



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

May 20, 2026 – 9:00 a.m.

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

Remote: [GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 970-755-613

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. Verbal Public Comments
4. Consent Agenda
 - a. Approval of [April 15, 2026 Transportation Policy Board Meeting Minutes](#)
5. Action Items
 - a. [May Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. [Resolution 2026-08 to Approve Unified Planning Work Program for State Fiscal Year 2027](#) – *Mark Hamilton*
 - c. [2026–2029 Title VI Plan](#) – *Mark Hamilton*
6. Discussion Items
 - a. [Transportation Resilience Improvement Plan Public Comments](#) – *Sarah Ruether*
7. Chair’s Report
8. Roundtable and Open Topic Discussion
9. Next Meeting: June 17, 2026, 9:00 a.m., *Burlington City Council Chambers and Remote*
10. Adjourned

Information Items:

[May 7, 2026 Technical Advisory Committee Meeting Minutes](#)
[2026 Obligation Authority Plan](#)
[Monthly Financial Update](#)

[Meeting Packet](#)

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.

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

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

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

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

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

April 15, 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; Mayor Peter Donovan, City of Mount Vernon; Mayor Marna Hanneman, Town of La Conner; Mayor JoEllen Kesti, City of Sedro-Woolley; 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

Andrina Dominguez, Armin Golkhandan, Miaomiao Li, Spiro Pappas and Sabiha Tabassum, WSP USA, Inc. Peter Lane, City of Sedro-Woolley. One member of the public attended the meeting.

AGENDA

1. Call to Order: Commissioner Browning called the meeting to order at 9:01 a.m.
Roll Call: Roll was taken with a quorum present.
2. Written Public Comments: Mr. Hamilton stated that a public comment period was held prior to the meeting, from April 8-14, and no comments were received.
3. Verbal Public Comments: No verbal public comments were provided at the meeting.
4. Consent Agenda
 - a. Approval of March 18, 2026 Transportation Policy Board Meeting Minutes: Mayor Aslett moved to approve March 18, 2026 Transportation Policy Board Meeting Minutes. Commissioner Burns seconded the motion and it carried unanimously.
5. Action Items
 - a. Release Transportation Resilience Improvement Plan for Public Comment: Ms. Ruether introduced this action item. She provided some background information about the plan and introduced Ms. Dominguez from WSP USA, Inc. Ms. Dominguez then provided the consultant presentation for this agenda item.

Commissioner Wesen offered several suggestions for the Transportation Resilience Improvement Plan related to impacts of flooding on the transportation system, providing examples in east Skagit County. Chairman Wooten added that additional facilities, like those on Guemes Island, should also be included in the analysis and the plan should be more comprehensive. Mayor Aslett emphasized the value of receiving input from the Technical Advisory Committee on the final product. Commissioner Browning mentioned that culverts should be recognized in the plan.

Chairman Wooten moved to release the Transportation Resilience Improvement Plan for public comment. Commissioner Wesen seconded the motion and it carried unanimously.

- b. April Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this action item. SCOG staff and Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program amendments: Skagit County's Francis Road Section 1, Guemes Island Ferry Docks - Maintenance Bundle and Guemes Island Ferry Operating Costs projects; and Skagit Transit's Skagit Station HVAC Replacement project. Details of the amendments are included in the meeting packet. Mr. Hamilton mentioned that SCOG staff and Technical Advisory Committee recommend approval of these amendments.

Mayor Aslett moved to approve the April Regional Transportation Improvement Program Amendments as presented. Commissioner Burns seconded the motion and it carried unanimously.

- c. Release Title VI Plan for Public Comment: Mr. Hamilton presented this item. He said that the Title VI Plan is the central component of SCOG's nondiscrimination program, and per FTA requirements, SCOG must update the Title VI Plan every three years, with the current Plan set to expire in May 2026. The new version of the plan will extend from May 2026 to May 2029. Mr. Hamilton concluded his presentation by noting recent changes in nondiscrimination requirements at the federal level.

Commissioner Wesen inquired if the plan is an entire rewrite. Mr. Hamilton answered that the draft Title VI Plan is not an entire rewrite, but several changes have been made from the expiring version to reflect nondiscrimination changes at the federal level.

Commissioner Wesen moved to release the Title VI Plan for public comment. Mayor Aslett seconded the motion and it carried unanimously.

- d. Resolution 2026-07 to Certify Sedro-Woolley Comprehensive Plan Transportation Element: Ms. Ruether presented this action item. She said that SCOG staff have been working with Sedro-Woolley staff since 2025 on review and revisions to the transportation element. SCOG staff reviewed a draft of the transportation element and supplied several recommendations which were all addressed in the final comprehensive plan transportation element. Ms. Ruether concluded her presentation by stating that SCOG staff and Technical Advisory Committee recommend certification.

Mayor Kesti said that Mr. Lane is available from Sedro-Woolley should Transportation Policy Board members have any questions on the transportation element. There were no questions for Mr. Lane.

Commissioner Burns moved to adopt Resolution 2026-07 to Certify Sedro-Woolley Comprehensive Plan Transportation Element. Mayor Donovan seconded the motion and it carried unanimously.

6. Discussion Items

- a. Unified Planning Work Program for State Fiscal Year 2027: Mr. Hamilton presented this discussion item. He mentioned 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 meeting with WSDOT and Federal Highway Administration and Federal Transit Administration on April 30 to review and discuss the UPWP. Revisions may be made to the UPWP by SCOC staff based on feedback received at the meeting. SCOG staff anticipates that the TPB will take action on the UPWP at their May meeting. Mr. Hamilton then went over a few highlights from the UPWP.

Commissioner Browning commented on the number of work tasks in the UPWP. Mr. Hamilton spoke to ongoing work tasks that occur in every UPWP and mentioned some changes to planning work tasks next state fiscal year with several large projects wrapping up by June 2026. Commissioner Wesen commented on the high-speed rail project from WSDOT included in the draft UPWP. Ms. Boudreau highlighted the financial assumptions that go into the UPWP and thanked Mr. Hamilton for his work on the project. Commissioner Burns spoke in support of tracking funding in the UPWP.

- b. Redistributed Obligation Authority List of Projects: Mr. Hamilton presented this discussion item. Every year, WSDOT staff determine whether or not to request obligation authority (OA) redistributed from other states around the US. These funds are made available every federal fiscal year by the Federal Highway Administration funds, typically at the end of August. To position Skagit region jurisdictions to receive any additional funding available through redistributed OA, SCOG staff proposes preparing a list of projects that could utilize redistributed OA this federal fiscal year, as the Skagit region has exceed the regional OA target prior to the June 30 deadline, making local jurisdictions eligible for these additional funds. Mr. Hamilton stated he expects to have a list of projects for Transportation Policy Board consideration at the June 17 meeting with a recommendation from the Technical Advisory Committee.

Transportation Policy Board members asked Mr. Hamilton questions about the process, including what projects are eligible for these additional funds. Mr. Hamilton responded to all questions.

7. Chair's Report: Commissioner Browning had nothing to report.
8. Executive Director's Report: Ms. Boudreau shared information regarding WSDOT guidebooks, a call for projects for the federal Safe Streets and Roads for All (SS4A) grant program, and a housing mini-academy being held on May 15 in Seattle, hosted by the Puget Sound Regional Council.
9. Washington State Department of Transportation Monthly Update: Ms. Ambler gave an informational update on WSDOT projects in the Mount Baker Area. Transportation Policy Board members asked Ms. Ambler questions about several WSDOT projects.

10. Roundtable and Open Topic Discussion: Commissioner Wesen mentioned that Interstate 5 north is restricted and is creating more traffic on Chuckanut Drive. Ms. Ambler responded with information that both lanes of Interstate 5 will be opening back up in the next day. Commissioner Papadakis mentioned he would be sending out an invitation to Transportation Policy Board members for a centennial celebration tour at the Port of Anacortes on Tuesday, May 5.
11. Next Meeting: The next meeting is scheduled for May 20, 2026, at 9:00 a.m., in the Burlington City Council Chambers and remote.
12. Adjourned: Commissioner Browning adjourned the meeting at 10:23 a.m.

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; and Monthly Financial Update.

Approved,

Jill Boudreau, Executive Director
Skagit Council of Governments

Date: _____

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

Date: _____

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

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	05/07/2026	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	05/20/2026	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 Transit
 - Skagit Transit's Maintenance Operations and Administration Facility Project Phases 2 & 3: this amendment adds this project to the RTIP. This project was programmed in last year's RTIP, but funding was not obligated through the Federal Transit Administration prior to this year. Project utilizes funding from federal, state and local sources. Total estimated cost of the project is \$48,660,122.
- Washington State Department of Transportation
 - SR 20/Childs Creek to Skagit River - Fish Passage: this amendment adds this project to the RTIP. Project utilizes funding from federal and state sources. Total estimated cost of the project is \$18,538,921, which includes funds already expended on preliminary engineering and right-of-way phases.

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on May 1 and ended on May 8. No comments were received.

ADMINISTRATIVE MODIFICATIONS

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

- Skagit Council of Governments
 - SCOG Administration: this administrative modification revises funding for this project. Regional funding for STBG is adjusted to 15% of the STBG allocation for the Skagit region this year, consistent with Regional Transportation Improvement Program Policy 13. The

STBG allocation was received by SCOG in April for federal fiscal year 2026. Total project cost has been revised from \$2,170,872 to \$2,385,372 to reflect the change in estimated funding for all six years.

- Skagit Transit
 - Operating Funds: this administrative modification revises funding for this project. 2026 funding is adjusted to federal fiscal year 2026 Federal Transit Administration 5307 apportionment, which Skagit Transit received in April. Total estimated cost of the project is \$27,262,308 for four years of estimated funding.

Agency Skagit Transit

Project Title Skagit Transit's Maintenance Operations and Administration Facility Project Phases 2 & 3

Description This project will renovate Skagit Transit's new Maintenance, Operations, and Administration (MOA) Facility located at 11784 Bay Ridge Drive, Burlington WA. The improvements include the complete buildout of transit staff offices, conference rooms, breakrooms, inventory and file storage, light and heavy-duty vehicle maintenance bays, workshops for vehicle body repair, and a parts warehouse. Site improvements include functional landscaping, fencing, and parking layout.

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length

Improvement Type Transit

Functional Class No Functional Classification

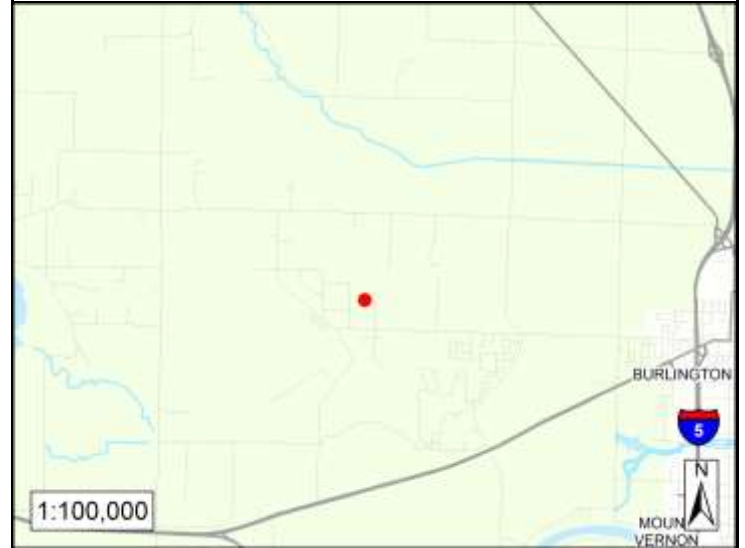
Environmental Type Documented Categorical Exclusion

Priority Number 14

Amendment Number

Amendment Date

Total Project Cost \$48,660,122



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

STIP ID WA-14012

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
CN	2026	5307	\$3,000,000		\$0	\$664,162	\$3,664,162	5/20/2026
CN	2026	5339(b)	\$5,000,000	MAW	\$5,000,000	\$6,750,000	\$16,750,000	5/20/2026
CN	2026	RAISE	\$17,550,000	WSDOT	\$7,445,960	\$3,250,000	\$28,245,960	5/20/2026
Total			\$25,550,000		\$12,445,960	\$10,664,162	\$48,660,122	

Agency WSDOT - NW

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

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



Road Name SR 20

Begin Termini 72.68

End Termini 73.10

Total Project Length 0.42

Improvement Type Environmental Only

Functional Class Minor Arterial

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$18,538,921

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

STIP ID WA-17003

WSDOT PIN 102069B

Federal Aid Number

SCOG ID

Agency ID

Hearing Date

Adoption Date

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2026		\$0	MAW	\$806,444	\$0	\$806,444	5/20/2026
RW	2026		\$0	MAW	\$185,492	\$0	\$185,492	5/20/2026
CN	2026	STBG(S)	\$15,409,158	MVA	\$314,473	\$0	\$15,723,631	5/20/2026
Total			\$15,409,158		\$1,306,409	\$0	\$16,715,567	

Agency SCOG

Project Title SCOG Administration

Description Surface transportation planning program support of the agency.

Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length

Improvement Type Planning

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$2,385,372



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

STIP ID SCOG Admin

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 10/15/2025

Adoption Date 10/15/2025

Resolution Number

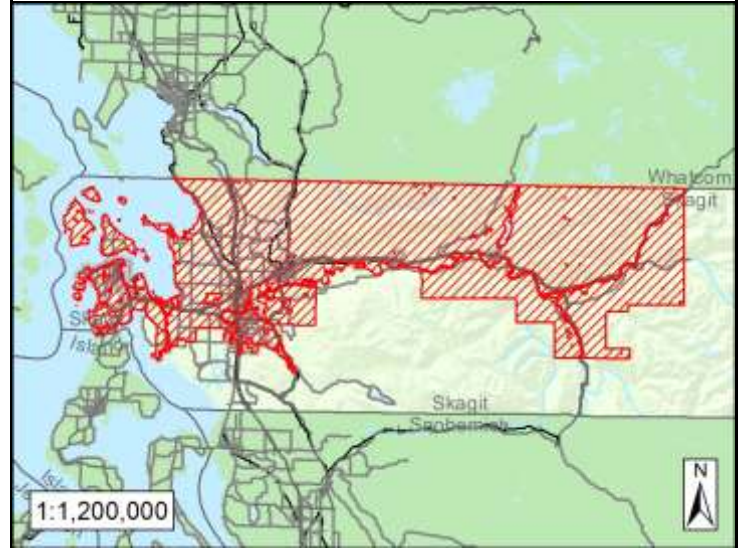
Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PL	2027	STBG(R)	\$97,160		\$0	\$15,164	\$112,324	5/20/2026
PL	2027	STBG(UM)	\$193,170		\$0	\$30,148	\$223,318	5/20/2026
PL	2027	STBG(US)	\$53,561		\$0	\$8,359	\$61,920	5/20/2026
Total			\$343,891		\$0	\$53,671	\$397,562	

Agency Skagit Transit

Project Title Operating Funds

Description Operating assistance for fixed route and demand response services in the Skagit Public Transportation Benefit Area.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$27,262,308

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

STIP ID WA-07306

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	5307	\$3,131,154		\$0	\$3,131,154	\$6,262,308	5/20/2026
ALL	2027	5307	\$3,500,000		\$0	\$3,500,000	\$7,000,000	10/15/2025
ALL	2028	5307	\$3,500,000		\$0	\$3,500,000	\$7,000,000	10/15/2025
ALL	2029	5307	\$3,500,000		\$0	\$3,500,000	\$7,000,000	10/15/2025
Total			\$13,631,154		\$0	\$13,631,154	\$27,262,308	

Funding Program	Carryover	2026			2027			2028			2029			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed			
Regionally Managed Federal Funds	-\$2,465	\$2,846	\$382	\$358	\$2,846	\$2,870	\$1,402	\$2,846	\$4,314	\$3,459	\$2,846	\$3,701	\$2,743	\$8,921	\$7,962	\$959
CRP	\$550	\$293	\$843	\$83	\$293	\$1,053	\$121	\$293	\$1,225	\$770	\$293	\$748	\$0	\$1,722	\$974	\$748
STBG	-\$3,365	\$2,293	-\$1,072	\$0	\$2,293	\$1,221	\$1,208	\$2,293	\$2,305	\$1,860	\$2,293	\$2,738	\$2,538	\$5,806	\$5,606	\$200
TA	\$349	\$261	\$610	\$275	\$261	\$596	\$74	\$261	\$783	\$829	\$261	\$215	\$204	\$1,393	\$1,382	\$11

Other Federal Funds & State Funds	\$0	\$126,011	\$126,011	\$126,011	\$35,268	\$35,268	\$35,268	\$59,189	\$59,189	\$59,189	\$60,303	\$60,303	\$60,303	\$280,771	\$280,771	\$0
5307	\$0	\$6,131	\$6,131	\$6,131	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$16,631	\$16,631	\$0
5339	\$0	\$148	\$148	\$148	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$148	\$148	\$0
5339(b)	\$0	\$14,369	\$14,369	\$14,369	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,369	\$14,369	\$0
BR	\$0	\$7,293	\$7,293	\$7,293	\$0	\$0	\$0	\$4,597	\$4,597	\$4,597	\$0	\$0	\$0	\$11,890	\$11,890	\$0
FBP	\$0	\$621	\$621	\$621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$621	\$621	\$0
FTA Discretionary	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500	\$2,500	\$2,500	\$0	\$0	\$0	\$2,500	\$2,500	\$0
HIP(S)	\$0	\$7,402	\$7,402	\$7,402	\$5,434	\$5,434	\$5,434	\$0	\$0	\$0	\$0	\$0	\$0	\$12,835	\$12,835	\$0
HSIP	\$0	\$11,471	\$11,471	\$11,471	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,471	\$11,471	\$0
NHFP	\$0	\$4,895	\$4,895	\$4,895	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$10,508	\$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
RAISE	\$0	\$17,550	\$17,550	\$17,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,550	\$17,550	\$0
STBG(S)	\$0	\$20,898	\$20,898	\$20,898	\$229	\$229	\$229	\$579	\$579	\$579	\$52,588	\$52,588	\$52,588	\$74,295	\$74,295	\$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	\$15,759	\$15,759	\$15,759	\$634	\$634	\$634	\$0	\$0	\$0	\$0	\$0	\$0	\$16,393	\$16,393	\$0
MVA	\$0	\$1,260	\$1,260	\$1,260	\$160	\$160	\$160	\$224	\$224	\$224	\$1,069	\$1,069	\$1,069	\$2,713	\$2,713	\$0
Other	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$2,964	\$2,964	\$0
Ped/Bike Program	\$0	\$0	\$0	\$0	\$3,395	\$3,395	\$3,395	\$0	\$0	\$0	\$0	\$0	\$0	\$3,395	\$3,395	\$0
TIB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,421	\$1,421	\$1,421	\$432	\$432	\$432	\$1,853	\$1,853	\$0
WSDOT	\$0	\$7,446	\$7,446	\$7,446	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,446	\$7,446	\$0

Matching Funds	\$0	\$20,214	\$20,214	\$20,214	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$5,848	\$5,848	\$5,848	\$36,825	\$36,825	\$0
Local	\$0	\$20,214	\$20,214	\$20,214	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$5,848	\$5,848	\$5,848	\$36,825	\$36,825	\$0

Total	-\$2,465	\$149,071	\$146,607	\$146,583	\$42,508	\$42,532	\$41,064	\$68,405	\$69,872	\$69,017	\$68,998	\$69,853	\$68,894	\$326,518	\$325,559	\$959
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Note: All figures in this table are expressed in thousands.

ACTION ITEM 5.B. – RESOLUTION 2026-08 TO APPROVE 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
Technical Advisory Committee	05/07/2026	Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	05/20/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving [Resolution 2026-08](#) to approve the state fiscal year 2027 [Unified Planning Work Program](#) (UPWP).

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.

A meeting with representatives from the Federal Highway Administration, Federal Transit Administration, Washington State Department of Transportation and SCOG was held on April 30 to review and discuss the draft UPWP. Revisions were made to the draft UPWP by SCOG staff following the meeting. Revisions appear in strikethrough-underline format, with additions underlined in red ("additions") and deletions struck in red ("~~deletions~~").

SCOG staff anticipates that the Transportation Policy Board will take action on the UPWP at the May 20 meeting. The document must be approved no later than the end of June.

RESOLUTION 2026-08

TO APPROVE UNIFIED PLANNING WORK PROGRAM FOR STATE FISCAL YEAR 2027

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

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

WHEREAS, the UPWP development and approval process follows requirements included in the Metropolitan/Regional Transportation Planning Organization Agreement, GCC 1193, executed by SCOG and the Washington State Department of Transportation (WSDOT);

WHEREAS, the 2027 state fiscal year in the State of Washington is July 1, 2026–June 30, 2027, and the UPWP is in effect during this timeframe;

WHEREAS, the Federal Highway Administration, Federal Transportation Administration and WSDOT prepared Unified Planning Work Program Guidance for Metropolitan Planning Organizations and Regional Transportation Planning Organizations (Guidance) for the State of Washington, with publication in December 2025;

WHEREAS, Guidance was reviewed and followed as the state fiscal year 2027 UPWP was prepared;

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

WHEREAS, the draft UPWP was discussed by the Transportation Policy Board at the April 15, 2026 meeting in an open public meeting, and the draft UPWP was made available for public review on April 8, 2026 and May 13, 2026.

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

The state fiscal year 2027 UPWP is hereby approved.

Adopted: May 20, 2026

Commissioner Peter Browning, Skagit County
Transportation Policy Board Chair

Jill Boudreau
Executive Director



UNIFIED PLANNING WORK PROGRAM

Adopted by the Transportation Policy Board on May 20, 2026

State Fiscal Year

2027

July 1, 2026 – June 30, 2027

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UPDATED

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

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

PLANNING ORGANIZATION OVERVIEW

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

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

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

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

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

UNIFIED PLANNING WORK PROGRAM OVERVIEW

The unified planning work program (UPWP) documents the transportation planning work activities and related tasks to be accomplished during state fiscal year (SFY) 2027 – July 1, 2026 through June 30, 2027. Work activities included in the UPWP comply with regional policies, goals and objectives. SCOG's Transportation Policy Board reviews and approves the UPWP, with final approval issued by FHWA, FTA and WSDOT.

This document outlines federal and state planning requirements, then presents a work program of planning activities for SFY 2027 that address the requirements and regional priorities. The work activities in the UPWP are organized into four elements:

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

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

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

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

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

AMENDING THE UPWP

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

FEDERAL AND STATE REQUIREMENTS

FEDERAL REQUIREMENTS

FEDERAL PLANNING FACTORS

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

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

These federal planning factors were considered as the SFY 2027 UPWP was prepared to ensure consistency between federal priorities and the work program. [Each of the federal planning factors is addressed through various work tasks selected for SFY 2027, as displayed in the following table.](#)

Unified Planning Work Program Work Task	Economic Vitality	System Safety	System Security	Accessibility and Mobility	Environment, Energy, Quality of Life and Consistency	Integration of System	Efficiency	System Preservation	System Resiliency	Travel and Tourism
1.1 – MPO and RTPO Administration	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.2 – Unified Planning Work Program	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.3 – Legislator Contact										
1.4 – Title VI Annual Report				✓	✓	✓				
1.5 – Public Participation Plan Annual Report	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
1.6 – Metropolitan Planning Agreement	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.1 – Regional Transportation Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.2 – Statewide Planning Initiatives	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.3 – Local Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.4 – North Sound Transportation Alliance	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.5 – Nondiscrimination Planning				✓	✓	✓				
2.6 – Nonmotorized Transportation Planning	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.7 – Infrastructure Investment and Jobs Act	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.8 – Public Participation Plan		✓	✓	✓	✓	✓	✓	✓	✓	✓
2.9 – Regional Multimodal Level of Service		✓	✓	✓	✓	✓	✓	✓	✓	✓
2.10 – Transportation Elements and Countywide Planning Policies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.11 – Regional Planning Duties	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.12 – Regional Transportation Resilience Improvement Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.13 – Regional Safety Action Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.14 – Intelligent Transportation Systems Architecture	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.15 – Regional Mobility Coordination and Outreach	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2.16 – Coordinated Public Transit-Human Services Transportation Plan	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.1 – Regional Transportation Improvement Program	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.2 – Annual Listing of Obligations	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.3 – Project Selection and Prioritization	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
3.4 – List of Regional High Priority Projects	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.1 – Regional Performance Management	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.2 – Travel Demand Model	✓			✓			✓			✓
4.3 – Traffic Counts	✓			✓			✓			
4.4 – Geographic Information Systems	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.5 – Highway Functional Classification	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
4.6 – Household Travel Survey	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

FEDERAL PLANNING EMPHASIS AREAS

UPDATED

The Federal Highway Administration and the Federal Transit Administration most recently issued federal planning emphasis areas in 2021. The 2021 planning emphasis areas were rescinded in 2025 and no new federal guidance has yet been provided in their place specifically related to UPWP development. New federal planning emphasis areas may be prepared and released by federal partners in the near future. SCOG will continue to track changes at the federal level that may impact the SFY 2027 UPWP.

INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

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

In Washington state, FHWA and WSDOT ask MPOs to identify which UPWP work tasks address these requirements, for the MPOs that do not meet the Complete Streets exemption. The following work tasks have been identified in the SFY 2027 UPWP that address these federal Increasing Safe and Accessible Transportation Options requirements:

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

All **Multimodal Planning** element work tasks in the SFY 2027 UPWP address these federal requirements for Increasing Safe and Accessible Transportation Options, in whole or in part, as activities that are identified for the 2.5% of funding.

PLANNING PRIORITIES FACING THE METROPOLITAN PLANNING AREA

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

Planning priorities for the Skagit region are:

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

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

STATE REQUIREMENTS

WASHINGTON STATE POLICY GOALS

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

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

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

WASHINGTON STATE PLANNING EMPHASIS AREAS

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

Administrative

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

Planning Collaboration

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

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

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

State of Washington

State Fiscal Year (SFY) 2027
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December 2025



- 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.

CONSOLIDATED PLANNING GRANTS

WSDOT began packaging FHWA Section 134 funds and FTA Section 5303 funds that are distributed to MPOs into FHWA-FTA Consolidated Planning Grant (CPG) funds in SFY 2026. Funds from these two federal sources are no longer tracked separately in Washington state. The UPWP reflects this combined funding source and no longer differentiates between FHWA Section 134 and FTA Section 5303 funds.

SPECIAL NEEDS GRANT FUNDS

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

DRAFT

ELEMENT 1: ADMINISTRATION

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

WORK TASKS

1.1 MPO and RTPO Administration

Description: Manage and administer the unified planning work program, including work program development, schedule, budget, progress and evaluation reports and related documentation. Assure compliance with rules and regulations of funding agencies. Supervise staff and personnel activities. Procure office supplies and furniture. Review and update contracts and agreements. Provide clerical support for general administration and other work program elements. Procure software and hardware, and other technologies and devices as needed. Maintain SCOG's website. Participate at monthly meetings of the Transportation Policy Board, Technical Advisory Committee and other committees as needed. Coordinate and consult with other MPOs and RTPOs on federal, state and regional transportation issues. Prepare 2027 operating budget. Apply for grants through federal and state sources relevant to SCOG's transportation function and regional priorities, policies and goals. Provide continuing education and training opportunities through participation in webinars, conferences and seminars. Draft letters of support for transportation projects consistent with applicable policies, plans and programs. Prepare the annual self-certification, specifying that MPO functions are being performed in accordance with all applicable requirements. Facilitate public involvement and outreach efforts in accordance with the Title VI Plan and Public Participation Plan. Consult with tribal governments on transportation planning and programming efforts. Engage applicable federally recognized tribal governments in regional governance of SCOG, consistent with [RCW 47.80.050\(2\)](#).

Responsibilities: SCOG (lead), Consultant

Product: 2027 SCOG operating budget completed and adopted prior to calendar year 2027. Self-certification documentation completed in October 2026. By the second quarter of calendar year 2027, provide a reasonable opportunity for voting membership to all federally recognized tribes that hold reservation or trust lands within the Skagit region. SCOG's website updated in SFY 2027 with consultant assistance.

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

1.2 Unified Planning Work Program

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

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

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

1.3 Legislator Contact

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

Responsibilities: SCOG

Product: Quarterly Public Disclosure Commission Reports as necessary.

1.4 Title VI Annual Report

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

Responsibilities: SCOG (lead), WSDOT

Product: Title VI annual report completed in November 2026.

1.5 Public Participation Plan Annual Report

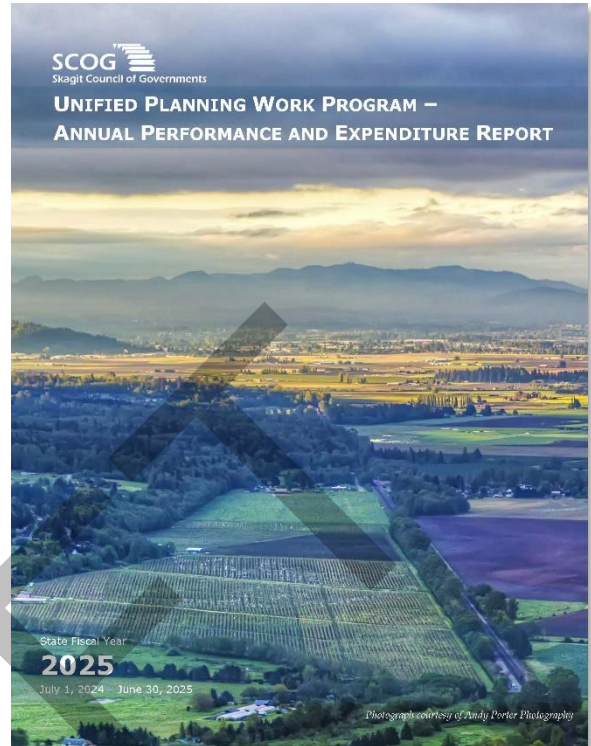
Description: Report on Public Participation Plan implementation activities through an annual assessment of public participation at SCOG.

Responsibilities: SCOG

Product: Public Participation Plan annual report completed in June 2027.

1.6 Metropolitan Planning Agreement

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



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

Responsibilities: WSDOT (lead), SCOG, Skagit Transit

Product: Metropolitan Planning Agreement updated in SFY 2027.

DRAFT

ELEMENT 2: MULTIMODAL PLANNING

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

WORK TASKS

2.1 Regional Transportation Plan

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

Responsibilities: SCOG (lead), WSDOT

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



2.2 Statewide Planning Initiatives

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

Responsibilities: WSDOT (lead), SCOG

Product: Participation in statewide planning initiatives as needs arise and staffing permits in SFY 2027.

2.3 Local Transportation Planning

Description: Assist local agencies with transportation planning efforts. Refer to Appendix E: Planning Projects by Other Agencies for a description of major planning projects to be conducted by Skagit Transit and WSDOT within the Skagit region. These projects are in addition to the Statewide Planning Initiatives included in work task 2.2.

Responsibilities: SCOG

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

2.4 North Sound Transportation Alliance

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



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. [U.S. Department of Justice web accessibility rules for government entities require an update to SCOG’s website to ensure compliance with these new requirements, protecting the rights of individuals with disabilities, consistent with title II of ADA. SCOG will work on addressing these web accessibility requirements in SFY 2027.](#)

Responsibilities: SCOG (lead), WSDOT, [Consultant](#)

Product: Conduct ongoing nondiscrimination activities at SCOG throughout SFY 2027. Major update to ADA Self-evaluation and Program Access Plan completed in SFY 2027. [Accessible SCOG website in SFY 2027, coordinated with work task 1.1.](#)

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 docu-

mented level of service methodologies used by cities, towns and Skagit County in the Skagit region in April/May 2024 and provided recommendations on how to make them more consistent. House Bill 1181 introduced new multimodal level of service requirements for local governments, beginning with 2025 periodic updates to local comprehensive plans. Consistent with RCW 47.80.023, SCOG will “work with cities, counties, transit agencies, the department of transportation, and others to develop level of service standards or alternative transportation performance measures”. This work on developing level of service standards, including multimodal, is expected to continue in SFY 2027. SCOG also jointly established level of service standards for state highways and ferry routes with WSDOT, pursuant to [RCW 47.80.030](#), via the Regional Transportation Plan adopted in March 2026.

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

Product: SCOG will work with other government agencies – including WSDOT, cities, towns, Skagit County, and Skagit Transit – as they continue to develop multimodal level of service standards in SFY 2027.

2.10 Transportation Elements and Countywide Planning Policies

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

- a. Reflect regional transportation guidelines and principles;
- b. Are consistent with the adopted Regional Transportation Plan;
- c. Conform to the requirements of [RCW 36.70A.070](#); and
- d. Are consistent with Skagit countywide planning policies adopted under [RCW 36.70A.210](#).

Responsibilities: SCOG

Product: Certification of local comprehensive plan transportation elements and countywide planning policies as necessary in SFY 2027.

2.11 Regional Planning Duties

Description: Some elements of SCOG’s regional transportation planning organization certification processes were over 20 years old and were generated when Skagit County was part of the Skagit-Island Regional Transportation Planning Organization, which dissolved in 2015. SCOG conducted an in-depth review of the RTPO certification processes and other RTPO duties in March–April 2024, leading to several recommended revisions to refresh certain regional planning duties in SFY 2025. Regional planning duties were updated in October–December 2024 with approval of a new Regional Transportation Strategy and Transportation Element Certification Review Manual. Further revisions to regional planning duties may occur in SFY 2027 if necessary.

Responsibilities: SCOG

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

2.12 Regional Transportation Resilience Improvement Plan

Description: SCOG began the process in SFY 2025 to prepare a plan to inform how SCOG may implement a resilience focus in its planning activities and investments. The federal Infrastructure Investment and Jobs Act provides for metropolitan planning organizations, such as SCOG, to optionally prepare a resilience improvement plan as part of the new Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program. SCOG received grant funding under this federal program and completed the Regional Transportation Resilience Improvement Plan in SFY 2026 with adoption of this plan.

Responsibilities: SCOG

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

2.13 Regional Safety Action Plan

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

Responsibilities: SCOG

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

2.14 Intelligent Transportation Systems Architecture

Description: Federal regulations require that SCOG develop an Intelligent Transportation Systems Architecture to guide the development of intelligent transportation strategies and projects. SCOG adopted the Skagit MPO Intelligent Transportation System Architecture in December 2011. Since then, SCOG has updated its governance agreement and expanded its metropolitan planning area. As such, the Intelligent Transportation Systems Architecture should be updated to reflect the new alignment of SCOG's planning boundaries and any existing or planned intelligent transportation systems for the Skagit region. SCOG began the process to update the Intelligent Transportation Systems Architecture in SFY 2025, continued on the work task in SFY 2026 and will complete in the first quarter of SFY 2027.

Responsibilities: SCOG

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



2.15 Regional Mobility Coordination and Outreach

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

Responsibilities: SCOG

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

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

2.16 Coordinated Public Transit–Human Services Transportation Plan

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

Responsibilities: SCOG

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

ELEMENT 3: PROGRAMMING & PROJECT SELECTION

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

WORK TASKS

3.1 Regional Transportation Improvement Program

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

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

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

Product: 2027–2032 Regional Transportation Improvement Program adopted by SCOG’s Transportation Policy Board in October 2026. Regional Transportation Improvement Program amendments and administrative modifications as needed in SFY 2027.



3.2 Annual Listing of Obligations

Description: Prepare an annual listing of obligated projects, showing Federal Highway Administration and Federal Transit Administration funds obligated in calendar year 2026 for the Skagit region.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

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



3.3 Project Selection and Prioritization

Description: SCOG will complete one project prioritization process and one project selection process in SFY 2027. SCOG's project prioritization process will assign regional priority to projects that will compete in the statewide WSDOT Consolidated Grant Program. Regional priorities will be considered in a statewide evaluation of projects, with WSDOT making project selection decisions in SFY 2027 - selecting which projects receive funding across Washington. SCOG also has a project selection process that occurs every two years for the following federal sources: Surface Transportation Block Grant Program, Carbon Reduction Program; and Transportation Alternatives Set-aside. Through this process, SCOG selects projects for federal funding, and later programs selected projects in the RTIP. The most recent project selection process for these federal funds occurred in calendar year 2025, with the next process set to occur in SFY 2027.

Responsibilities: SCOG (lead), WSDOT

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

3.4 List of Regional High Priority Projects

Description: SCOG will prepare a list of projects that are regional priorities prior to the 2027 Washington state legislative session. Projects on the list will represent the highest regional priorities for state transportation funding.

Responsibilities: SCOG

Product: List of regional high priority projects adopted in December 2026.

ELEMENT 4: DATA COLLECTION & ANALYSIS

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

WORK TASKS

4.1 Regional Performance Management

Description: In cooperation with Skagit Transit and WSDOT, SCOG will continue to develop regional performance targets. Evaluate the feasibility of SCOG setting quantifiable highway safety targets in SFY 2027 for the Skagit region to inform the February 2027 choice of either agreeing to plan and program projects to assist with meeting statewide targets or setting quantifiable regional targets instead. Complete four-year update of Pavement Condition, Bridge Condition, Travel Time Reliability and Freight Movement regional performance targets in SFY 2027.

Responsibilities: SCOG (lead), Skagit Transit, WSDOT

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

4.2 Travel Demand Model

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

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

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

4.3 Traffic Counts

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

Responsibilities: SCOG (lead), Skagit County

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

Direct Cost: An estimated \$35,000 of RTPO funds will be used for traffic counts in SFY 2027, including a pass-through of \$35,000. An estimated \$800 of STBG funds will be used for maintenance of permanent bicycle counters.

4.4 Geographic Information Systems

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

Responsibilities: SCOG

Product: Provide GIS data and maps as necessary in SFY 2027. Conduct geospatial analysis, including geocoding of employment data used for the regional travel demand model and other purposes. Continue to increase access to SCOG data through ArcGIS Online, story maps and other geographic tools.

4.5 Highway Functional Classification

Description: Update, review and process requests for modifications of the federal highway functional classification system within the Skagit region, as necessary in SFY 2027.

Responsibilities: WSDOT (lead), SCOG

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

4.6 Household Travel Survey

Description: The household travel survey studies regional travel behavior and public sentiment for what transportation investments should be made. The project informs the regional travel demand model and provides scientifically valid representation of public preference on regional travel issues. The household travel survey was completed in SFY 2022 after several delays due to travel impacts associated with the COVID-19 pandemic. Work products for SFY 2027 using household travel survey data will be prepared on an as-needed basis.

Responsibilities: SCOG

Product: Conduct analysis of household travel survey data as needed in SFY 2027. Develop/refine tools for analyzing household travel survey data.



EXPENDITURES BY WORK TASK

Element	Work Task #	Work Task Title	FHWA-FTA CPG			FTA - 5310			FHWA - STBG			RTPO	Special Needs	Rural Mobility	Summary			Total
			Total 100.0%	Federal 86.5%	Local 13.5%	Total 100.0%	Federal 95%	Local 5%	Total 100.0%	Federal 86.5%	Local 13.5%	State 100.0%	State 100.0%	State 100.0%	Federal	State	Local	
Administration	1.1	MPO and RTPO Administration	\$148,100	\$128,100	\$20,000	\$0	\$0	\$0	\$104,900	\$90,700	\$14,200	\$2,500	\$0	\$0	\$218,800	\$2,500	\$34,200	\$255,500
	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		\$187,100	\$161,800	\$25,300	\$0	\$0	\$0	\$134,500	\$116,200	\$18,300	\$3,300	\$0	\$278,000	\$3,300	\$43,600	\$324,900	
Multimodal Planning	2.1	Regional Transportation Plan	\$20,500	\$17,700	\$2,800	\$0	\$0	\$0	\$20,300	\$17,600	\$2,700	\$800	\$0	\$0	\$35,300	\$800	\$5,500	\$41,600
	2.2	Statewide Planning Initiatives	\$10,600	\$9,200	\$1,400	\$0	\$0	\$0	\$16,900	\$14,600	\$2,300	\$800	\$0	\$0	\$23,800	\$800	\$3,700	\$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	\$4,700	\$4,100	\$600	\$800	\$0	\$0	\$12,800	\$800	\$2,000	\$15,600
	2.10	Transportation Elements and Countywide Planning Policies	\$20,100	\$17,400	\$2,700	\$0	\$0	\$0	\$12,300	\$10,600	\$1,700	\$800	\$0	\$0	\$28,000	\$800	\$4,400	\$33,200
	2.11	Regional Planning Duties	\$2,200	\$1,900	\$300	\$0	\$0	\$0	\$2,200	\$1,900	\$300	\$800	\$0	\$0	\$3,800	\$800	\$600	\$5,200
	2.12	Regional Transportation Resilience Improvement Plan	\$11,800	\$10,200	\$1,600	\$0	\$0	\$0	\$6,600	\$5,700	\$900	\$0	\$0	\$0	\$15,900	\$0	\$2,500	\$18,400
	2.13	Regional Safety Action Plan	\$7,600	\$6,600	\$1,000	\$0	\$0	\$0	\$4,500	\$3,900	\$600	\$0	\$0	\$0	\$10,500	\$0	\$1,600	\$12,100
	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	\$206,400	\$196,100	\$10,300	\$0	\$0	\$0	\$0	\$36,800	\$0	\$196,400	\$36,800	\$10,400	\$243,600	
2.16	Coordinated Public Transit—Human Services Transportation Plan	\$10,900	\$9,400	\$1,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$9,400	\$20,000	\$1,500	\$30,900	
	Subtotal		\$178,400	\$154,300	\$24,100	\$206,400	\$196,100	\$10,300	\$130,900	\$113,300	\$17,600	\$5,400	\$36,800	\$463,700	\$62,200	\$52,000	\$577,900	
Programming & Project Selection	3.1	Regional Transportation Improvement Program	\$11,900	\$10,300	\$1,600	\$0	\$0	\$0	\$21,200	\$18,300	\$2,900	\$1,300	\$0	\$0	\$28,600	\$1,300	\$4,500	\$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	\$17,900	\$15,500	\$2,400	\$0	\$0	\$0	\$28,000	\$24,200	\$3,800	\$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		\$40,700	\$35,200	\$5,500	\$0	\$0	\$0	\$62,800	\$54,300	\$8,500	\$2,200	\$0	\$89,500	\$2,200	\$14,000	\$105,700	
Data Collection & Analysis	4.1	Regional Performance Management	\$13,400	\$11,600	\$1,800	\$0	\$0	\$0	\$10,900	\$9,400	\$1,500	\$0	\$0	\$0	\$21,000	\$0	\$3,300	\$24,300
	4.2	Travel Demand Model	\$19,400	\$16,800	\$2,600	\$0	\$0	\$0	\$19,000	\$16,400	\$2,600	\$0	\$0	\$0	\$33,200	\$0	\$5,200	\$38,400
	4.3	Traffic Counts	\$4,900	\$4,200	\$700	\$0	\$0	\$0	\$12,700	\$11,000	\$1,700	\$35,000	\$0	\$0	\$15,200	\$35,000	\$2,400	\$52,600
	4.4	Geographic Information Systems	\$14,700	\$12,700	\$2,000	\$0	\$0	\$0	\$11,800	\$10,200	\$1,600	\$0	\$0	\$0	\$22,900	\$0	\$3,600	\$26,500
	4.5	Highway Functional Classification	\$5,900	\$5,100	\$800	\$0	\$0	\$0	\$8,000	\$6,900	\$1,100	\$0	\$0	\$0	\$12,000	\$0	\$1,900	\$13,900
	4.6	Household Travel Survey	\$6,800	\$5,900	\$900	\$0	\$0	\$0	\$7,400	\$6,400	\$1,000	\$0	\$0	\$0	\$12,300	\$0	\$1,900	\$14,200
	Subtotal		\$65,100	\$56,300	\$8,800	\$0	\$0	\$0	\$69,800	\$60,300	\$9,500	\$35,000	\$0	\$116,600	\$35,000	\$18,300	\$169,900	
	Total		\$471,300	\$407,600	\$63,700	\$206,400	\$196,100	\$10,300	\$398,000	\$344,100	\$53,900	\$45,900	\$36,800	\$20,000	\$947,800	\$102,700	\$127,900	\$1,178,400

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%	\$161,700	\$154,300	\$35,200	\$56,400	\$407,600	\$336,200	\$491,200	\$419,800
	Local Match - 13.5%	\$25,200	\$24,100	\$5,500	\$8,800	\$63,600	\$63,600	N/A	
	FHWA STBG Federal Funds - 86.5%	\$116,100	\$113,300	\$54,200	\$60,300	\$343,900	\$343,900	\$0	\$0
	Local Match - 13.5%	\$18,100	\$17,700	\$8,500	\$9,400	\$53,700	\$53,700	N/A	
	FTA 5310 Federal Funds - 95.0%	\$0	\$196,100	\$0	\$0	\$196,100	\$0	\$196,100	\$0
	Local Match - 5.0%	\$0	\$10,300	\$0	\$0	\$10,300	\$0	N/A	
	Total	\$321,100	\$515,800	\$103,400	\$134,900	\$1,075,200	\$797,400	\$687,300	\$419,800

Note: Figures rounded to nearest hundred

UPDATED

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	\$5,200	\$2,300	\$35,000	\$45,800	\$0	\$45,800	\$0
	Special Needs	\$0	\$36,800	\$0	\$0	\$36,800	\$0	\$36,800	\$0
	Rural Mobility	\$0	\$20,000	\$0	\$0	\$20,000	\$0	\$20,000	\$0
	Total	\$3,300	\$62,000	\$2,300	\$35,000	\$102,600	\$0	\$102,600	\$0

Note: Figures rounded to nearest hundred

UPDATED

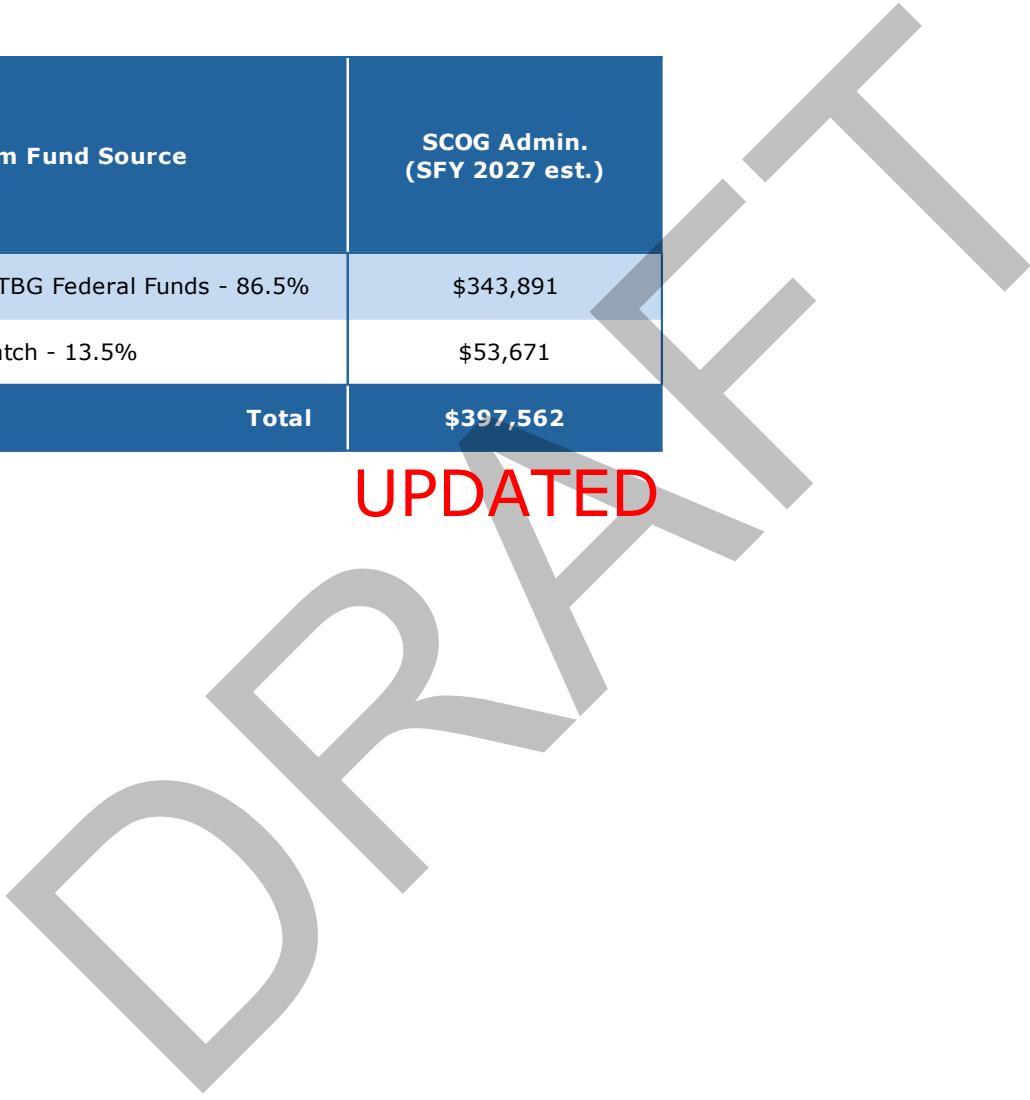
SURFACE TRANSPORTATION BLOCK GRANT FUNDING BREAKDOWN

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%	\$343,891
	Local Match - 13.5%	\$53,671
	Total	\$397,562

UPDATED



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.

No consultant agreements utilizing direct funds are anticipated for SFY 2027. Consultant costs for the website update described in work task 1.1 are expected to be indirect and are therefore not included in the following table.

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

DRAFT

CONTACT INFORMATION

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

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

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

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Appendix A: BOARD MEMBERSHIP

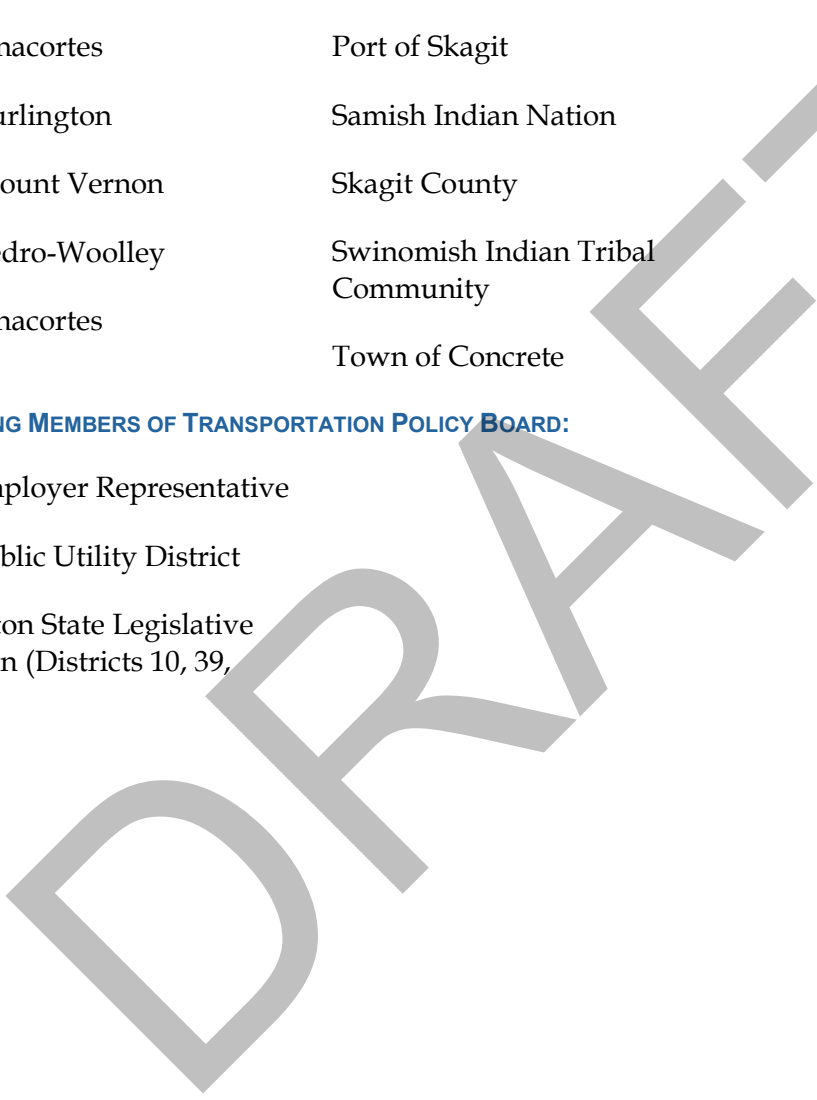
The Skagit Council of Governments Transportation Policy Board has the authority to make regional transportation decisions for the MPO and RTPO. The responsibilities of the Transportation Policy Board include approving planning documents and programs, selecting projects for funding, as well as establishing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

VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

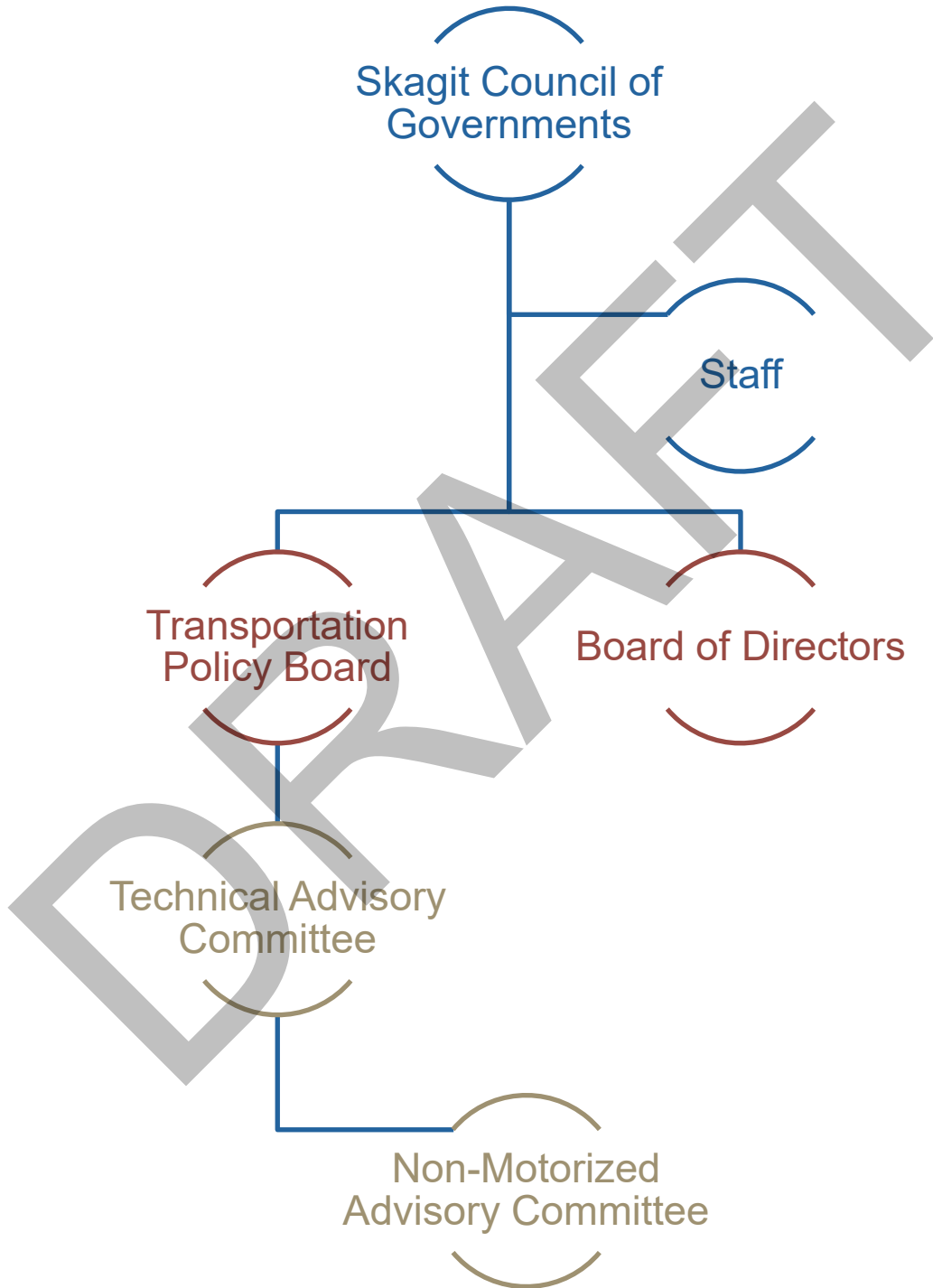
City of Anacortes	Port of Skagit	Town of Hamilton
City of Burlington	Samish Indian Nation	Town of La Conner
City of Mount Vernon	Skagit County	Town of Lyman
City of Sedro-Woolley	Swinomish Indian Tribal Community	Washington State Department of Transportation
Port of Anacortes	Town of Concrete	

NON-VOTING MEMBERS OF TRANSPORTATION POLICY BOARD:

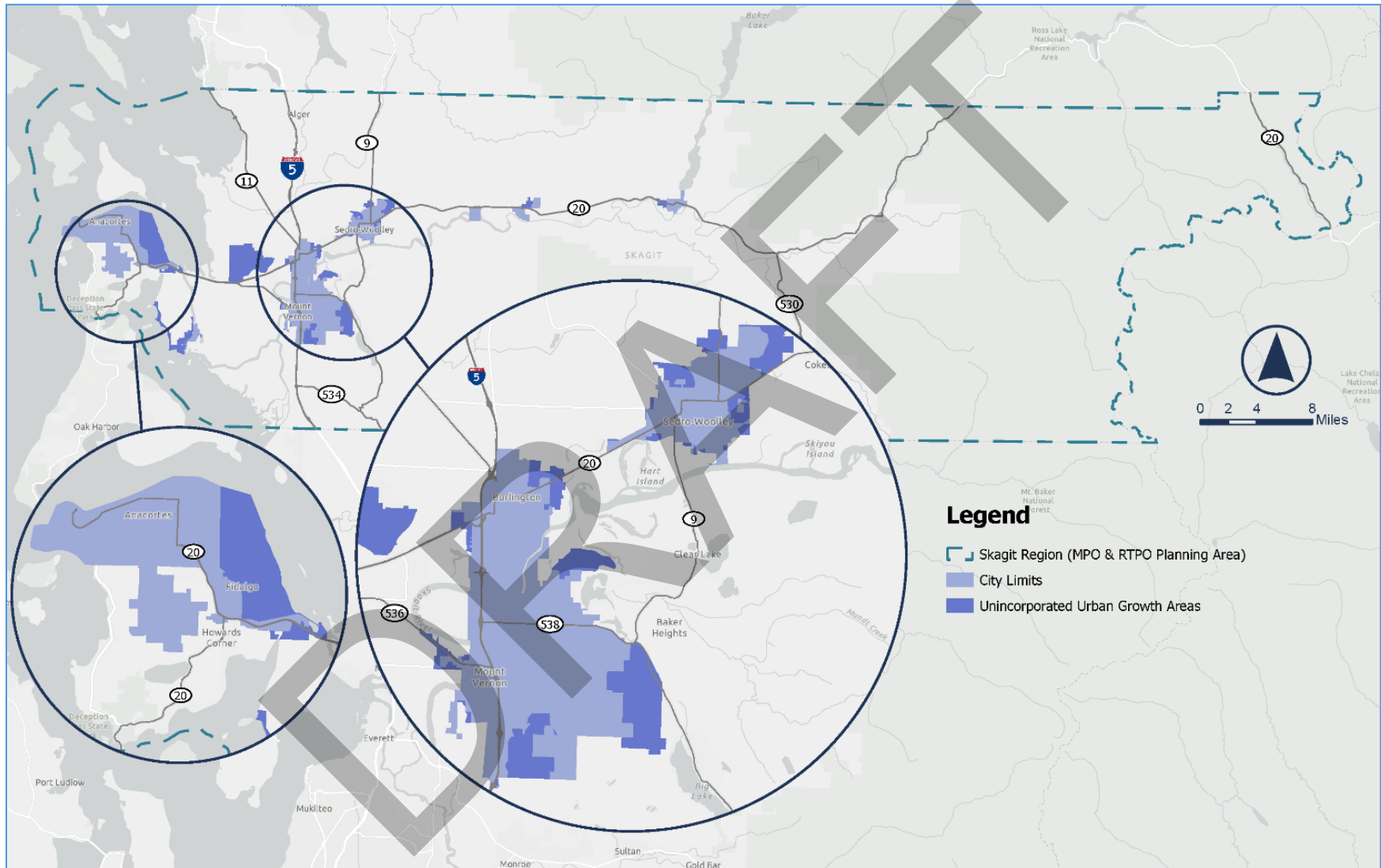
- Major Employer Representative
- Skagit Public Utility District
- Washington State Legislative Delegation (Districts 10, 39, 40)



Appendix B: ORGANIZATIONAL STRUCTURE



Appendix C: MPO & RTPO PLANNING AREA



Appendix D: CORE PROGRAMS AND FUNCTIONS

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

MPO (Federal)

RTPPO (State)

MPO & RTPPO

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

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ACTION ITEM 5.c. – 2026–2029 TITLE VI PLAN

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
Transportation Policy Board	05/20/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends that the Transportation Policy Board approve the [2026–2029 Title VI Plan](#).

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

DISCUSSION

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 began a public comment period on the draft Title VI Plan following the April 15 Transportation Policy Board meeting, when the plan was released for public comment. The public comment period



began on April 17 and concluded on May 1. The notice of public comment period was posted on SCOG's website throughout the public comment period, and in the Skagit Valley Herald on April 21 and April 28. Public comments received are included in the [2026-2029 Title VI Plan Comment Tracker](#).



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



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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.



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

DRAFT



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/>

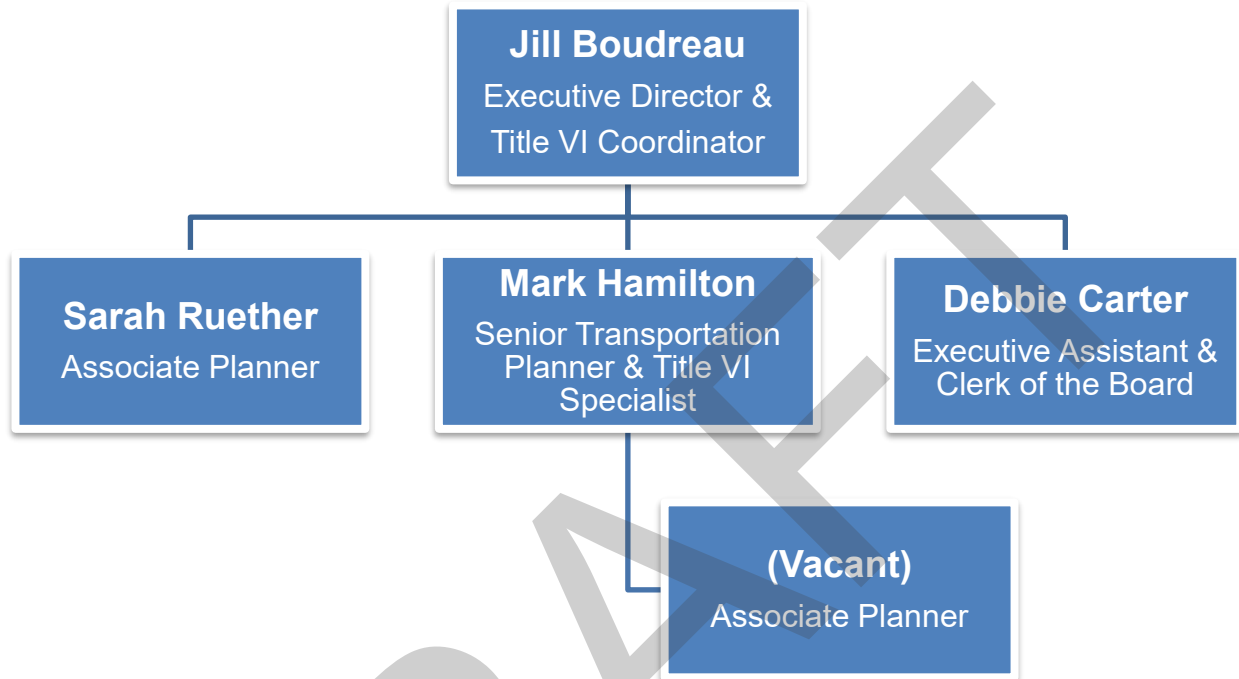
LOCATIONS TITLE VI NOTICE TO THE PUBLIC POSTED

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. Retention past six years may be necessary in some circumstances, consistent with SCOG agreements with other parties.

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

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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	US Decennial Census
	2024	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](http://www.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/EI/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. [Trainings may be provided by SCOG staff, federal or state staffs with expertise in provision of language assistance services.](#)
- 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.

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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 comply with 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 Department Of 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 the Civil 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 any measures 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 the Rehabilitation 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 long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the 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) and 21.23(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 all requirements 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 with all 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 grounds of 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 or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the 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 a facility, 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 acquisition of 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, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or 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, or any 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 or benefits; 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 by the 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 or pursuant to the Acts, the Regulations, and this Assurance.
- 10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to 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 review upon 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 participants in 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 made a 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 to be 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 furnish the 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 it or 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 or the 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.

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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 to the provisions of Assurance 4:

NOW, THEREFORE, the U.S. Department of Transportation as authorized by law and upon the condition that 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 the provisions 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, title and 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 of Governments, 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 the Skagit 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 is necessary in order to make clear the purpose of Title VI.)

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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 entered into 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 the land"] 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 of Transportation 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 is necessary 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/agreements entered 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 the furnishing 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 all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this 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 been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above Non-discrimination covenants, the Skagit Council of Governments will thereupon 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 is necessary 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 acquired because 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 basis of sex);
- Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination 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, places of 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) (prohibits discrimination 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 and adverse 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 discrimination because 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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2026–2029 TITLE VI PLAN COMMENT TRACKER

The 15-day public comment period for the draft 2026–2029 Title VI Plan of the Skagit Council of Governments (SCOG) occurred from April 17 through May 1, 2026. After the public comment period closed, the comments received were placed into the Comment Tracker: a disposition of comments used to respond to each comment and provide suggested Title VI Plan revisions based on the public comments received. The Comment Tracker identifies commenters by name, affiliation if any, and provides verbatim comments as received.

Staff responses correspond to each of the comments, and suggested Title VI Plan revisions with associated page numbers are included in the document. Page numbers referenced from Title VI Plan are from the proposed document to be considered for adoption in May 2026. Commenters provided page numbers from the draft Plan released for public review and comment in April 2026.

Public comments were submitted by two commenters. One commenter provided comments during the public comment period and the other submitted late comments. Both commenters are employees of the Washington State Department of Transportation (WSDOT) and were part of the outreach conducted as part of the planning process. Comments received were from the following people, in the order received by SCOG:

1. Name: Katie Stanford, on behalf of WSDOT Public Transportation Division
Comment #: 1-7
2. Name: Doris Karolczyk, on behalf of WSDOT Office of Equity and Civil Rights¹
Comment #: 8

Submissions from both commenters are included after the table that begins on the following page.

¹ Comments submitted on May 7, 2026, after public comment period closed.

#	Commenters	Public Comments	SCOG Staff	
			Responses	Suggested Plan Revisions
1	Katie Stanford	<p>General Comments</p> <p>Thank you for clearly outlining SCOG’s commitment to nondiscriminatory planning and inclusive public participation processes.</p>	You are welcome.	No suggested plan revisions based on comment.
2	Katie Stanford	<p>Complaint Tracking and Retention</p> <p>In some instances, SCOG’s policy to retain complaint logs and associated documentation for a minimum of six years after the end of the calendar year in which a case is closed may not fully align with Washington State Department of Transportation (WSDOT) requirements. WSDOT requires retention of the complete working file for each complaint for a minimum of six years beyond the end of the project.</p> <p>For example, a complaint closed in November 2025 would fall within the July 2025–June 2027 grant cycle. Under SCOG’s policy, records would be retained through December 31, 2031 (six years after the calendar year of closure), whereas WSDOT requirements would extend retention through June 30, 2033 (six years after the end of the project). Clarification or alignment with WSDOT standards may be warranted.</p>	<p>In certain circumstances, such as the example Ms. Stanford provides, SCOG may need to retain records, which could include Title VI complaints and related records, beyond the six years referenced in the draft Title VI Plan. Existing agreements between WSDOT and SCOG include examples of these retention requirements, applying throughout an agreement term and six years thereafter.</p> <p>Revise the draft Title VI Plan to address this comment.</p>	<p>Add the following to page 12:</p> <p>“Retention past six years may be necessary in some circumstances, consistent with SCOG agreements with other parties.”</p>
3	Katie Stanford	<p>Language Assistance Plan (LAP)</p> <p>I did not find documentation describing how individuals with Limited English Proficiency (LEP) are notified of the availability of language assistance services. While page 25 notes the Title VI Coordinator’s responsibility to notify and ensure accessibility for affected populations regarding public hearings and meetings, the mechanisms for such notification are not clearly described.</p> <p>Additionally, I did not find specific information on how</p>	<p>SCOG provides notice to LEP persons about the availability of language assistance directly in the 2026–2029 Title VI Plan. For example, “...interpretation services and Spanish translation services of written material can be provided if requested” is included on page 24. SCOG also makes the public aware of translation services on the Title VI Complaint Form, which is provided in English and Spanish.</p> <p>SCOG does not currently have a notice of translation services, or similar notice that applies directly to translation. SCOG could consider expanding the Title VI Notice to the Public and Abbreviated Title</p>	<p>Add the following to page 24:</p> <p>“Trainings may be provided by SCOG staff, federal or state staffs with expertise in provision of language assistance services.”</p>

#	Commenters	Public Comments	SCOG Staff	
			Responses	Suggested Plan Revisions
		<p>SCOG trains staff to provide timely and reasonable language assistance. Page 24 indicates that SCOG may contract with the Skagit County court system or other interpreter services upon request, and pages 25–26 reference general staff education and training; however, more detail on training protocols, frequency, and expectations would strengthen this section.</p>	<p>VI Notice to the Public in the future to increase awareness of language assistance services. SCOG currently utilizes a template provided by WSDOT for Title VI notices, which does not directly refer to translation services. Coordination with WSDOT staff would be advantageous before making changes to notices, as SCOG staff have been advised in the past by WSDOT staff to only make minor changes to these notice templates provided by WSDOT. A WSDOT language assistance template, such as the language assistance notice WSDOT utilizes, could be developed in the future to provide to subrecipients such as SCOG to increase awareness of language assistance services.</p> <p>Page 24 states: “Print and disseminate training materials for staff, including language identification charts at the main entrance to the SCOG office”. Language identification charts are provided near the main entrance to the SCOG office as described and are available if needed.</p> <p>Add additional information about how SCOG trains employees to provide timely and reasonable language assistance to LEP populations.</p>	
4	Katie Stanford	<p>Questions and Potential Outstanding Issues Where can documentation of the analysis referenced in the Demographic Profile and Funding Assessment section (pages 20–21) be accessed? The plan indicates that SCOG conducted an Environmental Justice and Title VI assessment of projects funded through the STBG program from April 2020–March 2023. Has the state and federal funds analysis been updated for the 2023–2026 STBG funding cycle? While the plan suggests this work has been completed, I did not find charts or visualizations analyzing the aggregate distribution of state and federal public transportation</p>	<p>The most recent SCOG analysis of disparate impacts and federal funding coming through SCOG project selection was conducted in 2023. The Environmental Justice & Title VI Assessment is available on SCOG’s website.</p> <p>An updated assessment was not conducted in 2026 due to revisions in federal nondiscrimination regulations that occurred on December 10, 2025.²</p> <p>The current FTA Title VI Circular (FTA C 4702.1B) is dated October 1, 2012 and still includes reference to disparate-impact analysis as being a requirement for metropolitan planning organizations, and the circular has not yet been revised by FTA to reflect the new nondiscrimination</p>	<p>No suggested plan revisions based on comment.</p> <p>SCOG can revisit this issue if federal or state guidance is updated to address new federal requirements about disparate-impact analysis and unintentional discrimination.</p>

² See SCOG staff response to comment #8 for further information on these regulatory changes.

#	Commenters	Public Comments	SCOG Staff	
			Responses	Suggested Plan Revisions
		funds, which is due at this time. The disparate impacts analysis is not due at this time.	requirements that went into effect in late 2025. SCOG staff reached out to FTA staff directly to seek additional guidance on the changing federal requirements in 2025-2026, and was unfortunately unable to receive further guidance from federal partners.	
5	Katie Stanford	Questions and Potential Outstanding Issues Does SCOG pass through any FTA funds that are not administered through WSDOT’s Public Transportation Division (PTD)? If so, additional Title VI procedures may be required.	SCOG does not pass through any FTA funds whatsoever and does not receive funds directly from FTA. SCOG is a subrecipient of FTA funds through WSDOT as a primary recipient.	No suggested plan revisions based on comment.
6	Katie Stanford	Additional Comments The demographic data presented in the 2026-2029 plan is the same as that included in the 2023 plan and SCOG notes an intent to update demographic data at least every ten years. For reference, I have included updated data relevant to the Four Factor Analysis. This updated information does not change the overall conclusions regarding Language Assistance Plan requirements.	Thank you providing this additional information that is consistent with SCOG’s current regional demographic profile for Skagit County. While SCOG previously updated the demographic profile every three years as the Title VI Plan was being prepared, most recently in 2023, the agency will now be updating the demographic profile every ten years, with the next update occurring in 2033 and including information from the 2030 decennial census and other data sources.	No suggested plan revisions based on comment.
7	Katie Stanford	Additional Comments Thank you for considering these comments from the WSDOT Public Transportation Division. I appreciate SCOG’s continued efforts to strengthen its commitment to equity, transparency, and meaningful public engagement.	You are welcome.	No suggested plan revisions based on comment.
8	Doris Karolczyk	As per my supervisor’s directives, please do not remove the yellow highlighted section shown below from your Title VI Plan until the Attorney General’s Office advises otherwise. We are fully aware of the existing challenges and OECR and PTD are actively working to facilitate a seamless experience for our partners.	Revisions were made to federal nondiscrimination regulations at 28 CFR Part 42 on December 10, 2025 to conform more closely with Title VI statutory text and to implement Executive Order 14281 . These changes, in part, eliminate disparate-impact liability and limit prohibited discrimination to intentional discrimination, not unintentional discrimination. SCOG’s 2026-2029 Title VI Plan addresses these new requirements,	No suggested plan revisions based on comment. SCOG can revisit this issue if federal or state guidance is updated to address new federal requirements about disparate-impact analysis and unintentional discrimination.



#	Commenters	Public Comments	SCOG Staff	
			Responses	Suggested Plan Revisions
			including a change to the previous Title VI Policy Statement which referenced disparate impacts on individuals of a protected group and prohibited unintentional discrimination.	

Notes: formatting may be modified in bringing comments from public comment submissions into the Comment Tracker (e.g. bold text, italicized text, underlined text, spacing, font type and size); introductory and closing salutations are mostly excluded from the Comment Tracker, but can be found in public comment submissions; comments are generally paragraphs taken, in order, from public comment submissions; charts and supplemental materials referenced by public comments are not included in the Comment Tracker, but can be found in public comment submissions.

DISCUSSION ITEM 6.A. – TRANSPORTATION RESILIENCE IMPROVEMENT PLAN PUBLIC COMMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	04/15/2026	Release for Public Comment	Sarah Ruether	(360) 416-6605
Transportation Policy Board	05/20/2026	Discussion	Sarah Ruether	(360) 416-6605

DISCUSSION

The Transportation Policy Board released the draft Transportation Resilience Improvement Plan for public review and comment at the April 15 meeting.

Following action at the Transportation Policy Board, a public comment period was held from April 17-May 1. A notice of public comment was published in the Skagit Valley Herald the April 21st and on April 28th and was also posted on SCOG’s website throughout the entirety of public comment period along with the Move Skagit project website.

[Public comments received](#) have been compiled and will be included in an appendix of the final plan, along with responses to comments and proposed revisions. SCOG staff are now working with WSP USA, Inc. to review and address comments received.

A final version of the Transportation Resilience Improvement Plan (TRIP) will be brought to the Transportation Policy Board at the June meeting for consideration of approval.

ID	Date	Last Name	First Name	Source	Organization	Email	Page #	Comment (Verbatim)	Response	Plan Change Summary
1	4/13/2026	Commissioner Papadakis	Bob	Email	Port of Anacortes	Papadakis@portofanacortes.com	Multiple	<ul style="list-style-type: none"> • Would it be helpful to add a city to bullet #2 on p.12? • On p.32, I am guessing that the proposed link ("Error Reference Source ...") is for Table 4? Would it be better to put plain text in there until the link error is repaired? • On p.34, why is Seismic Design (HWB2) \$705/sq ft while HWB1 Conventional Design is \$770/sq ft? I would assume that seismic design is more expensive, and that seems to be consistent with the designs that follow in the table. • And I'll apologize in advance for this tiny nit ... Should there be a space between bullets 3&4 on p. 60? 	Thank you for your comments. The city will be added to bullet #2 on page 12. The link on page 32 will be revised so as to not display an "Error Reference Source" for Table 4; PDF exports will be reviewed during QA/QC. The cost values noted for HWB1 and HWB2 are based on the HAZUS Inventory Technical Manual and follow industry guidance. Spacing between bullets 3 and 4 on page 60 has been corrected.	Formatting and minor revisions.

ID	Date	Last Name	First Name	Source	Organization	Email	Page #	Comment (Verbatim)	Response	Plan Change Summary
2	4/15/2026	Commissioner Wesen	Ron	TPB Meeting	TPB	N/A	General	<p>Commissioner Wesen: "Thank you very much for the presentation. The county has several roads upriver in the Marblemount area that we have some real issues with. One at Jordan Creek. The creek moved in December and we had a bridge 30 feet long, and now we have a hole next to the bridge 70 feet long. And I didn't see that river or that road at all on here. The other one we have is the South Skagit Highway at Mile Post 3.7. The river's been moving over to eat away at the road. Because it's a wild and scenic river, we weren't able to do any embankment improvements until it got to the County Road easement. We have several other creeks upriver where so much settlement keeps coming down off the hill that fills up our culverts and so forth, and we're having a very difficult time getting permits to clean out those culverts. So I think some of that needs to be in this type of plan so people understand it's not the negligence of the county, it's the rules setup by state or federal agencies that are making it very difficult for us to maintain the things that were built 60-80 years ago. Thank you."</p> <p>Sarah during the meeting: "I will respond to Commissioner Wesen's comments about South Skagit Highway. We did include South Skagit Highway in our #15 Project. #15 was HWY 20 up by Concrete. We sandwiched it in with that of the redundancy, so we did try to catch that one with that. So that one has been addressed, I'm not sure about Jordan bridge. It was hard to catch all of these things, but that's why we put it out for comment."</p> <p>Commissioner Wesen: "We had a meeting up in Marblemount a couple of weeks ago and that was a real concern because we are doing a federal grant to repair and paint the bridge going over the Skagit River. And when that's going to be closed for a little bit of time, there's nowhere people on the south side or east side of that to get, because, the road's washed out and the bridge is going to be closed so they're trapped. So that's one of the concerns we have. Thank you."</p> <p>Commissioner Browning: "I think Commissioner Wesen's point that we need some horsepower behind us to be able to get some movement from some of the agencies that stand in the way of us. To our agencies that work with us here, can they help us get a little bit of movement in getting stuff that absolutely needs to get done moved forward."</p>	<p>Thank you for your comments. The concerns raised regarding upriver transportation vulnerabilities in the Marblemount area, including Jordan Creek, South Skagit Highway near Mile Post 3.7, sediment accumulation affecting culverts, river migration, and potential community isolation during bridge or roadway closures, have been noted. These comments are consistent with the TRIP's emphasis on transportation resilience, emergency access, evacuation, network redundancy, and the importance of incorporating local knowledge into future project development. South Skagit Highway is included as a supplemental consideration associated with Project Location No. 15, recognizing its role as a parallel route and potential detour when SR 20 or the North Cascades Highway is impacted during a hazard event. Additional site-specific concerns, including Jordan Creek and permitting constraints associated with maintaining older infrastructure and culverts, will be documented in the public comment record and considered in future updates, member agency coordination, and follow-on studies. Because the TRIP is a regional, screening-level plan, it is not intended to identify every localized maintenance or repair need, prescribe immediate maintenance actions, or replace detailed engineering and site-specific analysis.</p>	<p>-Add a note to the public comment summary documenting the specific locations and issues raised: Jordan Creek, South Skagit Highway MP 3.7, Marblemount-area bridge/roadway closure concerns, sediment-filled culverts, permitting constraints, and community isolation.</p> <p>-Add to the South Skagit Highway supplemental note under Project Location No. 15 for South Skagit Highway MP 3.7.</p> <p>-Add a brief note in the Policy, Governance, and Partnership Coordination Strategies section recognizing that permitting and interagency coordination can affect maintenance and resilience implementation.</p> <p>-Note the analysis didn't specifically model culverts and suggest culverts that should be looked at due to their sizing</p> <p>-Additional discussion of culverts (discuss potential impacts and what should be done for locations in the Top 20).</p> <p>-Recommended next steps to include developing a full geospatial database of the culverts.</p>

ID	Date	Last Name	First Name	Source	Organization	Email	Page #	Comment (Verbatim)	Response	Plan Change Summary
3	4/15/2026	Commissioner Wooten	Tom	TPB Meeting	TPB	N/A	General	"I just want to tag on to what Commissioner Wesen said. I noticed that some of the areas that I consider should be on this as well were omitted. I understand it must be based on population, or traffic flow. But look at Guemes Island. That whole South Shore Road, and Eden Road down the middle, those are certainly issues. But I'm more concerned about the HWY 20 in and out of Anacortes there at the low-point where it used to be an island - where the golf course is today. I saw that was on there, that's good, but again I don't think this is comprehensive in my opinion, for the County. But I do think we need to release it for public comment, so unless there's other comments I would certainly make that motion."	Thank you for your comment. The additional locations identified, including South Shore Road and Eden Road on Guemes Island and the low-lying SR 20 access area near Anacortes, have been noted. The TRIP is intended to provide a regional, planning-level assessment of transportation assets exposed to climate- and hazard-related risks using available data and a risk-based screening methodology. The SR 20 location is included in the draft TRIP. The additional Guemes Island locations will be retained in the public comment record and may be considered in future TRIP updates, local agency planning, and implementation coordination. Text will be added to clarify that the Top 20 Roadways list is not intended to represent a comprehensive inventory of all transportation resilience concerns in Skagit County.	-Clarify in the introduction to the Top 20 Roadways that the list is not intended to represent a comprehensive inventory of all transportation resilience concerns in Skagit County. Note additional locations identified by local agencies, elected officials, community members, and other partners may warrant further review through local planning, project development, future TRIP updates, or site-specific evaluation. -Add a note to the public comment summary documenting the South Shore Road and Eden Road on Guemes Island and the low-lying SR 20 access area near Anacortes concerns.
4	4/15/2026	Mayor Aslett	Bill	TPB Meeting	TPB	N/A	General	"I know that the TAC committee had a chance to weigh earlier on with it but just want to make sure we pull them again on the finished product to make sure we get those valued voices included."	Thank you for your comment. TAC members have had opportunities to provide input during development of the TRIP, and SCOG recognizes the importance of including technical perspectives as the plan is finalized. TAC outreach will be referenced in the relevant engagement and outreach sections. Feedback received from TAC members will be considered and incorporated into the final TRIP as appropriate.	-Mention TAC outreach in the relevant engagement and outreach sections.
5	4/15/2026	Commissioner Browning	Peter	TPB Meeting	TPB	N/A	General	"I noticed that there's a conspicuous loss of any information or lack of any information about culverts, which are really a big part of our issues and sometimes it's not clear where the money's going to come from and how we're going to get them done when they have such an impact on some of our roads. So, I want to make sure that culverts are recognized as part of the big plan."	Thank you for your comment. SCOG recognizes that culverts are an important component of roadway resilience and can affect flooding, drainage, maintenance needs, and roadway access. The TRIP risk assessment was developed using available regional roadway and bridge datasets, and culverts were not directly modeled as a separate asset type due to limitations in consistent countywide culvert data. The final TRIP will be revised to more clearly acknowledge the role of culverts in transportation resilience, describe their relationship to roadway vulnerability, and identify future culvert-focused analysis and improved geospatial culvert inventory data as important next steps.	-Add a qualitative discussion of culverts as a key component of roadway resilience. Clarify that culverts were not directly modeled as a separate asset type in the TRIP risk assessment due to limitations in consistent countywide culvert data. -Recommend development of a geospatial culvert inventory data, a culvert-focused vulnerability analysis, and coordination with stormwater/roadway planning as future resilience planning needs arise.

ID	Date	Last Name	First Name	Source	Organization	Email	Page #	Comment (Verbatim)	Response	Plan Change Summary
6	5/1/2026	Krueger	Morgan	Email	WDFW	Morgan.Krueger@dfw.wa.gov	General	See Letter.	<p>Thank you for your comments. WDFW's recommendations and resources related to habitat connectivity, fish passage, floodplain function, stormwater, and roadway safety have been noted. The TRIP is focused on transportation resilience, and the final plan will be revised to acknowledge that wildlife movement, fish passage, floodplain connectivity, and habitat-related considerations may intersect with roadway resilience where they affect infrastructure performance, safety, flooding, erosion, drainage, access, or long-term maintenance needs. Table 18 of the Habitat Connectivity Action Plan was reviewed to compare habitat connectivity priority segments with priority TRIP locations. This review identified two segments in Skagit County: SR 20 Skagit Valley West and SR 20 Skagit Valley East. These locations will be noted as examples of where habitat connectivity resources may inform future transportation resilience coordination, particularly where they overlap with roadway vulnerability, access, flooding, drainage, or long-term infrastructure performance considerations. The final TRIP will include a discussion of wildlife habitat corridor planning as a related consideration for future analysis, while maintaining the plan's focus on transportation resilience. Relevant resources noted in the comment will be referenced as supporting information for future transportation resilience planning.</p>	<p>-Add a section in the TRIP to discuss wildlife habitat corridor planning with recommendations for further analysis. Compare the Washington Habitat Connectivity Plan Transportation Habitat Connectivity Priority Zones.</p> <p>Draft: Wildlife habitat connectivity, fish passage, floodplain function, and stormwater management can intersect with transportation resilience where they affect roadway safety, flooding, erosion, drainage, access, maintenance needs, or long-term infrastructure performance. While the TRIP does not independently evaluate or prioritize wildlife corridors, future transportation resilience planning and project development may benefit from considering available habitat connectivity, fish passage, floodplain, and stormwater resources when they are relevant to roadway resilience outcomes.</p> <p>Future analysis could review whether transportation assets identified as vulnerable through the TRIP overlap with known fish passage barriers, wildlife-vehicle collision locations, floodplain constraints, stormwater problem areas, or habitat connectivity priority areas. Review of the Habitat Connectivity Action Plan identified two Skagit County segments, SR 20 Skagit Valley West and SR 20 Skagit Valley East, that may be relevant to future coordination where habitat connectivity priorities overlap with transportation resilience needs. Where such overlap exists, agencies may have opportunities to develop multi-benefit projects that improve transportation resilience while also supporting fish passage, habitat connectivity, floodplain function, water quality, or ecological benefits.</p> <p>These considerations should support transportation resilience goals. Potential applications may include evaluating roadway segments where flooding, drainage constraints, erosion, repeated maintenance needs, fish passage barriers, or safety concerns could be addressed through coordinated project development. Future coordination with WDFW, WSDOT, local jurisdictions, tribal governments, and watershed partners may help identify where transportation resilience investments can be aligned with related environmental planning efforts without duplicating or replacing those efforts.</p>

ID	Date	Last Name	First Name	Source	Organization	Email	Page #	Comment (Verbatim)	Response	Plan Change Summary
7	5/1/2026	Krueger	Morgan	Email	WDFW	Morgan.Krueger@dfw.wa.gov	General	See Letter.	<p>Thank you for your comments regarding long-term transportation resilience planning considerations. SCOG agrees that long-term transportation resilience planning should consider a range of strategies, including low impact development, strategic roadway relocation, retreat from highly vulnerable shoreline and floodplain areas where feasible, and property acquisition where appropriate. These strategies are consistent with the TRIP's broader purpose of supporting planning-level resilience considerations and helping agencies identify approaches to reduce vulnerability to natural hazards over time.</p> <p>In response to this comment, SCOG will revise the infrastructure strategy recommendations to acknowledge these considerations. Language will be added to the infrastructure recommendations to note that long-term resilience planning should consider strategic roadway relocation, retreat where feasible, and property acquisition where appropriate. The recommendations will also be updated to state that low impact development should be considered where applicable.</p>	<p>-Add language to the infrastructure recommendations of the TRIP to state that long-term resilience planning should include consideration of strategic roadway relocation, retreat where feasible, and property acquisition where appropriate.</p> <p>-Update Table 11 to note that low impact development should be considered where applicable.</p>
8	5/7/2026	Reinart	Frank	TAC Meeting	City of Mt Vernon	N/A	General	<p>Frank Reinart during the meeting: Rather than attempting a comprehensive inventory (with potentially insurmountable obstacles), Frank suggested looking at culverts associated with the TRIP's vulnerable areas to narrow the scope. Frank cited two reasons for this approach and framed it across three levels: (1) culverts as they currently exist, (2) culverts as they might be improved within conveyance constraints, and (3) anticipated future hazard levels. He also noted that other groups are doing related studies, which creates a risk of duplicative effort. His suggestion was to identify which parameters make a culvert significant enough to map for resilience purposes and suggest what elements of culverts should be modeled. This includes evaluating how poorly a culvert functions today versus expected performance in a future timeframe.</p>	<p>N/A - Sarah responded during the meeting.</p>	<p>-Add language in Vulnerability Assessment acknowledging that culverts were not directly modeled as a separate asset type in the TRIP risk assessment. Note that future culvert-related resilience work could prioritize culverts associated with TRIP-identified vulnerable roadway areas and could define parameters for determining which culverts are significant for resilience purposes. Future analysis could consider current culvert performance, improvement potential within conveyance or site constraints, and expected performance under future hazard conditions.</p>

ID	Date	Last Name	First Name	Source	Organization	Email	Page #	Comment (Verbatim)	Response	Plan Change Summary
9	5/7/2026	Weller	Tom	TAC Meeting	Skagit County	N/A	General	Tom Weller during the meeting: Tom asked how this report fits into the related efforts tied to FEMA's BRIC program, noting that Skagit County should have a Hazard Mitigation Plan that runs parallel with the county-specific effort. He asked whether these efforts can be treated independently and how they interrelate. Tom also noted that the county is working to get the HMP adopted in advance of BRIC funding and is unsure whether there will be time to fully incorporate this work. He added that the county is currently refining the HMP.	N/A - Sarah and Andrina responded during the meeting. After the meeting, the team sent Tom the following email for the HMP efforts: "While the County is actively working to finalize and adopt the HMP in advance of potential BRIC funding (recognizing timelines may limit how much new work can be fully incorporated at this stage), if there is an opportunity to integrate elements of the Transportation Resilience Improvement Plan (TRIP) the most important near term item would be to incorporate the key areas of concern identified in the TRIP. Folding the key areas of concern and the TRIP project list into the HMP would help ensure those transportation resilience projects are positioned to be eligible for FEMA funding should BRIC or other FEMA opportunities become available." Joan Cromely of Skagit County is working on incorporating the TRIP vulnerable road section into the HMP as soon as possible.	-Recommend the HMP and TRIP coordinate on key areas of concern identified in both plans. Suggest reviewing key areas of concern to help ensure transportation resilience projects are positioned to be eligible for additional funding opportunities (including FEMA funding should BRIC or other FEMA opportunities become available).
10	5/7/2026	Reinart	Frank	TAC Meeting	City of Mt Vernon	N/A	General	Frank Reinart during the meeting: Frank observed a theme in some of the feedback received, noting a tendency for agencies to inject their own agendas into comments. He cautioned that while some comments about integration were well intentioned, the focus of the plan is transportation resilience. If integrating comments compromises the stated goals of building transportation resilience, then the work is crossing purposes. As an example, he noted that if land use on either side of a transportation corridor is not conducive to wildlife migration, there may be little point in building wildlife infrastructure within the corridor that would never be used. He said he appreciates the spirit behind the comments but hopes revisions remain focused on the goals articulated in the plan.	N/A - Sarah responded during the meeting.	No edits needed.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

May 7, 2026

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Sidney Neel
- City of Burlington Brian Dempsey
- City of Mount Vernon Frank Reinhart
- City of Sedro-Woolley Bill Bullock, Kyle Anderson
- Skagit County Tom Weller, Devin Willard
- Skagit Transit..... Maleah Kuzminsky, Rebekah Tuno
- Washington State Department of Transportation (WSDOT)..... Grant Johnson, Ryan Clemens
- Samish Indian Nation..... Karla Berglund, Nick Dorr
- Swinomish Indian Tribal Community Debra Bray

STAFF PRESENT

- Skagit Council of Governments Jill Boudreau, Mark Hamilton,
Sarah Ruether

OTHERS PRESENT

Andrina Dominguez and Spiro Pappas from WSP USA attended the meeting. 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. April 2, 2026 Technical Advisory Committee Meeting Minutes: Mr. Anderson moved to approve the April 2, 2026 Technical Advisory Committee (TAC) meeting minutes and Mr. Weller seconded the motion. The motion carried unanimously.
3. May Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this agenda item. He explained that there are two proposed Regional Transportation Improvement Program (RTIP) amendments this month: one from Skagit Transit and one from WSDOT. One amendment is for Skagit Transit’s Maintenance Operations and Administration Facility Project Phases 2 & 3. This project was programmed in last year’s RTIP, but funding was not obligated through the Federal Transit Administration prior to this year. The second amendment adds

WSDOT's SR 20/Childs Creek to Skagit River - Fish Passage project to the RTIP. Mr. Hamilton also presented a couple May administrative modifications for informational purposes.

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

4. Unified Planning Work Program for State Fiscal Year 2027: Mr. Hamilton presented this agenda item. He mentioned the Unified Planning Work Program (UPWP) for state fiscal year 2027 was brought to the TAC for discussion in April and is being brought back in May for a recommendation to the Transportation Policy Board. Mr. Hamilton also said that SCOG staff met with federal and state partners on April 30 to review the draft document, and several revisions have been made from the earlier draft to address comments received. He then went over each revision with the TAC. Following approval, the UPWP goes into effect July 1, 2026 and lasts through June 30, 2027.

Mr. Anderson moved to recommend approval of the revised UPWP for state fiscal year 2027 to the Transportation Policy Board as presented. Ms. Bray seconded the motion and it carried unanimously.

5. Transportation Resilience Improvement Plan: Ms. Dominguez from the consulting firm WSP USA presented this agenda item. She gave a presentation on the contents of the Transportation Resilience Improvement Plan and the comments received during the comment period, along with the proposed strategy to address those comments. After the presentation, the TAC was asked for any suggestions on the approach to address the comments received on the draft. Adoption of the plan is expected in June.

Technical Advisory Committee members provided feedback to WSP USA and SCOG staffs on the draft Transportation Resilience Improvement Plan, including how comments may be addressed in the plan.

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 then went over a list of projects that may be eligible for redistributed obligation authority and committed to following up with individual jurisdictions following the meeting. He asked that any requests for redistributed obligation authority be submitted to SCOG by June 3 so they may be considered at the June 4 TAC meeting.
7. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He reiterated that the Skagit region has exceeded the regional obligation authority target for this federal fiscal year and is well positioned to receive redistributed obligation authority should these additional funds be sought statewide. Mr. Hamilton suggested if jurisdictions expect any deobligation of federal funding, they target getting those funds deobligated early next federal fiscal year so they do not negatively impact regional delivery this federal fiscal year ending in September.
8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.



9. Next Meeting: June 4, 2026, 1:30 p.m.

10. Adjourned: 2:48 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

2026 OBLIGATION AUTHORITY PLAN

The following projects¹ had until **March 1, 2026** to obligate federal funding. If project funds did not obligate by March 1, 2026, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

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

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

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Administration	SCOG Admin	PL	(Not Yet)	\$343,891

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

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

² Includes a total of \$628,189 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – March 31, 2026. Includes any Extensions and Appeals that have obligated funding.

Extensions

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

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

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

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

Appeals³

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

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

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

TOTAL STBG-TA-CR APPEALS: \$0

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

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 - 1/30/2026	94,623	94,623								
CGP	7/1/2025 - 6/30/2027	338,888						338,888			
CPG	1/31/2026 - 9/30/2026	188,397	188,397								
Authorized		\$ 2,137,165	\$ 725,541	\$ 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		119,401	16,255	30,856	8,225	3,063	30,633	13,217	4,295	5,451	7,406
March		148,473	10,674	47,002	5,706	5,234	56,042	10,854	3,972	8,988	-
April		-								-	-
May		-								-	-
June		-								-	-
Expenditures to Date		\$ 1,084,630	\$ 148,959	\$ 273,610	\$ 78,565	\$ 15,593	\$ 210,843	\$ 58,208	\$ 37,119	\$ 173,253	\$ 88,480
Balances											
		\$ 1,052,535	\$ 576,583	\$ 39,357	\$ 64,721	\$ 29,407	\$ 60,238	\$ 280,680	\$ 1,548	\$ -	\$ -