

UNIFIED PLANNING WORK PROGRAM – ANNUAL PERFORMANCE AND EXPENDITURE REPORT



State Fiscal Year

2026

July 1, 2025 – June 30, 2026

Photograph courtesy of Andy Porter Photography

ABOUT SCOG

The Skagit Council of Governments (SCOG) is a voluntary organization of governments whose purpose is to foster a cooperative effort in resolving problems that are common and regional. SCOG is the metropolitan planning organization (MPO) and the regional transportation planning organization (RTPO) in Skagit County, Washington. Through these organizations, federal- and state-required planning activities are carried out. One of these activities is the development of a unified planning work program (UPWP).

WHAT IS A UPWP?

The [2026 Unified Planning Work Program](#) details the planned work tasks, cost estimates and anticipated expenses for state fiscal year 2026 (July 1, 2025 through June 30, 2026). The UPWP identifies how state and federal planning requirements are addressed, who performs the work, the schedule for completing the work and a summary of estimated revenues and expenditures.

WHAT IS THE ANNUAL PERFORMANCE AND EXPENDITURE REPORT?

SCOG, as a subrecipient of federal funding through the Washington State Department of Transportation (WSDOT), is required by [23 CFR 420.117](#) to report annually on UPWP progress. SCOG must submit performance and expenditure reports detailing the progress made in fulfilling the UPWP, which include:

- Comparison of actual performance with established goals;
- Progress in meeting schedules;
- Status of expenditures in a format compatible with the UPWP, including a comparison of budgeted amounts and actual costs incurred;
- Cost overruns or underruns;
- Approved work program revisions; and
- Other pertinent supporting data.

This report addresses the requirements listed above.

APPROVED AMENDMENTS TO THE 2026 UNIFIED PLANNING WORK PROGRAM

There were two amendments to the 2026 Unified Planning Work Program:

1. In October 2025, an amendment included revisions to increase the direct cost for the Regional Transportation Plan work task, an increase in the consultant contract associated with the work task and other UPWP revisions reflecting this cost increase. The Regional Transportation Plan was adopted in March 2026 and the consultant contract ended in June 2026; and

2. In December 2025, an amendment included documenting grants received by SCOG late in calendar year 2025 and related financial information in the UPWP, and revised two work tasks to reflect updated project schedules.

Both amendments were approved by the Transportation Policy Board at their regular monthly meetings.

UNIFIED PLANNING WORK PROGRAM ELEMENTS

ELEMENT 1: ADMINISTRATION

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

STATE FISCAL YEAR (SFY) 2026 ACCOMPLISHMENTS

- Prepared and adopted calendar year [2026 SCOG Operating Budget](#);
- Prepared [2025 Annual UPWP Performance and Expenditure Report](#);
- Developed and adopted [SFY 2027 UPWP](#);
- Twice amended [SFY 2026 UPWP](#);
- Completed monthly UPWP activity reports;
- Completed [Public Participation Plan annual report](#);
- Conducted meetings of the Transportation Policy Board, Technical Advisory Committee and Non-Motorized Advisory Committee;
- Completed annual [Title VI Accomplishments & Goals Report](#);
- Developed and adopted [2026 Cost Allocation Plan](#);
- Began update to SCOG website (completed in September 2027);
- Executed grant agreements with WSDOT;
- Hired new Executive Director;
- Hired new Associate Planner (employment began in August 2027);
- Employed intern;
- Participated in webinars, trainings and other sessions provided by the United States Department of Transportation, American Association of State Highway Transportation Officials and WSDOT;
- Attended Transportation Research Board's 2026 Annual Meeting;
- Participated in quarterly meetings of MPOs-RTPOs and MPO-RTPO-WSDOT coordinating committee;
- Composed letters of support for projects;

- Completed metropolitan planning organization self-certification process;
- Prepared and revised financial forecasts and revenue projections supporting the transportation program; and
- Consulted with tribal governments on planning, programming and project selection processes.

WORK NOT COMPLETED

Work Task 1.1 – MPO and RTPO Administration: the SCOG website update included in this work task was not completed until September 2027.

Work Task 1.6 – Metropolitan Planning Agreement: this work task was led by WSDOT and was not initiated by WSDOT during SFY 2026. The SFY 2027 UPWP also includes this work task with WSDOT as the lead.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$222,200	\$270,796	\$48,596 Over	122%

The percent expended for Element 1: Administration (**122%**) exceeded the estimate for SFY 2026, while most work tasks were completed. This overage is primarily due to more staff time devoted to this element than expected.

ELEMENT 2: MULTIMODAL PLANNING

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

SFY 2026 ACCOMPLISHMENTS

- Completed [Regional Transportation Plan](#), the metropolitan-regional transportation plan for the Skagit region, with consultant assistance;
- Amended [professional services agreement](#) for Regional Transportation Plan;
- Completed [Regional Safety Action Plan](#), with consultant assistance;
- Completed [Regional Transportation Resilience Improvement Plan](#), with consultant assistance;
- Completed update to [Title VI Plan](#);
- Began process to update the [Coordinated Public Transit-Human Services Transportation Plan](#);

- Participated in the [North Sound Transportation Alliance](#) at steering committee and general assembly levels;
- Participated in statewide planning initiatives;
- Continued ongoing nondiscrimination activities;
- Began process to update Skagit County Walking Trail Guide;
- Distributed Skagit County Walking Trail Guide and Skagit County Bike Map;
- Certified [City of Anacortes Comprehensive Plan Transportation Element](#) and [City of Sedro-Woolley Comprehensive Plan Transportation Element](#);
- Prepared [Non-Motorized Advisory Committee 2026 Work Program](#);
- Began regional mobility coordination and outreach following grant execution with WSDOT;
- Provided transportation planning assistance to member jurisdictions; and
- Worked with government agencies as they prepared multimodal level of service standards.

WORK NOT COMPLETED

Work Task 2.5 – Nondiscrimination Planning: a major update to ADA Self-evaluation and Program Access Plan did not begin in SFY 2026 and the update is now anticipated in SFY 2027.

Work Task 2.6 – Nonmotorized Transportation Planning: the Skagit County Walking Trail Guide update was not completed until September 2026.

Work Task 2.8 – Public Participation Plan: a minor update to this plan had been anticipated in SFY 2026. This plan update has been delayed into SFY 2027.

Work Task 2.14 – Intelligent Transportation Systems Architecture: an update to Intelligent Transportation Systems Architecture was not completed until August 2026.

Work Task 2.15 – Regional Mobility Coordination and Outreach: the resource guide for this work task was not completed until September 2026.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$1,064,500	\$1,051,965	\$12,535 Under	99%

The percent expended for Element 2: Multimodal Planning (**99%**) aligned well with the amount budgeted for SFY 2026, though several work tasks were not completed during this timeframe.

INCREASING SAFE AND ACCESSIBLE TRANSPORTATION OPTIONS

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

In Washington state, FHWA and WSDOT ask MPOs to identify which UPWP work tasks address these requirements, for the MPOs that do not meet the Complete Streets exemption. The following work tasks have been identified in the SFY 2026 UPWP that address these federal Increasing Safe and Accessible Transportation Options requirements:

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

All Multimodal Planning element work tasks in the SFY 2026 UPWP address these federal requirements for Increasing Safe and Accessible Transportation Options, in whole or in part, as activities that are identified for the 2.5% of funding.

ELEMENT 3: PROGRAMMING & PROJECT SELECTION

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

SFY 2026 ACCOMPLISHMENTS

- Adopted [2026–2031 Regional Transportation Improvement Program](#);
- Managed 2026–2031 Regional Transportation Improvement Program through formal amendments and administrative modifications;
- Exceeded 2026 regional obligation authority target, making jurisdictions in the Skagit region eligible for the FHWA August Redistribution;

- Continued regional obligation authority process and implemented with project sponsors;
- Coordinated with project sponsors on expected obligations for Surface Transportation Block Grant Program, Carbon Reduction Program and Transportation Alternatives funds, as well as regional obligation authority target delivery;
- Prepared, adopted and revised 2026 Obligation Authority Plan;
- Prepared quarterly obligation reports;
- Prepared and adopted [List of Regional High Priority Projects](#);
- Began process to prepare a regional list of prioritized human services transportation projects; and
- Prepared [Annual Listing of Federal Obligations](#).

WORK NOT COMPLETED

All work tasks in Element 3: Programming & Project Selection were completed during SFY 2026.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$103,500	\$43,845	\$59,655 Under	42%

The percent expended for Element 3: Programming & Project Selection (**42%**) was substantially below the estimate for SFY 2026, while all work tasks were completed. Underage is due to less staff hours necessary on work tasks in this element than estimated.

ELEMENT 4: DATA COLLECTION & ANALYSIS

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

SFY 2026 ACCOMPLISHMENTS

- Completed update to [Travel Demand Model](#) and posted to GitHub;
- Integrated Household Travel Survey data into Travel Demand Model;
- Revisited and adjusted projections and allocations of population, housing and employment as part of Travel Demand Model update;

- Revisited and adjusted traffic analysis zones as part of Travel Demand Model update;
- Coordinated with Skagit Transit on annual amendments to their Public Transportation Agency Safety Plan and Transit Asset Management Plan;
- Participated in statewide efforts related to performance targets, including TPM Framework Group;
- Adopted annual [Regional Highway Safety Performance Targets](#), consistent with performance-based planning and programming requirements;
- Completed 10-year update to highway functional classifications in Skagit County;
- Completed regional process to assist WSDOT with reporting asset management information;
- Geocoded and analyzed employment data in the Skagit region;
- Continued coordination with WSDOT and the Whatcom Council of Governments on a potential Interstate 5 traffic counter at the border of Whatcom and Skagit counties;
- Prepared GIS maps, revised webmaps and conducted geospatial analysis on an as-needed basis;
- Participated in ESRI training to migrate from ArcMap to ArcGIS Pro;
- Conducted over 500 traffic counts and participated in annual traffic counts meeting with Skagit County;
- Continued implementation of interlocal agreement with Skagit County to provide traffic counting services;
- Began review of a highway functional classification request from Anacortes;
- Provided regional input to Freight and Goods Transportation System update led by WSDOT; and
- Maintained [Skagit Region Traffic Counts](#) webmap to disseminate information on traffic counts in the Skagit region.

WORK NOT COMPLETED

Work Task 4.2 – Travel Demand Model: completion of interim model updates in 2025 for utilization in 2025 local comprehensive plan updates did not occur in SFY 2026 due to project delays.

ELEMENT EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$133,200	\$71,399	\$61,801 Under	54%

The percent expended for Element 4: Data Collection & Analysis (54%) was substantially below the estimate for SFY 2026. Underage is due to less staff hours necessary on work tasks in this element than estimated.

CONCLUSIONS

Expenses incurred were \$85,385 less than budgeted in the SFY 2026 UPWP. Reasons explaining differences between budgeted amounts and expenditures are highlighted in each UPWP element. Overall, SCOG was again a careful steward of federal and state funding coming to the agency in SFY 2026 for the continuing, cooperative and comprehensive planning process.

TOTAL EXPENDITURES

Amount Budgeted	Amount Expended	Over/Under	Percent Expended
\$1,523,400	\$1,438,005	\$85,385 Under	94%

SUMMARY OF EXPENDITURES

	Program Fund Source	Budgeted/Expended	Element 1: Administration	Element 2: Multimodal Planning	Element 3: Programming & Project Selection	Element 4: Data Collection & Analysis	Total
Federal Funds & Local Match	Federal Highway Administration & Federal Transit Administration – Consolidated Planning	Budgeted	\$107,700	\$129,700	\$27,900	\$18,800	\$284,100
		Expended	\$125,748	\$82,812	\$17,548	\$23,594	\$249,702
	Federal Transit Administration – Enhanced Mobility of Seniors and Individuals with Disabilities	Budgeted	\$0	\$80,300	\$0	\$0	\$80,300
		Expended	\$0	\$82,096	\$0	\$0	\$82,096
	Federal Highway Administration – Surface Transportation Block Grant Program	Budgeted	\$105,200	\$363,700	\$72,100	\$77,500	\$618,500
		Expended	\$105,118	\$449,997	\$19,599	\$32,093	\$606,807
	Federal Highway Administration – Safe Streets and Roads for All	Budgeted	\$0	\$167,300	\$0	\$0	\$167,300
		Expended	\$0	\$110,600	\$0	\$0	\$110,600
	Federal Highway Administration – Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program	Budgeted	\$0	\$249,600	\$0	\$0	\$249,600
		Expended	\$0	\$263,037	\$0	\$0	\$263,037
	Subtotal Budgeted		\$212,900	\$990,600	\$100,000	\$96,300	\$1,399,800
	Subtotal Expended		\$230,866	\$988,542	\$37,147	\$55,687	\$1,312,242
State Funds	Regional Transportation Planning Organization – Planning	Budgeted	\$9,300	\$22,800	\$3,500	\$36,900	\$72,500
		Expended	\$39,930	\$23,999	\$6,698	\$15,712	\$86,339
	Special Needs	Budgeted	\$0	\$27,100	\$0	\$0	\$27,100
		Expended	\$0	\$15,393	\$0	\$0	\$15,393
	Rural Mobility	Budgeted	\$0	\$24,000	\$0	\$0	\$24,000
		Expended	\$0	\$24,031	\$0	\$0	\$24,031
	Subtotal Budgeted		\$9,300	\$73,900	\$3,500	\$36,900	\$123,600
	Subtotal Expended		\$39,930	\$63,423	\$6,698	\$15,712	\$125,763
Total	Budgeted		\$222,200	\$1,064,500	\$103,500	\$133,200	\$1,523,400
	Expended		\$270,796	\$1,051,965	\$43,845	\$71,399	\$1,438,005

Note: expenditures are rounded to the nearest dollar.