

2025 Annual Listing of Federal Obligations



2025 ANNUAL LISTING OF FEDERAL OBLIGATIONS



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The **Skagit Council of Governments** is the designated metropolitan planning organization and regional transportation planning organization for the Skagit region.

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INTRODUCTION

The 2025 Annual Listing of Federal Obligations lists the projects in the Skagit region that obligated federal transportation funds last year from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Developed in partnership with Skagit Transit and the Washington State Department of Transportation (WSDOT), this document demonstrates the coordination between Skagit Council of Governments (SCOG) member agencies to implement regional transportation priorities.

REQUIREMENTS

Federal regulations ([23 CFR 450.334](#)) require that SCOG publish a list of all projects in the Skagit region that obligated funding from FHWA or FTA during the last program year. In Washington state, the program year is the same as the calendar year. Federal law also requires the 2025 Annual Listing of Federal Obligations be published no later than 90 days after the year ends. SCOG works cooperatively with WSDOT and Skagit Transit to meet these federal requirements each year.

The list of obligated projects must include sufficient descriptions of each project (type of work, project termini, total length, etc.). The list must also include: the amount of obligated funding for each project in 2025; the amount of federal funding requested in the 2025 Regional Transportation Improvement Program for projects that obligated funding; and the amount of federal funding available for future program years.

The annual listing is published on SCOG's website by the end of March each year with paper copies available upon request.

OTHER PURPOSES

Another purpose of the 2025 Annual Listing of Federal Obligations is to evaluate the Skagit region's effectiveness at implementing regional transportation projects. By tracking the funds obligated during the previous program year, SCOG can monitor its success delivering projects in their planned timeframes.

OBLIGATION

Obligation is defined as the federal government's legal commitment to pay the federal share of a project's cost. For Federal Transit Administration projects, obligation occurs when the FTA grant is awarded. For Federal Highway Administration projects, obligation occurs when a project agreement is executed and the State/grantee requests that the funds be obligated.

REGIONAL TRANSPORTATION PLANNING AND PROGRAMMING

SCOG facilitates a continuous, cooperative and comprehensive multimodal transportation planning process through its regional transportation planning efforts. Regional transportation priorities are identified through the development of the long-range regional transportation plan. Medium-range regional transportation priorities are identified in the six-year regional transportation improvement program.

REGIONAL TRANSPORTATION PLAN

SCOG's long-range regional transportation plan is the strategic framework for meeting the Skagit region's existing and future transportation needs. The Move Skagit 2050 Regional Transportation Plan (Move Skagit 2050) identifies the region's transportation goals through 2050. Transportation priorities include maintaining existing roadways and enhancing the transportation network through regionally significant projects.

Projects identified in Move Skagit 2050 are developed through the comprehensive planning process of cities, towns, Indian tribes, Skagit Transit and Skagit County. Move Skagit 2050 is also consistent with

federal and state requirements, serving as a link between local planning efforts and the statewide Washington Transportation Plan.

As projects in Move Skagit 2050 draw closer to implementation, they are often programmed in SCOG's medium-range program of projects – the 2026–2031 Regional Transportation Improvement Program.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The 2026–2031 Regional Transportation Improvement Program (RTIP) includes projects with secured federal transportation funding, as well as projects that are regionally significant. Projects included in the program are expected to obligate funding within its six-year timeframe.

Projects included in the first year of the RTIP are expected to obligate their secured federal funding during the current program year. Within 90 days of that program year's end date, each obligated project should be included in the annual listing of federal obligations for that year.

Occasionally, project obligations do not occur in the year in which they are programmed. Projects that are committed to obligating funds in the current year and fail to do so may be sanctioned. Additionally, projects programmed in the second to fourth years of the RTIP can occasionally obligate funding in the current program year. SCOG coordinates a regional process every year to monitor obligations as they occur, and ensure that the Skagit region is delivering projects to help meet the regional portion of the statewide obligation authority target.

Projects in the first four years of the RTIP are forwarded to WSDOT to be included in the Statewide Transportation Improvement Program. To obligate federal funding, a project from the Skagit region must first be programmed in the RTIP, and then the Statewide Transportation Improvement Program. Federal authorizations occur only after regional and statewide programming requirements are met.

ANNUAL LISTING OF FEDERAL OBLIGATIONS

The 2025 Annual Listing of Federal Obligations – displayed in **Table 1** – includes all the projects in the Skagit region that obligated relevant federal funds in 2025. The table includes the total programmed¹ amount of federal funding for each obligated project in the 2025–2030 Regional Transportation Improvement Program. Obligations are included for each project phase that received federal authorization last year. Many projects have additional phases that will obligate federal funding in future years. The listing also records the funding available to complete the project unless the amount obligated exceeded the programmed amount.

Obligations reported by WSDOT for programmatic projects (e.g. Asphalt/Chip Seal Preservation and Concrete Roadway Preservation) are combined together into their respective programs. These programmatic expenditures are often referred to as “buckets” of funding for these types of projects.

For any projects with “FTA Transfer” in the title, the date of obligation is reported as the date the transfer of funds between the Federal Highway Administration and Federal Transit Administration was approved. This method of reporting is consistent with how obligation authority is tracked in the Skagit region and statewide.

¹ Only includes Available and Committed funds programmed in RTIP and STIP per 23 CFR 450.104 Definitions (i.e. “Secured” funds in RTIP). Other reasonably anticipated funds are not included in Table 1 (i.e. “Planned” funds in RTIP).

TABLE 1: 2025 ANNUAL LISTING OF FEDERAL OBLIGATIONS

Agency	Project	STIP ID	Federal Project #	Type of Work	Begin	End	Length (in miles)	Obligation Date	Phase	2025-2030 RTIP Federal Programming (Project)	2025 Federal Obligations	Federal Funding Remaining (Project)	Fund Type
Anacortes	12th St & K Ave Intersection	WA-15132	9929(003)	Mobility	750' W of I/S	750' E of I/S	0.28	9/24/2025	PE	\$2,166,582	\$224,000	\$1,942,582	STBG(US)
Anacortes	Q Avenue Pedestrian Crossings	WA-15131	6239(003)	Safety	13th Street	12th Street/Safeway Entrance	0.06	2/2/2025	CN	\$396,000	\$378,784	\$17,216	CRP(US), TA(US)
Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	0020(216)	Mobility	Alder St	Cascade Hwy	0.50	6/17/2025	PE	\$2,815,000	\$350,000	\$2,465,000	STBG(UM)
Burlington	SR 20/Skagit Street Signalization Project	WA-03951	0020(187)	Safety	Skagit Street	SR 20	0.25	9/3/2025	CN	\$0	\$86,500	\$0.00	STBG(UM)
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	WA-15134	0820(014)	Non-Motorized	N Laventure Road	N 30th Street	0.49	4/28/2025	PE	\$307,000	\$27,680	\$279,320	TA(UM)
Sedro-Woolley	SR 20/Cascade Trail West Phase 2B	SW43	0020(220)	Non-Motorized	MP 63.35	MP 63.64	0.29	6/26/2025	PE	\$346,001	\$104,665	\$241,336	TA(UM)
Skagit County	Francis Road Section 3	WA-01192	F294(002)	Mobility	2.87	3.85	0.98	1/27/2025	PE	\$1,020,670	\$220,670	\$800,000	HSIP
Skagit County	Guemes Island Ferry Operating Costs	WA-15618	2029(061)	Transit/Ferry	N/A	N/A	0.00	6/17/2025	PL	\$604,964	\$604,964	\$0	FBP
Skagit County	Lane Departure Reduction, Intersection Awareness, Signage, & Delineation	WA-14029	000S(620)	Safety	Various	Various	N/A	9/23/2025	CN	\$0	\$76	\$0	HSIP
Skagit County	Skagit River Marblemount Bridge	WA-11800	29CS(001)	Mobility	MP 0.03	MP 0.16	0.13	3/10/2025	CN	\$14,874,292	\$12,856,060	\$2,018,232	BR
Skagit County	Upper Finney Creek Bridge	WA-08577	2029(057)	Mobility	MP 4.60	MP 4.70	0.10	3/6/2025	PE	\$0	\$7,829	\$0	BR
Skagit Transit	Construction of Ancillary Maintenance Buildings	WA-16440	FT25(011)	Transit/Ferry	N/A	N/A	0.00	7/23/2025	CN	\$275,000	\$275,000	\$0	CRP(UM)
Skagit Transit	Construction of Zero Emissions Vehicle Infrastructure & Equipment Purchase	WA-16441	FT25(012)	Transit/Ferry	N/A	N/A	0.00	7/23/2025	CN	\$275,000	\$275,000	\$0	CRP(UM)
Skagit Transit	Design Build Services - Operator Restroom Skagit Station	WA-15740	5816-2024-2	Transit/Ferry	N/A	N/A	0.00	2/14/2025	ALL	\$86,400	\$86,400	\$0	5339(a)
Skagit Transit	Operating Funds	WA-07306	WA-2023-013	Transit/Ferry	N/A	N/A	0.00	11/17/2025	ALL	\$12,511,435	\$3,500,000	\$9,011,435	5307
Skagit Transit	Skagit Transit's Maintenance Operations and Administration Facility Project Phase II	WA-14012	FT25(010)	Transit/Ferry	N/A	N/A	0.00	2/10/2025 7/24/2025	PE, CN	\$27,500,000	\$3,391,412	\$24,108,588	5339(a), 5307, STBG(UM)
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PD24(001)	Other	N/A	N/A	0.00	7/31/2025	PL	\$312,967	\$312,967	\$0	STBG(UM)
Samish Nation	SR20/Campbell Lake Road - Intersection Improvement	WA-11959	0020(206)	Safety	MP 45.59	MP 46.48	0.89	9/4/2025	CN	\$4,496,000	\$3,025,200	\$1,470,800	DEMO, STBG(R)
WSDOT	SR 536/Skagit River Bridge - Painting	WA-14366	0055(256)	Other	SR 536 MP 4.72	SR 536 MP 4.84	0.12	8/26/2025	CN	\$12,432,427	\$13,097,353	\$0	STBG(S)
WSDOT	SR 20/Burlington to Sedro-Woolley - Corridor Improvements	WA-12458	0020(207)	Safety	SR 20 MP 61.32	SR 20 MP 63.23	1.91	9/17/2025 2/12/2025 4/03/2025	RW, PE	\$10,486,901	\$1,248,113	\$9,238,788	HSIP, RAIL

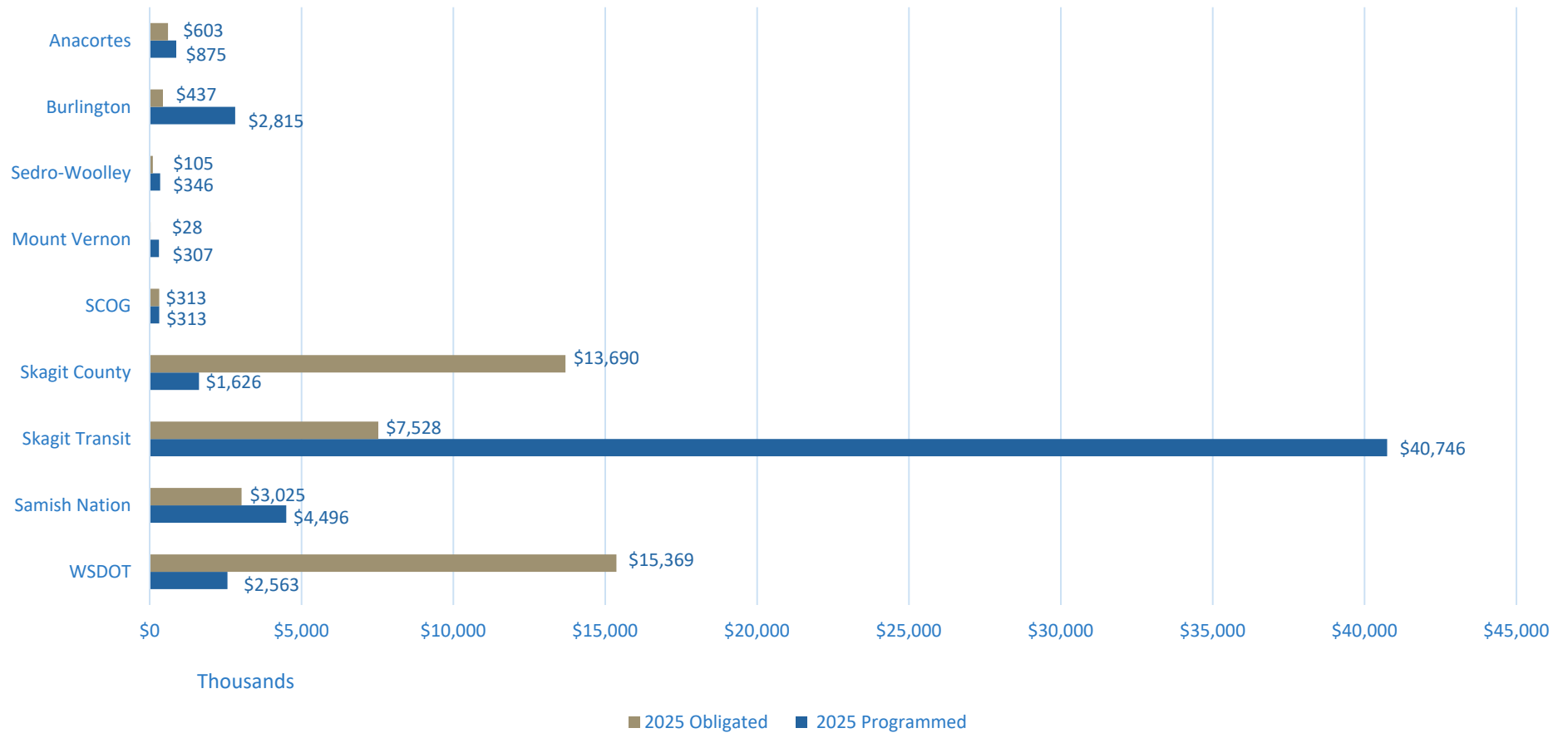
Agency	Project	STIP ID	Federal Project #	Type of Work	Begin	End	Length (in miles)	Obligation Date	Phase	2025-2030 RTIP Federal Programming (Project)	2025 Federal Obligations	Federal Funding Remaining (Project)	Fund Type
WSDOT	Asphalt/Chip Seal Preservation Skagit Council of Governments (SCOG)	WA-08601	0538(013)	Maintenance & Preservation	Various	Various	N/A	11/13/2025	PE	\$4,945,155.00	\$1,023,204	\$3,921,951	STBG(S)
Total											\$41,095,877		

SUMMARY OF FEDERALLY FUNDED PROJECTS

Figure 1 compares project obligations with programming for each jurisdiction that obligated relevant federal funding in 2025. For the most part, projects obligated precisely the amount programmed or have funding remaining to obligate in future years.

The 2025 Annual Listing of Federal Obligations does not account for all funds used for transportation purposes in the Skagit region. State, tribal and local agency funds are not included in the annual listing. These funds often provide match to federal funds or are used to fund other transportation priorities of these governments.

FIGURE 1: 2025 PROJECT PROGRAMMING AND OBLIGATIONS²



² Chart only includes 2025 obligations, not deobligations.

FIGURE 2: 2025 OBLIGATIONS BY PROJECT TYPE³

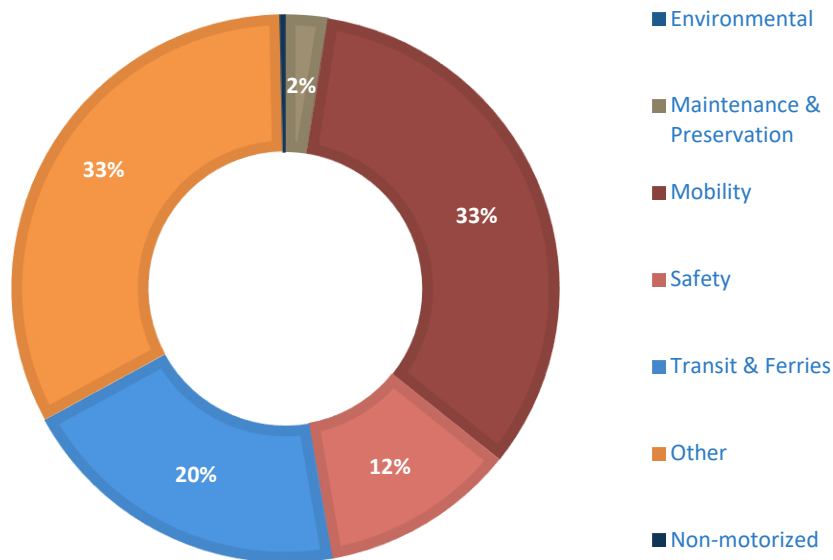


Figure 2 shows 2025 obligations by project classifications created by SCOG. Local transportation funds, predominantly used for maintenance and preservation of the transportation system, are mostly not included in the 2025 Annual Listing of Federal Obligations. If these funds were included, the chart would portray a higher proportion of funds allocated to maintenance and preservation purposes.

Two percent of relevant federal funds, obligated in the Skagit region in 2025, went toward maintenance and preservation projects. Approximately \$1 million went to WSDOT’s Asphalt/Chip Seal Preservation Skagit Council of Governments (SCOG) project.

Safety projects accounted for 12% of obligations in 2025. The largest project in this category by federal obligation amount is Samish Indian Nation’s SR20/Campbell Lake Road – Intersection Improvement pro-

³ Chart only includes 2025 obligations, not deobligations.

ject, which obligated just over \$3 million in 2025 to construct a roundabout and make other safety improvements at SR 20 and Campbell Lake Road.

Transit and ferries projects accounted for 20% of obligations in 2025. The largest obligation amount in this category is Skagit Transit’s Maintenance Operations and Administration Facility Project Phase II project, which obligated about \$3.4 million in 2025 to construct a new transit operations and maintenance facility.

PROJECT DELIVERY

Approximately \$41.1 million⁴ in relevant federal funds were obligated for transportation projects in the Skagit region in 2025. The amount obligated during a program year can differ from the amount programmed due to project delays, administrative challenges and additional project awards that obligate funding but have not been programmed.

In 2025, SCOG member agencies obligated nearly \$6.3 million in regionally managed federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives Set-aside funding. The largest federal obligation of these regionally managed funds was \$3 million for Skagit Transit’s Maintenance Operations & Administration Facility A&E Phase 2 & 3 project.

DEOBLIGATION OF FEDERAL FUNDS

When projects are completed, they typically go through a closure procedure. Deobligation of federal funding occurs if all the federal funds obligated for the project were not necessary to complete the project. Deobligation may also occur if the project is unlikely to progress toward completion or if funding has been obtained from another source and a project sponsor chooses to defederalize a project. **Table 2** lists the deobligations for projects using federal funds that occurred in the Skagit region during 2025.

⁴ This figure includes total 2025 obligations and deobligations.

When federal funds are deobligated, they are returned to the awarding agency to be reallocated for future transportation projects. Federal funds returned from the Federal Highway Administration or Federal Transit Administration are not guaranteed to be reprogrammed for other Skagit region projects.

Regionally managed funds - federal Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives Set-aside funds - are returned to SCOG when deobligated. SCOG can then reprogram the funds for other regional transportation priorities that are competitively selected through SCOG project-selection processes.

TABLE 2: 2025 DEOBLIGATIONS

Agency	Project	STIP ID	Federal Project #	Type of Work	Begin	End	Length (in miles)	Obligation Date	Phase	2025 Federal Deobligations	Fund Type
Mount Vernon	15th Street Sidewalk Improvements	WA-13502	7285(001)	Maintenance & Preservation	Broad St	Division St	N/A	3/6/2025	PE	-\$34,328	STBG(UM)
Skagit County	Upper Finney Creek Bridge	WA-08577	2029(057)	Mobility	MP 4.60	MP 4.70	0.10	3/6/2025	CN	-\$192,646	BR
Skagit County	Skagit River Marblemount Bridge	WA-11800	29CS(001)	Mobility	MP 0.03	MP 0.16	0.13	3/10/2025	PE	-\$2,350,850	BR
Skagit County	Guemes Island Ferry Parking Lot	WA-13327	2029(058)	Transit/Ferry	N/A	N/A	0.00	7/9/2025	PE	-\$1	FBP
Skagit County	Lane Departure Reduction, Intersection Awareness, Signage, & Delineation	WA-14029	000S(620)	Safety	Various	Various	N/A	9/23/2025	PE	-\$77	HSIP
WSDOT	SR 536/Skagit River Bridge - Painting	WA-14366	0055(256)	Other	SR 536 MP 4.72	SR 536 MP 4.84	0.12	5/7/2025	PE	-\$1,213,164	NHPP
Total										-\$3,791,066	