



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

September 16, 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: 658-265-069

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. Verbal Public Comments
4. Consent Agenda
 - a. Approval of [August 19, 2026 Transportation Policy Board Meeting Minutes](#)
5. Action Items
 - a. [September Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. [Regional Call for Human Services Transportation Projects](#) – *Mark Hamilton*
 - c. [Release 2027–2032 Regional Transportation Improvement Program for Public Comment](#) – *Mark Hamilton*
6. Discussion Items
 - a. Cascadia High-Speed Rail & I-5 Program Update – *Kathryn Murdock, WSDOT Consultant*
 - b. Coordinated Public Transit–Human Services Transportation Plan Update – *Mark Hamilton*
 - c. [2027 Obligation Authority Plan](#) – *Mark Hamilton*
7. Chair’s Report
8. Executive Director’s Report
9. Roundtable and Open Topic Discussion
10. Next Meeting: October 21, 2026, 9:00 a.m., [Burlington City Council Chambers and Remote](#)
11. Adjourned

Information Items:

[2026 Obligation Authority Plan](#)

[Monthly Financial Update](#)

[Homage Senior Services Letter of Concurrence](#)

[Volunteers of America Western Washington Letter of Concurrence](#)

[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/>.

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SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

August 19, 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; 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; 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; Ron Cubellis, Accountant; Mark Hamilton, Senior Transportation Planner; Sarah Ruether, Associate Planner; and Jayden Packard, Associate Planner.

OTHERS PRESENT

Peter Lane, City of Sedro-Woolley. Three members of the public attended the meeting.

AGENDA

1. Call to Order: Commissioner Browning called the meeting to order at 9:00 a.m.

Roll Call: Roll was taken with a quorum present.

2. Written Public Comments: Mr. Hamilton stated that a public comment period was held prior to the meeting, from August 12-18, and no comments were received.
3. Verbal Public Comments: No verbal public comments were provided at the meeting.
4. Consent Agenda
 - a. Approval of July 15, 2026 Transportation Policy Board Meeting Minutes: Mayor Donovan moved to approve July 15, 2026 Transportation Policy Board Meeting Minutes. Mayor Aslett seconded the motion, and it carried unanimously.
5. Discussion Item
 - a. Redistributed Obligation Authority List of Projects Update: Mr. Hamilton presented this discussion item. Following the June 17 Transportation Policy Board (TPB) meeting, Skagit Council of Governments staff submitted the Regional List of Projects for Redistributed Obl-

gation Authority approved by the TPB to the Washington State Department of Transportation (WSDOT). Total funds requested were \$1,672,155, and \$1,322,346 have been approved by WSDOT to projects submitted for redistributed obligation authority. Mr. Hamilton concluded his presentation by listing each of the projects receiving 2026 redistributed obligation authority and summarizing additional federal funding received since obligation authority procedures first began in 2020, resulting in over \$6 million in additional funding coming to the Skagit region.

6. Action Items

- a. August 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 amendments:
 - i. Mount Vernon's Riverside Drive Improvements - 1;
 - ii. Samish Indian Nation's SR 20/Campbell Lake Road – Intersection Improvement; and
 - iii. Skagit Transit's Purchase of Maintenance Vehicle.

Mr. Hamilton also described two administrative modifications for informational purposes and also mentioned that one August amendment request had been withdrawn by WSDOT as cost estimates are refined, and SCOG staff expects the project will be resubmitted with the September amendments.

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

- b. Sedro-Woolley Request to Adjust 2019 Project Selection Award: Mr. Hamilton presented this action item. SCOG staff recommends the Transportation Policy Board adjust the 2019 federal award for the John Liner Road – Reed to Township Bicycle/Pedestrian Improvements project, increasing federal funding for the right-of-way phase to \$34,600 and reducing the construction phase by the same amount, from \$442,015 to \$407,415.

Transportation Policy Board members asked questions about the reason for the change and Mr. Lane from Sedro-Woolley answered the questions.

Commissioner Burns moved to approve Sedro-Woolley Request to Adjust 2019 Project Selection Award as presented. Mayor Donovan seconded the motion, and it carried unanimously.

- c. Authorize Executive Director to Submit 2027–2031 Mobility Management Grant Application: Ms. Ruether presented this action item. She provided an overview of the mobility management grant received by SCOG in 2025, highlighting work undertaken over the past year. SCOG staff recommends the TPB authorize the Executive Director to submit a grant application for a 2027–2031 mobility management grant through the WSDOT Consolidated Grant Program to continue the mobility management function at SCOG. If awarded, grant funding would continue from July 1, 2027 – June 30, 2031. The term of the current grant ends on June 30, 2027.

Transportation Policy Board members asked Ms. Reuther questions and offered suggestions for the grant application. Shelter areas were discussed, along with evacuation locations and examples from recent flooding in the Skagit Valley. An idea to post information on SCOG member jurisdiction websites was proposed to increase visibility for members of the public, which could assist with finding loved ones that have been evacuated.

Mayor Kesti moved to approve Authorize Executive Director to Submit 2027–2031 Mobility Grant Application as presented. Commissioner Papadakis seconded the motion, and it carried unanimously.

- d. Resolution 2026-10 to Adopt Skagit Intelligent Transportation Systems Architecture: Ms. Ruether presented this action item. SCOG is responsible for preparing and maintaining the Intelligent Transportation Systems (ITS) architecture for Skagit County. The current ITS architecture was adopted in 2011. Since that time, the boundary of the metropolitan planning area has expanded to include all of Skagit County, and the ITS architecture should extend to all of Skagit County. The 2026 update to the ITS architecture includes updated geography, new stakeholders and updates to include new technology to be consistent with the Architecture Reference Cooperative and Intelligent Technology version 9.2. Mr. Ruether mentioned that comments received on the draft ITS architecture are included in the meeting packet, and revisions were made to the draft ITS architecture to address comments received.

Commissioner Wesen moved to approve Resolution 2026-10 to Adopt Skagit Intelligent Transportation Systems Architecture as presented. Commissioner Burns seconded the motion, and it carried unanimously.

7. Chair's Report: Commissioner Browning mentioned how he appreciates how SCOG staff have provided the TPB clear, concise information at the meeting.
8. Executive Director's Report: Ms. Boudreau introduced new SCOG Assistant Planner Jayden Packard. She also gave a preview of the new SCOG website and highlighted a report in the meeting packet regarding local jurisdictions funding sidewalk improvements.
9. Roundtable and Open Topic Discussion: Commissioner Wesen mentioned attending a Sedro-Woolley public works open house and appreciated the good work being done at the city. Mayor Aslett mentioned a feasibility study Burlington is conducting for an indoor sportsplex in Skagit Valley.
10. Next Meeting: The next meeting is scheduled for September 16, 2026, at 9:00 a.m., in the Burlington City Council Chambers and remote.
11. Adjourned: Commissioner Browning adjourned the meeting at 9:39 a.m.

Information Items: August 6, 2026 Technical Advisory Committee Meeting Minutes; 2026 Obligation Authority Plan; Monthly Financial Update; Skagit Transit Letter of Support; and Alternative Local Funding Options for Sidewalks Report.

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. – SEPTEMBER REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	09/16/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

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

- Sedro-Woolley
 - John Liner Road, Reed to Township Bicycle/Pedestrian Improvements: this amendment revises a project already programmed in the RTIP. Programming reflects Transportation Policy Board action at the August 19, 2026 meeting, moving partial funding from the construction phase to the right-of-way phase of the project. All project phases are fully funded. Total estimated cost of the project is \$738,974.
- Washington State Department of Transportation
 - SR 9 Skagit River Bridge - Deck Repair: this amendment adds a new project to the RTIP. Total estimated cost of the project is \$5,800,625. Funding for project phases comes from various federal and state sources.
 - SR 20/Childs Creek to Skagit River - Fish Passage: this amendment revises a project already programmed in the RTIP. Total estimated cost of the project increased from \$18,538,921 to \$26,524,537.

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on August 27 and ended on September 4. No comments were received.

Agency Sedro Woolley

Project Title John Liner Road, Reed to Township
Bicycle/Pedestrian Improvements

Description Construct paved, separated trail with physical
buffer between pedestrians and roadway on
the north side of John Liner Road from Reed
to Township, including drainage and
additional lighting.

Road Name John Liner Road

Begin Termini Reed Street

End Termini SR9/Township Street

**Total Project
Length** 0.37

**Improvement
Type** Facilities for Pedestrians and Bicycles

**Functional
Class** Minor Arterial

**Environmental
Type** Categorical Exclusion

Priority Number 6

**Amendment
Number**

**Amendment
Date**

**Total
Project Cost** \$738,974



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

STIP ID SW08A

WSDOT PIN

**Federal Aid
Number** 7390(002)

SCOG ID

Agency ID C1C

Hearing Date 6/12/2024

Adoption Date 6/26/2024

**Resolution
Number** 1146-24

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
RW	2026	STBG(UM)	\$34,600		\$0	\$5,400	\$40,000	9/16/2026
CN	2028	STBG(UM)	\$407,415		\$0	\$103,585	\$511,000	9/16/2026
Total			\$442,015		\$0	\$108,985	\$551,000	

Agency WSDOT - NW

Project Title SR 9 Skagit River Bridge - Deck Repair

Description Remove the existing overlay deck, perform deck repair, and place new overlay on the bridge in order to preserve the bridge.



Road Name SR 9

Begin Termini MP 54.28

End Termini MP 54.66

Total Project Length 0.38

Improvement Type Systematic Preventative Maintenance

Functional Class Minor Arterial

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total \$5,800,625

Project Cost

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

STIP ID WA-17562

WSDOT PIN 100954E

Federal Aid Number

SCOG ID

Agency ID A00954E

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	\$505,261	\$0	\$505,261	9/16/2026
PE	2027	NHPP	\$538,640	MVA	\$53,272	\$0	\$591,912	9/16/2026
PE	2028	NHPP	\$46,838	MVA	\$4,632	\$0	\$51,470	9/16/2026
CN	2028	NHPP	\$3,926,390	MVA	\$80,130	\$0	\$4,006,520	9/16/2026
CN	2029	NHPP	\$632,553	MVA	\$12,909	\$0	\$645,462	9/16/2026
Total			\$5,144,421		\$656,204	\$0	\$5,800,625	

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 MP 72.68

End Termini MP 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 \$26,524,537

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

STIP ID WA-17003

WSDOT PIN 102069B

Federal Aid Number

SCOG ID

Agency ID A02069B

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	\$806,445	\$0	\$806,445	9/16/2026
RW	2026		\$0	MAW	\$94,844	\$0	\$94,844	9/16/2026
CN	2027	STBG(S)	\$23,323,896	MVA	\$475,998	\$0	\$23,799,894	9/16/2026
Total			\$23,323,896		\$1,377,287	\$0	\$24,701,183	

2026-2029 Regional Transportation Improvement Program

8/27/2026

Financial Feasibility Table

Funding Program	Carryover	2026			2027			2028			2029			4-Year Allocation	4-Year Pro-grammed	4-Year Difference
		Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed			
Regionally Managed Federal Funds	-\$2,465	\$2,846	\$382	\$393	\$2,846	\$2,835	\$1,402	\$2,846	\$4,279	\$3,424	\$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	\$35	\$2,293	\$1,186	\$1,208	\$2,293	\$2,271	\$1,825	\$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	\$113,707	\$113,707	\$113,707	\$65,766	\$65,766	\$65,766	\$74,548	\$74,548	\$74,548	\$62,284	\$62,284	\$62,284	\$316,304	\$316,304	\$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	\$280	\$280	\$280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$280	\$280	\$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	\$27,950	\$27,950	\$27,950	\$43,188	\$43,188	\$43,188	\$3,321	\$3,321	\$3,321	\$85,223	\$85,223	\$0
RAISE	\$0	\$17,550	\$17,550	\$17,550	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$17,550	\$17,550	\$0
STBG(ROA)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,322	\$1,322	\$1,322	\$1,322	\$1,322	\$0
STBG(S)	\$0	\$7,418	\$7,418	\$7,418	\$23,832	\$23,832	\$23,832	\$11,654	\$11,654	\$11,654	\$52,588	\$52,588	\$52,588	\$95,493	\$95,493	\$0
TTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13	\$13	\$13	\$13	\$13	\$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	\$16,627	\$16,627	\$16,627	\$634	\$634	\$634	\$0	\$0	\$0	\$0	\$0	\$0	\$17,260	\$17,260	\$0
MVA	\$0	\$1,160	\$1,160	\$1,160	\$811	\$811	\$811	\$535	\$535	\$535	\$1,082	\$1,082	\$1,082	\$3,588	\$3,588	\$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	\$20,295	\$20,295	\$20,295	\$4,394	\$4,394	\$4,394	\$6,404	\$6,404	\$6,404	\$6,042	\$6,042	\$6,042	\$37,135	\$37,135	\$0
Local	\$0	\$20,295	\$20,295	\$20,295	\$4,394	\$4,394	\$4,394	\$6,404	\$6,404	\$6,404	\$6,042	\$6,042	\$6,042	\$37,135	\$37,135	\$0

		2026			2027			2028			2029					
Funding Program	Carryover	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	4-Year Allocation	4-Year Pro-grammed	4-Year Difference
Total	-\$2,465	\$136,848	\$134,383	\$134,395	\$73,006	\$72,995	\$71,562	\$83,799	\$85,231	\$84,376	\$71,172	\$72,027	\$71,068	\$362,361	\$361,402	\$959

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

ACTION ITEM 5.B. – REGIONAL CALL FOR HUMAN SERVICES TRANSPORTATION PROJECTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Ad Hoc Mobility Committee	08/26/2026	Discussion	Mark Hamilton	(360) 416-7876
Ad Hoc Mobility Committee	09/02/2026	Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	09/16/2026	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

The Skagit Ad Hoc Mobility Committee (Committee) and Skagit Council of Governments (SCOG) staff recommend approval of the proposed evaluation process for human services transportation project prioritization and supplemental application.

DISCUSSION

Following approval by the Transportation Policy Board (TPB), a regional call for projects will be issued by SCOG for human services transportation projects. After the evaluation of projects concludes, the Committee will recommend a prioritized list of projects to the TPB with recommended letter grades (A, B, C or D), indicating recommended level of regional priority. The TPB will make the final determination on letter grades for the projects. A letter grade of “A” leads to an automatic award at the statewide level, “B” is 25 regional points and “C” is 12 regional points. A “D” letter grade receives 0 regional points.

Project sponsors also are going through a statewide evaluation process as part of the Washington State Department of Transportation (WSDOT) Consolidated Grant Program. WSDOT will ultimately select which projects receive funding. The regional letter grades for projects feed into the selection process. Projects must be considered at the regional level to be eligible for selection through the statewide process.

The Committee was created by the TPB on December 17, 2025 to assist with prioritization of regional human services transportation projects, along with other duties of the Committee.

PUBLIC PARTICIPATION

A public comment period on the proposed evaluation process began on September 4 and ends on September 11. Notice of the public comment period was posted on SCOG’s website for the entirety of the comment period. Any comments received during the public comment period will be distributed to the TPB.

REGIONAL CALL FOR HUMAN SERVICES TRANSPORTATION PROJECTS

The Skagit Council of Governments Transportation Policy Board (Board) will adopt a regional list of prioritized human services transportation projects for Skagit County at their meeting on December 16, 2026¹. For this list of projects, each project will be evaluated based on approved regional criteria and weights.

This call for projects is to prioritize project applications, at a regional level, for projects submitted to the Washington State Department of Transportation (WSDOT) for their Consolidated Grant Program. The grant program makes funds available for the next state biennium (July 1, 2027–June 30, 2029). Some projects are eligible for four years of funding, if they meet certain WSDOT requirements. Information about the grant program is available through [WSDOT's notice of funding opportunity](#).

The region prioritizes human services transportation projects every two years and the last time this was completed was in January 2025. A final prioritized project list will be submitted to WSDOT after adoption by the Transportation Policy Board.

The Skagit Council of Governments, as the regional transportation planning organization (RTPO) for Skagit County, is administering the regional process for prioritizing human services transportation projects. The prioritization process is an RTPO duty under state law ([RCW 47.80.023\(10\)](#)).

APPLICATION MATERIALS

Application materials for this call for projects are produced by WSDOT and SCOG, and they include the following:

- *WSDOT Application Instructions*

Application instructions for the grant program are classified by project type. The five project types are:

1. [Operating](#): projects directly related to system operation, such as providing operating assistance for rural public transportation services, paratransit and special needs transportation services, and feeder-bus service connecting to the intercity network.
2. [Mobility Management](#): projects that improve coordination and access to transportation options. Eligible activities may include: Information services that help providers and passengers coordinate and understand available transportation options; and short-range planning, management activities, or other

¹ Action may be delayed to January 20, 2027 meeting if necessary.

activities that strengthen coordination among public transportation and other transportation service providers.

3. [Vehicles and Equipment](#): projects to purchase assets such as vehicles, equipment, and technology to support and enhance public transportation services.
 4. [Small Construction](#): small construction projects up to \$2.5 million, such as bus stop/sidewalk upgrades, public transportation facility improvements, and park-and-ride improvements. Large construction projects and ferry-vessel purchases are not eligible.
 5. [Planning](#): projects that plan, coordinate, or conduct other activities to identify and address the transportation needs of applicants and the communities they serve.
- *WSDOT Application*

WSDOT has grant information and application instructions posted to the [Consolidated Grant Program webpage](#). Applicants must use GMS to apply for Consolidated Grant Program funding. Before accessing the grant application, applicants must complete registration and basic training for GMS. More information about GMS is [available online](#). For more assistance on registration and training, email PTDGMSsupport@wsdot.wa.gov or call (360) 705-7711.

The Consolidated Grant Program application deadline is **September 9, 2026** at 3 p.m. WSDOT will not accept applications received after this date and time. WSDOT encourages applicants to submit applications prior to the deadline to accommodate unforeseen challenges. Applicants may submit more than one application. One application is required for each project.

- *SCOG Supplemental Application*

A supplemental application created by SCOG must be completed and submitted with regional application materials. The purpose of the supplemental application is for project sponsors to demonstrate how projects address regional criteria, and for evaluators to score projects across the criteria.

Examples of recent projects funded through the Consolidated Grant Program are available on [WSDOT's website](#).

Any questions about the Consolidated Grant Program, including materials produced by WSDOT – such as application instructions and the Grants Management System – should be directed to WSDOT. The Skagit County contact for this grant program is Katie Stanford with the WSDOT Public Transportation Division. She can be reached at (360) 705-7912 or katie.stanford@wsdot.wa.gov.

REQUIRED APPLICATION MATERIALS

SCOG requires that each applicant submit an application and supplemental application for each project to be considered in the regional prioritization process for human services transportation

projects. Application materials to WSDOT must be extracted from the Grants Management System and submitted to SCOG.

COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

All projects should be consistent with the needs identified in the [coordinated public transit-human services transportation plan](#) (CPT-HSTP) for the Skagit region.

Applicable Federal Transit Administration guidance states that “projects may be identified as strategies, activities, and/or specific projects addressing an identified service gap or transportation coordination objective articulated and prioritized within the plan” ([FTA Circular C 9070.1H: Page V-6](#)).

TIMEFRAME TO SUBMIT

Applications will only be accepted by SCOG from September 18–October 9. No application materials will be accepted prior to September 18, nor after October 9. Any application materials received outside of this timeframe will not be considered in the project prioritization process.

HOW TO SUBMIT

Application materials must be submitted to Mark Hamilton at SCOG, by email only, to markh@scog.net. Paper application materials will not be accepted. All applicants will receive confirmation of materials received via email. Please ensure all required application materials are submitted by the deadline, as additional materials will not be accepted after the deadline passes.

EVALUATION AND PRIORITIZATION OF PROJECTS

All projects submitted will be evaluated by the Skagit Ad Hoc Mobility Committee (Committee) from October 12–30. The Committee will have a meeting on October 28 where projects will be presented by project sponsors. Following the meeting, the Committee will submit project evaluations to SCOG staff by October 30. The Committee will then meet again on November 17 to review the combined results of their evaluation and to recommend a prioritized project list to the Transportation Policy Board. Applicants may not score any application submitted by their organization.

Projects will be evaluated based on approved criteria and weights. These criteria and weights were approved by the Transportation Policy Board at their September 16, 2026 meeting. The approved criteria and weights are in the following table.

Categories	#	Criteria	Evaluation Instructions	Weights
Project Type	1	Continues/preserves an existing transportation service or program; expands/improves an existing transportation service or program; or creates a new transportation service or program	Determine how well the project type proposed meets criterion and score application for that project type	10
Needs Addressed	2	Fills need(s) identified in planning process for coordinated public transit-human services transportation plan	Refer to needs assessment for coordinated public transit-human services transportation plan	15
	3	Serves special needs populations and/or areas of high transit dependence	Refer to maps of persons with disabilities (physical or mental), seniors, youth, households without vehicles, low-income populations, minority populations and transit dependency needs index	15
	4	Serves local needs, includes trips entirely within Skagit County and local tribal lands	Evaluate the application on how well it proposes to address local needs	15
	5	Serves regional needs, including connections to Skagit County from other counties	Evaluate the application on how well it proposes to address regional needs	10
Efficiency and Effectiveness	6	Financial sustainability of project, resulting cost savings from project, leveraging of other funding sources (such as donations or volunteer support)	Evaluate the application using this cost related criterion	10
	7	Coordinate and/or collaborate with other organizations, locally and/or regionally	Evaluate the application based on documented coordination and/or collaboration with other organizations	15
	8	Utilizes innovative programs, processes and tools that improve efficiency and/or effectiveness	Score the application based on the service or programs proposed innovation - could be technological or other innovation	5
Other Benefits of Project	9	Incorporates environmentally sustainable practices and/or improvements to local emergency management programs and partnerships	Determine if the project incorporates any environmentally sustainable practices and/or improvements to local emergency management programs and partnerships	5

Total 100

The final action of prioritizing projects will be taken by the Transportation Policy Board at their December 16, 2026 meeting². The prioritized list of regional human services transportation projects will be submitted to WSDOT after Transportation Policy Board action.

² Action may be delayed to January 20, 2027 meeting if necessary.

APPLICATIONS DIRECTLY TO WSDOT

Just because an applicant has submitted application materials for the regional prioritization process does not mean the application will automatically be included in the statewide process. This call for projects is for regional prioritization purposes only and applicants also need to submit their project applications to WSDOT directly. Initial application materials are due to WSDOT by September 9. More information about WSDOT application deadlines can be found in the application instructions. Please contact Katie Stanford at WSDOT for more information about submitting to WSDOT. She can be reached at (360) 705-7912 or katie.stanford@wsdot.wa.gov.

SCOG will not submit application materials directly to WSDOT. However, SCOG staff will coordinate with WSDOT to ensure that materials submitted to be part of the regional prioritization process and the statewide selection process are not substantively different.

QUESTIONS

Any questions about this call for projects should be submitted in writing to Mark Hamilton at markh@scog.net. Written questions received, if any, will be posted to the SCOG website with staff responses. Questions that come to SCOG about the WSDOT process will be forwarded to WSDOT.

SCHEDULE

September 2, 2026:.....	Committee recommends evaluation process, including evaluation criteria and weights, to Transportation Policy Board
September 4–11, 2026:.....	Public comment period on recommended evaluation process
September 9, 2026:.....	Initial applications submitted to WSDOT (no later than)
September 16, 2026:.....	Transportation Policy Board takes action on evaluation process, including evaluation criteria and weights
September 18–October 9, 2026:.....	Applications submitted to SCOG
October 12–30, 2026:	Committee evaluates applications submitted to SCOG
October 28, 2026:	Project presentations to Committee
November 13, 2026:.....	Revised applications submitted to WSDOT (no later than)
October 30, 2026:	Project evaluations due to SCOG from Committee

- November 17, 2026:..... Committee recommends regional prioritization for human services transportation projects to Transportation Policy Board
- November 19–December 4, 2026:..... Tentative public comment period on recommended regional prioritization
- December 16, 2026³: Transportation Policy Board takes action on regional prioritization of human services transportation projects
- January 30, 2026:..... Approved regional prioritization of human services transportation projects submitted to WSDOT (no later than)

³ Action may be delayed to January 20, 2027 meeting if necessary.

SUPPLEMENTAL APPLICATION – REGIONAL CALL FOR HUMAN SERVICES TRANSPORTATION PROJECTS

Each application for this call for projects must be accompanied by this supplemental application. Criteria and weights adopted by the Skagit Council of Governments are included in this application, providing for clearer project evaluation at the regional level.

Describe how the project addresses each of the following criteria, or reference the applicable section in the Washington State Department of Transportation grant materials for each criterion. There is a maximum of 1,000 characters allowed per description, including spaces.

PROJECT TYPE

(UP TO 10 POINTS ARE AVAILABLE IN THIS CATEGORY)

1. Continues/preserves an existing transportation service or program; expands/improves an existing transportation service or program; or creates a new transportation service or program (10 points)

NEEDS ADDRESSED

(UP TO 55 POINTS ARE AVAILABLE IN THIS CATEGORY)

2. Fills need(s) identified in planning process for coordinated public transit-human services transportation plan (15 points)

DRAFT

3. Serves special needs populations and/or areas of high transit dependence (15 points)

DRAFT

4. Serves local needs, includes trips entirely within Skagit County and local tribal lands (15 points)

DRAFT

5. Serves regional needs, including connections to Skagit County from other counties (10 points)

DRAFT

EFFICIENCY AND EFFECTIVENESS

(UP TO 30 POINTS ARE AVAILABLE IN THIS CATEGORY)

6. Financial sustainability of project, resulting cost savings from project, leveraging of other funding sources (such as donations or volunteer support) (10 points)

DRAFT

7. Coordinate and/or collaborate with other organizations, locally and/or regionally (15 points)

DRAFT

8. Utilizes innovative programs, processes and tools that improve efficiency and/or effectiveness (5 points)

DRAFT

OTHER BENEFITS OF PROJECT

(UP TO 5 POINTS ARE AVAILABLE IN THIS CATEGORY)

9. Incorporates environmentally sustainable practices and/or improvements to local emergency management programs and partnerships (5 points)

DRAFT

ACTION ITEM 5.C. – RELEASE 2027–2032 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM FOR PUBLIC COMMENT

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	09/16/2026	Action (Release)	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends that the Transportation Policy Board release the draft 2027–2032 Regional Transportation Improvement Program (RTIP) for public comment.

DISCUSSION

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

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

The Regional Transportation Improvement Program also demonstrates the financial feasibility of the included projects. In other words, the RTIP illustrates that the projects programmed² in the next four years will not cost more than the amount of funding the region expects to be available. Section 5 includes detailed financial tables for the projects programmed in the fiscally constrained³ portion of the RTIP.

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

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

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

KEY UPDATES

The following updates have been made to the 2027–2032 Regional Transportation Improvement Program.

PROJECT LISTS

The project list in the Regional Transportation Improvement Program has been refreshed to identify projects that are federally funded or regionally significant and have secured funding for the years 2027–2030. These projects will also be included in the Statewide Transportation Improvement Program.

- [Fiscally Constrained Project List](#)

Years 2031 and 2032 fall outside of the fiscally constrained portion of the Regional Transportation Improvement Program and serve as an illustrative list of project priorities. These projects cannot be included in the Statewide Transportation Improvement Program, but act as an illustrative list of projects to be included in the fiscally constrained portion of the RTIP if additional funding becomes available or if priorities change in the Skagit region. Only projects that have been competitively selected by SCOG to receive federal funding can be programmed on the illustrative list. The illustrative list can also include planned funding that has not yet been committed to the project, for projects that have not secured 100% funding for a relevant phase.

- [Illustrative Project List](#)

REGIONALLY SIGNIFICANT PROJECTS

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

- [Determination of Regional Significance](#)

FISCAL CONSTRAINT

The Regional Transportation Improvement Program financial feasibility table depicts the funding programmed for obligation between 2027 and 2030.

- [Financial Feasibility Table](#)

REGIONAL PROJECT SELECTIONS

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

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

REGIONAL PERFORMANCE TARGETS

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

EMERGENT NEED AWARD PROCESS

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



OBLIGATION AUTHORITY PROCEDURES

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

- [Obligation Authority Procedures](#)

POLICIES

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

- [Policies](#)



SCOG
Skagit Council of Governments

2027 – 2032

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Adopted by the Transportation Policy Board on October 21, 2026

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METROPOLITAN PLANNING AREA SELF-CERTIFICATION

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450, Subpart C;
2. In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. 23 U.S.C 101 note 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender;
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and
11. Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).

MPO

WSDOT

Jill Boudreau
Executive Director
Skagit Council of Governments

Ryan Clemens
Regional Coordinator
Tribal and Regional Planning Office

Date: _____

Date: _____

1 INTRODUCTION

1.1 ABOUT SCOG

The Skagit Council of Governments is a federally designated metropolitan planning organization consisting of Skagit County, all cities and towns within Skagit County, Swinomish Indian Tribal Community, Samish Indian Nation, Skagit Transit, Skagit PUD, Port of Anacortes, Port of Skagit and Washington State Department of Transportation. SCOG leads the development of the long-range [*Move Skagit 2050 Regional Transportation Plan*](#) (Skagit 2050) and a medium-range regional transportation improvement program. These efforts are coordinated with the public, United States Department of Transportation, WSDOT, local elected leadership, local planners and engineers.

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

1.2 PURPOSE OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

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

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

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



CONCEPTUAL IMAGE OF NEW GUEMES ELECTRIC FERRY

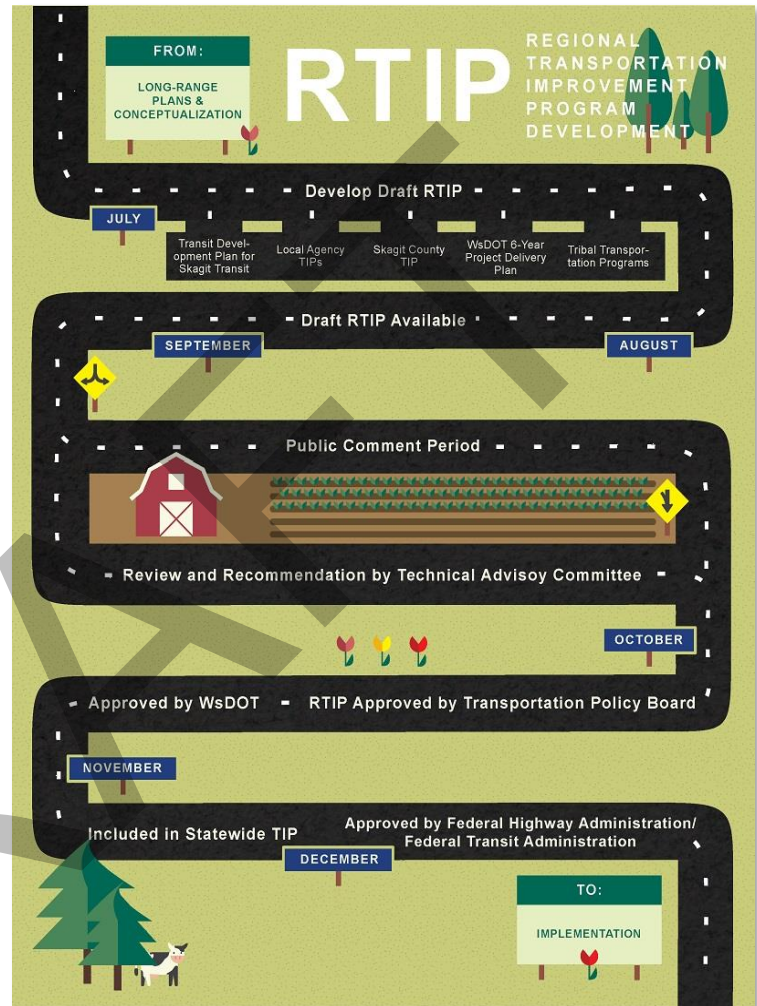
¹ Obligation occurs when the project proponent has established a formal agreement with WSDOT and the funds have been designated, or "obligated" for that particular project.

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

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

2 DOCUMENT PREPARATION

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



RTIP DEVELOPMENT PROCESS

Local governments, tribal governments and WSDOT then submit their programmed projects to SCOG. The RTIP is a compilation of the projects with secured federal funding or regionally significant projects that have secured state or local funding. The project list for the 2027–2032 RTIP is included in Section 4. From these projects, an assessment of region-wide financial feasibility is estimated in Section 5.

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

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

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

Submit comments on the draft
2027–2032 RTIP to:

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

2.1 REVIEW AND APPROVAL

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

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

After considering public input and the recommendation from the Technical Advisory Committee, the Transportation Policy Board decides whether to adopt the draft RTIP. After approval, the adopted RTIP is then submitted to WSDOT. WSDOT then reviews the RTIP and issues its approval by the end of November. With WSDOT approval of the RTIP, all fiscally constrained RTIP projects (Section 4.1) are included in the draft STIP. Representatives from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then review the draft STIP, issuing approval in January 2027.

2.2 PUBLIC INVOLVEMENT PROCESS

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

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



NEW SKAGIT TRANSIT MAINTENANCE, OPERATIONS AND ADMINISTRATION BASE

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

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

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

After transportation programs have been prepared and reviewed by the public, a supplementary public review process for the RTIP is also conducted. This allows the public to review and comment on the six years of medium-range transportation projects intended to implement the long-range transportation goals identified in *Skagit 2050*. Comments regarding the specifics of projects are often better directed to the project sponsors during the project planning stage.

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

A public comment period was held from September 18 through October 2, 2026. The final draft of the RTIP includes the submitted public comments below and will be presented to the Transportation Policy Board prior to any action taken regarding the adoption of the RTIP.

- (This will be updated following the public comment period.)

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

2.3 PROGRAMMING POLICIES

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

- [RTIP Policies](#)

2.4 PROJECT SELECTION AND PRIORITIZATION

SCOG is responsible for selecting projects for the regionally managed portion of federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funding in the Skagit region. Projects selected are prioritized and incorporated into the RTIP, along with other FHWA and FTA federally funded projects, and regionally significant projects (see Section 4).

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

SCOG receives an annual allocation of federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds from WSDOT to commit to priority projects in the Skagit region. Projects are selected by the Transportation Policy Board using a competitive process guided by evaluation criteria, which is designed to ensure that projects are prioritized consistent with *Skagit 2050*.

SCOG programs four years of prioritized Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects into the RTIP and the STIP. SCOG typically programs an additional two years of projects to provide flexibility in project timelines, though this additional two years of programming can vary depending upon when calls for projects are issued by SCOG. Calls for projects are usually conducted every two years. Years five and six of the project

selection serve as an illustrative list of projects that can be included in the fiscally constrained portion of the RTIP if funding becomes available (see Section 4.2). SCOG ensures that Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives projects are competitively selected to receive funding based on their ability to address priorities identified in *Skagit 2050*. The most recent formal project selection process developed to provide clarity on how projects are regionally prioritized for funding is hyperlinked below. Current programming of these three federal funding sources in the RTIP is hyperlinked as well.

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

EMERGENT NEED PROJECT SELECTION

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

- [Project Application Form](#)

2.5 2026–2031 RTIP PROJECTS NOT INCLUDED IN THE 2027–2032 RTIP

The following projects were included in the fiscally constrained portion of the 2026–2031 RTIP, including amendments to the RTIP that added new projects, but are not included in the fiscally constrained portion of the 2027–2032 RTIP. There are various reasons why a project would no longer be programmed in the RTIP. For example, a project could be completed, underway, cancelled or delayed.

See the following table for a summary of 2026–2031 RTIP projects that are not programmed in the 2027–2032 RTIP.

AGENCY	PROJECT NAME	DESCRIPTION	TOTAL COST (EST.)	STATUS
Mount Vernon	Blackburn Road Extension Planning (Little Mountain Road to Eaglemont Drive)	Pre-design planning to determine preferred horizontal and vertical alignments for a new minor arterial complete street roadway connecting Little Mountain Road with Eaglemont Drive.	\$300,000	Project underway
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	Construct trail lighting adjacent to Kulshan Trail and add wayfinding signage (Lavature Road to 30th Street).	\$375,000	Construction pending
Mount Vernon	Riverside Drive Improvements - 1	Rehabilitate pavement, repair sidewalk, correct ADA deficiencies, improve sight distance, and underground overhead utilities.	\$5,950,000	Preliminary engineering underway
Samish Indian Nation	SR20/Campbell Lake Road - Intersection Improvement	The 3-legged roundabout will improve regional mobility and safety, accommodate projected growth in the area, and improve resilience of local and regional transportation networks.	\$5,250,263	Project underway
Skagit County	Guemes Island Ferry Operating Costs	Operating costs for the Guemes Island Ferry.	\$1,749,254	Project underway
Skagit County	Guemes Island Ferry Parking Lot Improvements and Passenger Shelter	Improvements to the Guemes Island Ferry Parking Lot - grade and surface improvements and replace passenger shelter.	\$2,247,845	Construction funding no longer secured
Skagit County	Marine Drive / Rosario Road / Marine Wye Drive Intersection Improvements	Design and construct intersection improvements at the three intersecting roads. (Roundabout)	\$4,138,000	Construction funding no longer secured
Skagit County	Thomas Creek Bridge (Old Highway 99 at Thomas Creek)	Replacement of Thomas Creek Bridge on Old Hwy 99N.	\$6,015,000	Construction pending
Skagit Transit	Skagit Station Fire Alarm System Replacement	Replace fire alarm system at Skagit Station, Mount Vernon, with modern system. Replace all existing devices and any additionally repairs/replacements of any existing fire alarm circuit wiring with opens, grounds, or shorts.	\$38,394	Project underway
Skagit Transit	Skagit Station Parking Lot Asphalt Maintenance	Skagit Station parking lot maintenance, sealing, re-striping, and pedestrian safety wayfinding planning and design.	\$58,113	Project underway
Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Project Phases 2 & 3	This project will renovate Skagit Transit's new Maintenance, Operations, and Administration (MOA) Facility located at 11784 Bay Ridge Drive, Burlington WA.	\$48,978,041	Project underway
WSDOT - NW	Concrete Roadway Preservation Skagit Council of Governments (SCOG)	Replace existing concrete with a thicker concrete and steel bars at the joints. This work will extend the life of the highway at least another 40 years, and provide a smoother ride.	\$1,469,838	Project underway
WSDOT - NW	SR 11 North of Oyster Creek - Unstable Slopes	Stabilizes multiple unstable slopes along SR 11 between mileposts 11.29 and 13.46 to address chronic instability and ongoing maintenance needs.	\$13,730,095	Regionally Significant project not yet programmed in Skagit 2050 Regional Transportation Plan
WSDOT - NW	SR 536/Skagit River Bridge - Painting	The existing paint on the steel surfaces is weathered and damaged, allowing corrosion to occur. Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.	\$15,254,562	Project underway

3 AMENDMENT & ADMINISTRATIVE MODIFICATION PROCEDURES

Transportation priorities and funding strategies change over time. As is the case every year, it is likely the project list programmed in the RTIP in October 2026 will need to be altered during calendar year 2027. Federal requirements stipulate that in most cases jurisdictions cannot utilize FHWA or FTA federal funds on a project until it is programmed in the RTIP and STIP, even though the jurisdiction already has secured funding for that project. SCOG has developed RTIP amendment and administrative modification procedures to ensure that new projects and changes to existing projects can be included in the RTIP efficiently. These procedures are hyperlinked below.



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

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

AMENDMENTS	ADMINISTRATIVE MODIFICATIONS	NO CHANGE NEEDED
• Adding a new project to the RTIP • Deleting a project from the RTIP • Any change to a project's programmed amount equaling 30% or more • Any change to a project's programmed amount equaling \$3 million or more • Major scope changes • Adding a future phase to a project already programmed • Adding federal funds to a project that is already programmed but does not yet have federal funds programmed	• Changing the lead agency • Adding a prior phase to a project already programmed • Any change to a project's programmed amount equaling less than 30% and must be less than \$3 million • Correcting typographical errors • Making minor changes to project information (e.g. federal functional classification, improvement type, project termini or environmental type)	• Moving projects, and phases of projects, within the first four years of the RTIP • Changes to a project's federal funding source, when made as a funds management action • Federal authorization of more/less than federal funds programmed for a project phase, up to the total federal funds amount programmed for the project • Adjustments to a project award for project phases that already have federal authorization (does not apply to phases that have not yet received federal authorization or project phases that are closed)

COMPARISON OF RTIP ACTIONS

3.1 AMENDMENT CYCLE

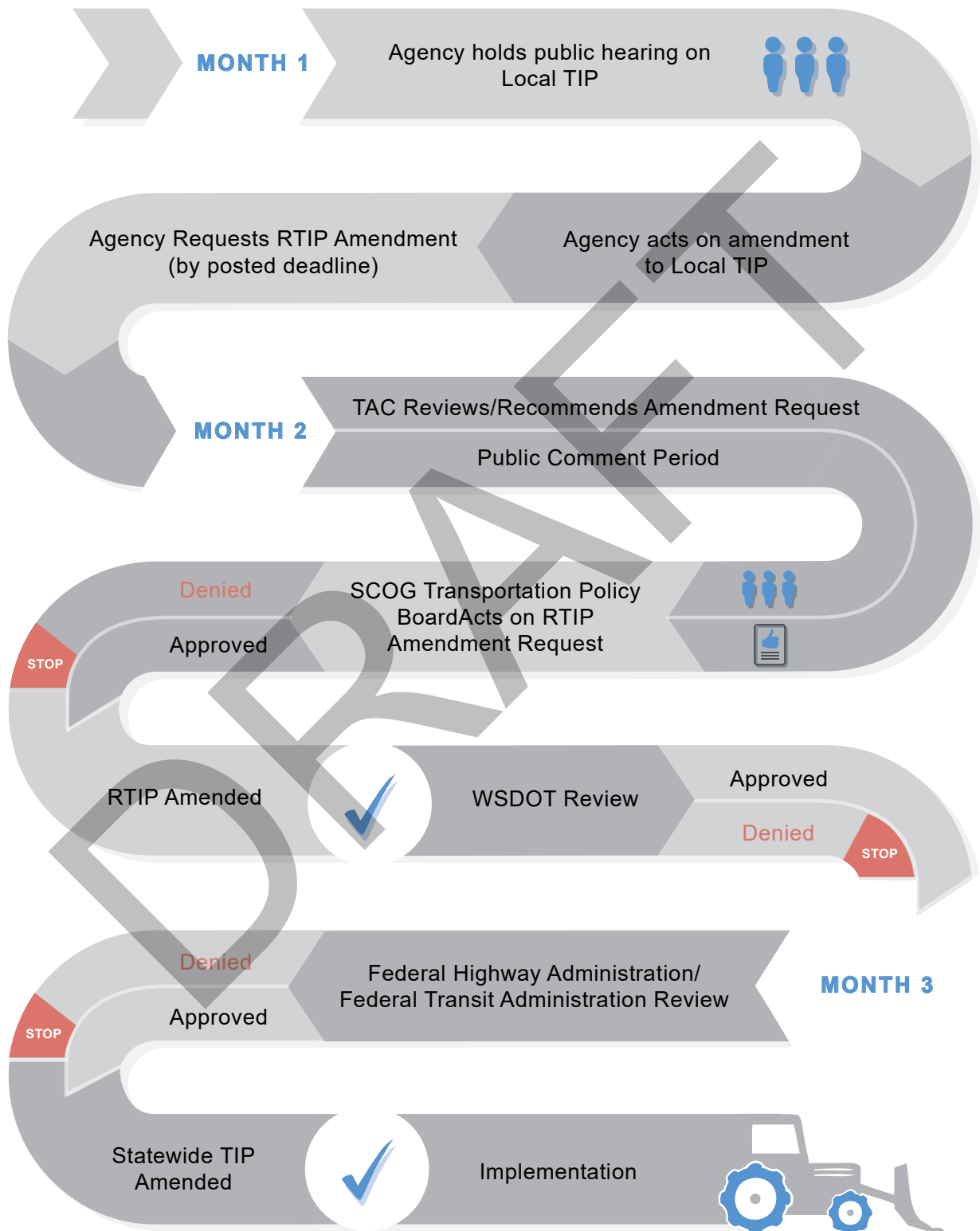
Project sponsors are generally ready and willing to obligate federal funds soon after they are secured. To accommodate faster implementation of transportation projects, SCOG allows amendments to the RTIP on a monthly basis (excluding November and December). In order to ensure that sufficient time

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

SUBMIT REQUEST TO SCOG*	TAC REVIEW/ RECOMMENDATION	SCOG TPB ACTION	WSDOT REVIEW	FHWA/FTA REVIEW**	AMENDMENT INCLUDED IN STIP
12/30/2026	1/7/2027	1/20/2027†	1/15/2027	1/29/2027	2/12/2027
1/27/2027	2/4/2027	2/17/2027	2/19/2027	3/5/2027	3/19/2027
2/24/2027	3/4/2027	3/17/2027	3/19/2027	4/2/2027	4/16/2027
3/24/2027	4/1/2027	4/21/2027†	4/16/2027	4/30/2027	5/14/2027
4/28/2027	5/6/2027	5/19/2027	5/21/2027	6/4/2027	6/18/2027
5/26/2027	6/3/2027	6/16/2027	6/18/2027	7/2/2027	7/16/2027
6/23/2027	7/1/2027	7/21/2027†	7/16/2027	7/30/2027	8/13/2027
7/28/2027	8/5/2027	8/18/2027	8/20/2027	9/3/2027	9/17/2027
8/25/2027	9/2/2027	9/15/2027	9/17/2027	10/1/2027	10/15/2027
9/29/2027	10/7/2027	10/20/2027†	10/15/2027	10/29/2027	11/12/2027
Notes: Meeting dates and request deadlines are subject to change. *Request must include documentation of funding award and proof that project is consistent with RTIP Policy #2: Compliance with Local and Tribal Plans. **Administrative modifications do not require FHWA/FTA approval. Administrative modifications will be included in STIP at this date. †If WSDOT review deadline occurs before Transportation Policy Board action, SCOG will submit amendment to WSDOT by deadline and verify the SCOG TPB action once it occurs.					

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

RTIP AMENDMENT PROCESS



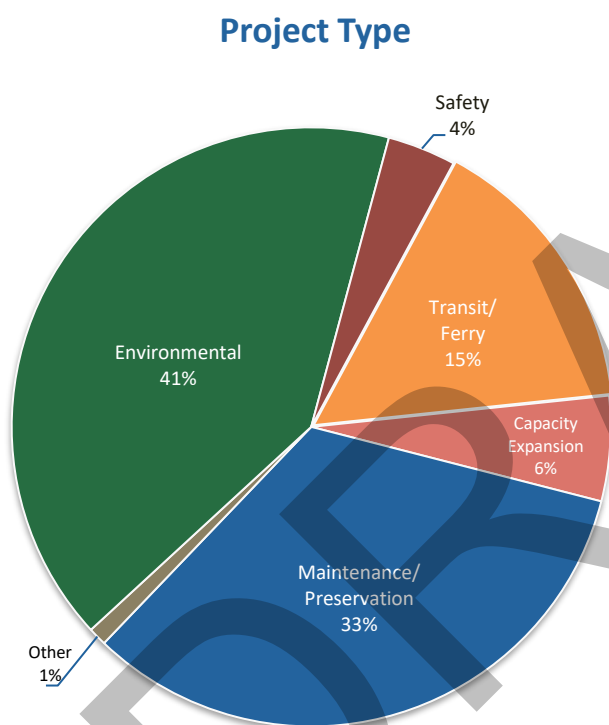
RTIP AMENDMENT CYCLE

4 PROJECTS

4.1 FISCALLY CONSTRAINED PROJECTS

The 2027–2023 fiscally constrained RTIP project list includes projects that have secured FHWA or FTA federal funding, or have secured funding from another source and are also regionally significant. This project list is updated as amendments are made to the RTIP. Projects included in the four-year fiscally constrained portion of the RTIP are forwarded to WSDOT for inclusion in the STIP. Section 4.2 includes projects that have been selected to receive regionally managed Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds in years five and six (2031 and 2032) of the RTIP.

- [2027–2030 Fiscally Constrained Projects](#)



A summary of the funding by project type in the fiscally constrained portion of the RTIP as of October 21, 2026 is presented in the figure to the left. Many transportation projects planned to occur on non-regionally significant routes are not included in the RTIP. For example, jurisdictions' repaving programs, other than WSDOT's, are not included in the RTIP.

Forty-one percent (41%) of secured funding is committed to environmental projects designed to improve fish passage under WSDOT facilities along with a WSDOT soil-abatement project. Fifteen (15%) of secured funding included in the fiscally constrained portion of the 2027–2030 RTIP is dedicated to Skagit Transit and Guemes Island Ferry projects. Four percent (4%) of secured funding is devoted to safety projects, with thirty-three percent (33%) to maintenance/preservation projects – primarily WSDOT paving projects. Six percent (6%) of secured funding is slated to expand capacity of the transportation system, and the remaining one percent (1%) of secured funding is programmed to other project types. Project

funding that has not yet been secured, and all funding in 2031 and 2032, is not included in these percentages.

The next figure illustrates the proportion of federal, state and local funds programmed in the fiscally constrained portion of the RTIP. Eighty-six percent (86%) of the secured funding for fiscally constrained RTIP projects is from federal sources, with six percent (6%) from state sources. Eight percent (8%) of project funding is from local sources, which are commonly used as matching funds to federal grants received by project sponsors. Many transportation projects utilizing only state and/or local funds are not included in the RTIP, so are not included in this financial analysis.

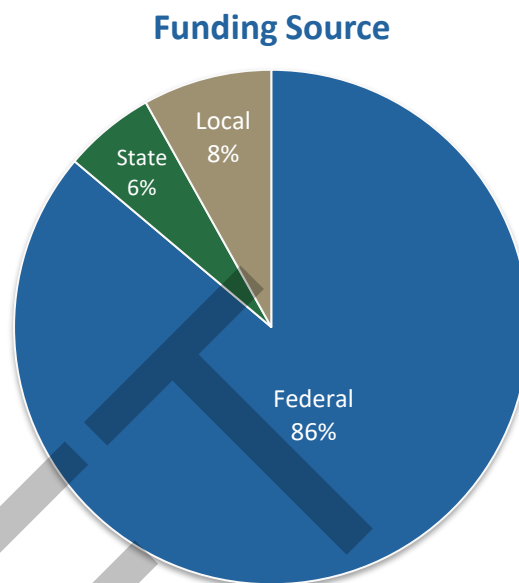
4.2 ILLUSTRATIVE PRIORITIES

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

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

If additional funds are obtained by SCOG, the projects can be moved to the fiscally constrained portion of the RTIP in the next RTIP update, or through the amendment process. Additional considerations (e.g. lower costs, project readiness) may be used in the determination of projects that will be added to the fiscally constrained portion of the RTIP from the Illustrative Priorities. The 2031–2032 Illustrative Priorities are hyperlinked below.

- [2031–2032 Illustrative Projects](#)



4.3 REGIONALLY SIGNIFICANT PROJECTS

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

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

- [RTIP Determinations of Regional Significance](#)

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

5 FINANCIAL PLAN

5.1 FISCAL CONSTRAINT

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

FINANCIAL PLANNING ASSUMPTIONS

ACCOUNTING FOR INFLATION

The project costs reported in the RTIP include an adjustment to account for annual inflation of prices. *Skagit 2050* accounts for the effect of inflation scheduled in the mid- and long-range horizons. However, the process used to account for inflation on RTIP projects is left to the judgment of the project sponsors, as they have a better sense of short-term inflationary pressures on their particular projects.

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

FEDERAL REVENUE PROJECTIONS

Revenue projections for WSDOT state managed federal funds (e.g. National Highway Performance Program, Highway Safety Improvement Program, etc.) generally equal the amount programmed in the RTIP. Because SCOG has no control over project funding decisions for these fund types, only federal funds that have been secured by project sponsors are assumed to be reasonably available. For future year allocations in the RTIP, SCOG managed federal funds are assumed to be the same as regional allocations for federal fiscal year 2026.

STATE REVENUE PROJECTIONS

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

LOCAL REVENUE PROJECTIONS

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

5.2 FINANCIAL FEASIBILITY TABLE

SCOG has prepared a financial table that identifies all of the funding programmed in the fiscally constrained portion of the RTIP and documents the amount of funding that is reasonably expected to be available. The table, linked below, demonstrates that the first four years of the 2027–2032 RTIP are fiscally constrained and financially feasible. Programmed expenditures are balanced with funding reasonably expected to be made available over the programming period.

- [2027–2030 Financial Feasibility Table](#)

6 REGIONAL PERFORMANCE TARGETS

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

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

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

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

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

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

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

PERFORMANCE TARGETS CATEGORY	UPCOMING SCOG DEADLINE TO SET TARGETS	LATEST TARGETS SET BY SCOG
FTA: Transit Asset Management	N/A*	7/19/2017
FTA: Transit Safety	N/A*	11/18/2020
FHWA: Highway Safety	2/27/2027	2/18/2026
FHWA: Highway Bridge Condition	3/21/2027**	5/17/2023
FHWA: Highway Pavement Condition	3/21/2027**	5/17/2023
FHWA: Highway Travel Time and Freight Reliability	3/21/2027**	5/17/2023
Notes: *Initial deadline to set Transit Asset Management targets was 6/28/2017 and initial deadline to set Transit Safety targets was 2/15/2021. Per FTA guidance, SCOG may choose to revise or maintain these targets when RTIP or Skagit 2050 is updated, in consultation with WSDOT and Skagit Transit.		
**SCOG has 180 days to set regional performance targets after WSDOT sets revised dates for these performance targets. SCOG estimates that WSDOT will set targets on 10/1/2026.		

6.1 TRANSIT ASSET MANAGEMENT

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

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

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

6.2 TRANSIT SAFETY

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

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

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

Transit safety requirements apply to Skagit Transit, which set their initial safety targets in August 2020 and included them within their adopted Public Transportation Agency Safety Plan – a related federal requirement for performance-based planning. The plan was provided to SCOG in August 2020. Most recently, Skagit Transit updated their plan in 2025, adopting new transit safety performance targets, and provided it to SCOG in November 2025.

6.3 HIGHWAY SAFETY

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

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

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

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

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

On February 18, 2026, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. Programming of projects that help meet statewide safety targets can be accomplished when SCOG includes projects in the RTIP that aim to reduce fatalities and serious injuries in the Skagit region.

An [inventory showing statewide and regional safety trends](#) was prepared by SCOG in 2026, using data provided by WSDOT.

EXAMPLES OF INVESTMENT PRIORITIES

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

2027-2030 Regional Transportation Improvement Program Project Data Sheet

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

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

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

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

Amendment Number: [blank]
Amendment Date: [blank]
Total Project Cost: \$15,198,431

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

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2027	HSIP	\$2,640,461		\$72,947	\$0	\$2,713,408	10/21/2026
CN	2028	HSIP	\$6,982,552		\$192,805	\$0	\$7,175,357	10/21/2026
CN	2029	HSIP	\$156,472		\$4,323	\$0	\$160,795	10/21/2026
	Total		\$9,779,485		\$270,175	\$0	\$10,049,660	

6.4 HIGHWAY BRIDGE CONDITION

EXAMPLE PROJECT TO IMPROVE SAFETY

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

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

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

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

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

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide highway

bridge condition performance targets. Programming of projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve National Highway System bridge condition in the Skagit region.

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

EXAMPLES OF INVESTMENT PRIORITIES

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

6.5 HIGHWAY PAVEMENT CONDITION

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

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

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

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

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

On May 17, 2023, the Transportation Policy Board took action agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide performance targets for highway pavement condition on the National Highway System. Programming of

projects that help meet targets can be accomplished when SCOG includes projects in the RTIP that aim to improve pavement condition in the Skagit region's portion of the National Highway System.

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

EXAMPLES OF INVESTMENT PRIORITIES

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

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

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2027	NHPP	\$232,453	MVA	\$21,494	\$0	\$253,947	10/21/2026
PE	2027	STBG(S)	\$228,978		\$0	\$0	\$228,978	10/21/2026
PE	2028		\$0	MVA	\$15,145	\$0	\$15,145	10/21/2026
PE	2029		\$0	MVA	\$1,442	\$0	\$1,442	10/21/2026
CN	2027		\$0	MVA	\$27,327	\$0	\$27,327	10/21/2026
CN	2028	NHPP	\$2,419,027	MVA	\$194,888	\$0	\$2,613,915	10/21/2026
CN	2029	STBG(S)	\$52,588,411	MVA	\$1,094,750	\$0	\$53,683,161	10/21/2026
Total			\$55,468,667		\$1,214,846	\$0	\$56,683,513	

EXAMPLE PROJECT TO IMPROVE PAVEMENT CONDITION

6.6 HIGHWAY TRAVEL TIME AND FREIGHT RELIABILITY

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

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

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

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

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

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

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

7 OBLIGATION AUTHORITY

SCOG is subject to a statewide deadline of obligating regionally managed FHWA funds by the end of the federal fiscal year, along with all other metropolitan planning organizations in Washington state. These statewide requirements are detailed in the [Local Agency Federal OA Policy](#). Washington state, along with all other states, is at risk of losing federal funds every year if statewide obligating authority targets are not met by the end of each federal fiscal year. The 2027 federal fiscal year ends on September 30, 2027.

RTIP projects programmed in 2027 are an “agreed to” list of projects that can obligate federal funding by implementing agencies, following approval of the Statewide Transportation Improvement Program in January 2027. Obligation does not occur until project sponsors enter into an agreement with WSDOT for the project/project phase programmed in the RTIP. Funds can also be “flexed” between FHWA and FTA programs in certain circumstances, but must be in the first year of the RTIP (2027) for approval of these transfers.

7.1 2027 OBLIGATION AUTHORITY PLAN

An obligation authority plan is prepared by SCOG for 2027. The purpose of the plan is to provide project tracking information and communicate expected 2027 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed FHWA funds that are programmed in 2027.

The 2027 Obligation Authority Plan may include projects implementing the following gap strategies, in prioritized order, if the SCOG regional obligation authority target will not be met by March 1, 2027:

1. **Advancing 2028–2030 Fiscally Constrained Projects;**
2. **Advancing 2031–2032 Illustrative Projects;**
3. **Advancing Contingency List Projects; and**

4. Adding to Past Federal Project Awards.

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

The 2027 Obligation Authority Plan is not incorporated into the 2027–2032 RTIP, and is revised by SCOG as necessary to meet the regional obligation authority target during federal fiscal year 2027.

7.2 OBLIGATION AUTHORITY PROCEDURES

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

- [RTIP Obligation Authority Procedures](#)

The RTIP Obligation Authority Procedures are incorporated as an element of the 2027–2032 RTIP.

DISCUSSION ITEM 6.C. – 2027 OBLIGATION AUTHORITY PLAN

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	09/16/2026	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

The Transportation Policy Board adopted obligation authority procedures at the October 2025 meeting to guide federal project obligations this year. Revised procedures are included for 2027 within the draft 2027–2032 Regional Transportation Improvement Program (RTIP). Continuing past practice, staff recommends not including the 2027 Obligation Authority Plan as a component of the RTIP, so that the plan can be revised quickly if necessary to assist with meeting the 2027 regional obligation authority target.

OBLIGATION AUTHORITY PROCEDURES

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

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

1. Advancing 2028–2030 Fiscally Constrained Projects;
2. Advancing 2031–2032 Illustrative Projects;
3. Advancing Contingency List Projects; and
4. Adding to Past Federal Project Awards.

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

2027 OBLIGATION AUTHORITY PLAN

A draft obligation authority plan is prepared for 2027. The purpose of the plan is to provide project tracking information and communicate expected 2027 obligations and dates to partners, including implementing agencies and WSDOT. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed Federal Highway Administration funds that are programmed in 2027.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM: OBLIGATION AUTHORITY PROCEDURES

Adopted by the Transportation Policy Board on October 21, 2026

Every year, SCOG prepares an obligation authority plan. The purpose of the plan is to provide project tracking information and communicate expected 2027 obligations and dates to partners, including implementing agencies and the Washington State Department of Transportation. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed Federal Highway Administration funds that are programmed in 2027.

GOALS

There are two goals of the obligation authority plan. These goals are as follows:

1. Agencies in the Skagit region deliver no less than the regional obligation authority target by the end of every federal fiscal year; and
2. The obligation authority target is met before July 1 every year, positioning the Skagit region for additional obligation authority, if the Washington State Department of Transportation determines that redistributed obligation authority can be utilized in Washington state that year.

EXTENSION REQUESTS

Projects programmed in 2027 must obligate federal funding before March 1, 2027¹. If an agency is unable to obligate prior to March 1, an extension request must be received by SCOG staff by February 24, 2027. If no extension request is received for a project, and it does not obligate before March 1, 2027, it will be deprogrammed by deletion from the RTIP by SCOG staff. A project phase may only be granted one extension.

The SCOG Admin project must obligate federal funding before August 1, 2027. This project cannot obligate until May/June at the earliest each year due to federal and state requirements of Unified Planning Work Program adoption. SCOG Admin projects are ineligible for extension requests.

GAP STRATEGIES

In any given year, up to four gap strategies may be utilized to assist with meeting the SCOG regional obligation authority target. If the target will be met without need of the strategies, they will not be used that year.

If the regional obligation authority target will not be met by March 1, 2027 (excluding the SCOG Admin project), the following gap strategies will be undertaken in order:

STRATEGY #1: ADVANCING 2028–2030 FISCALLY CONSTRAINED PROJECTS

Agency representatives with projects programmed in years 2028–2030 will be asked if their agency is willing and able to advance their project at the March 4, 2027 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding before July 1, 2027. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2027.

¹ SCOG staff will coordinate with WSDOT Local Programs headquarters staff to make the determination of which projects have obligated federal funding before March 1. For this process, any project that has a “complete funding package” at Local Programs headquarters before March 1, as determined by Local Programs headquarters staff, will be considered obligated by SCOG, though the project may have not yet received formal authorization from FHWA before the March 1 deadline.

Agencies with projects in year 2028 will have first priority, year 2029 will have second priority and year 2030 will have third priority.

SCOG will provide a formal letter addressed to the responsible official by March 18, 2027 documenting the commitment to advance their project from 2028–2030 and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency's Transportation Policy Board member(s).

Any agency that commits to advancing a project using Strategy #1, and obligates funding for that project prior to July 1, will be eligible for bonus points in SCOG's next project selection process. Agencies that utilize Strategy #1, and obligate funding from July 1 through the end of the federal fiscal year for that project, are not eligible for these bonus points. The additional points will be determined by the Transportation Policy Board during the next project selection process.

If Strategy #1 does not close the obligation authority gap completely, Strategy #2 will be utilized.

STRATEGY #2: ADVANCING 2031–2032 ILLUSTRATIVE PROJECTS

Agency representatives with projects programmed in years 2031–2032 will be asked if their agency is willing and able to advance their project at the March 4, 2027 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding before July 1, 2027. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2027.

Agencies with projects in year 2031 will have first priority and year 2032 will have second priority.

SCOG will provide a formal letter addressed to the responsible official by March 18, 2027 documenting the commitment to advance their project from 2031–2032 and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency's Transportation Policy Board member(s).

This strategy also requires an RTIP amendment, following the RTIP amendment process to add a project to the fiscally constrained RTIP. The agency is responsible for submitting the project to SCOG through SecureAccess Washington for the April 2027 amendment cycle.

Any agency that commits to advancing a project using Strategy #2, and obligates funding for that project prior to July 1, will be eligible for bonus points in SCOG's next project selection process. Agencies that utilize Strategy #2, and obligate funding from July 1 through the end of the federal fiscal year for that project, are not eligible for these bonus points. The additional points will be determined by the Transportation Policy Board during the next project selection process.

If Strategy #2 does not close the obligation authority gap completely, Strategy #3 will be utilized.

STRATEGY #3: ADVANCING CONTINGENCY LIST PROJECTS

Agencies with projects on the June 18, 2025 prioritized contingency list will be asked if they are willing and able to advance their project at the March 4, 2027 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding before July 1, 2027. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2027. The project will not go back onto the prioritized contingency list after deletion from the RTIP, but can compete again for funding through a future SCOG project selection process.

SCOG will provide a formal letter addressed to the responsible official by March 18, 2027 documenting the commitment to advance the contingency list project and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency's Transportation Policy Board member(s).

This strategy also requires an RTIP amendment, following the RTIP amendment process to add a project to the fiscally constrained RTIP. The agency is responsible for submitting the project to SCOG through SecureAccess Washington for the April 2027 amendment cycle.

If Strategy #3 does not close the obligation authority gap completely, Strategy #4 will be utilized.

STRATEGY #4: ADDING TO PAST FEDERAL PROJECT AWARDS

This strategy will be utilized, if necessary, following the March 4, 2027 TAC meeting. First, SCOG staff will calculate the obligation authority gap remaining after Strategy #3 is utilized. Second, SCOG staff will identify active projects using the most recently available information from WSDOT Local Programs Division, and reach out to agency representatives with active projects that have obligated funds, for a phase awarded SCOG FHWA funds, to inquire if the project could reasonably utilize an increase in the existing federal award amount and obligate the additional award by the end of the federal fiscal year.

As part of this strategy, SCOG staff are guided by the following principles: (1) maintain Urban Medium, Urban Small, Rural split in funding; (2) start with SCOG's most recent Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives project selection (2025) to identify active projects that can fill the obligation authority gap; (3) work backward through past project selections if projects selected in 2025 cannot completely close the obligation authority gap (e.g. 2023, 2021, 2019); and (4) equitably increase federal awards by a formula that includes, at a minimum, the amount of the past SCOG award for the phase.

SCOG will provide a formal letter addressed to the responsible official by March 18, 2027 documenting the additional federal award with the stipulation that obligation of additional federal funding should occur prior to July 1, 2027. If the project phase has not obligated federal funding by the end of the federal fiscal year, the additional award will be withdrawn on October 1, 2027. The letter will also go to the agency's Transportation Policy Board member(s).

This strategy only applies to projects that have already been competitively selected by SCOG for federal award. No new projects, or phases of projects, will be considered for adding to past federal awards.

APPEALS

Any appeal of a project deprogramming decision must be appealed directly to the Transportation Policy Board. Appeals must be received by the first Tuesday of the month by SCOG staff, to include the appeal with the Transportation Policy Board packet that goes out on the second Wednesday of the month. Transportation Policy Board meetings occur on the third Wednesday of each month. Any appeal would be considered at this third Wednesday meeting.

Implementing agencies are required to present their appeal directly to the Transportation Policy Board. If the Transportation Policy Board decides to reprogram a project, it must follow the typical RTIP amendment process, which includes a public comment period, TAC review, TPB action, WSDOT action and final action by FHWA and FTA on STIP amendment approvals. The timeline from agency appeal submission to reprogramming in the STIP will typically take three months or more.

Along with the appeal presented by the implementing agency, SCOG staff will present a fiscal analysis of the reprogramming decision on the RTIP. The first four years of the RTIP must be fiscally constrained by year, under federal law.

A project phase may only be appealed once to the Transportation Policy Board. No future appeal will be considered for the project phase. The project phase can compete again for funding through a future SCOG project selection process.

2027 OBLIGATION AUTHORITY PLAN

The following projects have until **March 1, 2027** to obligate federal funding. If project funds do not obligate by March 1, 2027, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
City of Burlington	SR20 Intersection Control Evaluation	WA-16430	PL	(Not Yet)	\$259,500
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 2	WA-15137	PE	(Not Yet)	\$56,800
City of Mount Vernon	Kulshan Trail Safety Lighting - Phase 4	WA-15138	PE	(Not Yet)	\$120,800
Skagit County	Peterson Road (Urban)	WA-11739	RW	(Not Yet)	\$129,750
Skagit Transit	Sedro-Woolley Park & Ride Operator Breakroom & Rider Shelter Design	WA-16432	PE	(Not Yet)	\$91,169

The following project must obligate federal funding before **August 1, 2027**, 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 OBLIGATIONS¹: \$1,001,910
ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,255,975

¹ Excludes \$275,000 in Extensions from 2026 Obligation Authority Plan expected to obligate federal funding by December 31, 2026.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2027**. These projects will be deprogrammed with expiration of the 2027–2032 RTIP in January 2028.

To be granted an extension, any extension request must have been received by SCOG no later than **February 24, 2027**. A project phase may only be granted one extension.

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

TOTAL STBG-TA-CR EXTENSIONS: \$0

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2027–2032 RTIP. The following project phase must obligate federal funding by **December 31, 2027**. This project will be deprogrammed with expiration of the 2027–2032 RTIP in January 2028.

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

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	✓	\$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 \$972,080 STBG-TA-CR obligations and deobligations authorized by FHWA from October 1, 2025 – July 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	Regional Mobility (5%)
06/30/2026 Carryforward		\$ 903,857	\$ 584,542	\$ -	\$ 56,947	\$ 20,969	\$ 241,399
STBG	7/21/2026 - 6/30/2027	343,891		343,891			
		-					
Authorized		\$ 1,247,748	\$ 584,542	\$ 343,891	\$ 56,947	\$ 20,969	\$ 241,399
Expenditures							
July 2026		\$ 52,153	17,485	9,359	4,564	988	19,757
August		-					
September		-					
October		-					
November		-					
December		-					
January 2027		-					
February		-					
March		-					
April		-					
May		-					
June		-					
Expenditures to Date		\$ 52,153	\$ 17,485	\$ 9,359	\$ 4,564	\$ 988	\$ 19,757
Balances		\$ 1,195,596	\$ 567,057	\$ 334,532	\$ 52,383	\$ 19,981	\$ 221,643

August 18, 2026

Consolidated Grant Evaluation Committee
Public Transportation Division
Washington State Department of Transportation

RE: Homage Senior Services Transportation Assistance Program Operating and Vehicle Replacement Proposals

Dear Grants Committee Members:

The Skagit Council of Governments supports Homage Senior Services' requests for WSDOT Consolidated Grant operating and capital funding for its Transportation Assistance Program (TAP). TAP provides specialized transportation for older adults and adults with disabilities who are not eligible for traditional paratransit services.

With WSDOT support, Homage has implemented cross-county trips from Snohomish County to medical providers in the Skagit region. These trips help individuals access needed care when they have no other practical transportation option. Continued operating support and a safe, reliable fleet are essential to sustaining and expanding this service.

The project addresses needs identified on page 33 of the **2022 Skagit Coordinated Public Transit- Human Services Transportation Plan**, including **Need 5: Improve Access to Healthcare Destinations** and **Need 6: Improve Regional Coordination**. It is also consistent with strategies on page 42 to improve transportation for nonemergency medical appointments and strengthen regional coordination among transportation providers and volunteer agencies.

TAP supplements existing transit and paratransit services offered by Skagit Transit, Community Transit, and other providers in the region. The project is consistent with the 2022 plan, adopted by the Transportation Policy Board on November 16, 2022.

Sincerely,



Jill Boudreau
Executive Director
Skagit Council of Governments

September 4, 2026

Re: Letter of Concurrence for Volunteers of America Western Washington (VOAWW)

Dear Washington State Department of Transportation and Consolidated Grant Evaluation Committee,

The Skagit Council of Governments (SCOG), which serves as the Regional Transportation Planning Organization (RTPO) for Skagit County, appreciates VOAWW's contributions to mobility management in Skagit County.

VOAWW's call-center service, VOAWW Connect, has provided 35 transportation related information and referrals in Skagit County since the beginning of 2026. We are collaborating with VOAWW to build a robust resource guide of transportation resources in Skagit County, including information about fixed, commuter, and paratransit routes available via Skagit and Island Transit for trip planning.

VOAWW and their VOAWW Connect call center are a trusted partner, providing phone-based support for housing and homelessness concerns in Skagit County since 2024 and for a decade prior as the 211 provider in Skagit County. While focused on and funded for housing services specifically in Skagit County, VOAWW call-center staff are trained to provide quality referrals to our residents to other human services, including transportation.

The Skagit Council of Governments anticipates exploring a collaboration with VOAWW Connect to add call-center capabilities to enhance our regional mobility coordination and outreach in a future Consolidated Grant opportunity.

Sincerely,



Jill Boudreau
Executive Director
Email: jillb@scog.net
Phone: 360-416-7871