



SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

February 3, 2022 – 1:30 p.m.

[GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 466-284-605

AGENDA

1. **Call to Order and Roll Call**
2. [January 6, 2022 Technical Advisory Committee Meeting Minutes](#)
3. [February Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. [2022 Highway Safety Targets](#) – *Mark Hamilton*
5. [Freight Highway Freight Program Regional Call for Projects](#) – *Mark Hamilton*
6. [Quarterly Obligation Report](#) – *Mark Hamilton*
7. [2022 Obligation Authority Plan](#) – *Mark Hamilton*
8. **Roundtable and Open Topic Discussion**
9. **Next Meeting:** March 3, 2022, 1:30 p.m.
10. **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
• Samish Indian Nation	
• Swinomish Indian Tribal Community	

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

January 6, 2022

GoToMeeting Remote Meeting

AGENCIES REPRESENTED

- City of Burlington Brian Dempsey
- City of Mount Vernon Bill Bullock
- City of Sedro-Woolley Mark Freiberger
- City of Anacortes..... Tim Hohmann, Steve Lange
- Samish Indian Nation.....David Strich
- Skagit CountyForrest Jones
- Skagit Transit.....Brad Windler
- Town of La Conner Scott Thomas
- Washington State Department of Transportation John Shambaugh, Melanie Vance
- Port of Anacortes.....John Dumas

STAFF PRESENT

- Skagit Council of Governments Kevin Murphy, Mark Hamilton, Grant Johnson

OTHERS PRESENT

No one else was present at the meeting.

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

Roll Call: Roll was taken with a quorum present.

2. December 2, 2021 Technical Advisory Committee (TAC) Meeting Minutes: Mr. Freiberger moved approval of the December 2, 2021 Technical Advisory Committee meeting minutes as presented, and Mr. Dempsey seconded the motion. The motion carried unanimously.
3. January Regional Transportation Improvement Program Amendments: Mr. Hamilton presented the proposed January Amendment to the 2022–2027 Regional Transportation Improvement Plan (RTIP). He explained that the proposed amendment is to add the Francis Road Section 1 project back to the RTIP because it was not able to obligate funding for the construction phase in 2021. He stated that the project will need to be reprogrammed before funding for the construction phase can be authorized.

Mr. Hamilton also explained that there is an administrative modification to the RTIP that does not require approval by the Transportation Policy Board nor a recommendation by the TAC. The modification is for the Pease Road Cascade Mall Nonmotorized Connection project, adding federal funds remaining from the engineering phase into the construction phase.

Mr. Freiberger motioned to recommend approval of the January RTIP amendment to the Transportation Policy Board as presented. Mr. Hohmann seconded the motion.

Mr. Strich asked for clarification that leftover funds from the previous phase of the Pease Road Cascade Mall Nonmotorized Connection project were being rolled over to the next project phase for the administrative modification. Mr. Hamilton stated that was correct – the modification reprograms remaining funds from the preliminary engineering phase to the construction phase so they may be obligated, after the Statewide Transportation Improvement Program is updated to reflect the administrative modification. Mr. Hamilton further stated that this administrative action is consistent with the funding decision made by the Transportation Policy Board for this project (i.e. the total award amount for the project has not changed).

The motion carried unanimously.

4. Endangered Species Act and Project Delays in Puget Sound: Ms. Vance gave a presentation on the Endangered Species Act (ESA) and Project Delays in Puget Sound. She explained that new stormwater science has changed the direction of ESA policy and project review, and that discharge of stormwater from impervious surfaces to Puget Sound is now considered an adverse effect. She explained that new policies will be put into place, and that there are several tools being considered at present. Ms. Vance also stated that future project phases, following preliminary engineering, should be programmed three to four years ahead to allow time for the ESA consultation process, if it is needed.

Mr. Bullock asked if this change applies only to projects that are adding new impervious surfaces. Ms. Vance stated that it only applies to projects adding new impervious surface.

Mr. Freiberger stated that it will be difficult to meet the new requirements while simultaneously meeting current timeline requirements in the RTIP. Ms. Vance responded that WSDOT is aware of potential conflicts, and that it may be helpful in some cases that the “10-year rule” was eliminated in the federal Infrastructure Investment and Jobs Act. The rule had required that future project phases receive federal authorization within 10 years of a previous phase’s authorization, or risk repayment of federal funds.

Mr. Lange asked if a basin-wide approach to impervious surface was being considered. Ms. Vance responded that a basin-wide approach is being discussed and may be an outcome going forward.

Mr. Hohmann stated that the Washington State Department of Ecology has a mechanism for net impervious surface reduction, and that kind of approach would be welcome in this situation.

Mr. Strich asked if this change affects projects that are in the design phase currently. Ms. Vance stated that it applies to all projects that are currently in National Environmental Policy Act environmental review, and for all future transportation projects that include federal funding.

5. 2022 Highway Safety Targets: Mr. Hamilton presented the 2022 Highway Safety Targets. He explained that the data is not trending in the right direction, and that there are five measures that are tracked both regionally and at the state level. He gave an overview of each of the measures and explained that there was an annual increase last year for all but the nonmotorized-fatalities measure. He stated that there are two options for the Transportation Policy Board to consider, and that this

statewide data and regional data will be brought back to the TAC next month for a recommendation to the Transportation Policy Board.

- 6. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
- 7. Next Meeting: February 3, 2022, 1:30 p.m.
- 8. Adjourned: 2:37 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

ACTION ITEM X.X. – APPROVAL OF FEBRUARY AMENDMENTS TO 2022–2027 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	02/03/2022	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/16/2022	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 amendments:

- Skagit County
 - Barrier Protection: this amendment adds this project to the Regional Transportation Improvement Program. This project was selected for funding by the Washington State Department of Transportation (WSDOT) in December 2021 through the County Safety Program. Federal funds are provided through the Highway Safety Improvement Program, and local match is not required if project phases are obligated in accordance with WSDOT’s project selection letter.
 - Lane Departure Reduction, Intersection Awareness, Signage & Delineation Improvements: this amendment adds this project to the Regional Transportation Improvement Program. This project was also selected for funding by WSDOT in December 2021 through the County Safety Program. Federal funds are provided through the Highway Safety Improvement Program, and local match is not required if project phases are obligated in accordance with WSDOT’s project selection letter.

FISCAL CONSTRAINT

Including these amendments, the Regional Transportation Improvement Program remains fiscally constrained in the 2022–2025 program years.

PUBLIC PARTICIPATION

A public comment period began on January 27 and ended on February 4.

Agency Skagit Co.

Project Title Barrier Protection

Description Add/upgrade guardrail.
a. Mud Lake Road (#78600) from MP 0.73-0.82 and from MP 1.05-1.62 – guardrail
b. Baker Lake Road (#97000) from MP 5.17-5.33 – guardrail
c. South Skagit Highway (#07000) from MP 6.98-7.06 – guardrail

Road Name Varies

Begin Termini Varies

End Termini Varies

Total Project Length 0.90

Improvement Type Safety

Functional Class Major Collector

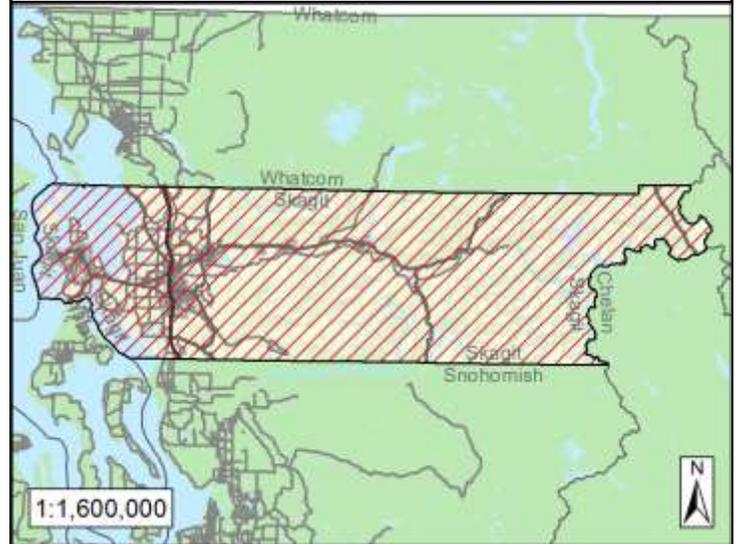
Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$656,000



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

STIP ID WA-14041

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 11/23/2021

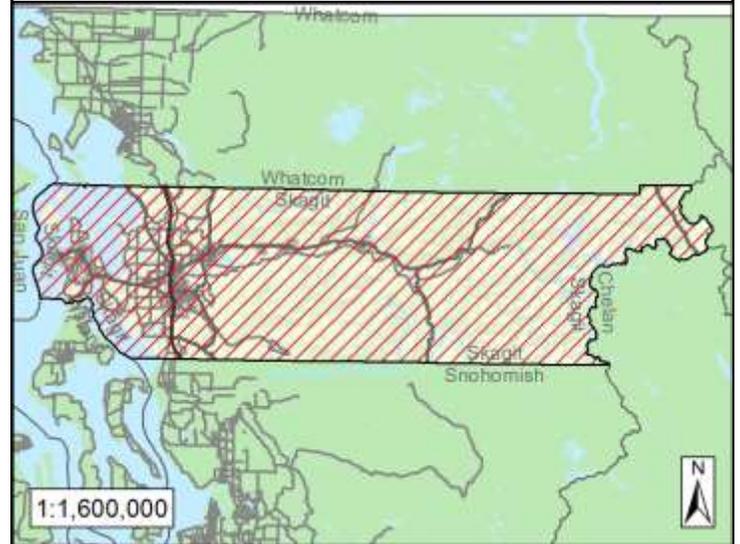
Adoption Date 12/13/2021

Resolution Number R20210249

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2022	HSIP	\$141,000		\$0	\$0	\$141,000	2/16/2022
CN	2023	HSIP	\$515,000		\$0	\$0	\$515,000	2/16/2022
Total			\$656,000		\$0	\$0	\$656,000	

Agency	Skagit Co.
Project Title	Lane Departure Reduction, Intersection Awareness, Signage & Delineation Improvements
Description	Add/upgrade pavement markings, signing, and delineation. a. Pioneer Highway (#80090) from MP 0.00-3.05 – profiled lines b. Alger-Cain Lake Road (#53540) from MP 0.05-2.60 – profiled lines c. Old Highway 99 North (#50510) from MP 5.27-9.80 – profiled lines d. Josh Wilson Road (#33000) and Pulver Road (#34410) – LED stop signs e. Josh Wilson Road (#33000) and Avon Allen Road (#33110) – LED stop signs f. Peterson Road (#32400) and Pulver Road (#34410) – LED stop signs g. Bow Hill Road (#21200) and Ershig Road (#23210) – LED stop signs h. Best Road (#44010) and Chilberg Road (#42200) and Calhoun Road (#43200) – LED stop signs i. Old Highway 99 N (#50510) and Bow Hill Road (#21200) and Prairie Road (#50000) – LED stop signs j. Lake Cavanaugh Road (#00200) from MP 0.05-10.20 – curve signing, guideposts, reflectors k. Snee-Oosh Road (#40010) from MP 0.00-5.16 – curve signing, guideposts, reflectors l. Rosario Road (#10310) from MP 2.70-4.30 – curve signing, guideposts, reflectors
Road Name	Varies
Begin Termini	Varies
End Termini	Varies
Total Project Length	27.04
Improvement Type	Safety
Functional Class	Major Collector
Environmental Type	Categorical Exclusion
Priority Number	1
Amendment Number	
Amendment Date	
Total Project Cost	\$855,000



Regionally Significant	<input type="checkbox"/>	Right-of-Way Required	<input type="checkbox"/>
STIP ID	WA-14029		
WSDOT PIN			
Federal Aid Number			
SCOG ID			
Agency ID			
Hearing Date	11/23/2021		
Adoption Date	12/13/2021		
Resolution Number	R20210249		

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PE	2022	HSIP	\$183,000		\$0	\$0	\$183,000	2/16/2022
CN	2023	HSIP	\$672,000		\$0	\$0	\$672,000	2/16/2022
Total			\$855,000		\$0	\$0	\$855,000	

DRAFT

Funding Program	Carryover	2022			2023			2024			2025			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	-\$446	\$2,301	\$1,855	\$1,159	\$2,301	\$2,997	\$1,669	\$2,301	\$3,629	\$1,790	\$2,301	\$4,140	\$2,515	\$8,758	\$7,133	\$1,625
STP	-\$525	\$2,131	\$1,606	\$1,004	\$2,131	\$2,733	\$1,465	\$2,131	\$3,399	\$1,749	\$2,131	\$3,780	\$2,404	\$7,998	\$6,621	\$1,377
TAP	\$79	\$170	\$250	\$156	\$170	\$264	\$204	\$170	\$230	\$41	\$170	\$360	\$111	\$761	\$512	\$249
State & Other Federal Funds	\$0	\$17,764	\$17,764	\$17,764	\$24,048	\$24,048	\$24,048	\$10,756	\$10,756	\$10,756	\$2,552	\$2,552	\$2,552	\$55,121	\$55,121	\$0
5307	\$0	\$320	\$320	\$320	\$2,300	\$2,300	\$2,300	\$2,200	\$2,200	\$2,200	\$2,300	\$2,300	\$2,300	\$7,120	\$7,120	\$0
5339	\$0	\$112	\$112	\$112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112	\$112	\$0
HSIP	\$0	\$1,483	\$1,483	\$1,483	\$5,248	\$5,248	\$5,248	\$750	\$750	\$750	\$0	\$0	\$0	\$7,481	\$7,481	\$0
NHPP	\$0	\$5,192	\$5,192	\$5,192	\$611	\$611	\$611	\$6,319	\$6,319	\$6,319	\$0	\$0	\$0	\$12,123	\$12,123	\$0
STP(BR)	\$0	\$2,623	\$2,623	\$2,623	\$433	\$433	\$433	\$0	\$0	\$0	\$0	\$0	\$0	\$3,055	\$3,055	\$0
STP(S)	\$0	\$2,790	\$2,790	\$2,790	\$0	\$0	\$0	\$0	\$0	\$0	\$252	\$252	\$252	\$3,042	\$3,042	\$0
CRAB	\$0	\$2,280	\$2,280	\$2,280	\$0	\$0	\$0	\$1,487	\$1,487	\$1,487	\$0	\$0	\$0	\$3,767	\$3,767	\$0
CWA	\$0	\$0	\$0	\$0	\$15,457	\$15,457	\$15,457	\$0	\$0	\$0	\$0	\$0	\$0	\$15,457	\$15,457	\$0
Other	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$0
Locally-Managed Funds	\$0	\$14,529	\$14,529	\$14,529	\$8,669	\$8,669	\$8,669	\$3,528	\$3,528	\$3,528	\$3,375	\$3,375	\$3,375	\$30,101	\$30,101	\$0
Local	\$0	\$14,529	\$14,529	\$14,529	\$8,669	\$8,669	\$8,669	\$3,528	\$3,528	\$3,528	\$3,375	\$3,375	\$3,375	\$30,101	\$30,101	\$0
Total	-\$446	\$34,593	\$34,148	\$33,452	\$35,018	\$35,714	\$34,386	\$16,586	\$17,914	\$16,075	\$8,228	\$10,067	\$8,442	\$93,980	\$92,355	\$1,625

ACTION ITEM X.X. – 2022 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Transportation Policy Board	01/19/2022	Discussion	Mark Hamilton	(360) 416-7876
Technical Advisory Committee	02/03/2022	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/16/2022	Discussion	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving Resolution 2021-XX - agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of Washington State Department of Transportation (WSDOT) statewide safety performance targets.

DISCUSSION

Since 2018, the Skagit Council of Governments has agreed to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. SCOG must set regional safety performance targets for each calendar year.

SCOG is continuing the process of setting performance targets for the region’s transportation system. Metropolitan planning organizations (MPOs), such as SCOG, have been implementing a performance-based approach to transportation decision-making over the past few years 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.

An updated [folio](#) from WSDOT describes the process for establishing safety performance targets across Washington state and includes statewide targets for 2022. SCOG, along with all other MPOs in Washington, are continuing the annual process of setting regional performance targets for safety.

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 WSDOT safety target for that performance measure; or
2. Commit to quantifiable targets for performance measures in SCOG’s metropolitan planning area (Skagit region).

The five regional safety performance measures are in the following table.

Number	Name	Description
1	Fatalities	Five-year (2017–2021) rolling average of fatalities on all roadways in Skagit region
2	Fatality Rate	Five-year (2017–2021) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region
3	Serious Injuries	Five-year (2017–2021) rolling average of serious injuries on all roadways in Skagit region
4	Serious Injury Rate	Five-year (2017–2021) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year (2017–2021) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit region

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, 2022 for calendar year 2022. SCOG needs to set safety performance targets for each calendar year by February 27 of that year. There is no penalty to SCOG for missing any safety performance target and no reward for attaining a target.

SCOG staff received updated safety data from WSDOT in October 2021. From safety data received, [charts](#) have been produced showing statewide safety data and targets set by WSDOT, and data for the Skagit region.

The Federal Highway Administration makes statewide safety performance targets available through their website. A clickable map at the bottom of [FHWA's safety performance management webpage](#) shows Washington's statewide safety targets, and targets for all the other states.



Transportation Performance Management (TPM) - Traffic safety performance management

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish and report their safety targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets, which MPOs will adopt.

About this folio:

See inside for the official statewide safety targets for 2022, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of TPM rulemaking.

Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

- No. 1** - Number of fatalities on all public roads (due June 30)
- No. 2** - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads (due June 30)
- No. 3** - Number of serious injuries on all public roads (due June 30)
- No. 4** - Number of serious injuries per 100 million VMT on all public roads (due Aug. 31)
- No. 5** - Number of non-motorist (e.g. bicyclists and pedestrians) fatalities and serious injuries on all public roads (due Aug. 31)

Optional targets: States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.

Overlapping measures/targets in the Highway Safety Plan: Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for TPM compliance on August 31 as part of the HSIP. See the Timelines section inside for details.

TPM Special Rules: Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.

- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due Aug. 31)

WSDOT's target adoption

For the 2022 annual target setting process, WSDOT and its partners have once again adopted the Target Zero target setting approach for TPM where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

FHWA's "Significant Progress" measurement

TPM Safety Target Setting

Five-year rolling averages; number of persons, or number of persons per 100 million VMT

	2020 Baseline	2022 Official Targets
		Statewide TPM Target (Target Zero)
No. 1 - Fatalities	546.6	437.3
No. 2 - Fatality rate	0.913	0.730
No. 3 - Serious injuries	2,273.8	1,819.0
No. 4 - Serious injury rate	3.802	3.042
No. 5 - Non-motorist fatalities & serious injuries	581.8	464.6

Data sources: Washington State Traffic Safety Commission - Fatality Analysis Reporting System; Washington State Department of Transportation - Transportation Data, GIS & Modeling Office.

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio will apply to the State DOT if FHWA deems it has not made that progress.

To make significant progress overall, a state must achieve at least four out of the five targets above. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average from 2015 to 2019 had to be:

- At or below the target set in 2017 for the 2019 year, OR
- At or below the 2018 (baseline) level. The FHWA included this provision to avoid punishing aspirational target setting.

If either of these conditions is met, the state has made significant progress for that individual measure. It must do so in any four of the five measures to have made significant progress overall and avoid the penalty provisions.

WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

Per TPM, states are required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero, which is used as the foundation for the target setting process (<http://www.targetzero.com>).

WSDOT crashes decreased overall from 2004 to 2013 in all areas with the exception of crashes involving those who bike and walk, since then fatal and serious crashes have generally increased due to traffic and economic growth in the state. Because of this, WSDOT is not likely to achieve significant progress toward these targets. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor investment levels, changes in total crashes and injuries, and select crash countermeasures that it believes will provide a high return on investment.

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2006-2010 creates the value of the rolling average in 2010—535.4 fatalities. Data from 2007-2011 creates the next 5-year rolling average in 2011.
- The rolling 5-year average value for 2019 will be set as the baseline performance (annual average of 2015 through 2019).

States are then free to develop targets using methods determined by the state. In Target Zero and Washington state's particular approach to target setting, the method to establish targets continues:

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline in 2022 becomes the target for the performance measure in 2022 as shown on the following page.

WSDOT submits State 2022 Highway Safety Improvement Program Report to FHWA

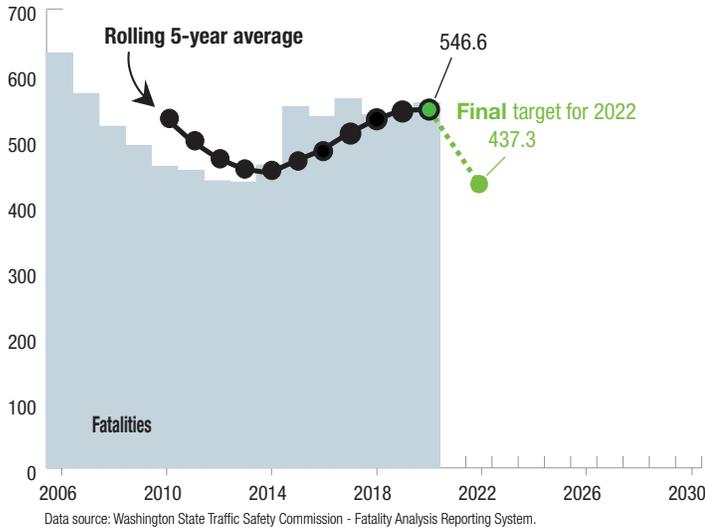
WSDOT and WTSC updated all five statewide targets for the upcoming year of 2022. These targets were submitted to FHWA as part of the 2021 Highway Safety Improvement Program (HSIP) report which was approved by FHWA on September 30, 2021.

MPOs have until February 28, 2022 (180 days after the HSIP reporting deadline) to either agree to plan and program projects so they contribute toward the accomplishment of the State DOT HSIP targets, or commit to a quantifiable target for their Metropolitan Planning Area. In Washington state, MPOs have agreed to adopt the WSDOT targets.

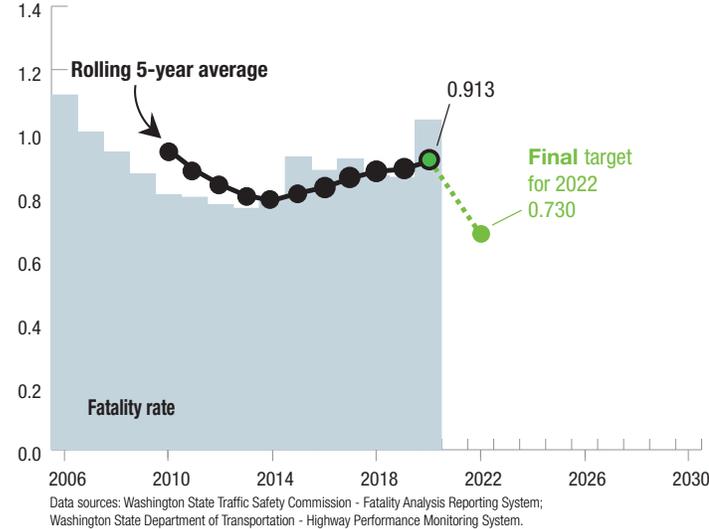
About these graphs

These graphs display the final 2022 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

Measure No. 1 - Fatalities
2006 through 2030

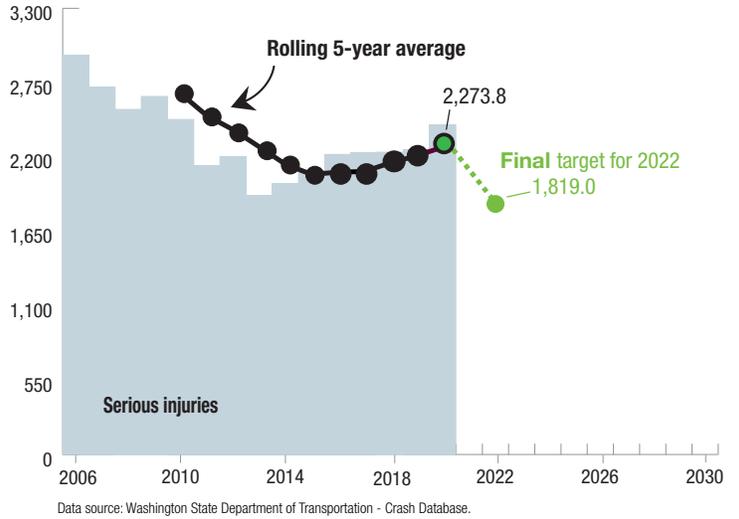


Measure No. 2 - Fatality rate per million VMT
2006 through 2030

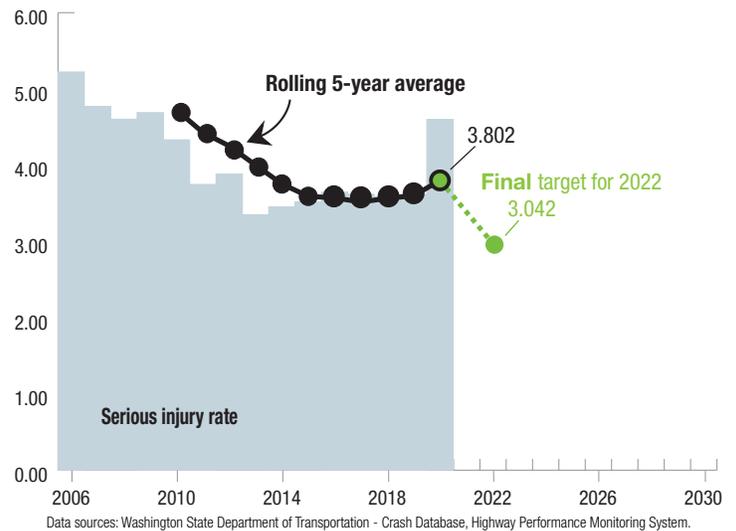


Notes for all graphics: Fatality data for 2019 is finalized as of January 2021, serious injury count for 2019 is as of August 2021. All data for 2020 is preliminary as of August 2021. Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

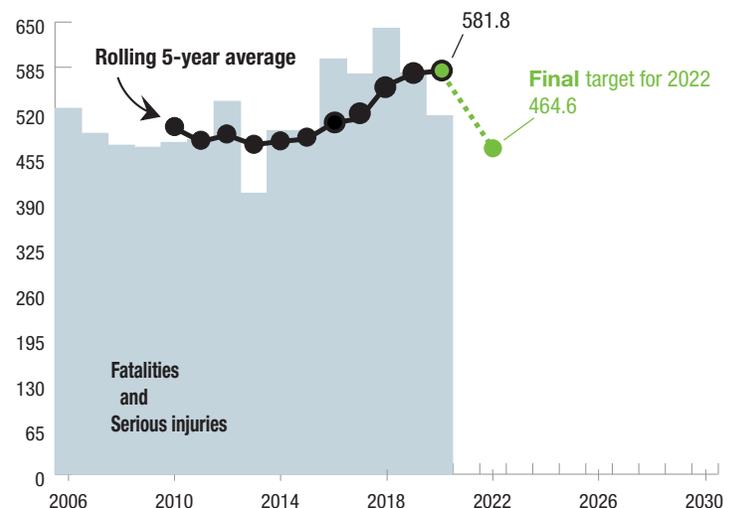
Measure No. 3 - Serious injuries
2006 through 2030



Measure No. 4 - Serious injury rate per 100 million VMT
2006 through 2030



Measure No. 5 - Non-motorist fatalities and serious injuries
2006 through 2030



Penalties

As described in U.S. Code 23 Section 148(i), for the Final Safety Performance Rule (Rule #1), if the U.S. Department of Transportation (U.S. DOT) Secretary will determine if a state has not met or made significant progress toward achieving its safety performance targets by the date that is two years after the establishment of its targets, the State DOT would:

- Dedicate its obligation authority equal to the apportionment for HSIP to the state for the prior year to highway safety improvement projects until the U.S. DOT Secretary determines that the state has made significant progress or met the targets; and
- Annually submit to U.S. DOT a safety implementation plan until the U.S. DOT Secretary determines that the state has made significant progress or met the targets.

See WSDOT's [TPM Funding and Performance Penalties](#) folio for full details, including special rule penalties.

Data used for target setting

- Number of traffic fatalities for all public roads
- Rate of traffic fatalities per 100 million Vehicle Miles Traveled (VMT) for all public roads¹
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads¹
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads²
- Fatality and serious injury data for drivers and pedestrians age 65 and older³
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)^{1 3}

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. **1** The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. **2** This data is required as part of the Fiscal Year 2015 Omnibus Appropriations Bill. **3** This data satisfies a MAP-21 special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

Americans with Disabilities Act (ADA) Information: This material can be made available in an alternate format by emailing the WSDOT Diversity/ADA Affairs team at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

Title VI Statement to Public: It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin or sex, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its federally funded programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equal Opportunity (OEO). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OEO's Title VI Coordinator at (360) 705-7082.

What is the current distribution of HSIP funds?

Safety: Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes. For the Federal Fiscal Year 2022 reporting period, it is anticipated that the State of Washington will receive approximately \$52.1 million for the HSIP program. Of this, approximately \$25.6 million will be allocated to state roadways and \$26.5 million to local roadways. The HSIP is one component of WSDOT's total annual expenditure on safety projects.

Data collection

- TPM requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- TPM requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

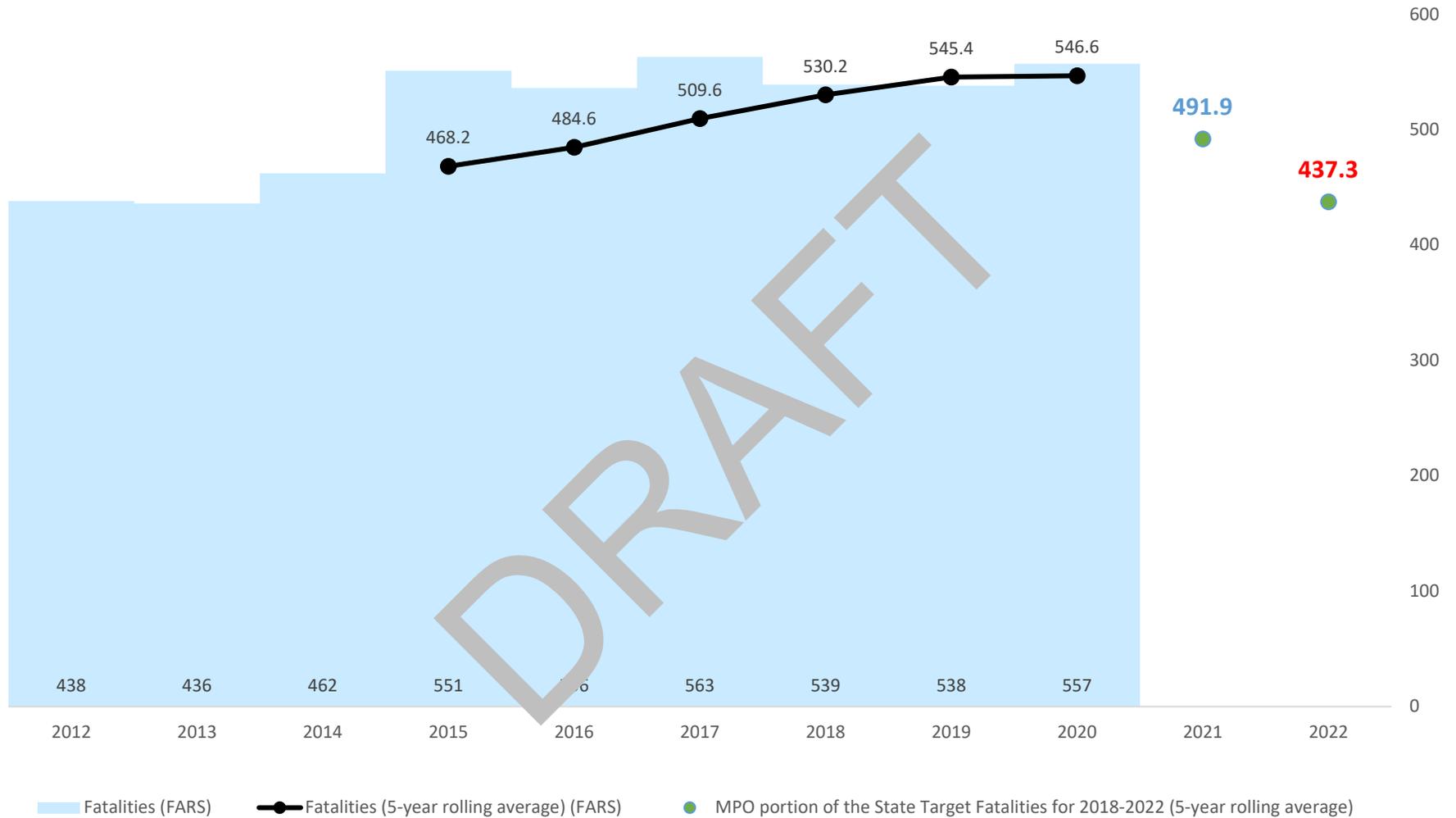
For more information

TPM safety requirements information: John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or MiltonJ@wsdot.wa.gov.

Traffic crash fatal and serious injury data: Mike Bernard at (360) 570-2454, BernarM@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

Measure No. 1 - Fatalities

Statewide

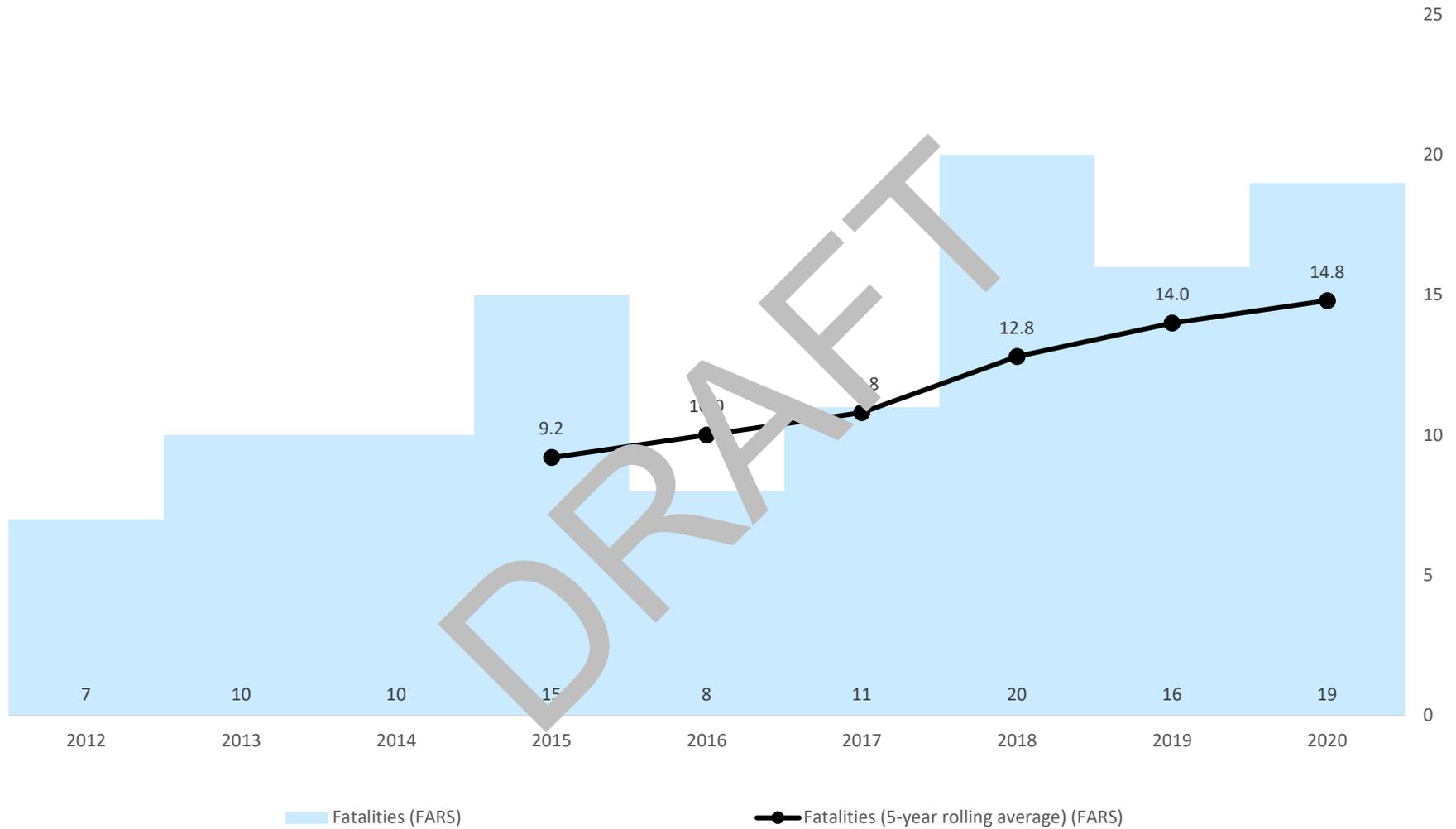


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 1 - Fatalities

Skagit

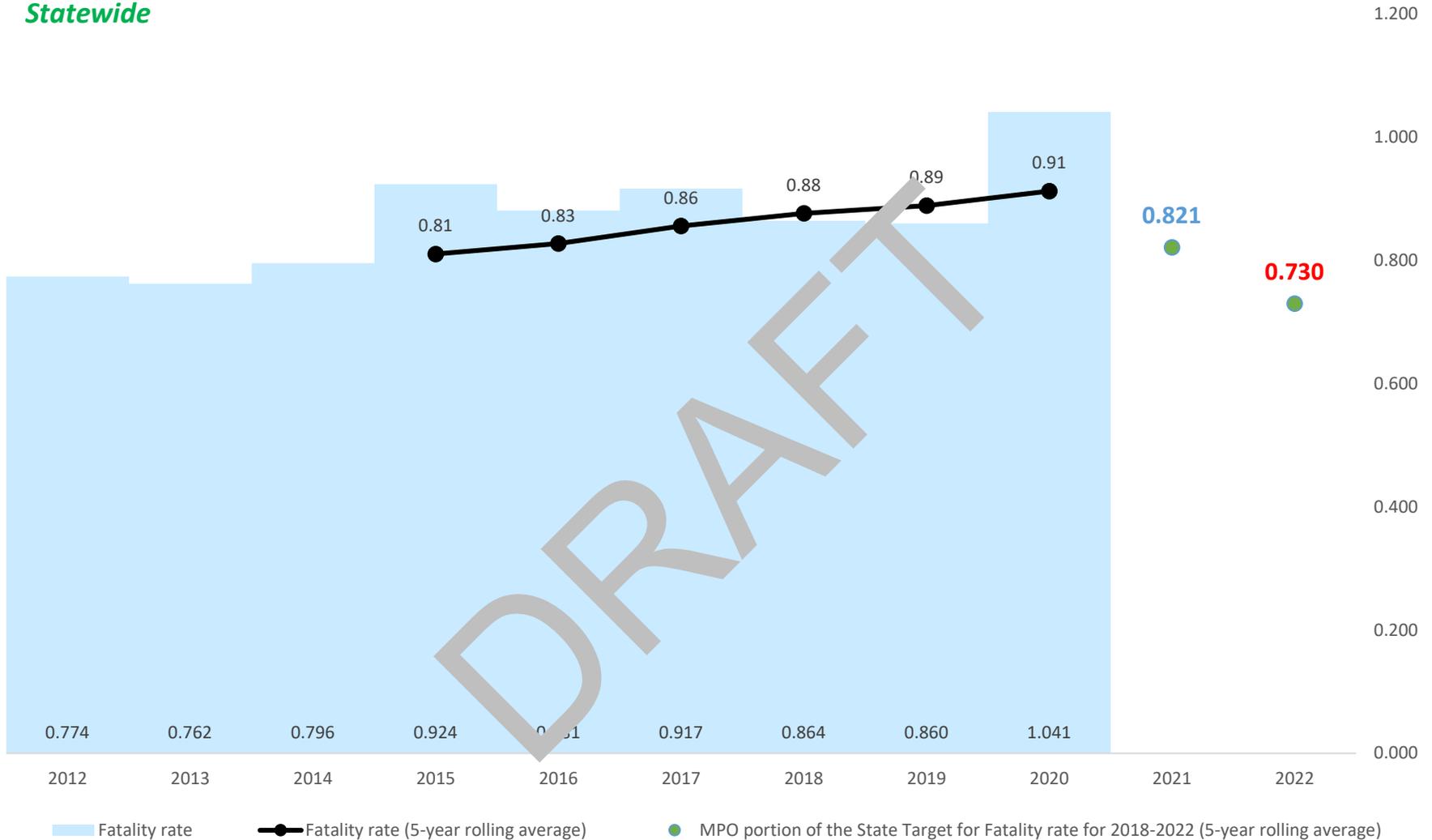


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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

Statewide



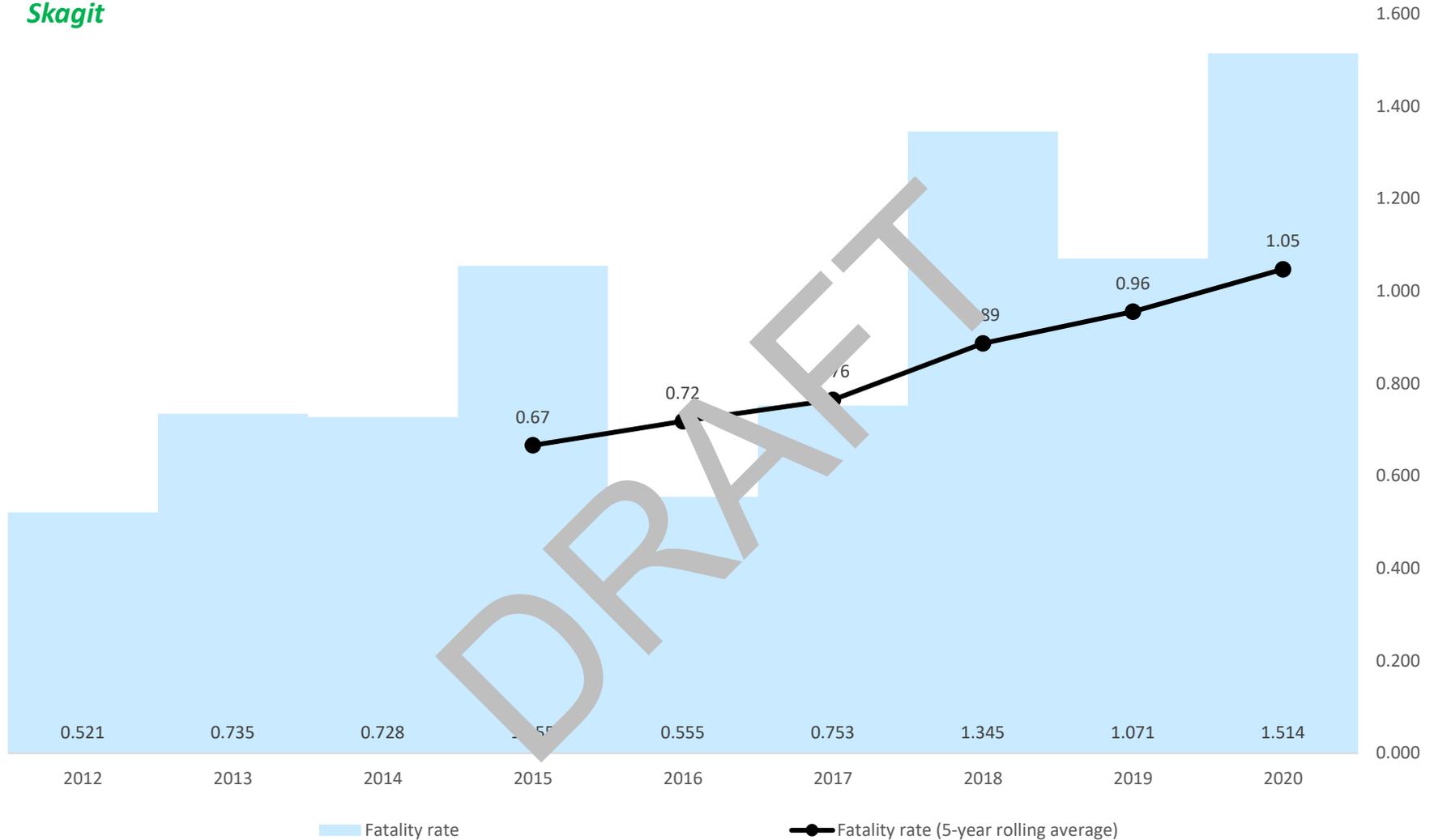
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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

Skagit



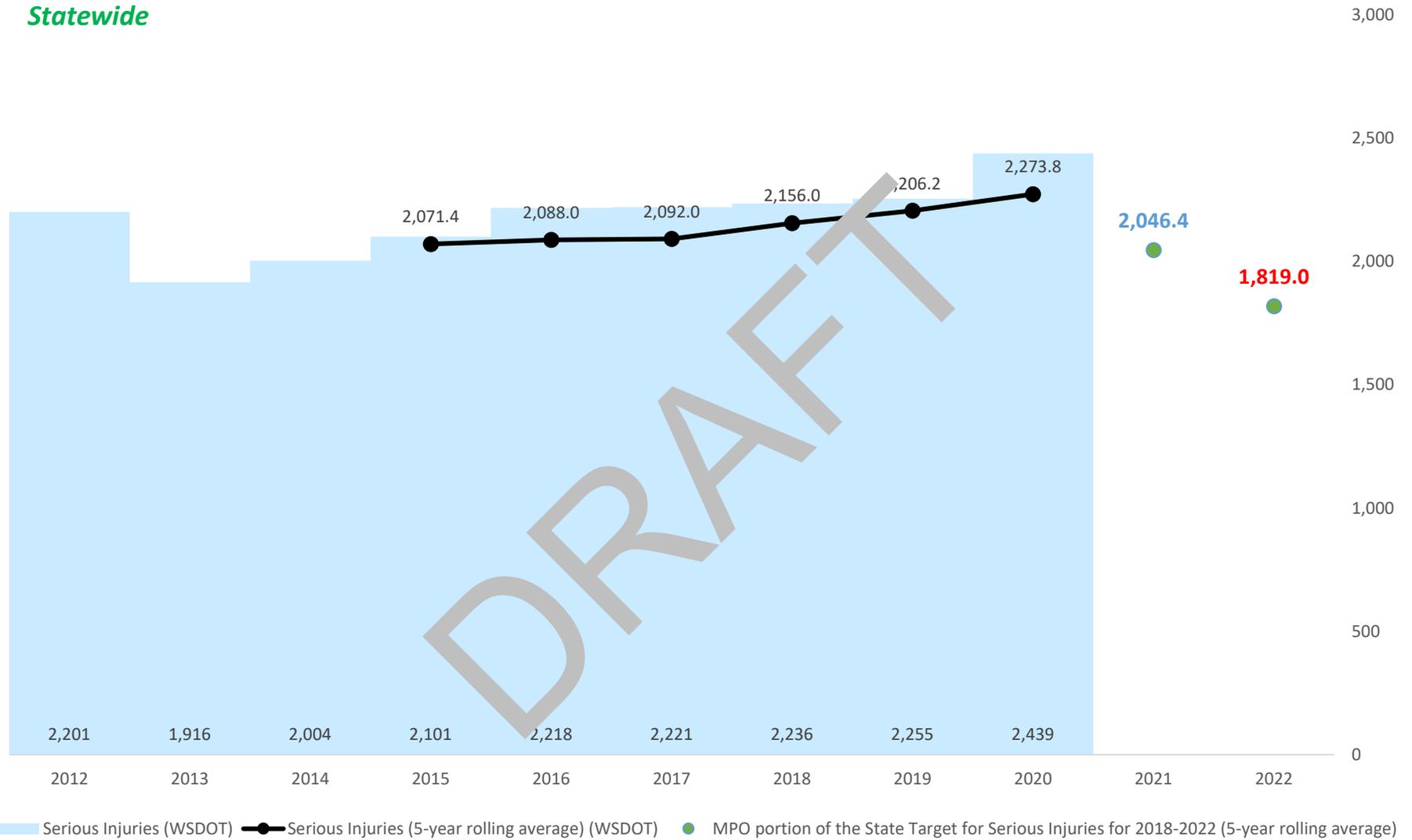
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

Statewide

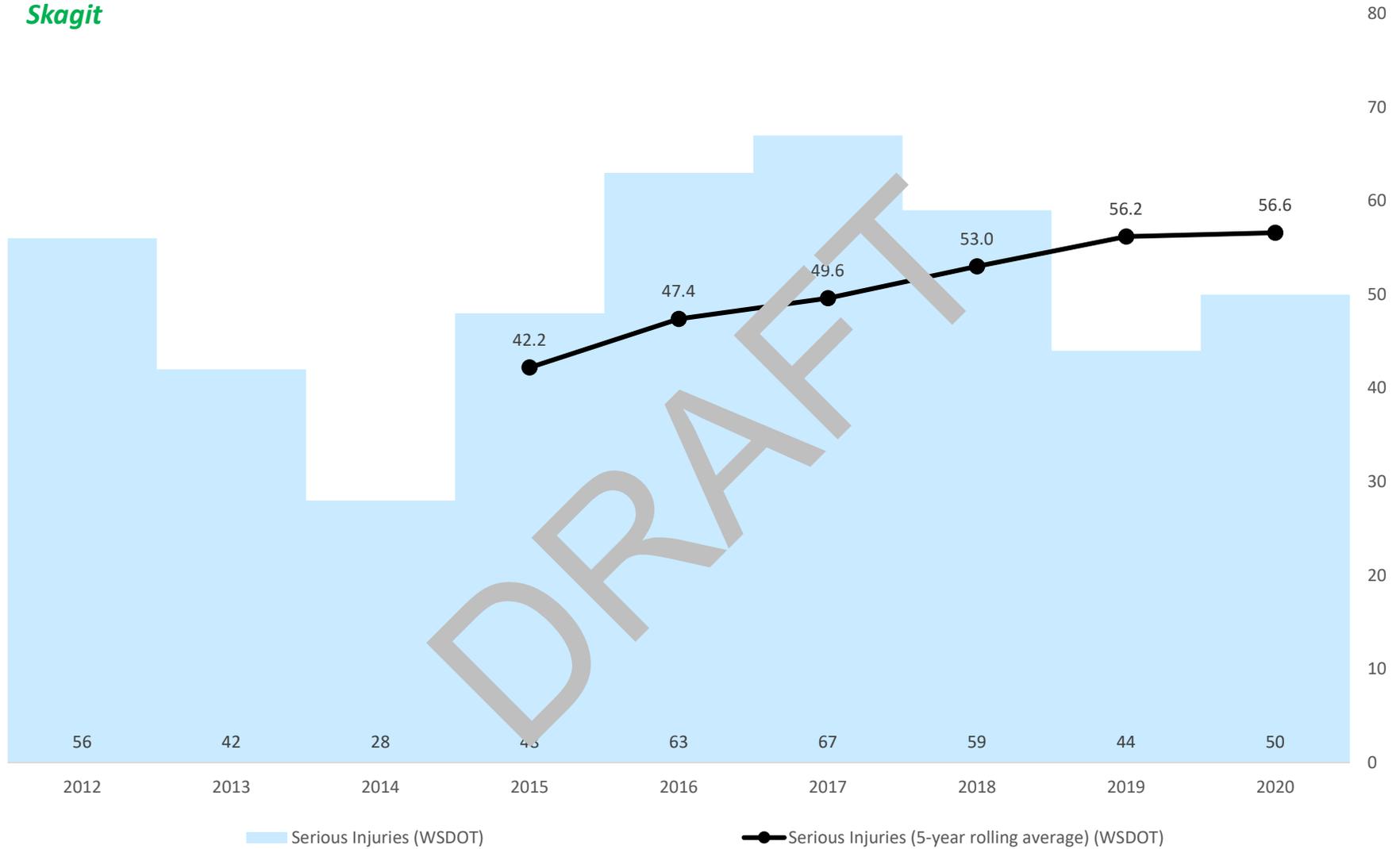


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

Skagit

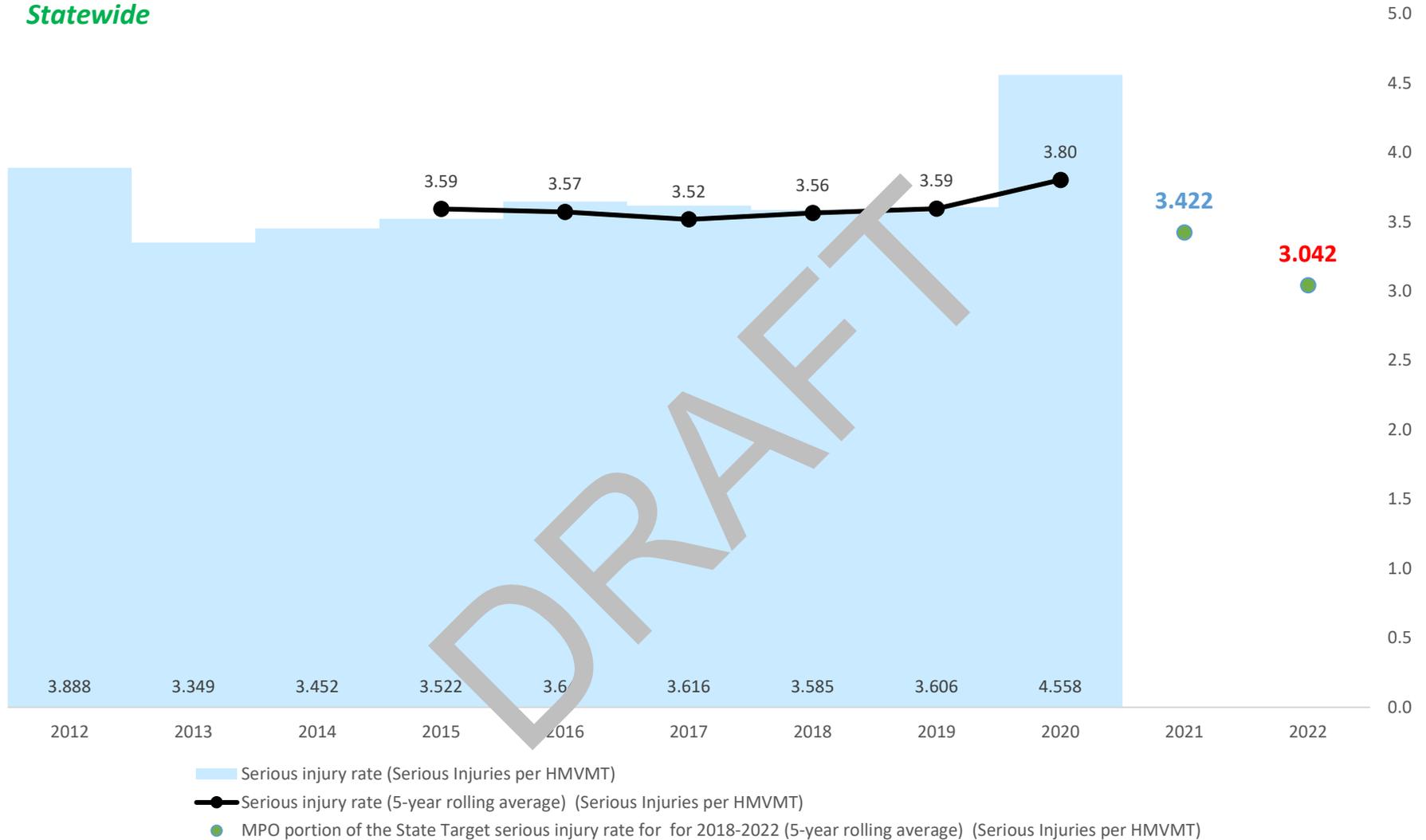


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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

Statewide

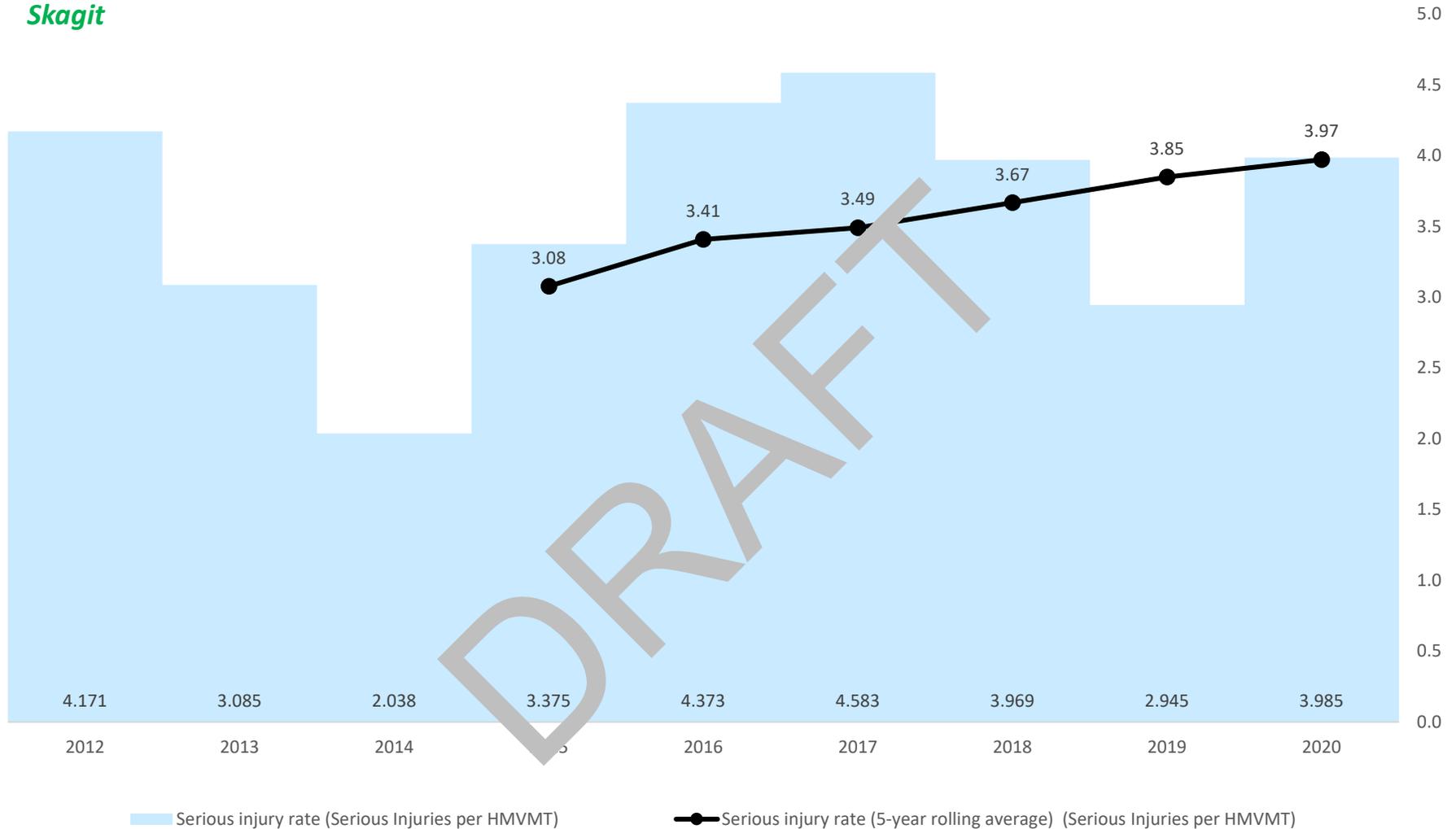


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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

Skagit

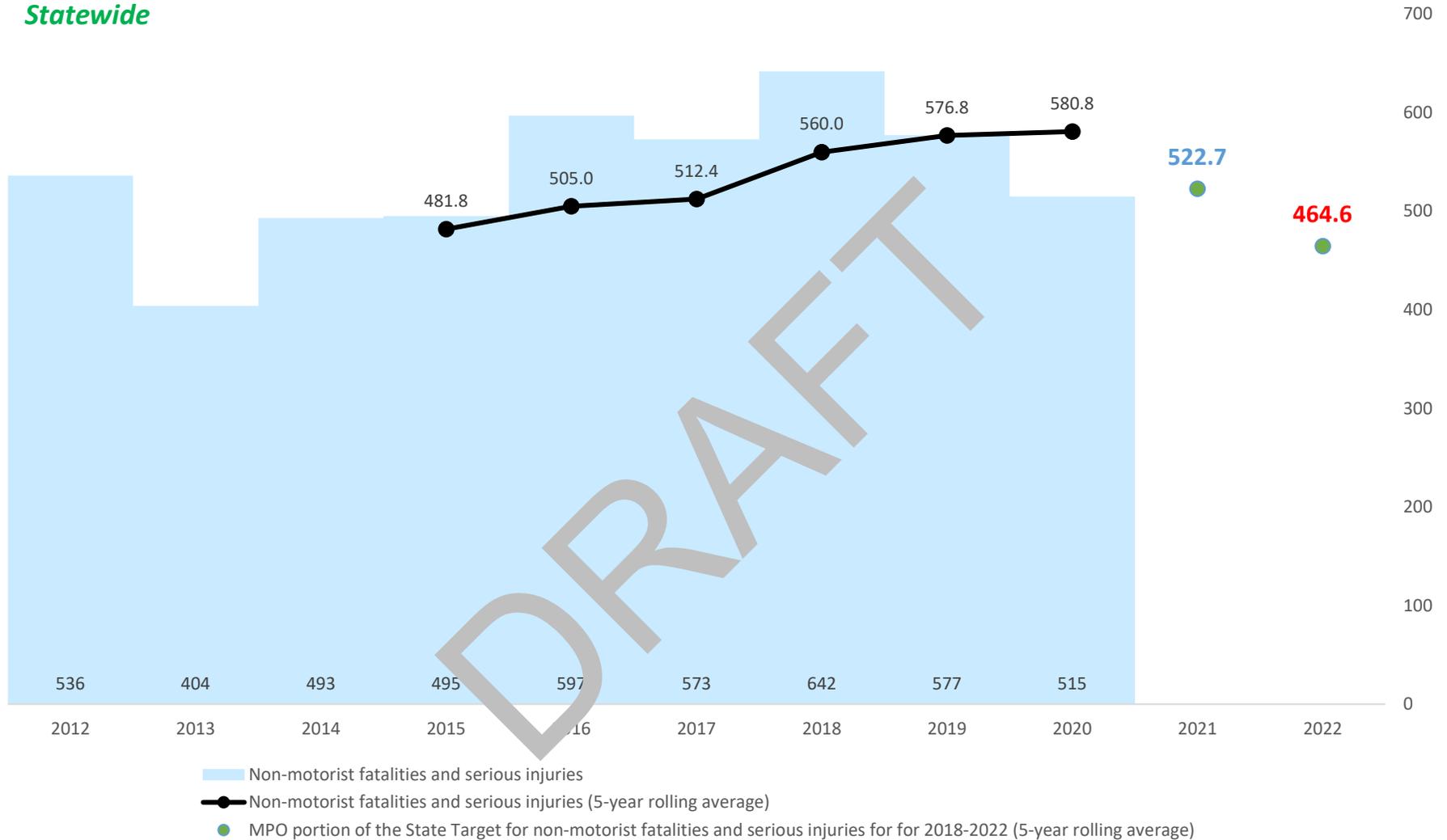


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

Statewide

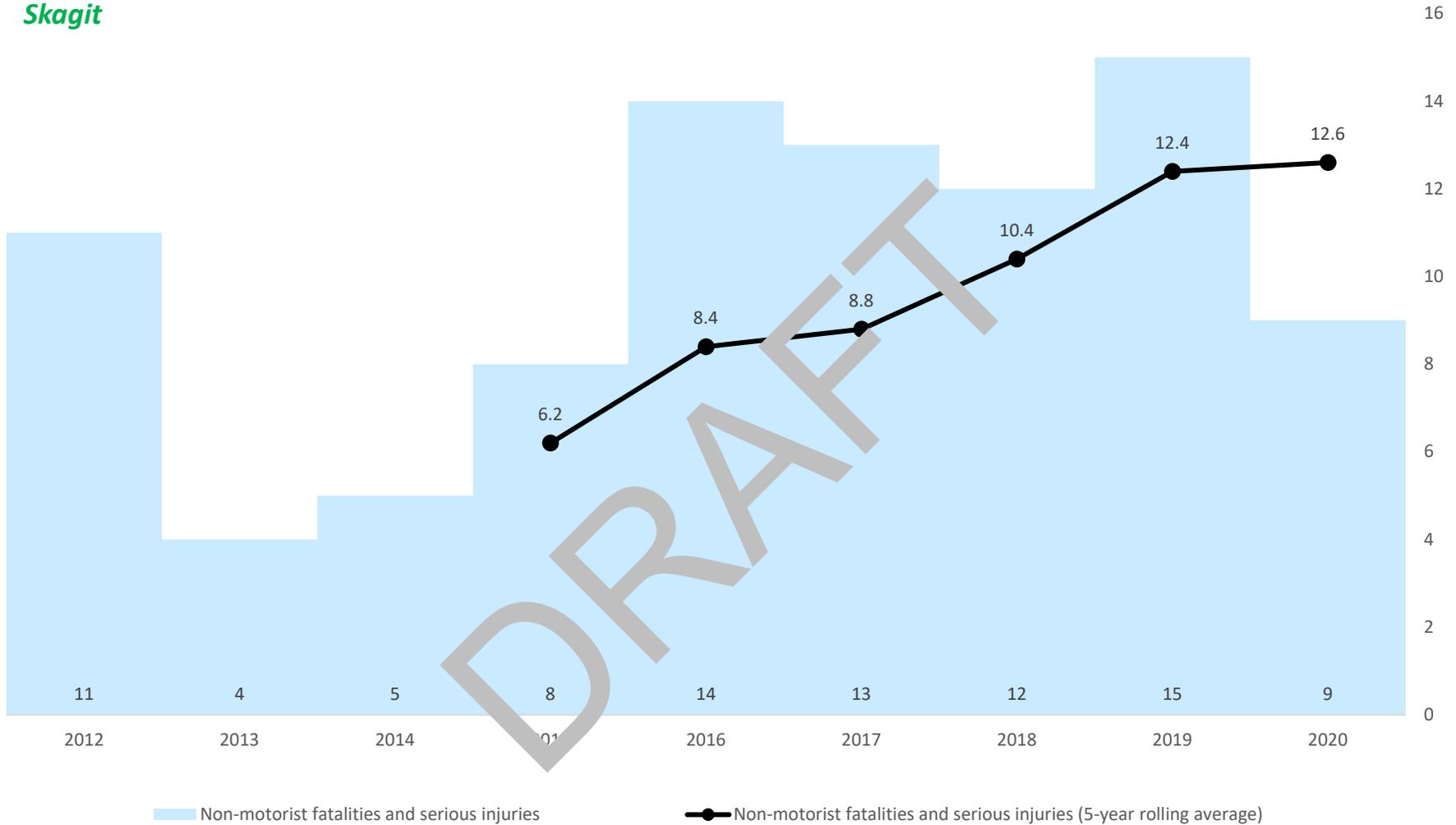


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Final FARS, CFC, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

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

Skagit



Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Final FARS, CFC, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

ACTION ITEM X.X. – NATIONAL HIGHWAY FREIGHT PROGRAM CALL FOR PROJECTS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	02/03/2022	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/16/2022	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving the [Regional Call for Projects – National Highway Freight Program](#).

DISCUSSION

On January 6, 2022, the Washington State Department of Transportation requested that SCOG, along with other metropolitan planning organizations and regional transportation planning organizations in Washington state, coordinate a regional process and submit eligible National Highway Freight Program project applications to WSDOT by March 16, 2022.

SCOG will not be selecting projects for funding, nor prioritizing projects through this process. Instead, SCOG will compile projects from the region and submit a list of projects, along with application materials, to WSDOT. WSDOT will then select projects for funding with the aid of a statewide project selection committee.

NEXT STEPS

A regional list of projects will be presented to the Transportation Policy Board for approval at the March 16, 2022 meeting, following a recommendation from the Technical Advisory Committee and a public comment period.

REGIONAL CALL FOR PROJECTS

NATIONAL HIGHWAY FREIGHT PROGRAM

The Skagit Council of Governments (SCOG) Transportation Policy Board will approve a list of projects for potential funding in the Skagit region at their meeting on March 16, 2022. SCOG will not evaluate projects, select projects for funding nor prioritize projects in any way. Projects will be compiled by SCOG and then submitted to the Washington State Department of Transportation (WSDOT) – the organization responsible for selecting projects for funding.

The Skagit Council of Governments, as the metropolitan planning organization (MPO) and regional transportation planning organization (RTPO) for Skagit County, has been given the authority by Washington state to compile a list of projects for the region eligible for federal National Highway Freight Program (NHFP) funds. WSDOT has a webpage for the NHFP, which is linked below.

- [National Highway Freight Program](#)

WSDOT requires that SCOG submit a regional project list to WSDOT, along with project applications, no later than March 16, 2022. Project sponsors may not submit applications directly to WSDOT.

FUNDING AVAILABILITY

Per WSDOT, approximately \$50 million is available statewide in NHFP funding for federal fiscal year 2022–2025. A statewide average of \$12.5 million of funding is available per year under this program for the four-year period.

PROJECT ELIGIBILITY

SCOG prepared a document showing project eligibility for the NHFP. The project eligibility document is linked below.

- [Project Eligibility](#)

PROJECT SUBMISSION FORM AND OTHER RELATED MATERIALS

The project submission form includes project information for each project to be considered for funding. Other related materials are available through WSDOT's website. These forms and other materials are provided by WSDOT and linked below.

- [Project Submission Form](#)
- [Crash Data Request Form¹](#)
- [Project Request Memo](#)
- [Project Submission Instruction Sheet](#)
- [Data Map Tool](#)
- [Project Scoring Criteria](#)

¹ Per WSDOT webinar on January 19, 2022, a crash data request can take up to two weeks to process. Applicants should submit this form to WSDOT as early as possible.

- [Webinar Recording](#)
- [Webinar Slides](#)

TIMEFRAME TO SUBMIT

Applications will be accepted by SCOG from February 17–March 2, 2022. Late applications will not be accepted.

HOW TO SUBMIT

Application materials must be submitted to Mark Hamilton at SCOG, by email only, at markh@scog.net. Paper application materials will not be accepted. All applicants will receive confirmation of materials received via email.

QUESTIONS

Any questions about this regional call for projects should be directed to Mark Hamilton at (360) 416-7876 or markh@scog.net.

SCHEDULE

February 3, 2022:.....	Technical Advisory Committee recommends regional call for projects to Transportation Policy Board
February 16, 2022:.....	Transportation Policy Board approves regional call for projects
February 17–March 2, 2022:.....	Applications submitted to SCOG
March 3, 2022:.....	Technical Advisory Committee recommends regional list of projects to Transportation Policy Board
March 4–15, 2022:.....	Public comment period on recommended regional list of projects from Technical Advisory Committee
March 16, 2022:.....	Transportation Policy Board approves regional list of projects, after consideration of any public comments received

QUARTERLY OBLIGATION REPORT

1ST QUARTER FEDERAL FISCAL YEAR 2022

As of December 31, 2021, the Skagit region obligated \$0 in Surface Transportation Block Grant Program (STBG) funding and \$0 in Transportation Alternatives (TA) funding for federal fiscal year (FFY) 2022. SCOG's estimated obligation authority target for FFY 2022 is \$1,855,396. This target can be met by obligating federal funds from the STBG and TA programs.

An obligation summary is below:

- Estimated obligation authority target¹ for FFY 2022: \$1,855,396
- Total obligated in FFY 2022: \$0
- Remainder to obligate in FFY 2022: \$1,855,396
- Expected FFY 2022 obligations²: \$2,040,819

Contact [Mark Hamilton](#) if you have any questions on this report.

¹ Estimate provided by WSDOT Local Programs Division staff on January 14, 2022. Estimate includes a 10% allocation increase for STBG and TA from the previous year's allocation. A final target is expected in April 2022.

² Per 2022 Obligation Authority Plan approved October 20, 2021.

2022 SCOG Year to Date Obligations

\$

STP(R) \$			
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>
Skagit Co.	Josh Wilson Road, Phase 1	\$600	12/10/2021
Skagit Co.	Josh Wilson Road, Phase 1	(\$600)	12/10/2021

2022-2027 Surface Transportation Program Block Grant Project Programming

1/25/2022

		2022	2023	2024	2025	2026	2027
	Allocation	\$2,130,632	\$2,130,632	\$2,130,632	\$2,130,632	\$2,130,632	\$2,130,632
	Available	\$1,605,755	\$2,732,835	\$3,398,924	\$3,780,237	\$3,507,270	\$3,743,089
	Programmed	\$1,003,552	\$1,464,542	\$1,749,319	\$2,403,599	\$1,894,813	\$859,087

STP(US)		2022	2023	2024	2025	2026	2027
Anacortes	R Avenue Long Term Improvements	\$	\$	\$	\$	\$	\$859,087
SCOG	SCOG Admin 2022-2025	\$	\$190,577	\$	\$190,577	\$	\$
Mount Vernon	Riverside Drive Improvements - 2	\$	\$	\$	\$	\$348,000	\$
Burlington	SR20 Nonmotorized & Safety Improvements	\$	\$	\$350,000	\$350,000	\$	\$
Burlington	George Hopper Interchange Improvements, Phase II	\$	\$	\$	\$800,000	\$	\$
Skagit Transit	Bus Stop Amenities	\$56,100	\$	\$	\$	\$	\$
Sedro Woolley	John Liner Road, Reed to Township Bicycle/Pedestrian Improvements	\$	\$442,015	\$	\$	\$	\$
Burlington	SR 20/Skagit Street Signalization Project	\$756,875	\$756,875	\$	\$	\$	\$
Sedro Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street	\$	\$	\$408,742	\$	\$	\$
		\$812,975	\$1,389,467	\$758,742	\$1,340,577	\$348,000	\$859,087

STP(R)		2022	2023	2024	2025	2026	2027
SCOG	SCOG Admin 2022-2025	\$190,577	\$	\$190,577	\$	\$	\$
Samish Nation	SR20/Campbell Lake Road - Intersection Improvement	\$	\$	\$	\$	\$1,285,200	\$
Skagit Co.	Francis Road Section 3	\$	\$75,075	\$800,000	\$	\$	\$
Skagit Co.	PETERSON ROAD (Urban)	\$	\$	\$	\$	\$261,613	\$
Concrete	School Secondary Access	\$	\$	\$	\$1,063,022	\$	\$
		\$190,577	\$75,075	\$990,577	\$1,063,022	\$1,546,813	\$

Note: Years 1-4 may be overprogrammed by 25% of allocation for project delivery purposes. Years 5-6 are not fiscally constrained by year.

2022-2027 Transportation Alternatives Project Programming

		2022	2023	2024	2025	2026	2027
	Allocation	\$170,343	\$170,343	\$170,343	\$170,343	\$170,343	\$170,343
	Available	\$249,640	\$264,095	\$230,427	\$359,769	\$419,112	\$478,455
	Programmed	\$155,888	\$204,011	\$41,000	\$111,000	\$111,000	\$

TAP(US)		2022	2023	2024	2025	2026	2027
Burlington	Pease Road Cascade Mall Nonmotorized Connection	\$155,888	\$140,196	\$	\$	\$	\$
Mount Vernon	River Dike Trail System - Phase 1	\$	\$	\$41,000	\$111,000	\$111,000	\$
		\$155,888	\$140,196	\$41,000	\$111,000	\$111,000	\$

TAP(R)		2022	2023	2024	2025	2026	2027
Concrete	Main Street Pedestrian and Bicycle Rest Area	\$	\$63,815	\$	\$	\$	\$
		\$	\$63,815	\$	\$	\$	\$

1/25/2022

Note: Years 1-4 may be overprogrammed by 25% of allocation for project delivery purposes. Years 5-6 are not fiscally constrained by year.

2022 OBLIGATION AUTHORITY PLAN

The following projects have to obligate federal funding by **April 1, 2022**. Projects that do not obligate by April 1, 2022 will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
City of Burlington	SR20 / Skagit Street Signalization Project	WA-03951	CN	(Not Yet)	\$1,513,750
City of Burlington	Pease Road Cascade Mall Nonmotorized Connection	WA-07782	CN	(Not Yet)	\$280,392
Skagit Transit	Bus Stop Amenities	WA-13988	ALL	(Not Yet)	\$56,100

The following project must obligate federal funding by **August 1, 2022**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PL	(Not Yet)	\$190,577

TOTAL EXPECTED STBG-TA OBLIGATIONS: \$2,040,819
ESTIMATED OBLIGATION AUTHORITY TARGET¹: \$1,855,396

¹ Estimate provided by WSDOT Local Programs Division staff on January 14, 2022. Estimate includes a 10% allocation increase for STBG and TA from the previous year's allocation. A final target is expected in April 2022.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2022**. These projects will be deprogrammed with expiration of the 2022–2027 RTIP on January 1, 2023.

To be granted an extension, any extension request must be received by SCOG no later than **March 30, 2022**. A project phase may only be granted one extension request.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA FUNDS
(None)	N/A	N/A	N/A	N/A	N/A

TOTAL STBG-TA EXTENSIONS: \$0