

SKAGIT TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Thursday, May 15th, 2014
SCOG, Room C
Mount Vernon, WA

AGENCIES REPRESENTED

- Anacortes Fred Buckenmeyer, Eric Shjarback
- Burlington Brian Dempsey
- Concrete Cody Hart
- Mount Vernon Esco Bell, Mike Love
- Port of Anacortes Jenkins Dossen
- Sedro-Woolley Mark Freiberger
- Skagit County Dan Berentson, Paul Randall-Grutter
- Skagit Transit Carolyn Chase
- Swinomish Tribal Community Ed Knight, Tara Satushek
- WSDOT John Shambaugh

STAFF PRESENT

- Kevin Murphy Executive Director
- Mark Hamilton Transportation Planner
- Gabe Philips Transportation Planner

MINUTES

1. The meeting began at 2:00 PM. Roll was taken with a quorum present.
2. SCOG Report: In the interest of time, this item was skipped
3. Approval of the May 1st, 2014 TAC meeting minutes. Mark Freiberger made a motion to approve the May 1st, 2014 TAC meeting minutes as they were presented. Esco Bell seconded the motion. The motion carried unanimously.
4. Surface Transportation Program Project Scoring Criteria: Gabe Philips gave an overview of the changes made to the selection criteria from the previous meeting. One of the major changes included adjusting the collision history to only include accidents that could potentially be prevented by the proposed project. The proposed criterion recommended analyzing collisions within a three year time period. The TAC recommended expanding that period to five years.

Fred Buckenmeyer said that there should probably be a higher emphasis on safety, since it was the highest scoring priority from the survey performed last month. Gabe said that he plans on holding a priority weighting exercise with the Policy Board at their meeting on the 21st. It might make sense for the TAC to discuss the merits of the criteria and wait to adjust the scoring until the next meeting, after the Policy Board has given its input on the weights.

Mark Freiberger recommended that the roads on the National Highway System should not be favored over other roadways when it comes to safety. The rest of the committee agreed and removed this criterion from the safety section.

At this point, the TAC discussed whether or not to include a subjectively ranked TAC priority portion to the scoring criteria. The potential options were allowing the TAC to rate 10% of each of the priority areas or simply have an additional priority area that is 10% of the total project score. The committee ultimately decided to have an additional priority area worth 10% of the score that was based on the TAC's priority rating of the projects. The TAC will hear presentations on all of the projects and then rank each of them. Those rankings will be averaged for the entire TAC to come to an average rank. The highest ranking project will get 10 points. Then next highest ranked project will get 9 points. This process continues until there are no more projects or no more points are available.

Cody Hart commented that some projects could double count collision information. If a project has previously received funding to address a safety issue, that project should not be eligible to receive points for the collision portion of the criteria. This will be addressed in the project application by having the project sponsor list if they have received funding for safety issues in the proposed project vicinity in the past or the project sponsor must document how the new project addresses the situation differently.

Mike Love said that he thinks the 5 point reduction for an agency turning back funds is inappropriate. He said that the agency having to pay back previously obligated funds is enough of a penalty. Gabe and Kevin Murphy explained that the intent of this was to keep agencies from committing to spending funds then changing their minds, which could make it difficult to meet obligation targets. After some discussion, the TAC decided to remove the penalty for agencies turning back funds.

Mark Freiburger and Esco Bell said that environmental justice should not be a factor in the project selection process. Kevin said that SCOG is required by executive order to track project impacts to environmental justice areas over time. While it is not required that it be a factor in the project selection process, it is a way of showing the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) that the MPO is being proactive in addressing the issue. Carolyn Chase said that ensuring consideration to low income and minority populations is important to Skagit Transit, FHWA and FTA and feels that it should be included in the criteria. The committee ultimately decided to leave the environmental justice portion as it was presented.

Mike Love asked if impact fees collected from developers could be considered private partner funding. The committee felt that those should be considered local match and not count towards the private partner funding criterion.

Some edits were made to the current and future employment section. The TAC recommended that the future employment density look at the change from existing rather than the total employment. They also recommended that the point values be doubled for the present and future year employment criterions but the maximum available in that section remain the same.

The TAC recommended that the determination on whether the project will enhance transit service be judged by Skagit or Island Transit in a letter or email that accompanies the project application.

A conversation regarding how to compare transit, non-motorized, and roadway projects ensued. Gabe said that Spokane Regional Transportation Planning Council sets a target amount of funds for non-roadway projects. Mark Freiburger made a motion to recommended setting aside 10% of the total amount in the call for projects for non-roadway projects. Project sponsors for non-roadway projects can apply for up to 10% of the annual allocation, multiplied by two. The motion was seconded by Paul Randall-Grutter. The motion carried unanimously.

The TAC recommended making the maximum score for the project history criterion 10 points instead of 15. They also recommended reducing the Project Funding/Readiness category from 20 points to 15.

5. Roundtable Projects Discussion: In the interest of time, this item was skipped.



The next TAC meeting will be at 1:30 PM on June 5th, 2014. The meeting will be held in SCOG conference room C.

The meeting was adjourned at 4:22 PM.

Attest:

A handwritten signature in blue ink, appearing to read "Mark Hamilton", is written over a horizontal line.

Mark Hamilton,
Skagit Council of Governments

Date 6/6/2014