



## SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

February 1, 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 \(Revised\)](#)
3. Non-Motorized Advisory Committee, Semiannual Report – *Liz McNett-Crowl*
4. [February 2018-2023 Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
5. [Quarterly Obligation Report](#) – *Mark Hamilton*
6. [Surface Transportation Program Obligation Authority and Base Project Schedules](#) – *Kevin Murphy & Mark Hamilton*
7. Roundtable and Open Topic Discussion
8. Next Meeting: March 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](#)



# 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 Nation .....Nora 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, used by 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~~ asked the TAC if they wanted to consider using this process in Skagit County. The TAC concurred.

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 Freiberger discussed a railroad undercrossing project being considered on the Jones/John Liner Corridor. Mr. Freiberger 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 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	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	02/21/2018	Action	<a href="#">Mark Hamilton</a>	(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) amendment:

- Mount Vernon
  - 4<sup>th</sup> 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 will end on February 6, 2018.

## DISCUSSION

### PROPOSED RTIP AMENDMENT

- Mount Vernon
  - 4<sup>th</sup> 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.

DRAFT

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
<b>Project Totals</b>				<b>1,447,947</b>		<b>0</b>	<b>0</b>	<b>1,447,947</b>

**Expenditure Schedule**

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

	Federal Funds	State Funds	Local Funds	Total
<b>Agency Totals for Mount Vernon</b>	<b>1,447,947</b>	<b>0</b>	<b>0</b>	<b>1,447,947</b>



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
<b>Project Totals</b>			<b>106,746</b>		<b>0</b>	<b>4,448</b>	<b>111,194</b>

**Expenditure Schedule**

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

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

PE phase only.

Financial Feasibility Table

Funding Program	Carry-over	2018			2019			2020			2021			4-Year Allocation	4-Year Pro-grammed	4-Year Difference
		Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed			
<b>SCOG-Managed Funds</b>	<b>-\$96</b>	<b>\$1,818</b>	<b>\$1,723</b>	<b>\$1,903</b>	<b>\$1,818</b>	<b>\$1,552</b>	<b>\$1,225</b>	<b>\$1,818</b>	<b>\$2,149</b>	<b>\$1,593</b>	<b>\$1,818</b>	<b>\$2,060</b>	<b>\$1,358</b>	<b>\$7,178</b>	<b>\$6,079</b>	<b>\$1,099</b>
STP	\$173	\$1,675	\$1,849	\$1,903	\$1,675	\$1,535	\$1,225	\$1,675	\$1,989	\$1,571	\$1,675	\$1,778	\$1,124	\$6,875	\$5,823	\$1,052
TAP	-\$269	\$143	-\$126	\$0	\$143	\$17	\$0	\$143	\$160	\$22	\$143	\$282	\$234	\$303	\$256	\$47
<b>State-Managed Funds</b>	<b>\$0</b>	<b>\$35,338</b>	<b>\$35,338</b>	<b>\$35,338</b>	<b>\$3,851</b>	<b>\$3,851</b>	<b>\$3,851</b>	<b>\$7,525</b>	<b>\$7,525</b>	<b>\$7,525</b>	<b>\$5,399</b>	<b>\$5,399</b>	<b>\$5,399</b>	<b>\$52,113</b>	<b>\$52,113</b>	<b>\$0</b>
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	\$2,956	\$2,956	\$2,956	\$1,151	\$1,151	\$1,151	\$0	\$0	\$0	\$0	\$0	\$0	\$4,107	\$4,107	\$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
<b>Federally-Managed Funds</b>	<b>\$0</b>	<b>\$3,498</b>	<b>\$3,498</b>	<b>\$3,498</b>	<b>\$1,200</b>	<b>\$1,200</b>	<b>\$1,200</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,698</b>	<b>\$4,698</b>	<b>\$0</b>
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
<b>Locally-Managed Funds</b>	<b>\$0</b>	<b>\$16,852</b>	<b>\$16,852</b>	<b>\$16,852</b>	<b>\$12,737</b>	<b>\$12,737</b>	<b>\$12,737</b>	<b>\$12,613</b>	<b>\$12,613</b>	<b>\$12,613</b>	<b>\$2,472</b>	<b>\$2,472</b>	<b>\$2,472</b>	<b>\$44,674</b>	<b>\$44,674</b>	<b>\$0</b>
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
<b>Total</b>	<b>-\$96</b>	<b>\$57,506</b>	<b>\$57,411</b>	<b>\$57,591</b>	<b>\$19,606</b>	<b>\$19,340</b>	<b>\$19,013</b>	<b>\$21,956</b>	<b>\$22,287</b>	<b>\$21,731</b>	<b>\$9,689</b>	<b>\$9,931</b>	<b>\$9,229</b>	<b>\$108,663</b>	<b>\$107,564</b>	<b>\$1,099</b>

## QUARTERLY STBGP/TAP OBLIGATION REPORT 01/18/2018

As of December 31, 2017 Skagit Council of Governments (SCOG) has obligated \$0 in Surface Transportation Block Grant Program (STBGP) funding in federal fiscal year (FFY) 2018. SCOG has also obligated \$0 in Transportation Alternatives Program (TAP) funding for FFY 2018. SCOG's obligation target for FFY 2018 is estimated to be \$1.72 million. This target can be met by obligating funds from the STBGP or TAP programs.

A summary is below:

- Obligation target: \$1,720,000
- Total obligated: \$0
- Remainder to obligate: \$1,720,000
- Remainder programmed in FFY 2018: \$1,904,041

Because SCOG did meet the FFY 2017 target by August 1, 2017, SCOG is at risk of having regional funds sanctioned if the FFY 2018 obligation target is not met by August 1, 2018. With the current projects programmed in FFY 2018 in the Regional Transportation Improvement Program, SCOG will meet the obligation target if all projects obligate their funding by the August 1 deadline.

Please review the attached programming sheets and come to the Technical Advisory Committee meeting prepared to give a report on your ability to obligate the funds by August 1, 2018. Contact [Mark Hamilton](#) if you have any questions.

2018-2023 Surface Transportation Program Block Grant Project Programming

		2018	2019	2020	2021	2022	2023
	Allocation	\$1,675,406	\$1,675,406	\$1,675,406	\$1,675,406	\$1,675,406	\$1,675,406
	Available	\$1,848,594	\$1,619,959	\$2,070,272	\$2,174,927	\$2,726,774	\$2,412,230
	Programmed	\$1,904,041	\$1,225,093	\$1,570,751	\$1,123,559	\$1,989,950	\$1,679,914

STP(US)		2018	2019	2020	2021	2022	2023
SCOG	SCOG Admin 2018-2021	\$121,981	\$121,981	\$121,981	\$121,981	\$	\$
Burlington	George Hopper Interchange Improvements, Phase II	\$86,500	\$	\$	\$	\$	\$
Anacortes	Ship Harbor Blvd and SR 20 Spur Intersection	\$	\$	\$821,750	\$	\$	\$
Mount Vernon	College Way (SR 538) @ I-5	\$1,650,000	\$	\$	\$	\$	\$
Port of Anacortes	R Avenue Realignment Connectivity Project	\$	\$	\$	\$	\$76,200	\$
Concrete	SR20/SR9N-Township Intersection Improvements	\$	\$	\$106,395	\$609,825	\$	\$
Burlington	SR 20/Skagit Street Signalization Project	\$	\$	\$	\$	\$1,513,750	\$
Mount Vernon	Freeway Drive (Cameron Way to College Way)	\$	\$	\$	\$	\$	\$792,900
Sedro Woolley	SR20/Cascade Trail West Extension Phase 2A	\$	\$	\$70,065	\$21,193	\$	\$408,742
		\$1,858,481	\$121,981	\$1,120,191	\$752,999	\$1,589,950	\$1,201,642

STP(R)		2018	2019	2020	2021	2022	2023
SCOG	SCOG Admin 2018-2021	\$45,560	\$45,560	\$45,560	\$45,560	\$	\$
Skagit Co.	Josh Wilson Road, Phase 1	\$	\$1,057,552	\$	\$	\$	\$
Skagit Co.	Francis Road Section 3	\$	\$	\$405,000	\$75,000	\$	\$
Skagit Co.	Centennial Trail (Big Rock to Clear Lake)	\$	\$	\$	\$	\$	\$215,250
Concrete	School Secondary Access	\$	\$	\$	\$	\$400,000	\$263,022
Skagit Co.	Francis Road Section 1	\$	\$	\$	\$250,000	\$	\$
		\$45,560	\$1,103,112	\$450,560	\$370,560	\$400,000	\$478,272

Note: Year 1 of the RTIP may be overprogrammed for project delivery purposes.

1/18/2018

2018-2023 Surface Transportation Program Set Aside Project Programming

		2018	2019	2020	2021	2022	2023
	Allocation	\$143,128	\$143,128	\$143,128	\$143,128	\$143,128	\$143,128
	Available	-\$125,956	\$17,172	\$160,300	\$281,803	\$191,381	\$54,117
	Programmed	\$	\$	\$21,625	\$233,550	\$280,392	\$63,815
<b>TAP(US)</b>							
		2018	2019	2020	2021	2022	2023
Burlington	Pease Road Cascade Mall Nonmotorized Connection	\$	\$	\$	\$	\$280,392	\$
Mount Vernon	Kulshan Trail Safety Lighting Project	\$	\$	\$21,625	\$233,550	\$	\$
		\$	\$	\$21,625	\$233,550	\$280,392	\$
<b>TAP(R)</b>							
		2018	2019	2020	2021	2022	2023
Concrete	Main Street Pedestrian and Bicycle Rest Area	\$	\$	\$	\$	\$	\$63,815
		\$	\$	\$	\$	\$	\$63,815

1/18/2018

# 2018 SCOG Year to Date Obligations

\$

## STP(R) \$

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
Concrete	Main Street, Phase IV	\$25,079	10/20/2017
Concrete	Main Street, Phase IV	(\$25,079)	10/20/2017

## TAP \$

<u>Agency</u>	<u>Project Title</u>	<u>Obligated</u>	<u>Date</u>
Concrete	Main Street Phase 3	\$27,853	10/20/2017
Concrete	Main Street Phase 3	(\$27,853)	10/20/2017

## ACTION ITEM X.X. – SURFACE TRANSPORTATION PROGRAM OBLIGATION AUTHORITY TRACKING

### Document History

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

### RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommends no action at this time. 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, SCOG will meet its obligation authority (OA) target and will not have funds sanctioned.

### DISCUSSION

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.

Kevin Murphy will attend a statewide MPO Coordinating Committee meeting on February 27 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 (OA) 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 STBG Set-aside is the result of over-programming projects in past years.

Further information will be available for the February 21, 2018 Transportation Policy Board meeting. Actions at that meeting may include: (1) no action, as it appears SCOG will meet our OA target and can over-obligate up to two years of OA; (2) provide direction to staff to seek OA from other MPOs, if any is available, at the February MPO Coordinating Committee meeting; or (3) another action. 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 area 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
Mount Vernon	College Way (SR 538) at I-5	Construction	\$1,650,000
Burlington	George Hopper Interchange Improvements, Phase II	Preliminary Engineering	\$86,500
SCOG	SCOG Administration	Planning	\$167,541

All three project sponsors have estimated they will obligate prior to August 1, 2018.



# Project Schedule Summary

## 2018

Agency	Project	Phase	Expected Obligation Date	Award Amount
Burlington	George Hopper Interchange Improvements, Phase II	Pre. Engineering & Design	March 2018	\$86,500
Mount Vernon	College Way (SR 538) at I-5	Construction	February 2018	\$1,650,000

## 2019

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Skagit County	Josh Wilson Road, Phase I	<input type="checkbox"/>	Construction	March 2019	\$1,057,552

## 2020

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Anacortes	Ship Harbor Boulevard and SR 20 Spur Intersection	<input type="checkbox"/>	Construction	March 2019	\$821,750

## 2022

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Burlington	Pease Road Cascade Mall Nonmotorized Connection	<input checked="" type="checkbox"/>	Construction	2019	\$280,392
Burlington	SR 20 / Skagit Street Signalization	<input type="checkbox"/>	Construction	2021	\$1,513,750
Port of Anacortes	R Avenue Realignment Connectivity Project	<input type="checkbox"/>	Pre. Engineering & Design	2022	\$76,200

## 2023

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Concrete	Main Street Pedestrian and Bicycle Rest Area	<input type="checkbox"/>	Construction	January 2023	\$63,815
Mount Vernon	Freeway Drive (Cameron Way to College Way)	<input checked="" type="checkbox"/>	Pre. Engineering & Design / Construction	January 2023 / December 2023	\$792,900
Skagit County	Centennial Trail (Big Rock to Clear Lake)	<input checked="" type="checkbox"/>	Pre. Engineering & Design	February 2023	\$215,250

## Multi-Year

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
SCOG	SCOG Admin 2018-2021	<input type="checkbox"/>	Planning	July 2018	\$670,164
Sedro-Woolley	SR 20 / Cascade Trail West Extension Phase 2	<input type="checkbox"/>	Pre. Engineering & Design / Right of Way / Construction	January 2022 / July 2022 / May 2023	\$500,000
Mount Vernon	Kulshan Trail Safety Lighting Project	<input type="checkbox"/>	Pre. Engineering & Design / Construction	January 2020 / December 2020	\$255,175
Sedro-Woolley	SR 20 / SR 9 Township Intersection Improvements	<input type="checkbox"/>	Pre. Engineering & Design / Construction	January 2019 / May 2020	\$716,220
Skagit County	Francis Road Section 3	<input checked="" type="checkbox"/>	Pre. Engineering & Design / Right of Way	January 2020 / March 2020	\$480,000
Concrete	Secondary School Access	<input type="checkbox"/>	Right of Way / Construction	January 2022/January 2023	\$663,022