

DISCUSSION ITEM 7.B. – SURFACE TRANSPORTATION PROGRAM BLOCK GRANT PROJECT SELECTION

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	07/20/2016	Discussion	Gabe Philips	360-416-6678
Technical Advisory Committee	12/1/2016	Discussion	Gabe Philips	360-416-6678
Transportation Policy Board	12/21/2016	Discussion	Gabe Philips	360-416-6678
Technical Advisory Committee	01/05/2017	Discussion	Gabe Philips	360-416-6678
Technical Advisory Committee	02/02/2017	Review and Recommendation	Gabe Philips	360-416-6678
Transportation Policy Board	02/15/2017	Release for Public Comment	Gabe Philips	360-416-6678
Transportation Policy Board	03/15/2017	Action (Approve Criteria)	Gabe Philips	360-416-6678
Technical Advisory Committee	05/04/2017	Review and Recommendation	Gabe Philips	360-416-6678
Transportation Policy Board	05/17/2017	Discussion	Gabe Philips	360-416-6678

DISCUSSION

Over the last several months the Transportation Policy Board has discussed the 2017 Surface Transportation Program Block Grant (STPBG) call for projects. It is estimated that around \$5.1 million is available for allocation to regional projects. Of this, approximately \$1.5 million must be used in urban areas, \$1.5 million must be used in rural areas, and \$2.1 million can be used in either area.

CALL FOR PROJECTS

[SCOG issued a call for projects](#) to utilize regional STPBG funds on March 17th, 2017. Applications were due to SCOG by April 26th, 2017. Below is a summary of projects that were submitted for consideration:

TABLE 1: PROJECTS SUBMITTED FOR CONSIDERATION

Agency	Project Title	Requested STPBG Funds
Burlington	E McCorquodale Connector	\$2,441,000
Burlington	SR 20 / Skagit St. Signalization Project	\$1,513,750
Concrete	Airport Way Overlay	\$147,250
Concrete	Limestone Street Overlay	\$147,250
Concrete	Secondary Access Project	\$663,022
Mount Vernon	Freeway Drive Improvements (College Way to Cameron Way)	\$1,874,900
Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street	\$500,000
Sedro-Woolley	SR20/SR9N-Township Intersection Improvements	\$716,220
Skagit County	Centennial Trail (Big Rock to Clear Lake	\$216,250
Skagit County	Francis Road - Section 1	\$1,351,252
Skagit County	Francis Road - Section 3	\$480,075

Agency	Project Title	Requested STPBG Funds
Skagit County	Guemes Ferry Boat Replacement	\$1,351,252
Skagit Transit	Bus Shelters Purchase	\$20,000
Skagit Transit	Bus Stop Design Standards	\$50,000
Skagit Transit	Reconstruct Bus Stops	\$30,000
TOTAL		\$11,502,221

For a description of each project, [download this list](#) which was used by the Technical Advisory Committee (TAC) to score the TAC Priority and Preservation sections of the project scoring criteria.

PROJECT PRIORITIZATION RECOMMENDATION

Staff performed an initial analysis of the objective measures from the project selection criteria. Meanwhile, the TAC submitted input on the subjective measures of the project selection criteria (preservation and TAC priority sections). These scores were compiled to prepare an initial list of project priorities. The TAC used this listing as a tool to prepare its recommendation to the Transportation Policy Board.

Consistent with guidance received from the Transportation Policy Board, the TAC first included a non-roadway project (Sedro-Woolley’s SR 20/Cascade Trail West Extension project) that requested approximately ten percent of the available STPBG funds in its recommendation. Once this target was addressed, the TAC then began including projects in its recommendation according to the ranking from the project selection criteria.

The first several projects included in the recommendation were located in the urban area. After including the first two urban projects, the relatively large amount of funding requested by Mount Vernon’s Freeway Drive Improvements project tied up more than the remaining funding. As a result, the City of Mount Vernon’s TAC representative agreed to reduce the request by \$1,082,000 and pursue the remaining funding through other grant processes. At this point, virtually all of the urban and flex funds available had been exhausted so only rural projects were considered going forward. The project scores and rankings are included in the table below (note: rows in green indicate phases of projects that the TAC has recommended should receive STPBG funding):

TABLE 2: PROJECT RANKINGS AND FUNDING RECOMMENDATION

Rank	Agency	Project Title	Location	Type	Phase	Score	Requested STPBG Funds
1	Sedro-Woolley	SR20/SR9N-Township Intersection Improvements	Urban	Roadway	PE	65.61	\$106,395
1	Sedro-Woolley	SR20/SR9N-Township Intersection Improvements	Urban	Roadway	CN	65.61	\$609,825
2	Burlington	SR 20 / Skagit St. Signalization Project	Urban	Roadway	CN	62.00	\$1,513,750
3	Mount Vernon	Freeway Drive	Urban	Roadway	PE	56.02	\$224,900
3	Mount Vernon	Freeway Drive	Urban	Roadway	CN	56.02	\$568,000
4	Sedro-Woolley	Cascade Trail West Extension	Urban	Non-Roadway	PE	46.4	\$70,065
4	Sedro-Woolley	Cascade Trail West Extension	Urban	Non-Roadway	RW	46.4	\$21,193
4	Sedro-	Cascade Trail West Extension	Urban	Non-	CN	46.4	\$408,742

Rank	Agency	Project Title	Location	Type	Phase	Score	Requested STPBG Funds
	Woolley			Roadway			
5	Skagit County	Francis Road - Section 3	Rural	Roadway	PE	40.67	\$405,000
5	Skagit County	Francis Road - Section 3	Rural	Roadway	RW	40.67	\$75,075
6	Skagit County	Centennial Trail	Rural	Non-Roadway	PE	38.8	\$216,250
7	Burlington	E McCorquodale Connector	Urban	Roadway	PE	38.44	\$250,000
7	Burlington	E McCorquodale Connector	Urban	Roadway	2-CN	38.44	\$2,191,000
8	Concrete	Secondary Access Project	Rural	Roadway	RW	37.5	\$400,000
8	Concrete	Secondary Access Project	Rural	Roadway	CN	37.5	\$263,022
9	Skagit County	Francis Road - Section 1	Rural	Roadway	PE	30.84	\$250,000
9	Skagit County	Francis Road - Section 1	Rural	Roadway	RW	30.84	\$80,000
9	Skagit County	Francis Road - Section 1	Rural	Roadway	CN	30.84	\$1,021,252
10	Skagit Transit	Reconstruct Bus Stops	Urban	Non-Roadway	ALL	29.80	\$30,000
11	Concrete	Airport Way Overlay	Rural	Roadway	CN	29.67	\$147,250
12	Skagit Transit	Bus Shelters Purchase	Urban	Non-Roadway	ALL	27.00	\$20,000
13	Skagit County	Guemes Ferry Boat Replacement	Rural	Non-Roadway	ALL	26.00	\$1,351,252
14	Skagit Transit	Bus Stop Design Standards	Urban	Non-Roadway	ALL	25.17	\$50,000
15	Concrete	Limestone Street Overlay	Rural	Roadway	CN	21.17	\$147,250

Based on the process described above, the TAC has made a recommendation to select the following projects to receive STPBG funding:

TABLE 3: STPBG FUNDING RECOMMENDATION

Agency	Project Title	Phase	Funds Awarded
Sedro-Woolley	SR20/SR9N-Township Intersection Improvements	PE	\$106,395
Sedro-Woolley	SR20/SR9N-Township Intersection Improvements	CN	\$609,825
Burlington	SR 20 / Skagit St. Signalization Project	CN	\$1,513,750
Mount Vernon	Freeway Drive	PE	\$224,900
Mount Vernon	Freeway Drive	CN	\$568,000
Sedro-Woolley	Cascade Trail West Extension	PE	\$70,065
Sedro-Woolley	Cascade Trail West Extension	RW	\$21,193
Sedro-Woolley	Cascade Trail West Extension	CN	\$408,742
Skagit County	Francis Road - Section 3	PE	\$405,000

Agency	Project Title	Phase	Funds Awarded
Skagit County	Francis Road - Section 3	RW	\$75,075
Skagit County	Centennial Trail	PE	\$216,250
Concrete	Secondary Access Project	RW	\$400,000
Concrete	Secondary Access Project	CN	\$263,022
Skagit County	Francis Road - Section 1	PE	\$250,000
Total			\$5,132,217

The total funding award associated with the TAC’s recommendation is relatively close to the estimated amount of STPBG funds available. The Transportation Policy Board can program more funding than what is expected to be available for program years 2022 and 2023 but it would push out the next call for projects further into the future. Having more frequent calls for projects allows the Transportation Policy Board to be more responsive to shifting priorities.

TABLE 4: SUMMARY OF FUNDING RECOMMENDATION

	Total	Non-Roadway	Urban	Rural
Available	\$5,131,380	\$513,138	\$1,521,322	\$1,494,616
Programmed	\$5,132,217	\$716,250	\$3,522,870	\$1,609,347

CONTINGENCY LIST RECOMMENDATION

The Transportation Policy Board directed staff to prepare a list of projects that could obligate funding with little notice in case a programmed project is unable to move forward. SCOG received only two contingency list applications but staff recommends including the Skagit Transit projects that were not recommended for selection above to be included as part of the contingency list they can obligate funding with very little notice. Below is a summary of staff’s recommendation for contingency list prioritization:

TABLE 5: CONTINGENCY LIST RECOMMENDATION

Priority	Agency	Study/Project	Cost
1	Sedro-Woolley	Jones/John Liner/Trail Road Corridor Scoping Study	\$100,000
2	Skagit Transit	Reconstruct Bus Stops	\$30,000
3	Skagit Transit	Bus Shelters Purchase	\$20,000
4	Skagit Transit	Bus Stop Design Standards	\$100,000
5	SCOG	Household Travel Survey	\$200,000

While the above projects have been prioritized, whether or not the project receives funding may also depend on the amount of funding SCOG needs to obligate in order to meet its regional obligation target. It should also be noted that these projects will only receive funding if any combination of the projects selected to receive STPBG funds cannot move forward to meet SCOG’s annual obligation target. There is no guarantee that any project on contingency list will receive any STPBG funding.

SCOG PLANNING FUNDING

Staff recommends that the Transportation Policy Board continue the practice of allocating ten percent of the regional STPBG funds to supplement SCOG’s administration. Metropolitan Planning Organization and Regional Transportation Planning Organization planning funds allocated to SCOG are inadequate to support SCOG’s planning efforts at the current level of service. Additional funding is necessary to support meeting state and federal planning requirements. This has been the typical practice of SCOG except in times of excessive budget surplus.