

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

Wednesday, February 21, 2018 – 1:30 PM

[Burlington City Council Chambers](#)

833 South Spruce Street, Burlington, WA 98233

AGENDA

1. **Call to Order and Roll Call**
2. **Public Comment** (three minute limit per person)
3. **Chair's Report**
4. **Executive Director's Report**
5. **Consent Agenda**
 - a. Approval of [January 17, 2017 Transportation Policy Board Meeting Minutes](#)
6. **Action Items**
 - a. Approval of [February 2018 Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
 - b. Approval of [Resolution 2018-03 To Set Regional Safety Performance Targets](#) – *Mark Hamilton*
7. **Discussion Items**
 - a. [Surface Transportation Program Obligation Authority Tracking](#) – *Kevin Murphy*
8. **Roundtable and Open Topic Discussion**
9. **Next Meeting:** Wednesday, March 21, 2018, 1:30 PM, *La Conner Maple Hall*
10. **Adjourned**

Information:

[SCOG Financial Update](#)

[Draft February 1, 2018 Technical Advisory Committee Meeting Minutes](#)

The SCOG Board of Directors meeting will follow this meeting

[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/>.



TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Ron Wesen Chair

Mayor Jill Boudreau..... Vice-Chair

TRANSPORTATION POLICY BOARD MEMBERSHIP AND VOTES

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

NON-VOTING MEMBERS

- Major Employer Representative
- Skagit PUD
- State Representatives
- State Senators

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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
TRANSPORTATION POLICY BOARD
MEETING MINUTES

Wednesday, January 17, 2018
Burlington City Council Chambers
Burlington, Washington

MEMBERS PRESENT

Voting Members: Commissioner Ron Wesen, Skagit County, Chair; Mayor Jill Boudreau, City of Mount Vernon; Mayor Joan Cromley, Town of Hamilton (left at 2:35 PM); Commissioner Ken Dahlstedt, Skagit County (left at 2:40 PM); Jay Drye, Washington State Department of Transportation (WSDOT); Mayor Laurie Gere, City of Anacortes; Mayor Ramon Hayes, Town of La Conner; Commissioner Lisa Janicki, Skagit County; Mayor Pro Tem Germaine Kornegay, City of Sedro-Woolley; Commissioner Steve Omdal, Port of Skagit; Mayor Steve Sexton, City of Burlington.

Non-Voting Members: Commissioner Robbie Robertson, Skagit Public Utility District.

STAFF PRESENT

Kevin Murphy, Executive Director; Pam Carlson, Finance Manager; Mark Hamilton, Senior Transportation Planner; Rose Howe, Assistant Planner.

MEMBERS OF PUBLIC PRESENT

Two members of the public attended the meeting.

MINUTES

1. Call to Order: Commissioner Wesen called the meeting to order at 1:46 PM.
Roll Call: Roll was taken with a quorum present.
2. Public Comment: There were no public comments.
3. Chair's Report: Commissioner Wesen had nothing to report.
4. Executive Director's Report: Kevin Murphy reported he will be joining Executive Directors from other Metropolitan Planning Organizations (MPOs) at a Practical Solutions roundtable meeting, at the invitation of WSDOT Secretary Roger Millar. Mr. Murphy stated MPOs will discuss with WSDOT executives what it means for WSDOT to be a good partner in regional planning.
5. Consent Agenda
 - a. Approval of the December 20, 2017 Transportation Policy Board meeting minutes
Mayor Gere moved to approve the consent agenda. Mayor Boudreau seconded the motion. The motion carried unanimously.

6. Action Items

- a. Election of 2018 Vice-Chair: Commissioner Wesen requested that the Transportation Policy Board nominate a Vice-Chair for 2018. Commissioner Dahlstedt nominated Mayor Boudreau to be the 2018 Vice-Chair. Mayor Gere seconded the motion. The motion carried unanimously.
- b. Approval of January 2018 Regional Transportation Improvement Program Amendments: Mark Hamilton presented the following proposed amendments to the 2018-2023 Regional Transportation Improvement Program:
 - Concrete
 - Cedar Street Pedestrian Improvements
 - Washington State Department of Transportation – NW
 - Regionwide Shoulder Rumble Strip Installation
 - Breakaway Cable Terminal Replacement
 - SR 20 Lillian Creek to Granite Creek – Rumblestrip Installation

Mayor Boudreau moved to approve the January amendments to the 2018-2023 Regional Transportation Improvement Program. Commissioner Janicki seconded the motion. The motion carried unanimously.

7. Discussion Items

- a. 2018 Statewide Safety Performance Targets: John Milton, Director of Quality Assurance and Transportation System Safety at WSDOT, explained that Washington state is required by federal law to establish targets for safety performance. The targets are reported to the Highway Safety Improvement Program as well as recorded in the state's highway safety plan. Washington state's highway safety plan is *Target Zero*, referring to WSDOT's goal of reducing traffic fatalities and serious injuries on Washington's roadways to zero by 2030.

Mr. Milton reported Metropolitan Planning Organizations must decide by February 27, 2018, whether to set safety performance targets or adopt the state's targets. If WSDOT does not meet its safety performance target, Mr. Milton said, the agency is required to develop an implementation plan and prioritize federal money on safety projects. Mr. Milton said WSDOT is the only party that will be penalized for not meeting its safety target.

Transportation Policy Board members raised questions about the consequences of failing to meet the statewide safety target, setting the safety target too low to be attainable and including human behavior in safety target calculations.

- b. 2018 Regional Safety Performance Targets: Mark Hamilton reported all Metropolitan Planning Organizations have until February 27 to set regional safety targets. Mr. Hamilton stated there are two options for setting targets at SCOG. Under federal law, MPOs can agree to plan and program projects to assist the state with meeting its target or MPOs can set their own quantifiable targets. If the region did not meet its target, Mr. Hamilton reported there would be no direct penalty to SCOG – penalties only apply if WSDOT does not meet statewide targets at the statewide level. Mr. Hamilton stated the recommended action for next month is to set quantifiable targets on the Target Zero trend line going toward 2030.

Kevin Murphy said the listed targets are allocations to the region – Skagit County's portion of the statewide target. Mr. Murphy said adopting the state's targets makes SCOG automatically consistent with WSDOT. Mr. Murphy also reported that WSDOT will calculate new targets every year for SCOG and save staff time. If SCOG chose to plan and program projects, Mr. Murphy described how SCOG may no longer have the choice whether or not to program

safety projects in Skagit County by WSDOT. Mr. Murphy concluded by stating that if the Board decides to set quantifiable targets, he recommends against setting targets other than what has been provided to SCOG by WSDOT.

Transportation Policy Board members raised concerns about how to achieve an aspirational *Target Zero*-based target at a local level. Mr. Milton responded that the ultimate goal is to drive down the number of fatalities and serious injuries as far as possible. Mr. Milton, Mr. Murphy and Jay Drye also discussed how monitoring safety performance can reveal if there are specific safety issues in Skagit County that need to be addressed.

- c. 2018 Legislative Priority List of Projects: Mark Hamilton reported staff worked with the Technical Advisory Committee to update SCOG's Legislative Priority list. Mr. Hamilton said the list will help members respond to inquiries about the Skagit region's transportation priorities. Mr. Hamilton highlighted the updates made to the 2018 Legislative Priority List of Projects, which included dropping previously-funded projects, updating language for Cook Road and adding the Guemes Ferry project.

Mayor Sexton raised concern for the cost of a new all-electric Guemes Ferry. Mayor Boudreau asked if there were any projects from District 10 on the list. Kevin Murphy responded that many District 10 projects were recently funded and came off the list. Mr. Murphy reiterated the list will allow State legislators to proactively know what the regional priorities are for Skagit County. Jay Drye also added projects can come out of the legislative process that are not consistent with the region's plans, and the list can help ensure the region is consistent and together.

Mayor Boudreau stated she would like to see SCOG continuing working on the list later in 2018 and provide a final list to State legislators prior to the next legislative session. Mr. Murphy stated he will add the list to the 2018 Board calendar.

Commissioner Janicki responded to Mayor Sexton's concerns about the Guemes Ferry, citing the current vessel's high maintenance costs and the potential to share a charging station with other jurisdictions.

- d. Surface Transportation Authority Obligation Authority Tracking: Kevin Murphy reported SCOG did not meet its Surface Transportation Program obligation authority target by August 1, 2017. Therefore, Mr. Murphy said, SCOG has until August 1, 2018, to meet the obligation authority target for last year and this year.

Mr. Murphy said staff has been working with the Technical Advisory Committee to provide the Board with information about when regional projects expect to obligate their awarded funds. At a February coordinating meeting with WSDOT and other Metropolitan Planning Organizations, Mr. Murphy said it will be possible to trade obligation authority across Washington state. SCOG can accept obligation authority if the Board feels SCOG is in a position to take more. If the Board feels uncomfortable about making the August 1st deadline, SCOG can try to give away obligation authority for this year.

Mr. Murphy reported SCOG has the ability to over-obligate every year. Mr. Murphy also said that some regions consistently over-obligate every year and are therefore not at risk of being sanctioned. Right now, Mr. Murphy said, SCOG is behind so catching up is the first priority.

Mark Hamilton reported three projects need to obligate this year. If all of those obligate by August 1, Mr. Hamilton reported SCOG will obligate about \$1.9 million and its target is \$1.85 million. Mr. Hamilton also reported there are a number of projects that project sponsors have

indicated could move to 2018 from later years of the Regional Transportation Improvement Program.

8. Roundtable and Open Topic Discussion

Jaye Drye distributed a flyer with WSDOT’s construction project updates for 2018. Mr. Drye reported WSDOT has a big year ahead, featuring the construction of five roundabouts and over 100 miles of roadway resurfacing and paving work. Mr. Drye also announced the Sharpe’s Corner project is getting ready for construction, and there are a number of open houses coming up in the next few weeks.

Robbie Robertson gave an update about substitute Senate Bill #6091, concerning water availability for development. Mr. Robertson reported the bill moved through committee and a second reading by the Rules Committee.

9. Next Meeting: Wednesday, February 21, 2018, 2:00 PM, Burlington City Council Chambers

10. Adjourned: The meeting adjourned at 3:05 PM.

Information Items: The Transportation Policy Board was provided with a monthly financial update.

Approved,

Kevin Murphy, Executive Director
Skagit Council of Governments

Date _____

Commissioner Ron Wesen, Skagit County
Transportation Policy Board Chair
Skagit Council of Governments

Date _____

ACTION ITEM 6.A. – APPROVAL OF FEBRUARY 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	02/01/2018	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/21/2018	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and the Technical Advisory Committee recommend approval of the following Regional Transportation Improvement Program (RTIP) amendments:

- Mount Vernon
 - 4th St N / Riverside Dr
- Washington State Department of Transportation (WSDOT) - NW
 - SR 20/Deception Pass & Canoe Pass Bridges - Seismic Analysis

FISCAL IMPACT

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

- [Current financial feasibility table](#)
- [Proposed financial feasibility table](#)

PUBLIC PARTICIPATION

A public comment period began on January 25 and ended on February 6, 2018. No public comments were received.

DISCUSSION

PROPOSED RTIP AMENDMENT

- Mount Vernon
 - 4th St N / Riverside Dr: this amendment would add this project to the RTIP. The project would install new pedestrian gates, advanced warning devices, concrete railroad crossing systems, upgrade sidewalks, including realignment to reduce skew, and improve vertical curve of the roadway. This project was awarded \$1,447,950 in federal Highway Safety Improvement Program funds by WSDOT in January 2018.

- WSDOT - NW
 - SR 20/Deception Pass & Canoe Pass Bridges - Seismic Analysis: this amendment would add this project to the RTIP. The project would perform a seismic analysis on Deception Pass Bridge and Canoe Pass Bridge. This project utilizes \$106,746 in federal National Highway Performance Program funds and \$4,448 in local funds.

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/Cascade Rd Vic to Goodell Creek Campground - Rumblestrip: this administrative modification deletes the preliminary engineering phase because it was obligated in December 2017. The modification also updates the construction funding amount.

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

January 25, 2018

County: Skagit

Agency: Mount Vernon

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			WA-10970	22	0.070	CE	No	Fir St	Willow Ln	1,447,947	1

4th St N / Riverside Dr

Install new pedestrian gates, advanced warning devices, concrete railroad crossing systems, upgrade sidewalks, including realignment to reduce skew, and improve vertical curve of the roadway.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018		HSIP	222,761		0	0	222,761
CN	2018		HSIP	1,225,186		0	0	1,225,186
Project Totals				1,447,947		0	0	1,447,947

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	222,761	0	0	0	0
CN	1,225,186	0	0	0	0
Totals	1,447,947	0	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for Mount Vernon	1,447,947	0	0	1,447,947

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

January 10, 2018

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.
02		102026N	WA-10916	40	1.330	CE	No	MP 40.81	MP 42.14	111,194	

SR 20/Deception Pass & Canoe Pass Bridges - Seismic Analysis

Perform seismic analysis on Deception Pass Bridge 20/204 and Canoe Pass Bridge 20/207. (This project is within the boundaries of IRTPO and SCOG. Totals shown are for SCOG only.)

Funding

Phase	Start Date	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018	NHPP	106,746		0	4,448	111,194
Project Totals			106,746		0	4,448	111,194

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	67,847	43,347	0	0	0
Totals	67,847	43,347	0	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	106,746	0	4,448	111,194

PE phase only.

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

January 26, 2018

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.
06	0020(197)	102070B	WA-08431	21	12.730	CE	No	MP 106.68	MP 119.41	646,725	

SR 20/Cascade Rd Vic to Goodell Creek Campground - Rumblestrip

Reduce the risk of crossover and run off the road incidents by the installation of centerline 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	520,176		0	10,616	530,792
Project Totals				520,176		0	10,616	530,792

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	491,465	39,327	0	0
Totals	0	491,465	39,327	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	520,176	0	10,616	530,792

Prior PE obligation 2017: \$115,933

Financial Feasibility Table

Funding Program	Carryover	2018			2019			2020			2021			4-Year		
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	4-Year Allocation	4-Year Pro-programmed	4-Year Difference
SCOG-Managed Funds	-\$96	\$1,818	\$1,723	\$1,904	\$1,818	\$1,552	\$1,225	\$1,818	\$2,145	\$1,593	\$1,818	\$2,060	\$1,358	\$7,176	\$6,080	\$1,096
STP	\$173	\$1,675	\$1,849	\$1,904	\$1,675	\$1,535	\$1,225	\$1,675	\$1,985	\$1,571	\$1,675	\$1,778	\$1,124	\$6,873	\$5,824	\$1,049
TAP	-\$269	\$143	-\$126	\$0	\$143	\$17	\$0	\$143	\$160	\$22	\$143	\$282	\$234	\$303	\$256	\$47
State-Managed Funds	\$0	\$35,216	\$35,216	\$35,216	\$3,775	\$3,775	\$3,775	\$7,524	\$7,524	\$7,524	\$5,399	\$5,399	\$5,399	\$51,914	\$51,914	\$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	\$8,137	\$8,137	\$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	\$2,834	\$2,834	\$2,834	\$1,075	\$1,075	\$1,075	\$0	\$0	\$0	\$0	\$0	\$0	\$3,909	\$3,909	\$0
NHPP	\$0	\$8,061	\$8,061	\$8,061	\$0	\$0	\$0	\$3,202	\$3,202	\$3,202	\$0	\$0	\$0	\$11,263	\$11,263	\$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	\$12,148	\$12,148	\$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	\$16,837	\$16,837	\$16,837	\$12,743	\$12,743	\$12,743	\$12,564	\$12,564	\$12,564	\$2,472	\$2,472	\$2,472	\$44,616	\$44,616	\$0
Local	\$0	\$16,837	\$16,837	\$16,837	\$12,743	\$12,743	\$12,743	\$12,564	\$12,564	\$12,564	\$2,472	\$2,472	\$2,472	\$44,616	\$44,616	\$0
Total	-\$96	\$57,369	\$57,274	\$57,455	\$19,536	\$19,270	\$18,943	\$21,906	\$22,233	\$21,681	\$9,689	\$9,931	\$9,229	\$108,404	\$107,308	\$1,096

ACTION ITEM 6.B. – APPROVAL OF RESOLUTION 2018-03 TO SET REGIONAL SAFETY PERFORMANCE TARGETS

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
Transportation Policy Board	02/21/2018	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

SCOG staff recommends approving [Resolution 2018-03 To Set Regional Safety Performance Targets](#) – agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of Washington State Department of Transportation statewide safety performance targets. The Technical Advisory Committee does not have a formal recommendation on this matter due to lack of a quorum at their January 4, 2018 meeting when this item was on the agenda.

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 [follio](#) 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 at the statewide level.

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 region).

The five regional safety measures for SCOG are in the following table.

Number	Name	Description	2018 Regional Safety Performance Target
1	Fatalities	Five-year (2014 – 2018) rolling average of fatalities on all roadways in Skagit region	Agree to plan and program projects
2	Fatality Rate	Five-year (2014 – 2018) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region	Agree to plan and program projects
3	Serious Injuries	Five-year (2014 – 2018) rolling average of serious injuries on all roadways in Skagit region	Agree to plan and program projects
4	Serious Injury Rate	Five-year (2014 – 2018) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region	Agree to plan and program projects
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 region	Agree to plan and program projects

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

Regional performance targets for these safety measures must be set by February 27, 2018. There is no penalty 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. This action is for calendar year 2018 only.

RESOLUTION 2018-03

TO SET REGIONAL SAFETY PERFORMANCE TARGETS

WHEREAS, the 2012 federal transportation law - Moving Ahead for Progress in the 21st Century Act (MAP-21) - established a performance management framework for state departments of transportation, such as the Washington State Department of Transportation (WSDOT), and metropolitan planning organizations, such as the Skagit Council of Governments (SCOG);

WHEREAS, MAP-21 implementing regulations provide five measures of safety performance for all public roadways: (1) number of fatalities; (2) rate of fatalities; (3) number of serious injuries; (4) rate of serious injuries; and (5) number of non-motorized fatalities and serious injuries;

WHEREAS, MAP-21 implementing regulations for WSDOT required the agency to set statewide safety performance targets for the five measures by August 31, 2017; and

WHEREAS, MAP-21 implementing regulations for SCOG require either of the following by February 27, 2018: (1) choosing to set quantifiable performance targets in the Skagit region for the five measures; or (2) agreeing to plan and program projects to contribute toward the accomplishment of WSDOT statewide safety targets.

NOW THEREFORE BE IT RESOLVED BY THE SKAGIT COUNCIL OF GOVERNMENTS:

SCOG agrees to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets.

Adopted: February 21, 2018

Commissioner Ron Wesen, Skagit County
Transportation Policy Board Chair

Kevin Murphy
Executive Director

DISCUSSION ITEM 7.A. – SURFACE TRANSPORTATION PROGRAM OBLIGATION AUTHORITY TRACKING

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	09/20/2017	Discussion	Kevin Murphy	(360) 416-7871
Technical Advisory Committee	01/04/2018	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	01/17/2018	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	02/01/2018	Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/21/2018	Discussion	Kevin Murphy	(360) 416-7871

DISCUSSION

All project sponsors, with projects in the Regional Transportation Improvement Program programmed in 2018, have indicated that they will obligate project funds prior to August 1, 2018. Once this occurs, Skagit Council of Governments (SCOG) will meet its obligation authority (OA) target and will not have federal funds sanctioned. Therefore, SCOG staff recommends no action at this time.

BACKGROUND

Metropolitan planning organizations (MPOs), including SCOG, are coordinating with the Washington State Department of Transportation’s Local Programs office to improve tracking of project obligation statewide. As part of this effort, SCOG has worked with local project sponsors that have projects in the 2018 – 2023 Regional Transportation Improvement Program to get more information about when projects are expected to obligate. “Obligation” refers to funding being designated for a project – it does not mean that funds have been spent, only set aside for future spending.

SCOG staff will attend a statewide Coordinating Committee meeting on February 27 with other MPOs, Regional Transportation Planning Organizations and the Washington State Department of Transportation to discuss expected project obligations in Skagit County. Other MPO directors will be prepared to do the same for their areas. Last year, MPOs and WSDOT agreed during a quarterly coordination meeting that additional accountability would be necessary to assure the local portion of the obligation authority is met by August 1, 2018. Seven MPOs did not meet their 2017 OA target, including SCOG. The agreement included coming to the February 2018 coordinating committee meeting with a clear understanding of which projects will be obligating by August 1. This would allow enough time to act in case MPOs are uncertain they will meet the OA target. In order to have this information, it was agreed that project sponsors should prepare delivery schedules that describe the major steps in getting the project ready to obligate and to track that at the MPO level.

SCOG must meet our obligation authority target by August 1, 2018 or risk losing federal funds through a sanctioning process. Other MPOs in Washington state are in the same position of being at risk of losing

federal funds. Washington state, as a whole, did not miss the OA target provided by the Federal Highway Administration – but that was only because the Puget Sound Regional Council (PSRC) was able to obligate millions in additional OA to make up for the shortfall of other MPOs. PSRC is not in a position to do that again this year. Both Washington state and our region are at risk of losing federal funds as a result of projects not obligating funds.

PROJECT SCHEDULES

SCOG staff created project schedule forms in 2017 and distributed to project sponsors late last year. A form was created for each project and project sponsors completed the forms and submitted them back to SCOG. A [project schedule summary](#) was created highlighting information for each project.

NEXT STEPS

SCOG staff will continue to work with project sponsors to verify estimated obligation dates and coordinate with those project sponsors that indicated their projects are ready to obligate in 2018. Based on discussions between SCOG staff and project sponsors, it appears most likely that SCOG will meet our obligation authority target for 2018, by August 1, and will be in a position to over-obligate this year. MPOs can obligate no greater than two years of obligation authority in any one program year. SCOG’s 2018 obligation authority target is \$1.85 million for the Surface Transportation Block Grant Program (STPBG) and -\$126,000 for the Surface Transportation Block Grant Program Set-aside (STPBG Set-aside, formerly the Transportation Alternatives Program). The negative target for STPBG Set-aside is the result of over-programming and obligating projects in past years.

If SCOG does seek and obtain OA from other MPOs, it would reduce the future OA for SCOG – it would not increase federal funds to the region but would have the effect of federal funds coming to the area sooner than they otherwise would. Essentially, SCOG would be accepting more federal funds sooner at the expense of federal funds later, it would not be a net increase in federal funds.

The following three projects have STPBG funds programmed by SCOG for 2018:

Sponsor	Title	Phase	STPBG Funding	Expected Obligation Date
Mount Vernon	College Way (SR 538) at I-5	Construction	\$1,650,000	February 2018
Burlington	George Hopper Interchange Improvements, Phase II	Preliminary Engineering	\$86,500	March 2018
SCOG	SCOG Administration	Planning	\$167,541	July 2018

Dates	Total Funding Available	FHWA (13.5%)	FTA (13.5%)	FTA 5310 HSTP	RTPO	STP (13.5%)	NSCCP Farmhouse Gang
06/30/17 Carryforward	\$451,940	\$86,256	\$67,141	(\$0)	\$0	\$293,903	\$4,640
RTPO July 1, 2017 to June 30, 2019	\$139,113				\$139,113		
July 2017 Expenditures	(43,059)	(18,094)	(1,499)		(6,766)	(14,263)	(2,437)
07/31/2017 Balance	\$547,994	68,162	65,641	(0)	132,347	279,640	2,203
FHWA July 1, to Sept 30, 2017	\$52,189	\$52,189					
August 2017 Expenditures	(51,477)	(20,897)	(1,574)		(9,308)	(17,496)	(2,202)
08/31/2017 Balance	\$548,706	99,454	64,067	(0)	123,040	262,144	0
Sept 2017 Expenditures	(67,677)	(30,838)	(2,322)		(12,464)	(22,053)	
09/30/2017 Balance	481,029	68,616	61,746	(0)	110,576	240,091	0
FHWA Oct 1, 2017 to Sept 30, 2018	\$211,529	\$211,529					
FTA April 29 to Sept 30, 2017	\$16,899		\$16,899				
Oct 2017 Expenditures	(45,720)	(19,997)	(2,297)		(6,704)	(16,723)	
10/31/2017 Balance	663,737	260,148	76,348	(0)	103,872	223,368	0
FTA July 1, 2017 to June 30, 2021	\$40,000			\$40,000			
Nov 2017 Expenditures	(32,566)	(11,797)	(2,349)		(8,489)	(9,931)	
11/30/2017 Balance	671,171	248,351	74,000	40,000	95,383	213,437	0
Dec 2017 Expenditures	(35,032)	(11,230)	(759)		(9,835)	(13,208)	
12/31/2017 Balance	636,139	237,122	73,240	40,000	85,548	200,229	0
Jan 2018 Expenditures	(53,334)	(13,559)	(2,786)	0	(12,251)	(24,738)	
01/31/2018 Balance	582,806	223,562	70,455	40,000	73,298	175,491	0

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Thursday, February 1, 2018
SCOG Conference Room
Mount Vernon, WA

AGENCIES REPRESENTED

- Anacortes..... Tim Holmes
- Mount Vernon Mike Love
- La Conner..... Scott Thomas
- Samish Indian Nation..... Nora Pederson
- Skagit County Forrest Jones
- Skagit Transit..... Brad Windler
- Swinomish Indian Tribal Community Keri Cleary
- Washington State Department of Transportation Mehrdad Moini, John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

- Sauk-Suiattle Indian Tribe Kevin Lenon, Natalie Misanes
- Non-Motorized Advisory Committee..... Liz McNett-Crowl

MINUTES

1. Call to Order: 1:33 PM
2. Approval of December 7, 2017 Technical Advisory Committee Meeting Minutes (Revised): Mark Hamilton presented the two revisions to the December 7, 2017 meeting minutes suggested by Town of Concrete representative Cody Hart. Brad Windler moved to approve the meeting minutes as presented. Mike Love seconded the motion. The motion carried unanimously.
3. Non-Motorized Advisory Committee, Semiannual Report: Liz McNett-Crowl reported the Non-Motorized Advisory Committee (NMAC) has started updating the Skagit County bicycle map. Ms. McNett-Crowl explained the last printing of the Skagit County bicycle map was in 2014, when 20,000 maps were printed. The NMAC wants the map to be kept free to the public, Ms. McNett-Crowl reported, and has traditionally sought donations from local organizations. Ms. McNett-Crowl stated Skagit Regional Health has made a \$2,000 commitment and the Skagit Bicycle Club will also contribute funding.

At their last meeting, the NMAC convened a group of local volunteers, area cyclists, Skagit County GIS staff and economic development representatives to discuss creating an online interactive map. Ms. McNett-Crowl stated the group will continue the conversation about the print and interactive

versions of the bicycle map at their meeting next week, and Ms. McNett-Crowl hopes to have the new bike maps printed by May.

Ms. McNett-Crowl also discussed the recent call for proposals for Safe Routes to School and Bicycling/Pedestrian safety projects. She stated NMAC is willing to help with project proposals. Ms. McNett-Crowl mentioned the Washington State Traffic Safety Commission also released a call for proposals. Technical Advisory Committee members discussed past projects they have completed using funds awarded by the Traffic Safety Commission.

4. February 2018-2023 Regional Transportation Improvement Program Amendments: Mark Hamilton presented the following Regional Transportation Improvement Program amendment requests for consideration:
 - Mount Vernon
 - 4th St N / Riverside Dr
 - Washington State Department of Transportation – NW
 - SR 20 / Deception Pass & Canoe Pass Bridges Seismic Analysis

Mike Love made a motion to approve the two Regional Transportation Improvement Program amendments. Brad Windler seconded the motion. The motion carried unanimously.

5. Quarterly Obligation Report: Mark Hamilton reported, each quarter, staff produces a report to inform the Technical Advisory Committee how much Surface Transportation Block Grant Program and Transportation Alternatives Program funding has been obligated. Mr. Hamilton reported SCOG's obligation target is \$1,720,000 and, currently, SCOG still has the full amount of funding to obligate by the August 1, 2018, deadline. The quarterly obligation report is for the first quarter of the federal fiscal year – October 1 through December 31, 2017.

Mike Love reported Mount Vernon is on track to obligate its College Way project. Mr. Love said Mount Vernon is working on obtaining right-of-way in the courts, and should hit the intended obligation schedule later in February.

6. Surface Transportation Program Obligation Authority and Base Project Schedules: Mark Hamilton explained many Technical Advisory Committee members filled out project schedules, and the Transportation Policy Board discussed the schedules at their meeting in January. Mr. Hamilton reported Metropolitan Planning Organizations will meet at a coordinating meeting later this month to discuss whether regions will be able to meet their obligation authority targets. At this meeting, Mr. Hamilton explained, SCOG may be able to trade away obligation authority if the Board felt unable to meet the August 1, 2018 deadline.

Kevin Murphy stated he is prepared to go to the coordination meeting and report SCOG cannot take additional obligation authority. Mr. Murphy explained that most projects that can move into 2018 are not currently in fiscally constrained portion of the Regional Transportation Improvement Program, and the Transportation Policy Board would have to act to program projects sooner from where they are now programmed in 2022 and 2023.

Technical Advisory Committee members discussed whether projects from Concrete, Mount Vernon, and Skagit County could move forward into earlier years in the fiscally constrained Regional Transportation Improvement Program. Committee members and SCOG staff also discussed how moving projects ahead would affect SCOG’s obligation authority in future years.

Tim Holmes made a motion to recommend moving the \$224,900 preliminary engineering phase of Mount Vernon’s Freeway Drive project and \$400,000 right of way phase for Concrete’s School Secondary Access project into the fiscally constrained 2018 - 2021 Regional Transportation Improvement Program (RTIP). Forrest Jones seconded the motion. The motion carried unanimously.

There was further discussion after the vote. SCOG staff confirmed that Skagit County’s Francis Road Section 1 project can obligate funds for its project in 2018 since it is in the fiscally constrained 2018 - 2021 Regional Transportation Improvement Program. The project is programmed in 2021 but can obligate at any time. Projects on the RTIP illustrative list (2022 and 2023) cannot obligate funds until they are in the first four years of the RTIP (2018 - 2021).

- 7. Roundtable and Open Topic Discussion: Technical Advisory Committee members gave updates on their current projects.
- 8. Next Meeting: March 1, 2018
- 9. Adjourned: 2:51 PM

Attest:

Mark Hamilton,
Skagit Council of Governments

Date _____