



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

July 15, 2026 – 9:00 a.m.

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

Remote: [GoToMeeting](#)

Dial In: 1 (877) 309-2073

Access Code: 873-731-789

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Jill Boudreau*
3. Verbal Public Comments
4. Consent Agenda
 - a. Approval of [June 17, 2026 Transportation Policy Board Meeting Minutes](#)
5. Action Items
 - a. [July Regional Transportation Improvement Program Amendments](#) – *Jill Boudreau*
6. Discussion Items
 - a. Washington State County Road Administration Board Presentation – *Jane Wall, Washington State County Road Administration Board*
 - b. [SCOG 2027-2031 Mobility Management Grant Application](#) – *Jill Boudreau*
7. Chair's Report
8. Executive Director's Report
9. Washington State Department of Transportation's Monthly Report – *Melissa Ambler, WSDOT*
10. Roundtable and Open Topic Discussion
11. Next Meeting: August 19, 2026, 9:00 a.m., *Burlington City Council Chambers and Remote*
12. Adjourned

Information Items:

[July 2, 2026 Technical Advisory Committee Meeting Minutes](#)

[Monthly Financial Update](#)

[AMPO Briefing](#)

[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/>.

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

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

June 17, 2026

Burlington City Council Chambers and Remote

MEMBERS PRESENT

Commissioner Peter Browning, Skagit County, Chair; Commissioner Joe Burns, Skagit County, Vice Chair; 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; Justin Resnick, Washington State Department of Transportation (WSDOT); Mayor Ryan Walters, City 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

None.

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 June 10-16, and no comments were received.
3. Verbal Public Comments: No verbal public comments were provided at the meeting.
4. Consent Agenda
 - a. Approval of May 20, 2026, Transportation Policy Board Meeting Minutes: Mayor Aslett moved to approve May 20, 2026, Transportation Policy Board Meeting Minutes. Commissioner Burns seconded the motion, and it carried unanimously.
5. Action Items
 - a. June Regional Transportation Improvement Program Amendments: Mr. Hamilton presented this action item. SCOG staff and Technical Advisory Committee recommended approval of the following Regional Transportation Improvement Program (RTIP) amendments: Washington State Department of Transportation SR 20 EB Swinomish Channel to SR 536 - Paving & ADA: this amendment adds this project to the RTIP. Project utilizes funding

from federal and state sources. Total estimated cost of the project is \$6,273,864. Administrative Modification includes Skagit Transit's Maintenance Operations and Administration Facility Project Phases 2 & 3: this administrative modification revises this project already programmed in the RTIP. Details of this modification are included in the material packet.

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

- b. Resolution 2026-09 to Adopt Move Skagit Transportation Resilience Improvement Plan: Ms. Ruether presented this action item. Following Transportation Policy Board approval of the scope of work for the Transportation Resilience Improvement Plan, SCOG staff has proceeded through the planning process by following the grant requirements by the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost saving Transportation (PROTECT program) grant requirements for a transportation resilience improvement plan. The plan was released for public comment April 17, 2026, and comment period ended on May 1. Comments have been received and revisions from the draft Plan appear in redline strikethrough format. The Comment Tracker was discussed in detail and was addressed in the meeting material packet.

Commissioner Wesen thanked staff for reviewing all comments and appreciated the work on this action item.

Mayor Donovan moved to approve Resolution 2026-09 to Adopt Move Skagit Transportation Resilience Improvement Plan as presented. Mayor Hanneman seconded the motion, and it carried unanimously.

- c. Release Skagit Intelligent Transportation Systems Architecture for Public Comment: Ms. Ruether presented this action item. Skagit Council of Governments is responsible for creating and maintaining the Intelligent Transportation Systems (ITS) architecture for Skagit County. The current ITS plan was last updated in 2011. Since that time, the boundary of the Metropolitan Planning Area (MPA) has expanded to include all of Skagit County. This update to the ITS architecture includes updated geography, includes new stakeholders and updates to include new technology to be consistent with the Architecture Reference for Cooperative and Intelligent Technology (ARC-IT) version 9.2 Ms. Ruether gave a presentation including an Overview of Update - Purpose and Scope, Technology - Existing and Planned, Flow Diagram - Centers and Future Flows. The purpose of this plan is to create a shared vision between stakeholders of how technology can improve our regional transportation system, contribute to meeting regional transportation goals, including the planning priorities in the regional transportation plan, and the steps needed to implement the technology.

Commissioner Wesen moved to approve Release Skagit Intelligent Transportation Systems Architecture for Public Comment as presented. Commissioner Papadakis seconded the motion, and it carried unanimously.

- d. Redistributed Obligation Authority List of Projects: Mr. Hamilton presented this action item. WSDOT staff determine every year whether to request obligation authority (OA) redistributed from other states around the U.S. These funds are made available every federal fiscal year by the Federal Highway Administration, typically at the end of August. Regional obligation authority targets must be hit by June 30, which SCOG has done. This makes us

well positioned to receive this funding again this year. To position Skagit region jurisdictions to receive any additional funding available through redistributed OA this year, SCOG staff proposes approval of a list of projects that could utilize redistributed OA this federal fiscal year. There remains uncertainty whether funds for redistributed OA will be sought by the WSDOT Local Programs Division at all this year. SCOG staff recommend positioning the Skagit region to receive these additional funds in case they are pursued and received, as they were statewide in 2024 and 2025. Submitting any project phase for redistributed OA does not guarantee that any additional federal funding will be available to the project but would provide the opportunity for redistributed OA that would otherwise not be available on a project-specific basis. The regional list of projects (table included in the packet) for redistributed OA will be submitted to the WSDOT Local Program Division following the June 17 Transportation Policy Board.

Mayor Aslett asked if there would be any value in cities reaching out directly to encourage action on this item. Commissioner Wesen also commented and asked a question regarding the process and Mr. Hamilton addressed both questions.

Commissioner Papadakis moved to approve the Redistributed Obligation Authority List of Projects as presented. Mayor Donovan seconded the motion, and it carried unanimously.

6. Chair's Report: Commissioner Browning had nothing to report.
7. Executive Director's Report: Ms. Boudreau started by thanking Ms. Ruether for her work on the ITS project. The first item presented was the FHWA-CAOP-23-001, National Culvert Removal, Replacement, and Restoration and potential funding available for this Federal Highways Program. There was an update to the BUILD America 250 Act and how Congress has been working on moving a Transportation bill through by the end of the fiscal year. The proposal of the amount of money that could be increasing would go from \$48.97B to \$63.70B. Another item Ms. Boudreau mentioned is the Safe Streets and Roads for All increasing in the amount of \$3.75B over five years for local safety projects. Surface Transportation Accelerator Grant (STAG) is a large, new, flexible program with wide eligibility (similar to BUILD/RAISE) at \$2.4B per year. The Metropolitan Planning Program, planning funds will increase 22.8% over 5 years. Ms. Boudreau also thanked Representative Larsen for his part in bringing in the funding locally and proposed engaging more with our State Senators, Cantwell & Murray.
8. Roundtable and Open Topic Discussion: Commissioner Burns thanked Mr. Resnick, representing WSDOT for completing two emergency repairs and opening Highway 20 early. Mayor Aslett also thanked WSDOT for their work opening Hwy 20 and the bridge project.
9. Next Meeting: The next meeting is scheduled for July 15, 2026, at 9:00 a.m., in the Burlington City Council Chambers and remote.
10. Adjourned: Commissioner Browning adjourned the meeting at 10:01 a.m.

Information Items: June 4, 2026, Technical Advisory Committee Meeting Minutes; Public Participation Plan Annual Review; Upper Skagit Indian Tribe Letter of Support; City of Mount Vernon Letter of Support; 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: _____

DRAFT

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

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	07/02/2026	Review and Recommendation	Jill Boudreau	(360) 416-7871
Transportation Policy Board	07/15/2026	Action	Jill Boudreau	(360) 416-7871

RECOMMENDED ACTION

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

- Washington State Department of Transportation
 - I-5/Unnamed Tributaries to Milltown Creek - Fish Passage: this amendment revises a project already programmed in the RTIP. Funding is being adjusted from entirely state funded for the construction phase to primarily federal funding. Adding federal funds federalizes this project, necessitating an amendment even though amount of funding programmed remains unchanged. This project utilizes toll credits. Total estimated cost of the project is unchanged at \$33,424,196.
 - SR 11 North of Oyster Creek - Unstable Slopes¹: this amendment adds a project to the RTIP. The project utilizes funding from federal and state sources. Total estimated cost of the project is \$13,730,095.

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on June 25 and ended on July 3.

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

¹ This project is not included in the Move Skagit Regional Transportation Plan adopted by the Transportation Policy Board on March 18, 2026, yet meets the Regionally Significant Criteria within Appendix C of the plan for transportation resilience projects. RTIP Determinations of Regional Significance, adopted by the Transportation Policy Board on October 15, 2025 as a component of the 2026–2031 RTIP, does not include a regionally significant category for transportation resilience projects. SCOG staff anticipates new criteria will be considered for the 2027–2032 RTIP that includes a new category for transportation resilience projects and provides consistency with the new Move Skagit Regional Transportation Plan.

Transportation along with any amendments for the month. Administrative modifications are provided below for informational purposes only.

- Skagit Transit
 - Skagit Transit's Maintenance Operations and Administration Facility Project Phases 2 & 3: this administrative modification revises this project already programmed in the RTIP. This project was programmed in last year's RTIP, but funding was not obligated through the Federal Transit Administration (FTA) prior to this year.
 - This administrative modification reflects a change requested from the Federal Transit Administration. Some federal funding is being removed from the project, along with associated local match, due to federal funds flexing from Federal Highway Administration (FHWA) funds to Federal Transit Administration (FTA) funds in July 2025 for this project. Those FHWA funds flexed over to FTA last year were from the Surface Transportation Block Grant Program (\$3,000,000) and Carbon Reduction Program (\$275,000). After flexing over, the funds no longer need to be programmed. This modification removes FTA section 5307 funds in the amount of \$3,000,000 and adds local funding/matching funds of \$750,000 from the Skagit County Economic for Public Facilities grant. Project utilizes funding from federal, state and local sources. Total estimated cost of the project is \$ 45,745,960.

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

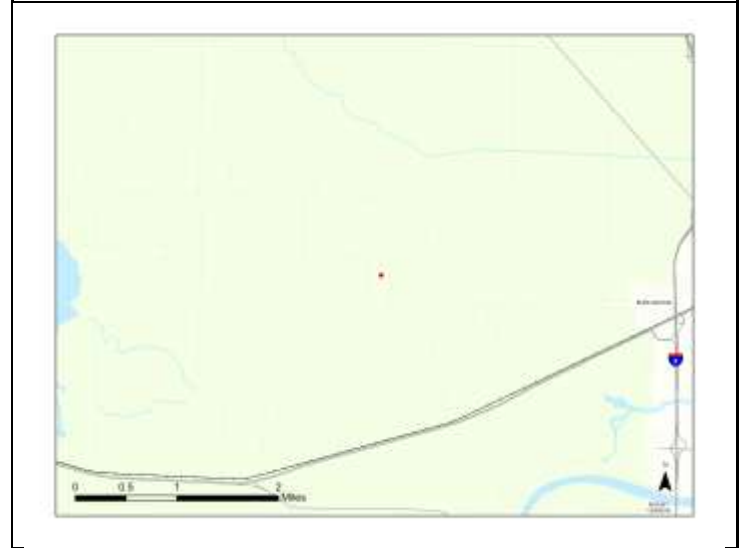
Environmental Type Documented Categorical Exclusion

Priority Number 14

Amendment Number

Amendment Date

Total Project Cost \$45,745,960



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	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
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	\$4,000,000	\$28,995,960	5/20/2026
Total			\$22,550,000		\$12,445,960	\$10,750,000	\$45,745,960	

Agency WSDOT - NW

Project Title I-5/Unnamed Tributaries to Milltown Creek - Fish Passage

Description Remove the existing fish passage barriers and replace them with fish passable structures.



Road Name I-5

Begin Termini MP 217.70

End Termini MP 218.87

Total Project Length 1.17

Improvement Type Environmental Only

Functional Class Interstate

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$33,424,196

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

STIP ID WA-14650

WSDOT PIN 100560J

Federal Aid Number

SCOG ID

Agency ID A00560J

Hearing Date

Adoption Date

Resolution Number

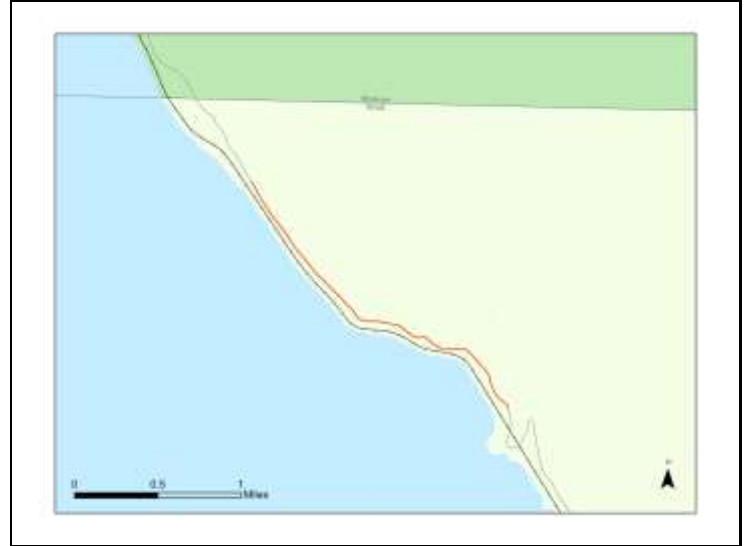
Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2026	NHPP	\$254,655	CWA	\$5,197	\$0	\$259,852	7/15/2026
CN	2027	NHPP	\$10,271,091	CWA	\$209,614	\$0	\$10,480,705	7/15/2026
CN	2028	NHPP	\$17,044,918	CWA	\$347,855	\$0	\$17,392,773	7/15/2026
CN	2029	NHPP	\$1,290,253	CWA	\$26,332	\$0	\$1,316,585	7/15/2026
Total			\$28,860,917		\$588,998	\$0	\$29,449,915	

Agency WSDOT - NW

Project Title SR 11 North of Oyster Creek - Unstable Slopes

Description Stabilizes multiple unstable slopes along SR 11 between mileposts 11.29 and 13.46 to address chronic instability and ongoing maintenance needs.



Road Name SR 11

Begin Termini 11.29

End Termini 13.46

Total Project Length 2.17

Improvement Type Safety

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$13,730,095

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

STIP ID WA-17137

WSDOT PIN 101102B

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	STBG(S)	\$1,929,571	MVA	\$214,397	\$0	\$2,143,968	7/15/2026
RW	2027	STBG(S)	\$279,307	MVA	\$5,700	\$0	\$285,007	7/15/2026
CN	2028	STBG(S)	\$11,075,098	MVA	\$226,022	\$0	\$11,301,120	7/15/2026
Total			\$13,283,976		\$446,119	\$0	\$13,730,095	

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	\$128,883	\$128,883	\$128,883	\$41,374	\$41,374	\$41,374	\$70,490	\$70,490	\$70,490	\$60,303	\$60,303	\$60,303	\$301,050	\$301,050	\$0
5307	\$0	\$6,406	\$6,406	\$6,406	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$16,906	\$16,906	\$0
5339	\$0	\$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	\$10,763	\$10,763	\$10,763	\$27,412	\$27,412	\$27,412	\$39,215	\$39,215	\$39,215	\$2,688	\$2,688	\$2,688	\$80,078	\$80,078	\$0
RAISE	\$0	\$17,550	\$17,550	\$17,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,550	\$17,550	\$0
STBG(S)	\$0	\$22,828	\$22,828	\$22,828	\$508	\$508	\$508	\$11,654	\$11,654	\$11,654	\$52,588	\$52,588	\$52,588	\$87,579	\$87,579	\$0
CRAB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,841	\$3,841	\$3,841	\$0	\$0	\$0	\$3,841	\$3,841	\$0
CWA	\$0	\$5	\$5	\$5	\$210	\$210	\$210	\$348	\$348	\$348	\$26	\$26	\$26	\$589	\$589	\$0
MAW	\$0	\$16,212	\$16,212	\$16,212	\$634	\$634	\$634	\$0	\$0	\$0	\$0	\$0	\$0	\$16,846	\$16,846	\$0
MVA	\$0	\$1,475	\$1,475	\$1,475	\$282	\$282	\$282	\$450	\$450	\$450	\$1,069	\$1,069	\$1,069	\$3,276	\$3,276	\$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	\$20,257	\$20,257	\$20,257	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$5,848	\$5,848	\$5,848	\$36,868	\$36,868	\$0
Local	\$0	\$20,257	\$20,257	\$20,257	\$4,394	\$4,394	\$4,394	\$6,369	\$6,369	\$6,369	\$5,848	\$5,848	\$5,848	\$36,868	\$36,868	\$0

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			
Total	-\$2,465	\$151,986	\$149,521	\$149,498	\$48,615	\$48,638	\$47,171	\$79,706	\$81,173	\$80,318	\$68,998	\$69,853	\$68,894	\$346,840	\$345,881	\$959

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

DISCUSSION ITEM 6.B. –GRANT APPLICATION AUTHORIZATION FOR CONSOLIDATED GRANT PROGRAM- REGIONAL MOBILITY COORDINATION

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	07/15/26	Discussion	Sarah Ruether	(360) 416-6605

DISCUSSION

On May 19, 2026, Washington State Department of Transportation published a [notice of funding opportunity](#) to solicit applications for multimodal and rural mobility grants through the Consolidated Grant Program.

In the last funding cycle for the Consolidated Grant Process two years ago, SCOG was awarded \$356,722 in 2025 to administer a regional mobility coordination and outreach, which includes administering a mobility committee to work on outreach to the community, development of a resource guide, development of mobility a webpage on the SCOG website, and building partnerships and working on an emergency management plan template for facilities that include special needs populations.

The proposed grant application is to continue the on-going work and expand on it. The request is proposed to be \$835,530 for work in years 2027-2031.

Metropolitan planning organizations, such as SCOG, are eligible applicants for the Consolidated Grant Program funding. We received this grant as a “new” project in 2025, and this application would be for a “sustaining” grant, which would fund this work for four years. The required match on a sustaining grant is 10%. This grant application would address strategy 6A of the [Coordinated Public Transit-Human Services Transportation Plan \(CTP-HSTP\)](#) to improve regional coordination among transportation providers and volunteer agencies. It would also address strategy 6B of the CTP-HSTP to better define roles and responsibilities of private and public transportation providers in an emergency.

Regional mobility coordination would occur through consistent monthly meetings with human service and public transit providers through the continued operation of two committees.

- **Mobility Committee:** This group would work on addressing mobility gaps and provide outreach to the community through a resource guide.
 - Currently, SCOG is partnering with Community Action on resource guide development, so it will be a comprehensive resource guide, including transportation. The transportation resources will also be put on the SCOG website along with helpful mobility links. This committee would be tasked with the approval and distribution of the resource guide on an annual basis.
 - This committee would also work on building partnerships to continue to address mobility gaps.
 - SCOG Staff assists member agencies with grant writing for mobility efforts.
- **Emergency Response Mobility Committee.** This committee would assure that all facilities that have human service populations (those populations that don’t have a personal vehicle or need

assistance in evacuation in an emergency) have completed an emergency evacuation plan (this template will be developed in the next year as part of the current grant application).

- SCOG will work annually to assure that emergency evacuation plans are up-to-date and on file with SCOG.
- We will have a site visit with each of these facilities(estimated between 50-60 facilities) to assure compliance and correct information on an annual basis; and to distribute any new information.
- We also plan to put these plans into a searchable database, like Microsoft Access.
- The GIS map which has the location of each of these facilities, will also be updated each year and shared with Skagit County DEM.
- This committee will also provide outreach to every facility that has an emergency evacuation plan on file to check that the plan is up-to-date and to provide an outreach flyer to all residents of these facilities that instructs them on how to pack an emergency “to go bag” for evacuations.
- This committee will also work to do mock-emergency scenarios on an annual basis with emergency response staff to understand communication flows and test if there are any gaps in the plan and implementation.
- This committee will also work to build cross-county partnerships and ensure any agreements needed for evacuation vehicles for facility that don’t have transportation are in place.

The final deliverables during this four-year grant are: administration of committees including meeting agenda and minutes from the Mobility Committee and Emergency Mobility Committees; annual printing and distribution of a general resource guide that includes transportation resources; maintenance and updating of a mobility website that has information for each committee; GIS mapping of facilities that require an emergency evacuation plan and a library of those plans in a searchable database; annual training and certification of emergency evacuation plans for each facility that has a plan on file; annual distribution of a flyer with instructions on how to pack a “to go bag” for emergency evacuation site that have a plan on file with SCOG; copies of interlocal emergency response agreements on file and checks to ensure that they are up-to-date.

Notification of recipients to receive grant funding is estimated by WSDOT in May 2027. If SCOG does receive an award from the Consolidated Grant Program it would need to describe sufficient financial capability and resources to implement and carry out the project with July 1, 2027- June 30, 2031, project period.

Applications for this grant are due September 9, 2026

FISCAL IMPACT

This grant application would be for a “sustaining project” which is a 4-year program, since we have already been awarded a two-year grant for this work. Sustaining grant applications require a 10% match.

The estimated cost of SCOG Staff to do this work, estimating 26 hours per week for four years in addition to the cost of printing resource guides annually for four years, is \$835,530. If awarded at the requested amount, the total match required for SCOG would be \$83,553, with a per year match requirement for SCOG would be \$20,888.



This includes indirect costs, fringe costs estimated, COLA adjustments. The estimated cost to continue printing the resource guides for 4 years is \$19,200 for four years.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

July 2, 2026

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

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

STAFF PRESENT

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

AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. June 4, 2026, Technical Advisory Committee Meeting Minutes: Mr. Reinhart moved to approve June 4, 2026, Technical Advisory Committee meeting minutes and Mr. Anderson seconded the motion. The motion carried unanimously.
3. Rob Smith of WSDOT gave a presentation on the Model Inventory of Roadway Elements. His presentation laid out the data that is being requested from FHWA. He would like any data that Skagit County or any municipality have by September 30, 2026. Mr. Smith will email out a spreadsheet of the inventory data they are looking for.
4. June Regional Transportation Improvement Program Amendments: Ms. Boudreau presented this agenda item. She explained that there are two proposed Regional Transportation Improvement Program (RTIP) amendments from WSDOT and one administrative modification from Skagit Transit. The two amendments from WSDOT are for the I-5/Unnamed Tributaries to Milltown Creek Fish Passage; the second amendment is SR11 North of Oyster Creek for an approximate cost of 13 million. The administrative modification is for Skagit Transit’s Maintenance Operations and Administration Facility Project to meet federal requirements. Information about the projects is included in the meeting packet.

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

5. Ms. Boudreau presented the draft proof of the Skagit County walking trail guide. The Non-Motorized Advisory Committee has added 4 new trails, QR codes, and minor edits to content. Plans are to have the new maps printed and available by the end of July.
6. Ms. Boudreau led the discussion of WSDOT process to update the 2026 Freight System Plan. This involves updating the designations of the freight and rural corridor designations. She said that Mr. Hamilton would follow up with everyone individually about their requests prior to the August 6, 2026, TAC meeting.
7. Redistributed Obligation Authority List of Projects: Ms. Boudreau presented this agenda item. She explained that the Skagit region has already met its regional obligation authority target this federal fiscal year, positioning the region to receive redistributed obligation authority for federalized transportation projects later this federal fiscal year, if it becomes available. A list of projects eligible for redistributed obligation authority in the amount of \$1.6 million has been submitted to WSDOT. Mr. Moini from WSDOT said that this year the State is doing things differently and that any MPO or RTPPO that sends a list and that meets eligibility requirements would be considered. There is an estimate of \$18 million available. Ms. Boudreau will keep the TAC up to date when more information is available.
8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
9. Next Meeting: Ms. Boudreau discussed that the next meeting would be August 6, 2026.
10. Adjourned: 2:28 p.m.

Attest:

Jill Boudreau, Executive Director
Skagit Council of Governments

Date: _____

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								
FTA	10/1/2025 - 9/30/2026	74,993	74,993				-			\$ -	-
Authorized		\$ 2,212,158	\$ 800,534	\$ 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		93,420	10,730	26,389	7,775	4,194	31,529	11,257	1,548	-	-
May		58,631	31,019	5,010	-	717	6,444	15,440	-	-	-
June		-							-	-	-
Expenditures to Date		\$ 1,236,681	\$ 190,707	\$ 305,009	\$ 86,339	\$ 20,504	\$ 248,817	\$ 84,904	\$ 38,667	\$ 173,253	\$ 88,480
Balances		\$ 975,477	\$ 609,827	\$ 7,958	\$ 56,947	\$ 24,496	\$ 22,265	\$ 253,984	\$ -	\$ -	\$ -



Association of
Metropolitan
Planning
Organizations

AMPO Briefing

OMB Rule

Regulation for Federal Financial Assistance

Connecting MPOs with federal partners, peer networks, and national expertise.



TODAY'S BRIEFING

Agenda



- 1 OMB Proposed Rule Overview
- 2 Potential MPO Impacts
- 3 Grant Streamlining and Simplification Provisions
- 4 Areas of Concern
- 5 Looking Ahead & Next Steps

OMB Regulation for Federal Financial Assistance

THE RULE

- On May 29, 2026, OMB, USDOT, and 30+ agencies issued a [proposed rule](#) to rewrite the government-wide framework for managing federal financial assistance,
 - driven by the [“Improving Oversight of Federal Grantmaking”](#) EO.
- The rule’s consolidates prior executive orders and administrative actions into a single, government-wide regulation.
- OMB proposes replacing the [Uniform Guidance](#) with a more binding [“Uniform Grants Regulation”](#) (UGR)
- **Stated goal:** strengthen transparency, accountability, and oversight.

FOR TRANSPORTATION

- The rule would not rewrite transportation statutes or change apportionment formulas, but could affect how federal transportation **funds are awarded, administered, documented, and passed through** to subrecipients.
- Scope extends beyond competitive grants. Requirements appear to apply broadly, including to **formula funds**.
- The proposal also includes **streamlining reforms** at the front end of the **competitive grant process**.

PROPOSED RULE— Comments due **July 13, 2026** | Target effective date: **October 1, 2026**

At a Glance – Mixed Impact

Streamlining at the front end; more oversight & documentation post award.

Potentially helpful streamlining

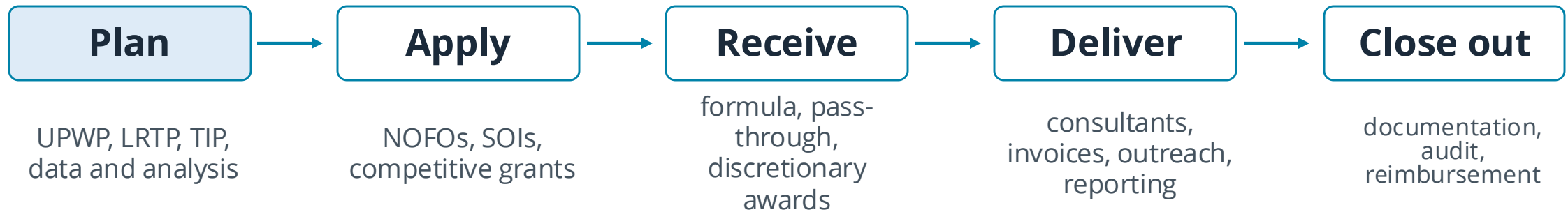
- Multi-year awards
- Simpler NOFOs
- Statements of Interest
- Grants.gov consistency

Potential new uncertainty / burden

- Termination and stop-work risk
- Professional development approvals
- E-Verify and payment documentation
- COG indirect-cost changes

Why MPOs Should Monitor

The impacts may touch several areas in the planning and delivery process

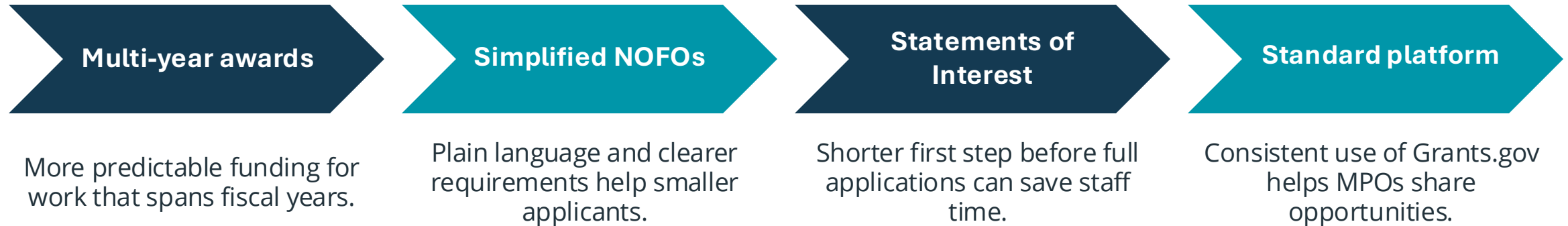


Key takeaways

- Formula protections stand, but administrative rules may still apply.
- MPOs + COGs (in particular) may feel added documentation and approval requirements
- USDOT, FHWA, FTA, and state DOT implementation will determine the practical effect.

Streamlining & Simplifying the Grant Process

Grant Streamlining Provisions



AMPO supports provisions that reduce unnecessary up-front burden.

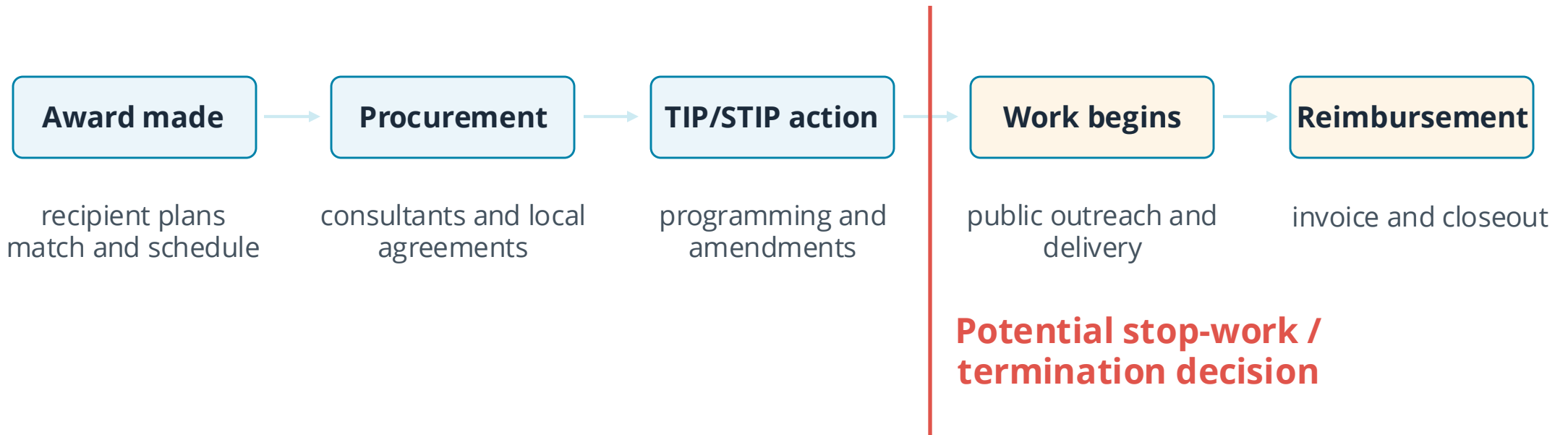
AMPO recommendation: retain and strengthen these provisions, and direct USDOT, FHWA, and FTA to implement them in transportation programs wherever legally permissible.

Summary - Areas of Concern

Concern	Potential MPO impact	AMPO recommendation / clarification
Award stability & project delivery	Discretionary termination, stop-work orders, or senior-level review could disrupt schedules, consultant agreements, match commitments, TIP/STIP actions, and reimbursement.	Require written, award-related explanations; provide notice and opportunity to respond or fix; clarify allowable pre-termination and closeout costs; avoid post-selection delays.
Professional capacity costs	Separate approvals for conferences, memberships, certifications, training, or technical subscriptions could slow staff development and affect federally required planning work.	Allow approval through existing UPWPs, budgets, indirect-cost plans, grant agreements, or similar award documents; permit category approvals.
Reputational-risk standard	A vague subrecipient standard could be interpreted inconsistently by federal agencies, state DOTs, or pass-through entities and create uncertainty for MPO decision-making.	Define the standard; tie it directly to award performance, applicable law, and written findings; protect MPO planning, analysis, and public recommendations.
New administrative requirements	E-Verify, payment-justification, and documentation requirements could create duplicative processes, especially for consultants, contractors, subcontracts, and reimbursement-based MPOs.	Clarify who is covered and how requirements flow down; allow existing invoices, progress reports, timesheets, and state DOT systems to satisfy documentation where sufficient.
COG indirect-cost treatment	COG-housed MPOs may face new timekeeping, cost-allocation, or documentation burdens if simplified indirect-cost treatment is removed.	Retain the COG provision or provide a simplified alternative, transition period, and clear guidance for regional entities.
Communications, outreach & public engagement	Broad restrictions could impact public involvement, safety outreach, Title VI compliance, demographic analysis, recruitment, and communications about transportation investments.	Clarify that required and lawful MPO outreach, public education, demographic analysis, Title VI work, and investment communications remain allowable.

Concern: Award Stability & Project Delivery

Discretionary termination and stop-work provisions need clearer guardrails.

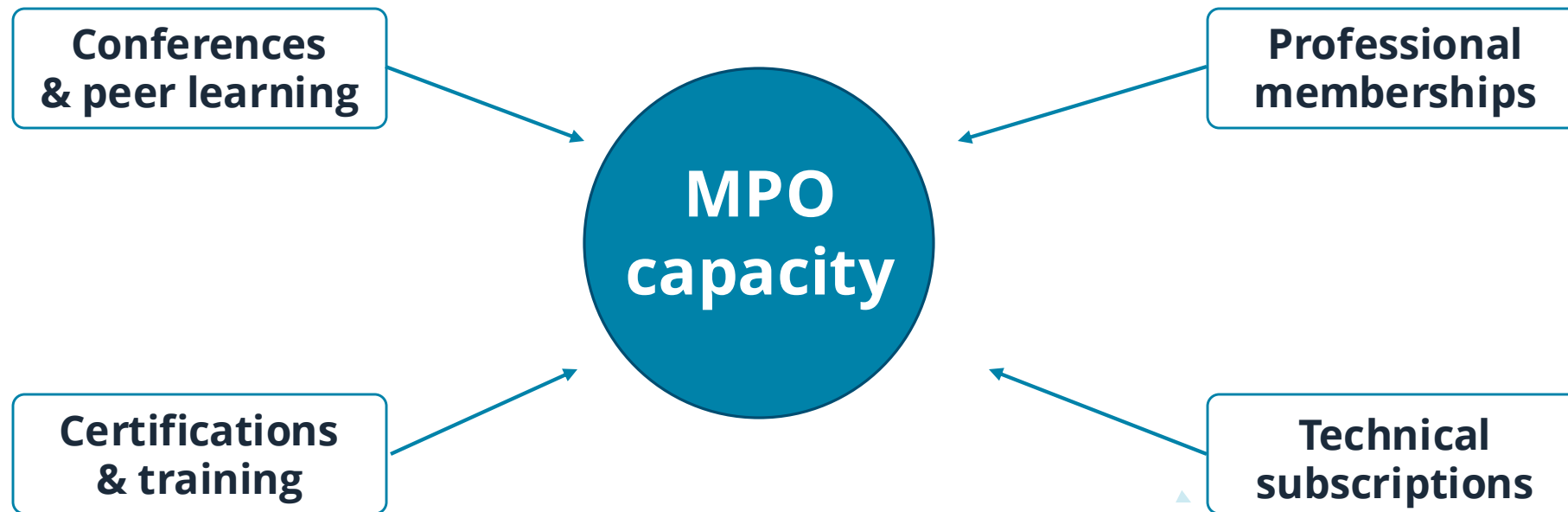


AMPO recommendations:

- Require written explanations tied to the award.
- Provide notice and opportunity to respond or fix, where possible.
- Clarify treatment of allowable pre-termination costs and unavoidable closeout costs.
- Avoid delays after technical review and selection.

Concern: Professional Capacity Costs

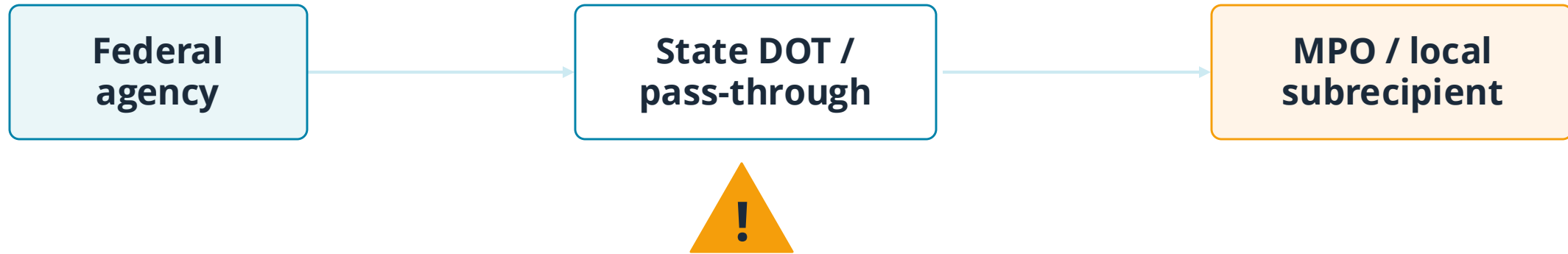
Training, memberships, certifications, and technical resources support federally required work.



AMPO recommendation: allow approval through existing documents such as UPWPs, approved budgets, indirect-cost plans, grant agreements, or similar award documents.

Concern: Award Stability & Project Delivery

A broad reputational-risk standard could create inconsistent interpretation.



AMPO recommendations:

- Define "significant reputational damage."
- Tie any standard directly to award performance and applicable law.
- Require written findings, notice, consultation, and opportunity to respond.
- Clarify that planning and recommendations through MPO processes are not penalized

Concern: New Administrative Requirements

Some Implementation details will determine whether safeguards become burdens.

E-Verify

Who is covered? How do requirements flow through consultants, contractors, and subcontracts?

AMPO: clarity + no delay to reimbursement

Payment documentation

Can existing invoices, progress reports, timesheets, and state DOT reimbursement systems satisfy the rule?

AMPO: clarity + no delay to reimbursement

COG indirect costs

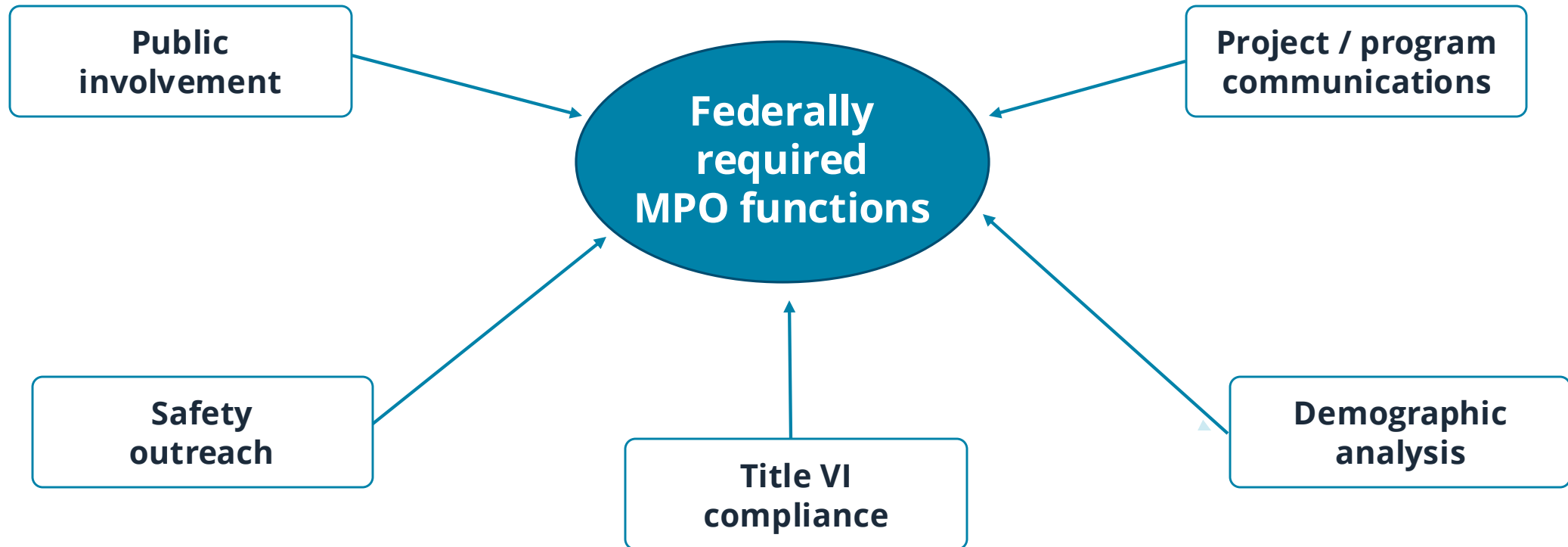
Will COG-housed MPOs lose simplified treatment or face new timekeeping and cost-allocation burdens?

AMPO: retain COG treatment, clarity + no delay to reimbursement

Operating reality: many MPOs rely on reimbursement and have limited cash reserves. Duplicative documentation can slow work programs and consultant payments.

Concern: Communications, Outreach, & Public Engagement

MPOs need explicit assurance that required public-facing work remains allowable.



AMPO recommendation: clarify that this does not restrict public involvement, recruitment related to federally funded work, demographic analysis, Title VI compliance, or communications needed to explain investments.

AMPO Comment Framework

- Support** — multi-year awards, simplified NOFOs, standardized application processes, and Statements of Interest
- Clarify** — termination, stop-work, senior-level review, cost treatment, and reimbursement expectations
- Preserve** — reasonable professional development, memberships, certifications, technical subscriptions, and COG indirect-cost flexibility
- Narrow** — reputational-risk provisions so they are objective, award-related, and consistently applied
- Direct** — USDOT, FHWA, and FTA to issue transportation-specific guidance, templates, training, and implementation time

CORE MESSAGE

Accountability and efficiency should reinforce, not disrupt, effective transportation planning and project delivery.

Path Ahead

Finalize comments, continue member engagement, and prepare for implementation questions.



Now

Collect MPO examples
and refine comments



By July 13

Submit AMPO
comments to OMB



After final rule

Seek USDOT/FHWA/FTA
guidance



Implementation

Help MPOs update
processes and
documents

AMPO will continue to elevate MPO implementation concerns while supporting practical reforms that make the federal grants process easier to navigate.

[AMPO OMB Analysis Available Here](#)

Contact



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