



SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

March 3, 2022 – 1:30 p.m.

[GoToMeeting](#)

Dial In: 1 (877) 309-2073

Access Code: 788-438-437

AGENDA

1. Call to Order and Roll Call
2. [February 3, 2022 Technical Advisory Committee Meeting Minutes](#)
3. [March Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. National Highway Freight Program Project List Recommendation – *Mark Hamilton*
5. [2022 Obligation Authority Plan and Obligation Authority Process](#) – *Mark Hamilton*
6. Roundtable and Open Topic Discussion
7. Next Meeting: April 7, 2022, 1:30 p.m.
8. 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

February 3, 2022

GoToMeeting Remote Meeting

AGENCIES REPRESENTED

- City of Mount Vernon Bill Bullock
- City of Sedro-Woolley Mark Freiberger
- City of Anacortes..... Tim Hohmann
- Samish Indian Nation..... David Strich
- Skagit County Grace Kane, Forrest Jones
- Skagit Transit..... Brad Windler
- Town of La Conner Scott Thomas
- Washington State Department of Transportation John Shambaugh, Mehrdad Moini
- Skagit PUD..... Chris Shaff

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: 1:33 p.m.

Roll Call: Roll was taken with a quorum present.

2. January 6, 2022 Technical Advisory Committee (TAC) Meeting Minutes: Mr. Freiberger moved approval of the January 6, 2022 Technical Advisory Committee meeting minutes as presented, and Mr. Bullock seconded the motion. The motion carried unanimously.
3. February Regional Transportation Improvement Program Amendments: Mr. Hamilton presented the proposed February amendments to the 2022–2027 Regional Transportation Improvement Program (RTIP). He explained that the proposed amendments are both from Skagit County, and that both are 100% federally funded through the Highway Safety Improvement Program if phase obligation occurs on schedule.

Mr. Freiberger motioned to recommend approval of the February RTIP amendments to the Transportation Policy Board (TPB) as presented. Mr. Windler seconded the motion. The motion carried unanimously.

4. 2022 Highway Safety Targets: Mr. Hamilton presented the 2022 Highway Safety Targets. He explained that the TPB has can choose to either set regional performance targets or to plan and program projects that support statewide performance targets for safety, and that the board has always chosen to program projects that support the state targets. Mr. Hamilton stated that the previously presented

RTIP amendments are an example of programming projects that support the statewide safety targets. He then explained the performance measures, as well as statewide and local data.

Mr. Hamilton stated that SCOG staff recommends continuing the practice of planning and programming projects to help achieve statewide safety targets to the Transportation Policy Board. Mr. Hohmann motioned to recommend planning and programming projects to support statewide safety targets to the TPB. Mr. Thomas seconded the motion and it carried unanimously.

5. National Highway Freight Program Call for Projects: Mr. Hamilton presented the National Highway Freight Program Call for Projects. He explained that this program was discussed at the previous TAC meeting, and that SCOG will not be selecting projects for funding, but will coordinate the regional process and gather applications for submittal to the state. He then explained the timeline and the process that WSDOT will use to select projects. He stated that March 2, 2022, will be the deadline to submit projects and that the list of projects will go before the TPB on March 16, 2022 for approval.

Mr. Freiberger stated that the Interstate 5/Cook Road project appears to meet many of the criteria and asked if the state or county would consider applying for funding through this program.

Mr. Hamilton explained that WSDOT is not eligible for funding through this program, and that only local and tribal governments may apply.

Mr. Jones stated that Skagit County is currently discussing the project and will be reaching out to the state for further discussion.

Mr. Hohmann thanked SCOG staff for putting together a process on such a short timeline. He stated that because the state will not be selecting projects until later in the year that programming projects in 2022 seems unlikely. Mr. Hamilton explained that this is a very short process and that he submitted feedback to the state on the timeline. He stated that SCOG is simply compiling applications and screening projects for program eligibility, and not selecting projects for funding nor prioritizing applications in any way.

Mr. Hohmann motioned to recommend the National Highway Freight Program Call for Projects to the TPB for approval. Mr. Freiberger seconded the motion. The motion carried unanimously.

6. Quarterly Obligation Report: Mr. Hamilton presented the Quarterly Obligation Report. He explained that this report is for the first quarter of federal fiscal year 2022 and that there are no funding obligations to report for that timeframe.

Mr. Strich stated that he did not see the Tommy Thompson Trail project listed in the Transportation Alternatives Program section. Mr. Hamilton stated that last year when the RTIP was being prepared, the Tommy Thompson Trail project in question needed to first get programmed on the Samish Indian Nation tribal transportation improvement program, and could be added to the RTIP this year as an amendment after tribal government action has occurred.

Mr. Freiberger asked why Burlington's SR20/Skagit Street Signalization Project was listed twice in the programming report. Mr. Hamilton explained that the project's construction phase is spread out over two years due to maintaining fiscal constraint when the RTIP was being prepared last year, but that the phase is expected to obligate this year and is included on the 2022 Obligation Authority Plan.

7. 2022 Obligation Authority Plan: Mr. Hamilton presented the 2022 Obligation Authority Plan. He stated that the plan includes projects that are expected to obligate by April 1, 2022. If projects are unable to obligate by April 1, 2022, then an extension can be requested. He then explained the extension process and that SCOG staff had not received any extension requests at this time. He stated that SCOG has an administrative project that has an August 1, 2022 obligation deadline, and which is not eligible for extension. He then explained the gap strategies that can be used to meet the obligation target.
8. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
9. Next Meeting: March 3, 2022, 1:30 p.m.
10. Adjourned: 2:41 p.m.

Attest:

Date: _____

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

ACTION ITEM X.X. – MARCH AMENDMENTS TO 2022–2027 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Document History

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

- Concrete
 - School Secondary Access: this amendment adds the right-of-way phase of this project back to the Regional Transportation Improvement Program (RTIP). Concrete appealed to the Transportation Policy Board at the February 16, 2022 meeting to reprogram this project phase, including the \$400,000 federal Surface Transportation Block Grant program funding. The Transportation Policy Board approved the appeal and now the project phase needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated.
- Skagit County
 - Active Warning Signs (Install Active Warning Signs): this amendment adds this project back to the RTIP. Funding for the construction phase was not obligated in 2021, as had been expected, so the project needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated. Funding comes through the federal Highway Safety Improvement Program with local matching funds.
 - Illuminate Channelized Intersections: this amendment adds this project back to the Regional Transportation Improvement Program. Funding for the construction phase was not obligated in 2021, as had been expected, so the project needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated. Funding comes through the federal Highway Safety Improvement Program with local matching funds.
 - Prairie Road Guidance Improvements: this amendment adds this project back to the Regional Transportation Improvement Program. Funding for the construction phase was not obligated in 2021, as had been expected, so the project needs to be reprogrammed on the RTIP and STIP before federal funding can be obligated. Funding comes through the federal Highway Safety Improvement Program with local matching funds.

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 February 24 and ended on March 4.

DRAFT

Agency Concrete

Project Title School Secondary Access

Description Construction of a second access road to school and airport to include traffic lanes, shoulder, traffic curb and gutter, planter strip, and bicycle/pedestrian path as well as possible storm drainage, sewer and water facilities and fire hydrant improvements. PE done under C293(001).

Road Name

Begin Termini SR 20

End Termini Airport Way

Total Project Length 0.47

Improvement Type New Construction Roadway

Functional Class Major Collector

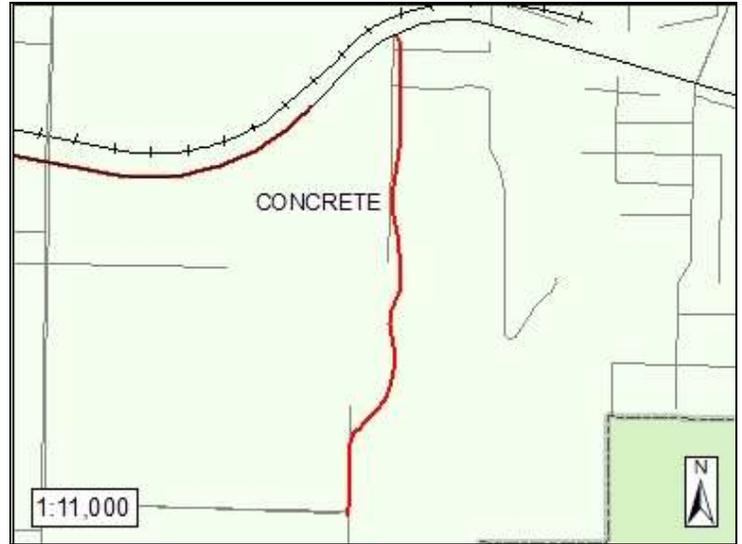
Environmental Type Categorical Exclusion

Priority Number 8

Amendment Number

Amendment Date

Total Project Cost \$3,163,661



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

STIP ID WA-03707

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 6/14/2021

Adoption Date 6/14/2021

Resolution Number 2021-06

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
RW	2022	STP(R)	\$400,000		\$0	\$65,000	\$465,000	3/16/2022
CN	2025		\$0		\$0	\$400,000	\$400,000	10/20/2021
CN	2025	STP(R)	\$1,063,022		\$0	\$166,978	\$1,230,000	10/20/2021
Total			\$1,463,022		\$0	\$631,978	\$2,095,000	

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 \$122,047



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	2022	HSIP	\$90,000		\$0	\$14,047	\$104,047	3/16/2022
Total			\$90,000		\$0	\$14,047	\$104,047	

Agency Skagit Co.

Project Title Illuminate Channelized Intersections

Description Install Illumination at three channelized intersections:
 - Havekost Road at Marine Drive
 - Best Road at Chilberg Road
 - S. Skagit Hwy at Concrete Sauk Valley Road

Road Name

Begin Termini Varies

End Termini Varies

Total Project Length 0.00

Improvement Type Safety

Functional Class Major Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$82,145



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

STIP ID WA-12500

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 2/8/2022

Adoption Date 2/8/2022

Resolution Number R20220025

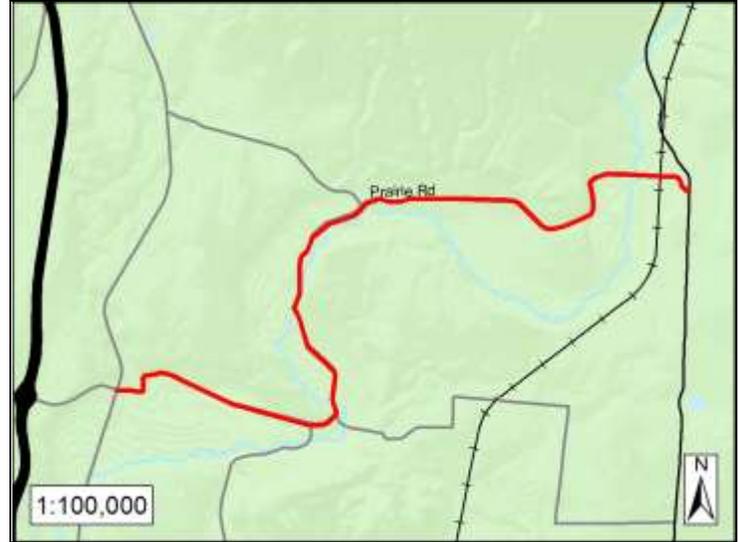
Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2022	HSIP	\$65,000		\$0	\$10,145	\$75,145	3/16/2022
Total			\$65,000		\$0	\$10,145	\$75,145	

Agency Skagit Co.

Project Title Prairie Road Guidance Improvements

Description Install Signing and Roadway Guidance Improvements



Road Name Prairie Road

Begin Termini 0.00

End Termini 7.79

Total Project Length 7.79

Improvement Type Safety

Functional Class Rural Minor Collector

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$78,896

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

STIP ID WA-12501

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 2/8/2022

Adoption Date 2/8/2022

Resolution Number R20220025

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2022	HSIP	\$57,000		\$0	\$8,896	\$65,896	3/16/2022
Total			\$57,000		\$0	\$8,896	\$65,896	

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	\$1,559	\$2,301	\$2,597	\$1,669	\$2,301	\$3,229	\$1,790	\$2,301	\$3,740	\$2,515	\$8,758	\$7,533	\$1,225
STP	-\$525	\$2,131	\$1,606	\$1,404	\$2,131	\$2,333	\$1,465	\$2,131	\$2,999	\$1,749	\$2,131	\$3,380	\$2,404	\$7,998	\$7,021	\$977
TAP	\$79	\$170	\$250	\$156	\$170	\$264	\$204	\$170	\$230	\$41	\$170	\$360	\$111	\$761	\$512	\$249
State & Other Federal Funds	\$0	\$17,976	\$17,976	\$17,976	\$24,048	\$24,048	\$24,048	\$10,756	\$10,756	\$10,756	\$2,552	\$2,552	\$2,552	\$55,333	\$55,333	\$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	\$1,695	\$1,695	\$1,695	\$5,248	\$5,248	\$5,248	\$750	\$750	\$750	\$0	\$0	\$0	\$7,693	\$7,693	\$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	\$14,608	\$14,608	\$14,608	\$8,669	\$8,669	\$8,669	\$3,528	\$3,528	\$3,528	\$3,375	\$3,375	\$3,375	\$30,180	\$30,180	\$0
Local	\$0	\$14,608	\$14,608	\$14,608	\$8,669	\$8,669	\$8,669	\$3,528	\$3,528	\$3,528	\$3,375	\$3,375	\$3,375	\$30,180	\$30,180	\$0
Total	-\$446	\$34,885	\$34,439	\$34,143	\$35,018	\$35,314	\$34,386	\$16,586	\$17,514	\$16,075	\$8,228	\$9,667	\$8,442	\$94,271	\$93,046	\$1,225

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	Pease Road Cascade Mall Nonmotorized Connection	WA-07782	CN	(Not Yet)	\$280,392
Skagit Transit	Bus Stop Amenities	WA-13988	ALL	✓	\$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: \$527,069
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
City of Burlington	SR20 / Skagit Street Signalization Project	WA-03951	CN	(Not Yet)	\$1,513,750

TOTAL STBG-TA EXTENSIONS: \$1,513,750

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM PROCEDURES

Adopted by the SCOG Transportation Policy Board on October 20, 2021

OBLIGATION AUTHORITY PROCESS

Every year, SCOG prepares an obligation authority plan. The purpose of the plan is to provide project tracking information and communicate expected 2022 obligations and dates to partners, including implementing agencies and the Washington State Department of Transportation. At a minimum, the obligation authority plan includes all projects selected to receive SCOG regionally managed Federal Highway Administration funds that are programmed in 2022.

GOALS

There are two goals of the obligation authority plan. These goals are as follows:

1. Agencies in the Skagit region deliver no less than the regional obligation authority target by the end of every federal fiscal year; and
2. The obligation authority target is met by August 1 every year, positioning the Skagit region for additional obligation authority, if the Washington State Department of Transportation determines that redistributed obligation authority can be utilized in Washington state that year.

EXTENSION REQUESTS

Projects programmed in 2022 must obligate federal funding by April 1, 2022. If an agency is unable to obligate by that date, an extension request must be received by SCOG staff by March 30, 2022. If no extension request is received for a project, and it does not obligate by April 1, 2022, it will be deprogrammed by deletion from the RTIP by SCOG staff. A project phase may only be granted one extension request.

The SCOG Admin project must obligate federal funding by August 1, 2022. This project cannot obligate until May/June at the earliest each year due to federal and state requirements of Unified Planning Work Program adoption. SCOG Admin projects are ineligible for extension requests.

GAP STRATEGIES

In any given year, up to four gap strategies may be utilized to assist with meeting the SCOG regional obligation authority target. If the target will be met without need of the strategies, they will not be used that year.

If the regional obligation authority target will not be met by April 1, 2022 (excluding the SCOG Admin project), the following gap strategies will be undertaken in order:

STRATEGY #1: ADVANCING 2023–2025 FISCALLY CONSTRAINED PROJECTS

Agency representatives with projects programmed in years 2023–2025 will be asked if their agency is willing and able to advance their project at the April 7, 2022 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding by August 1, 2022. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2022.

Agencies with projects in year 2023 will have first priority, year 2024 will have second priority and year 2025 will have third priority.

SCOG will provide a formal letter addressed to the responsible official by April 21, 2022 documenting the commitment to advance their project from 2023–2025 and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency’s Transportation Policy Board member(s).

Any agency that commits to advancing a project using Strategy #1, and obligates funding for that project prior to August 1, will be eligible for bonus points in SCOG’s next project selection process. Agencies that utilize Strategy #1, and obligate funding from August 1 through the end of the federal fiscal year for that project, are not eligible for these bonus points. The additional points will be determined by the Transportation Policy Board during the next project selection process.

If Strategy #1 does not close the obligation authority gap completely, Strategy #2 will be utilized.

STRATEGY #2: ADVANCING 2026 –2027 ILLUSTRATIVE PROJECTS

Agency representatives with projects programmed in years 2026–2027 will be asked if their agency is willing and able to advance their project at the April 7, 2022 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding by August 1, 2022. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2022.

Agencies with projects in year 2026 will have first priority and year 2027 will have second priority.

SCOG will provide a formal letter addressed to the responsible official by April 21, 2022 documenting the commitment to advance their project from 2026–2027 and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency’s Transportation Policy Board member(s).

This strategy also requires an RTIP amendment, following the RTIP amendment process to add a project to the fiscally constrained RTIP. The agency is responsible for submitting the project to SCOG through Secure Access Washington for the May 2022 amendment cycle.

Any agency that commits to advancing a project using Strategy #2, and obligates funding for that project prior to August 1, will be eligible for bonus points in SCOG’s next project selection process. Agencies that utilize Strategy #2, and obligate funding from August 1 through the end of the federal fiscal year for that project, are not eligible for these bonus points. The additional points will be determined by the Transportation Policy Board during the next project selection process.

If Strategy #2 does not close the obligation authority gap completely, Strategy #3 will be utilized.

STRATEGY #3: ADVANCING CONTINGENCY LIST PROJECTS

Agencies with projects on the July 21, 2021 prioritized contingency list will be asked if they are willing and able to advance their project at the April 7, 2022 Technical Advisory Committee meeting. The TAC representative must be in a responsible position to commit the agency to advancing the project. The project phase should obligate federal funding by August 1, 2022. If the project phase has not obligated federal funding by the end of the federal fiscal year, it will be deprogrammed by deletion from the RTIP by SCOG staff on October 1, 2022. The project will not go back onto the prioritized contingency list after deletion from the RTIP, but can compete again for funding through a future SCOG project selection process.

SCOG will provide a formal letter addressed to the responsible official by April 21, 2022 documenting the commitment to advance the contingency list project and obligate federal funding prior to the end of the federal fiscal year. The letter will also go to the agency’s Transportation Policy Board member(s).

This strategy also requires an RTIP amendment, following the RTIP amendment process to add a project to the fiscally constrained RTIP. The agency is responsible for submitting the project to SCOG through Secure Access Washington for the May 2022 amendment cycle.

If Strategy #3 does not close the obligation authority gap completely, Strategy #4 will be utilized.

STRATEGY #4: ADDING TO PAST FEDERAL PROJECT AWARDS

This strategy will be utilized, if necessary, following the April 7, 2022 TAC meeting. First, SCOG staff will calculate the obligation authority gap remaining after Strategy #3 is utilized. Second, SCOG staff will identify active projects

using the most recently available information from WSDOT Local Programs Division, and reach out to agency representatives with active projects that have obligated funds, for a phase awarded SCOG FHWA funds, to inquire if the project could reasonably utilize an increase in the existing federal award amount and obligate the additional award by the end of the federal fiscal year.

As part of this strategy, SCOG staff are guided by the following principles: (1) maintain Urban vs. Rural split in funding; (2) start with SCOG's most recent Surface Transportation Block Grant Program project selection (2021) to identify active projects that can fill the obligation authority gap; (3) work backward through past project selections if projects selected in 2021 cannot completely close the obligation authority gap (e.g. 2019, 2017, 2015); (3) equitably increase federal awards by a formula that includes, at a minimum, the amount of the past SCOG award for the phase and any current inactivity of the phase.

SCOG will provide a formal letter addressed to the responsible official by April 21, 2022 documenting the additional federal award with the stipulation that obligation of additional federal funding should occur prior to August 1, 2022. If the project phase has not obligated federal funding by the end of the federal fiscal year, the additional award will be withdrawn on October 1, 2022. The letter will also go to the agency's Transportation Policy Board member(s).

This strategy only applies to projects that have already been competitively selected by SCOG for federal award. No new projects, or phases of projects, will be considered for adding to past federal awards.

APPEALS

Any appeal of a project deprogramming decision must be appealed directly to the Transportation Policy Board. Appeals must be received by the first Tuesday of the month by SCOG staff, to include the appeal with the Transportation Policy Board packet that goes out on the second Wednesday of the month. Transportation Policy Board meetings occur on the third Wednesday of each month. Any appeal would be considered at this third Wednesday meeting.

Implementing agencies are required to present their appeal directly to the Transportation Policy Board. If the Transportation Policy Board decides to reprogram a project, it must follow the typical RTIP amendment process, which includes a public comment period, TAC review, TPB action, WSDOT action and final action by FHWA and FTA on STIP amendment approvals. The timeline from agency appeal submission to reprogramming in the STIP will typically take three months or more.

Along with the appeal presented by the implementing agency, SCOG staff will present a fiscal analysis of the reprogramming decision on the RTIP. The first four years of the RTIP must be fiscally constrained by year, under federal law.