0055(256)	Other	SR 536 MP 4.72	SR 536 MP 4.84	0.12	5/7/2025	PE	-$1,213,164	NHPP
									Total	**-$3,791,066**	

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2026 OBLIGATION AUTHORITY PLAN

The following projects[1] had until **March 1, 2026** to obligate federal funding. If project funds did not obligate by March 1, 2026, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

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

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

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

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS[2]: $941,156
ESTIMATED OBLIGATION AUTHORITY TARGET: $378,784

[1] Skagit Transit's Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design project removed from 2026 Obligation Authority Plan due to STBG fiscal-constraint limitation in 2026. Project should be reprogrammed in 2027 Obligation Authority Plan.
[2] Includes a total of $628,189 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – February 28, 2026. Includes any Extensions and Appeals that have obligated funding.

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Extensions

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

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

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

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

Appeals[3]

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

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

Agency	Title	STIP ID	Phase	Funds Obligated	STBG/TA/CR Funds
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA-CR APPEALS: $0

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

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Skagit Council of Governments

Dates		Total Funding Available	FHWA/FTA CPG (13.5%)	STBG (13.5%)	RTPO	HSTP	PROTECT	Regional Mobility (5%)	Resilience Improvement Project (13.5%)	Skagit 2050 (13.5%)	SS4A Safety Action Plan (20%)
06/30/2025 Carryforward		$ 940,850	$ 369,367.34	$ -	$ -	$ -	$ 271,082	$ -	$ 38,667	$ 173,253	$ 88,480
HSTP	7/1/2025 - 6/30/2027	45,000				45,000					
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								
CPG	10/1/2025 - 01/30/2026	94,623	94,623								
CGP	7/1/2025 - 6/30/2027	338,888						338,888			
Authorized		$ 1,948,768	$ 537,144	$ 312,967	$ 143,286	$ 45,000	$ 271,082	$ 338,888	$ 38,667	$ 173,253	$ 88,480
Expenditures											
July 2025		$ 118,937	31,703	3,276	8,038	-	8,494	-	6,967	33,247	27,211
August		101,156	15,082	30,554	7,062	-	17,363	-	4,451	24,557	2,088
September		119,242	14,648	29,898	7,062	-	26,912	-	4,183	3,778	32,760
October		79,960	16,031	44,761	13,476	242	-	3,461	1,321	-	668
November		129,749	14,500	44,500	9,524	1,489	-	5,482	1,321	52,934	-
December		107,446	10,063	19,634	6,157	1,893	16,801	10,547	7,268	16,736	18,346
January 2026		160,266	20,001	23,129	13,315	3,670	54,599	14,647	3,343	27,561	-
February		88,768	16,255	30,856	8,225	3,063	-	13,217	4,295	5,451	7,406
March		-									
April		-									
May		-									
June		-									
Expenditures to Date		$ 905,524	$ 138,285	$ 226,608	$ 72,859	$ 10,358	$ 124,168	$ 47,353	$ 33,148	$ 164,265	$ 88,480
Balances		$ 1,043,244	$ 398,859	$ 86,359	$ 70,427	$ 34,642	$ 146,914	$ 291,535	$ 5,520	$ 8,988	$ -