

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

January 7, 2021 – 1:30 p.m.

[GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 910-375-861

AGENDA

1. Call to Order and Roll Call
2. Approval of [December 3, 2020 Technical Advisory Committee Meeting Minutes](#)
3. [January Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. Skagit 2045 Regional Transportation Plan – *Mark Hamilton*
5. 2021 Highway Safety Targets – *Mark Hamilton*
6. 2021 Project Selection – *Mark Hamilton*
7. Roundtable and Open Topic Discussion
8. Next Meeting: February 4, 2021, 1:30 p.m., [GoToMeeting](#)
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](#)

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TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

VOTING MEMBERS

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 Indian Tribal Community	
• Samish Indian Nation	

NON-VOTING MEMBERS

Skagit PUD

QUORUM REQUIREMENT

A quorum consists of half the total votes (5), with Skagit County consisting of one seat toward the quorum calculation. Formal recommendations to the Transportation Policy Board can only be made when a quorum is present.

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SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Thursday, December 3, 2020
GoToMeeting Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Tim Hohmann
- City of Mount Vernon Bill Bullock
- Samish Indian Nation.....David Strich
- Skagit County Forrest Jones
- Skagit PUD..... Chris Shaff
- Skagit Transit..... Brad Windler (arrived 1:36 p.m.)
- Swinomish Indian Tribal Community Keri Cleary
- Town of La Conner Scott Thomas (arrived 1:37 p.m.)
- Washington State Department of Transportation (WSDOT)..... John Shambaugh,
Mehrdad Moini

STAFF PRESENT

- Kevin Murphy Executive Director
- Mark Hamilton..... Senior Transportation Planner
- Katie Bunge..... Associate Planner

1. Call to Order: 1:32 p.m.

Roll Call: Roll was taken with a quorum present.

2. Approval of November 5, 2020 Technical Advisory Committee (Committee) Meeting Minutes:

Mr. Bullock moved approval of the November 5, 2020 Technical Advisory Committee Meeting Minutes as presented, and Mr. Windler seconded the motion. The motion carried unanimously.

3. Non-Motorized Advisory Committee: Ms. Bunge updated the Committee on activities conducted by the Non-Motorized Advisory Committee (NMAC) over the past half year. In March and April, the NMAC canceled meetings due to the COVID-19 pandemic and transition to social distancing. At this time, the NMAC also postponed the update to the Skagit County Walking Trail Guide, which was anticipated to be updated in 2020. Both the walking trail guide and Skagit County Bicycle Map rely on private donations to fund printing, and it was uncertain whether previous donors would be able to contribute to a walking trail guide update in the spring. The NMAC resumed monthly meetings online, and continued work to distribute the existing walking trail guide and bicycle map. The NMAC also coordinated with WSDOT on the Bicycle/Pedestrian Count program, and expressed concerns regarding the count methodology and timing, which was scheduled for late October.

Ms. Bunge presented a proposed 2021 NMAC Work Program and membership list to the Committee. The Committee approves the work program and membership list each year at their December meeting. For 2021, no new work program items were proposed by the NMAC. The update to the Walking

Trail Guide, which had been planned for 2020, is included in the 2021 work program and anticipated to be completed next year. There are no new changes to the current membership roster. The NMAC recommended approval of the 2021 NMAC Work Program and membership list at their December 1, 2020 meeting.

Mr. Windler moved approval of the 2021 NMAC Work Program and 2021 Membership as presented, and Mr. Hohmann seconded the motion. The motion carried unanimously.

4. Skagit 2045 Regional Transportation Plan: Mr. Hamilton reminded the Committee that the Regionally Significant Project criteria are being added to the plan to clarify current and future determinations of regional significance. The criteria have been changed slightly since last month's meeting. For intersection improvements, only multi-lane roundabouts are considered regionally significant through the revised criteria. This reflects the larger scale of multi-lane roundabouts and their ability to add significant capacity to the regional system. Mr. Hamilton reminded the Committee that a project's inclusion in the plan does not make it more or less competitive for funding through SCOG project selection processes. Other changes to the criteria include a clarification that only shared use paths and bike lanes on the regional non-motorized system would be regionally significant, and that all types of grade-separation projects would be regionally significant.

Mr. Windler asked why new transit routes and service increases would not be regionally significant under the criteria. Mr. Hamilton answered that the intent is to show distinct projects in the plan; new transit capital improvements that expand capacity would be regionally significant and included in the plan, such as fleet expansion projects. But service changes to individual routes would not be specific projects in the plan, nor would they be regionally significant. Mr. Hamilton clarified that this would not hinder Skagit Transit's ability to apply for grant funding.

Mr. Jones asked why single-lane roundabouts would not be considered regionally significant. Mr. Hamilton explained that SCOG staff want to distinguish intersection improvement projects by scale, and reiterated that projects can still be consistent with the plan without being listed as an identified project. Mr. Bullock suggested that another aspect to consider is single-lane roundabouts with additional dedicated slip lanes could be regionally significant.

Mr. Hamilton said that meetings with project sponsors for the plan had been completed. Last week, a list of projects was sent to many Committee members. Mr. Hamilton said that members should review their projects, including the estimated cost and estimated year of construction. Finally, Mr. Hamilton stated that the travel demand model base year is nearly complete, and he can schedule a meeting to review the model if anyone is interested.

5. 2021 Project Selection: Mr. Hamilton reminded the Committee that a project selection is scheduled for completion in June 2021. The Non-Motorized Advisory Committee would have a role in recommending criteria and selections for the non-motorized projects.
6. Roundtable and Open Topic Discussion: Technical Advisory Committee members gave updates on their current projects. Mr. Hamilton noted that he was working on coordinating a project delivery meeting at the end of January. This meeting could include participants from the Skagit, San Juan, Island, and Whatcom county regions, and would relate to project obligations through WSDOT Local Programs. Mr. Moini suggested reaching out to WSDOT headquarters staff about a potential meeting.
7. Next Meeting: January 7, 2021



8. Adjourned: 2:46 p.m.

Attest:

Kevin Murphy
Skagit Council of Governments

Date _____

DRAFT

ACTION ITEM X.X. – JANUARY AMENDMENTS TO 2021–2026 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	01/07/2021	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	01/20/2021	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

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

- Skagit County
 - Active Warning Signs (Install Active Warning Signs)
- Washington State Department of Transportation (WSDOT)
 - SR 20/Fish Creek & Lorenzan Creek - Fish Passage

FISCAL IMPACT

The Regional Transportation Improvement Program is fiscally constrained in the 2021–2024 program years.

- [Financial feasibility table](#)

PUBLIC PARTICIPATION

A public comment period began on January 1 and ended on January 11.

DISCUSSION

PROPOSED RTIP AMENDMENTS

- Skagit County
 - Active Warning Signs (Install Active Warning Signs): this amendment would add this project back on to the RTIP. The construction phase did not obligate in 2019 as expected, and so the project needs to be reprogrammed on to the RTIP to obligate federal funding in 2021.

- Washington State Department of Transportation
 - SR 20/Fish Creek & Lorenzan Creek - Fish Passage: this amendment would revise aspects of the project in the RTIP, including changing the funding source from federal funds with local match to state Connecting Washington funds with no match, increasing total project cost by \$53,245 and reduce project length.

DRAFT

Agency Skagit Co.

Project Title Active Warning Signs (Install Active Warning Signs)

Description Project would install Active Warning Signs for Icy Road Conditions on Alger Cain Lake Road and South Skagit Highway.

Road Name Alger Cain Lake Road & South Skagit Hig

Begin Termini Varies

End Termini Varies

Total Project Length 0.10

Improvement Type Safety

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$121,526



Regionally Significant **Right-of-Way Required**

STIP ID WA-10727

WSDOT PIN

Federal Aid Number 000S(515)

SCOG ID

Agency ID

Hearing Date 11/24/2020

Adoption Date 12/15/2020

Resolution Number R202000212

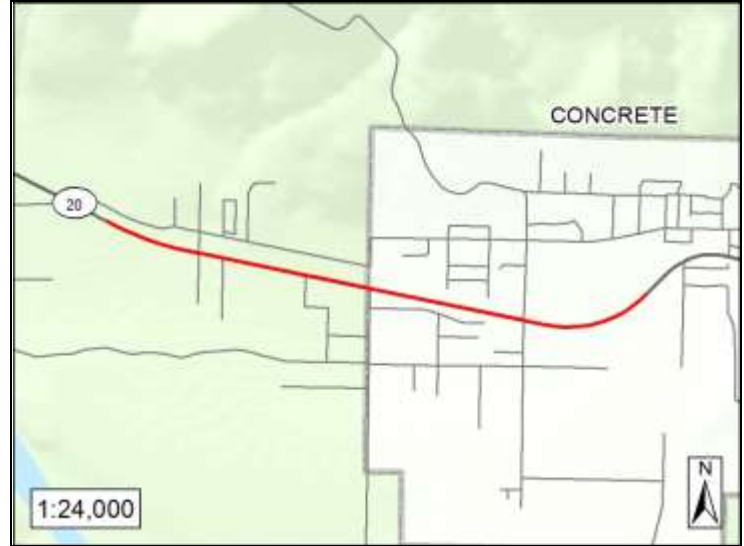
Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2021	HSIP	\$90,000		\$0	\$13,526	\$103,526	1/20/2021
Total			\$90,000		\$0	\$13,526	\$103,526	

Agency WSDOT - NW

Project Title SR 20/Fish Creek & Lorenzan Creek - Fish Passage

Description Remove the existing fish passage barriers and replace them with fish passable structures.



Road Name SR 20

Begin Termini MP 87.63

End Termini MP 88.94

Total Project Length 1.31

Improvement Type Environmental Only

Functional Class Minor Arterial

Environmental Type Documented Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$4,521,665

Regionally Significant **Right-of-Way Required**

STIP ID WA-09168

WSDOT PIN 102057F

Federal Aid Number 0020(203)

SCOG ID

Agency ID

Hearing Date

Adoption Date

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2021			CWA	\$3,329,460			1/20/2021
Total					\$3,329,460			

Financial Feasibility Table

Funding Program	Carryover	2021			2022			2023			2024			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-Awarded Funds	-\$217	\$2,101	\$1,884	\$1,330	\$2,101	\$2,655	\$1,920	\$2,101	\$2,837	\$1,813	\$2,101	\$3,125	\$2,423	\$8,188	\$7,486	\$702
STP	-\$142	\$1,958	\$1,816	\$1,330	\$1,958	\$2,444	\$1,779	\$1,958	\$2,623	\$1,609	\$1,958	\$2,972	\$2,423	\$7,691	\$7,142	\$549
TAP	-\$76	\$143	\$68	\$0	\$143	\$211	\$140	\$143	\$214	\$204	\$143	\$153	\$0	\$498	\$344	\$153
State & Other Federal Funds	\$0	\$21,840	\$21,840	\$21,840	\$6,887	\$6,887	\$6,887	\$18,133	\$18,133	\$18,133	\$3,237	\$3,237	\$3,237	\$50,097	\$50,097	\$0
5307	\$0	\$2,209	\$2,209	\$2,209	\$2,200	\$2,200	\$2,200	\$2,300	\$2,300	\$2,300	\$2,200	\$2,200	\$2,200	\$8,909	\$8,909	\$0
5339	\$0	\$112	\$112	\$112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112	\$112	\$0
HSIP	\$0	\$2,732	\$2,732	\$2,732	\$3,985	\$3,985	\$3,985	\$0	\$0	\$0	\$750	\$750	\$750	\$7,467	\$7,467	\$0
NHPP	\$0	\$3,235	\$3,235	\$3,235	\$702	\$702	\$702	\$0	\$0	\$0	\$0	\$0	\$0	\$3,938	\$3,938	\$0
STP(BR)	\$0	\$2,568	\$2,568	\$2,568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,568	\$2,568	\$0
STP(S)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$377	\$377	\$377	\$0	\$0	\$0	\$377	\$377	\$0
TTP	\$0	\$14	\$14	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14	\$14	\$0
CRAB	\$0	\$839	\$839	\$839	\$0	\$0	\$0	\$0	\$0	\$0	\$287	\$287	\$287	\$1,126	\$1,126	\$0
CWA	\$0	\$10,130	\$10,130	\$10,130	\$0	\$0	\$0	\$15,457	\$15,457	\$15,457	\$0	\$0	\$0	\$25,587	\$25,587	\$0
Locally-Managed Funds	\$0	\$5,559	\$5,559	\$5,559	\$2,595	\$2,595	\$2,595	\$2,598	\$2,598	\$2,598	\$2,893	\$2,893	\$2,893	\$13,645	\$13,645	\$0
Local	\$0	\$5,559	\$5,559	\$5,559	\$2,595	\$2,595	\$2,595	\$2,598	\$2,598	\$2,598	\$2,893	\$2,893	\$2,893	\$13,645	\$13,645	\$0
Total	-\$217	\$29,500	\$29,283	\$28,729	\$11,583	\$12,137	\$11,402	\$22,833	\$23,568	\$22,545	\$8,232	\$9,255	\$8,553	\$71,931	\$71,228	\$702