



SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

January 4, 2018 – 1:30 PM

[Skagit Council of Governments](http://www.scog.net)

315 South Third Street, Suite 100, Mount Vernon, WA 98273

AGENDA

1. Call to Order
2. Approval of [December 7, 2017 Technical Advisory Committee Meeting Minutes](#)
3. [January 2018-2023 Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. [Regional Safety Performance Targets](#) – *Mark Hamilton*
5. 2018 Obligation Authority Target – *Mark Hamilton*
6. Base Project Schedules – *Mark Hamilton*
7. Roundtable and Open Topic Discussion
8. Next Meeting: February 1, 2018
9. Adjourned

Please contact [Mark Hamilton](#) at (360) 416-7876 if there are any other items that need to be brought up for discussion.

[Meeting Packet](#)

Title VI Notice: SCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations. For more information, or to obtain a Title VI Complaint Form, visit SCOG's website at <http://scog.net/about/nondiscrimination/>.

Notificación del Título VI: El SCOG cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, así como los estatutos y reglamentos relacionados. Si desea más información o tener acceso al formulario de denuncia del Título VI, visite la página web del SCOG <http://scog.net/about/nondiscrimination/>.



TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

Anacortes.....	1
Burlington.....	1
Mount Vernon	1
Sedro-Woolley	1
Skagit County.....	3
Skagit Transit.....	1
WSDOT.....	1
Ports	1
• Port of Anacortes	
• Port of Skagit	
Towns	1
• Concrete	
• Hamilton	
• La Conner	
• Lyman	
Tribes.....	1
• Swinomish Tribal Community	
• Samish Indian Nation	

NON-VOTING MEMBERS
 Skagit PUD

Title VI Notice: SCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations. For more information, or to obtain a Title VI Complaint Form, visit SCOG’s website at <http://scog.net/about/nondiscrimination/>.

Notificación del Título VI: El SCOG cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, así como los estatutos y reglamentos relacionados. Si desea más información o tener acceso al formulario de denuncia del Título VI, visite la página web del SCOG <http://scog.net/about/nondiscrimination/>.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Thursday, December 7, 2017
SCOG, Room C
Mount Vernon, WA

AGENCIES REPRESENTED

- Anacortes Steve Lange (Arrived 1:43 PM)
- Concrete..... Cody Hart
- Samish Indian NationNora Pederson
- Sedro-Woolley Mark Freiberger (Arrived 1:32 PM)
- Skagit County Keith Elefson
- Skagit Transit Brad Windler (1:35 PM)
- Swinomish Indian Tribal Community..... Keri Cleary
- Washington State Department of Transportation John Shambaugh

STAFF PRESENT

- Kevin Murphy Executive Director
- Mark Hamilton Transportation Planner
- Rose Howe Assistant Planner

MINUTES

The meeting began at 1:30 PM.

1. Welcome and Introductions: Skagit Council of Governments (SCOG) Technical Advisory Committee members stated their name and positions before the committee.
2. Approval of the September 7 and November 2, 2017 Technical Advisory Committee Meeting Minutes: Cody Hart moved to approve the September 7 meeting minutes. Mark Freiberger seconded the motion, and the motion carried unanimously. Mark Freiberger made a motion to approve the November 2 meeting minutes. Keri Cleary seconded the motion. The motion carried unanimously.
3. Cook Road Corridor Study: Mark Hamilton reported that the final draft of the Cook Road Corridor Study is now available. Mr. Hamilton stated there were no content changes between the draft version and final version of the study. Mr. Hamilton reviewed the study's findings and two recommendations.

Mr. Hamilton stated that higher resolution copies of images found in the study are available upon request. There were no comments from Technical Advisory Committee members.

4. Base Project Schedule Form with Sample Project from SCOG: Kevin Murphy reported SCOG did not meet its August 2017 obligation target. Mr. Murphy said the statewide process sanctions Metropolitan Planning Organizations (MPOs) if they miss obligation targets two years in a row. Mr. Murphy explained SCOG has until August 2018 to meet both its August 2017 and August 2018 obligation targets. Mr. Murphy reported he will represent SCOG at a statewide MPO coordination meeting in February and will need to demonstrate whether the region's project sponsors are capable of fulfilling SCOG's obligation authority. In advance of that meeting, copies of Base Project Schedule forms will

be given to Transportation Policy Board members at their January meeting to inform Board members whether project sponsors will be able to obligate their funds before the August deadline.

Technical Advisory Committee (TAC) members discussed the Base Project Schedule form and statewide project obligation procedures. TAC members stated their agreement to the form, but questioned whether the form will be meaningful for projects occurring in the later program years of the Regional Transportation Improvement Programs. TAC members also discussed the need for a more diverse and extensive contingency list of competitively selected projects. Additionally, TAC members expressed concern about the ability for projects with large amounts of awarded funds to obligate on time across the next two years of the Regional Transportation Improvement Program.

Cody Hart discussed a new administrative procedure with the Technical Advisory Committee. Mr. Hart stated that local agencies are now following a federal process, instituted by Washington State Department of Transportation's Local Programs, which they have been required to follow. Mr. Hart stated there is another process, utilized in Thurston County, where one or two local agencies can be selected to receive all Surface Transportation Program federal funds and exchange funds with other jurisdictions through interlocal agreements. Under this process, projects would still have to be competitively selected, but federal monies could be focused on a few projects while freeing other projects from federal requirements. Mr. Hart said this process would eliminate the federal nexus in distributing transportation funding and reduce overall project costs. Mr. Hart urged the TAC to consider using this process in Skagit County.

Kevin Murphy reported federal funds still need to be competitively awarded in this process, and he mentioned Washington state MPOs have only discussed the procedure used in Thurston County briefly. TAC members expressed interest in learning more about the procedure and asked Mr. Murphy to get more details about Thurston's procedure.

Cody Hart reported Concrete's Cedar Street project has been deprogrammed. Funds for the project have been obtained through a non-federal source and the federal funds are no longer needed.

Mark Hamilton stated Base Project Schedule forms will be updated and sent to members of the Technical Advisory Committee for completion.

5. Regional Safety Performance Targets (moved to #6 on the agenda): Mark Hamilton reported Washington state and its MPOs are setting performance targets, and safety targets are the first Federal Highway Administration regional targets that need to be set SCOG. Mr. Hamilton stated SCOG, as an MPO, has until February to set regional safety targets. Mr. Hamilton reported SCOG has two options: SCOG can set quantifiable targets for the region agree to plan and program projects to help the state meet their statewide safety targets. TAC members asked a series of clarifying questions and discussed the behavioral causes of roadway collisions. TAC members expressed interest in selecting quantifiable targets for the region.
6. Regional Transportation Priorities for the Next Legislative Session (moved to #5 on the agenda): Kevin Murphy asked TAC members to inform SCOG about what transportation funding local jurisdictions will be requesting during the next legislative session. Mr. Murphy reviewed the projects listed in SCOG's last legislative priority list, and noted the region has done well securing funds over the past four years.

Mark Freiburger discussed a railroad undercrossing project being considered on the Jones/John Liner Corridor. Mr. Freiburger said Sedro-Woolley may pursue funding for this project from the legislature in the future. Cody Hart said Cook Road is the region's largest priority for the next legislative session.

7. Roundtable Discussion: Technical Advisory Committee members gave updates on their current projects.

The next TAC meeting will be at 1:30 PM on January 4, 2017. SCOG staff will announce the meeting location at least a week prior to the meeting.

The meeting adjourned at 3:10 PM.

Attest:

Mark Hamilton,
Skagit Council of Governments

Date _____

DRAFT

ACTION ITEM X.X – APPROVE JANUARY 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	01/04/2018	Review and Recommendation	Mark Hamilton	360-416-7876
Transportation Policy Board	01/17/2018	Action	Mark Hamilton	360-416-7876

RECOMMENDED ACTION

SCOG staff and the Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program (RTIP) amendment:

- Concrete
 - Cedar Street Pedestrian Improvements
- Washington State Department of Transportation (WSDOT) - NW
 - Regionwide Shoulder Rumble Strip Installation
 - Breakaway Cable Terminal Replacement
 - SR 20 Lillian Creek to Granite Creek – Rumblestrip Installation

FISCAL IMPACT

The Regional Transportation Improvement Program is fiscally constrained in the 2018-2021 program years.

- [Current financial feasibility table](#)

PUBLIC PARTICIPATION

A public comment period began on December 27, 2017 and will end on January 9, 2018.

DISCUSSION

PROPOSED RTIP AMENDMENT

- Concrete
 - Cedar Street Pedestrian Improvements: this amendment would delete this project from the RTIP. The project sponsor has obtained Washington state funding for the project through the Transportation Improvement Board and will no longer require the federal funds awarded by SCOG for this project.

- WSDOT - NW
 - Regionwide Shoulder Rumble Strip Installation: this amendment would add this project to the RTIP. The project would add shoulder rumble strips at various locations on State Route 20 in Skagit County.
 - Breakaway Cable Terminal Replacement: this amendment would add this project to the RTIP. The project would replace 294 breakaway cable terminals on Interstate 5 with guardrail terminals meeting current safety standards.

RTIP ADMINISTRATIVE MODIFICATIONS

The following project modifications are a minor adjustment to the 2018-2023 RTIP and do not require Transportation Policy Board approval. Staff has approved the adjustments and they will be forwarded to WSDOT for inclusion in the Statewide Transportation Improvement Program (STIP).

- WSDOT - NW
 - SR 20 Lillian Creek to Granite Creek - Rumblestrip Installation: this amendment modifies the phasing of the project and updates the expenditure schedule. Preliminary engineering is deleted, as it was completed in December 2017, and the construction funding amount is updated.

DRAFT

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

September 21, 2017

County: Skagit

Agency: Concrete

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
09			WA-02458	28	0.320	CE	No	Concrete Sauk Valley Road	South Superior Ave	458,960	

Cedar Street Pedestrian Improvements

Add paved bicycle lane and add a sidewalk with ADA facilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2018		STP(R)	85,200		0	13,300	98,500
CN	2020		STP(R)	311,798		0	48,662	360,460
Project Totals				396,998		0	61,962	458,960

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	98,500	0	0	0	0
CN	0	0	360,460	0	0
Totals	98,500	0	360,460	0	0

Agency Totals for Concrete	Federal Funds		State Funds	Local Funds	Total
	Federal	State Fund Code			
	396,998		0	61,962	458,960

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

December 18, 2017

County:

Agency: WSDOT - NW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		100016F	WA-10891	21	2.790	CE	No	MP 44.59	MP 47.38	20,747	

Regionwide Shoulder Rumble Strip Installation (17-19)

This project will install shoulder rumble strips at various locations. (This project is within the boundaries of PSRC, IRTPO, SCOG and WCOG. Total shown is for SCOG only.)

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018		HSIP	3,983		0	166	4,149
CN	2019		HSIP	16,266		0	332	16,598
Project Totals				20,249		0	498	20,747

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	3,532	617	0	0	0
CN	0	15,368	1,230	0	0
Totals	3,532	15,985	1,230	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	20,249	0	498	20,747

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

December 13, 2017

County:

Agency: WSDOT - NW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		100017A	WA-10880	21	0.000	CE	No	N/A	N/A	388,560	

NWR Breakaway Cable Terminal Replacement - Interstate 17-19

The Breakaway Cable Terminal (BCT) does not meet NCHRP 350 specifications. 294 BCTs will be removed and replaced with guardrail terminals meeting current standards reducing the risk of injury collisions at these locations. (This project is within the boundaries of PSRC, SCOG and WCOG. The total shown is for SCOG only.)

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2018		HSIP		37,545	0	1,565	39,110
CN	2019		HSIP		342,461	0	6,989	349,450
Project Totals					380,006	0	8,554	388,560

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	36,688	2,422	0	0	0
CN	0	308,927	40,523	0	0
Totals	36,688	311,349	40,523	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	380,006	0	8,554	388,560

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

December 19, 2017

County:

Agency: WSDOT - NW

Func CIs	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06		102080A	WA-08437	21	11.770	CE	No	MP 136.31	MP 148.08	244,154	

SR 20/Lillian Creek to Granite Creek - Rumblestrip Installation

Reduce the risk of crossover and run off the road incidents by the installation of centerline and shoulder rumblestrips. This project is within the boundaries of SCOG and WCOG; the total shown is for SCOG only.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2019		HSIP	196,418		0	4,009	200,427
Project Totals				196,418		0	4,009	200,427

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	185,577	14,850	0	0
Totals	0	185,577	14,850	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	196,418	0	4,009	200,427

Prior PE obligation 2017: \$43,727

Financial Feasibility Table

Funding Program	Carryover	2018			2019			2020			2021			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed			
SCOG-Managed Funds	-\$96	\$1,819	\$1,723	\$1,989	\$1,819	\$1,552	\$1,225	\$1,819	\$2,145	\$1,904	\$1,819	\$2,060	\$1,357	\$7,178	\$6,476	\$703
STP	\$173	\$1,675	\$1,849	\$1,989	\$1,675	\$1,535	\$1,225	\$1,675	\$1,985	\$1,883	\$1,675	\$1,778	\$1,124	\$6,875	\$6,220	\$654
TAP	-\$269	\$143	-\$126	\$0	\$143	\$17	\$0	\$143	\$160	\$22	\$143	\$282	\$234	\$303	\$255	\$48
State-Managed Funds	\$0	\$33,779	\$33,779	\$33,779	\$3,447	\$3,447	\$3,447	\$7,525	\$7,525	\$7,525	\$5,399	\$5,399	\$5,399	\$50,150	\$50,150	\$0
5307	\$0	\$1,960	\$1,960	\$1,960	\$2,019	\$2,019	\$2,019	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$8,138	\$8,138	\$0
5309	\$0	\$1,180	\$1,180	\$1,180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,180	\$1,180	\$0
HSIP	\$0	\$1,504	\$1,504	\$1,504	\$747	\$747	\$747	\$0	\$0	\$0	\$0	\$0	\$0	\$2,251	\$2,251	\$0
NHPP	\$0	\$7,954	\$7,954	\$7,954	\$0	\$0	\$0	\$3,202	\$3,202	\$3,202	\$0	\$0	\$0	\$11,156	\$11,156	\$0
STP(BR)	\$0	\$1,053	\$1,053	\$1,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,053	\$1,053	\$0
STP(S)	\$0	\$5,954	\$5,954	\$5,954	\$681	\$681	\$681	\$2,243	\$2,243	\$2,243	\$3,270	\$3,270	\$3,270	\$12,149	\$12,149	\$0
CRAB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50	\$50	\$50	\$50	\$0
CWA	\$0	\$10,624	\$10,624	\$10,624	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,624	\$10,624	\$0
Ped/Bike Program	\$0	\$800	\$800	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$800	\$0
TIB	\$0	\$2,750	\$2,750	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,750	\$2,750	\$0
Federally-Managed Funds	\$0	\$3,498	\$3,498	\$3,498	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,698	\$4,698	\$0
DEMO	\$0	\$2,699	\$2,699	\$2,699	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,899	\$3,899	\$0
FBP	\$0	\$799	\$799	\$799	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$799	\$799	\$0
Locally-Managed Funds	\$0	\$16,852	\$16,852	\$16,852	\$12,737	\$12,737	\$12,737	\$12,613	\$12,613	\$12,613	\$2,472	\$2,472	\$2,472	\$44,674	\$44,674	\$0
Local	\$0	\$16,852	\$16,852	\$16,852	\$12,737	\$12,737	\$12,737	\$12,613	\$12,613	\$12,613	\$2,472	\$2,472	\$2,472	\$44,674	\$44,674	\$0
Total	-\$96	\$55,947	\$55,851	\$56,118	\$19,202	\$18,936	\$18,609	\$21,956	\$22,283	\$22,042	\$9,690	\$9,931	\$9,228	\$106,700	\$105,997	\$703

DISCUSSION ITEM X.X. – 2018 REGIONAL PERFORMANCE TARGETS FOR SAFETY

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	01/04/2018	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	01/17/2018	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

SCOG is continuing the process of setting performance targets for the region's transportation system. Metropolitan planning organizations (MPOs), such as SCOG, are implementing a new performance-based approach to transportation decision-making that was introduced through the 2012 Moving Ahead for Progress in the 21st Century federal transportation law. Many of the final rules implementing the new framework went into effect in 2016 with related responsibilities starting for MPOs in 2017.

A [folio](#) from the Washington State Department of Transportation (WSDOT) describes the process for establishing safety performance targets across Washington state and includes the initial statewide targets. SCOG, along with all other MPOs in Washington, are working to set regional performance targets for safety. *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.

The five regional safety measures for SCOG are as follows:

1. Fatalities in Skagit County;
2. Fatality rate in Skagit County (fatalities per 100 million vehicle miles traveled);
3. Serious injuries in Skagit County;
4. Serious injury rate in Skagit County (serious injuries per 100 million vehicle miles traveled); and
5. Non-motorist fatalities and series injuries in Skagit County.

Regional performance targets for these safety measures must be set by February 27, 2018. There are no penalties to SCOG for missing any safety performance target and no reward for attaining a target.

Performance targets must be set for the calendar year. SCOG will need to set safety performance targets for each calendar year into the foreseeable future. The action for this item will be for SCOG to set performance targets for calendar year 2018 only.

MPOs across the U.S. are given a choice through applicable federal regulations when setting regional 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 targets for performance measures in their metropolitan planning area (Skagit County).

RECOMMENDED ACTION

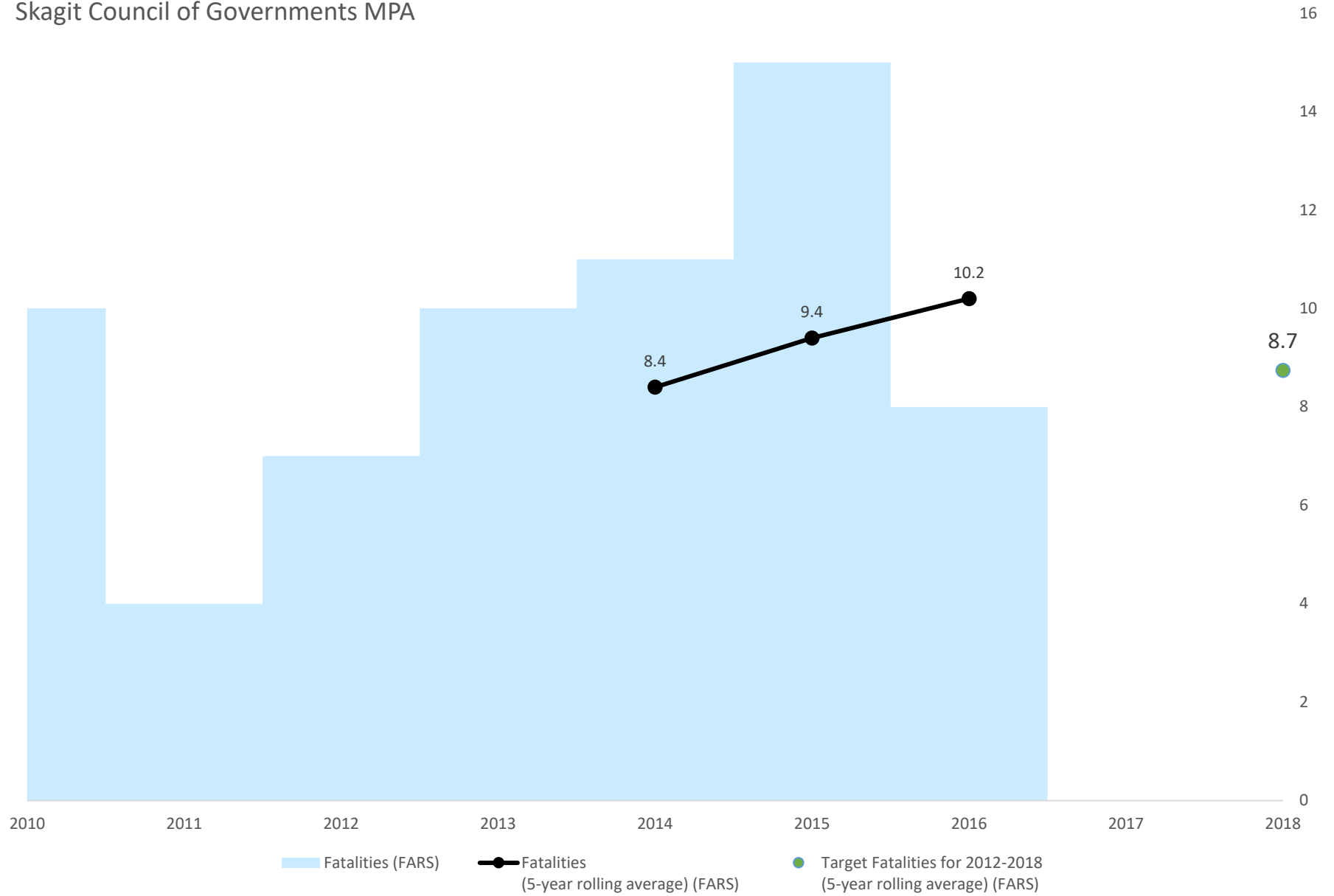
SCOG staff and the Technical Advisory Committee recommend setting quantifiable regional safety performance targets in Skagit County as follows:

Number	Name	Description	2018 Regional Safety Performance Target
1	Fatalities	Five-year (2014 - 2018) rolling average of fatalities on all roadways in Skagit County	8.7
2	Fatality Rate	Five-year (2014 - 2018) rolling average of fatalities per 100 million vehicle miles traveled in Skagit County	.635
3	Serious Injuries	Five-year (2014 - 2018) rolling average of serious injuries on all roadways in Skagit County	38.7
4	Serious Injury Rate	Five-year (2014 - 2018) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit County	2.813
5	Non-motorist Fatalities and Serious Injuries	Five-year (2014 - 2018) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit County	7.2

Note: data sources used in calculating regional safety performance targets come from the Washington State Traffic Safety Commission - Fatality Analysis Reporting System, WSDOT Highway Performance Monitoring System and Crash Database.

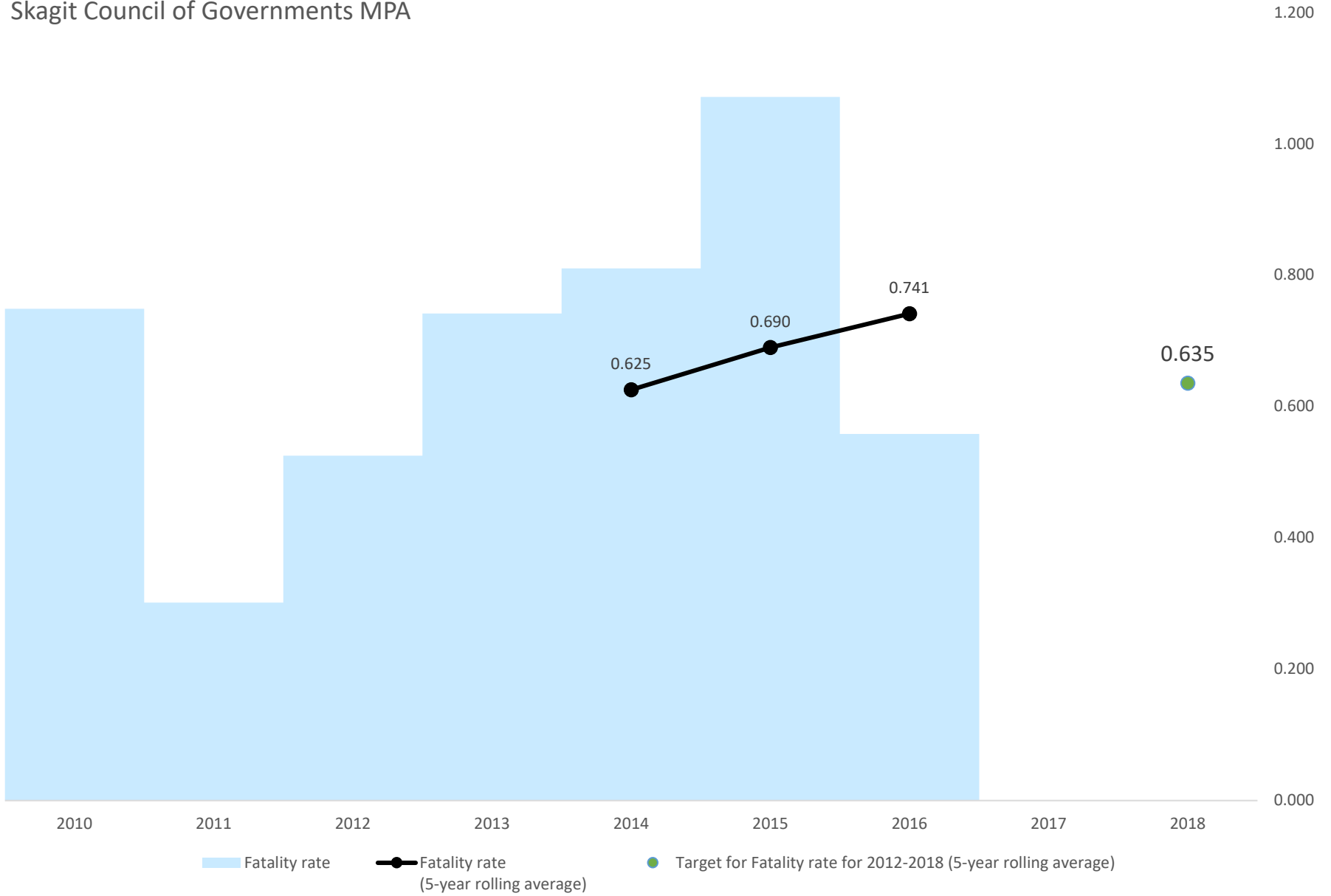
Measure No. 1 - Fatalities

Skagit Council of Governments MPA



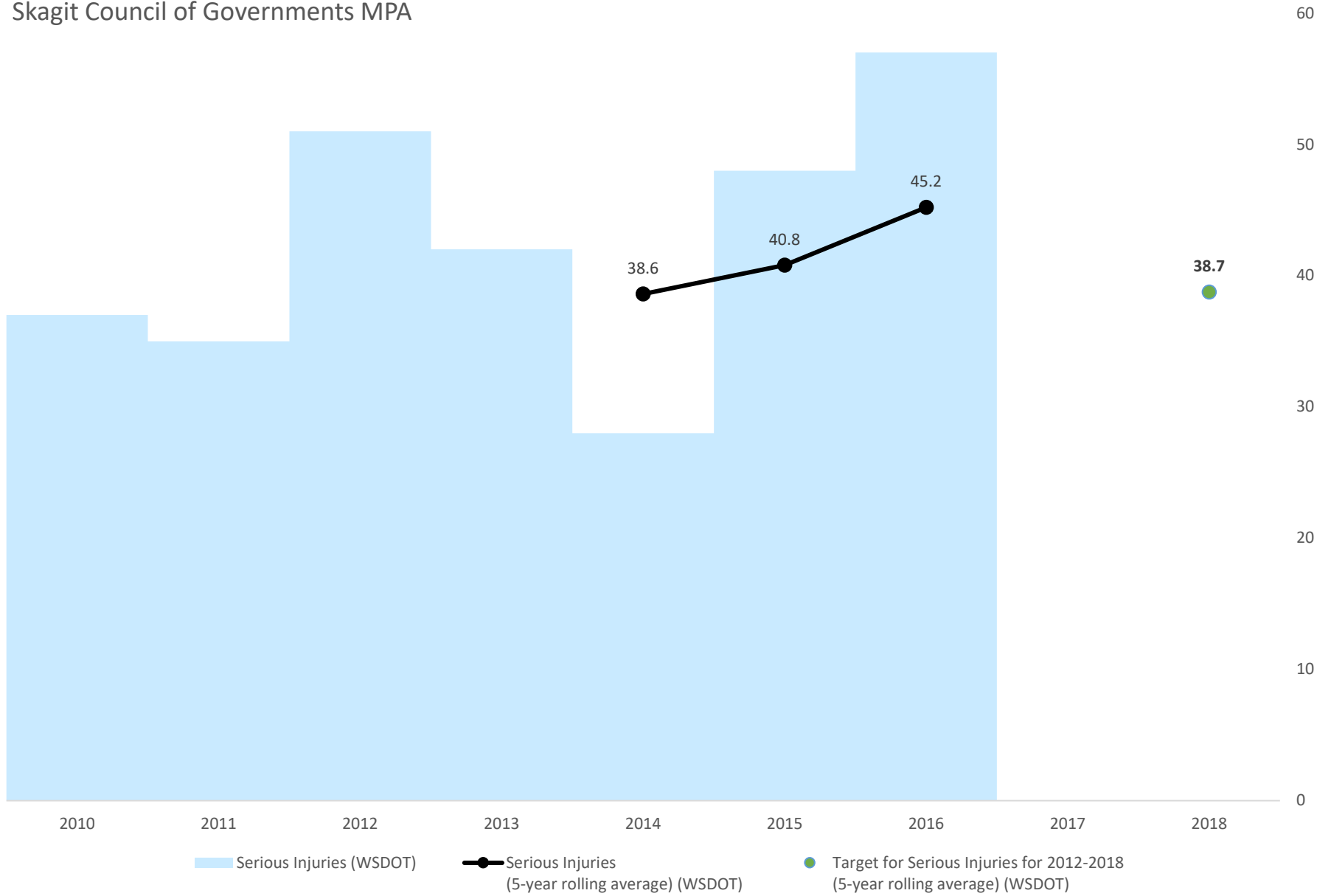
Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

Skagit Council of Governments MPA



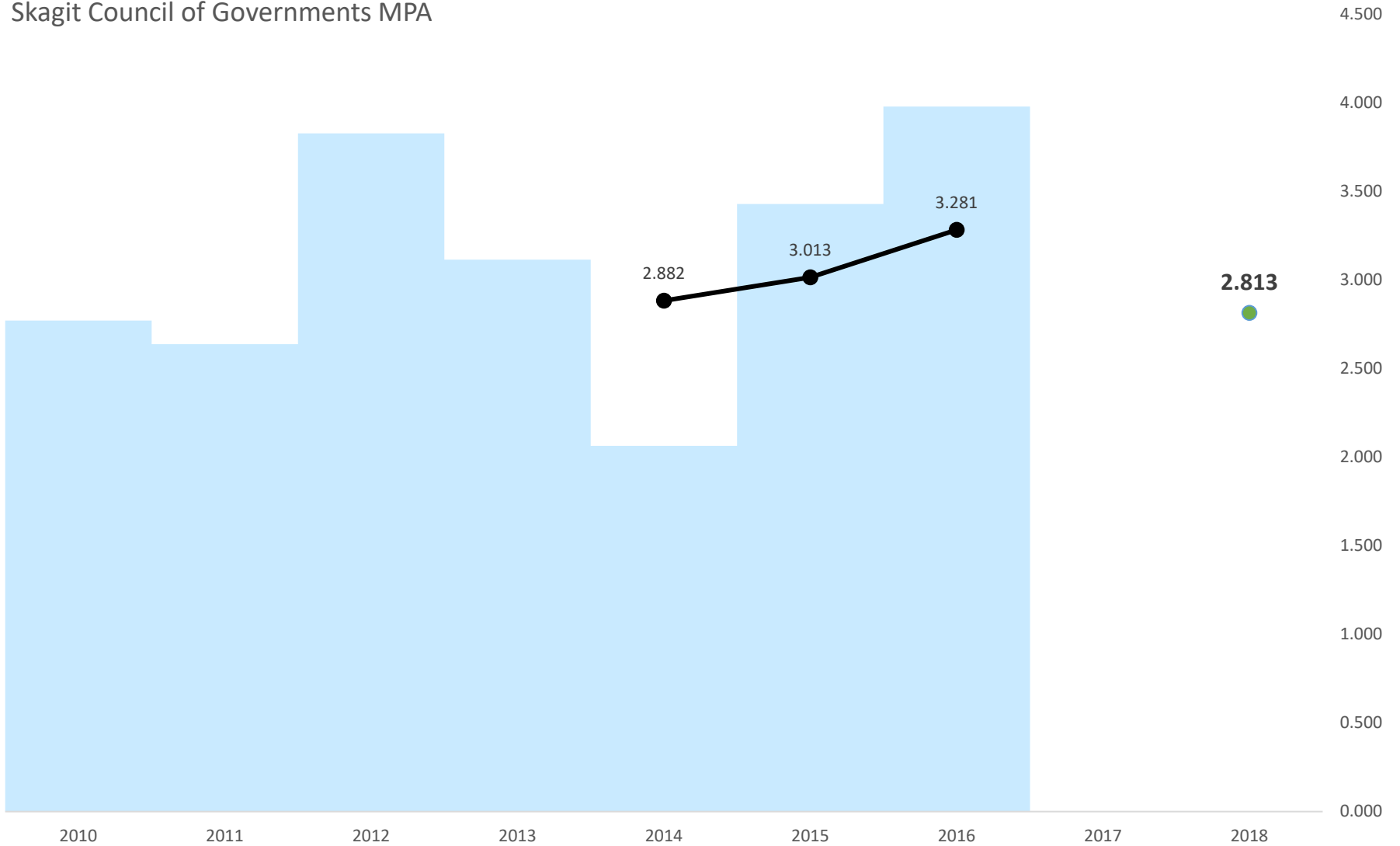
Measure No. 3 - Serious injuries

Skagit Council of Governments MPA



Measure No. 4 - Serious Injury Rate (Serious injuries per 100 million VMT)

Skagit Council of Governments MPA



■ Serious injury rate (Serious Injuries per HMVMT)

● Serious injury rate (5-year rolling average) (Serious Injuries per HMVMT)

● Target serious injury rate for 2012-2018 (5-year rolling average) (Serious Injuries per HMVMT)

Measure No. 5 - Non-motorist fatalities and serious injuries

Skagit Council of Governments MPA

