

## SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

January 4, 2024 – 1:30 p.m.

Skagit Council of Governments Conference Room

[315 South Third Street, Suite 100, Mount Vernon, WA 98273](#)

### AGENDA

1. Call to Order and Roll Call
2. [December 7, 2023 Technical Advisory Committee Meeting Minutes](#)
3. [January Regional Transportation Improvement Program Amendments](#) – *Grant Johnson*
4. [2024 Highway Safety Targets](#) – *Grant Johnson*
5. **Coordination on State Highways for Comprehensive Plan Updates** – *David Strich, WSDOT*
6. [2024 Obligation Authority Plan](#) – *Mark Hamilton*
7. Roundtable and Open Topic Discussion
8. Next Meeting: February 1, 2024, 1:30 p.m.
9. Adjourned

Please contact [Mark Hamilton](#) at (360) 416-7876 if there are any other items that need to be brought up for discussion.

[Meeting Packet](#)

## TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

### 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.

**Title VI Notice to the Public:** The Skagit Council of Governments fully complies with Title VI of the federal Civil Rights Act of 1964 and related statutes, and does not discriminate on the basis of race, color or national origin. For more information, or to obtain a Title VI Complaint Form, visit SCOG’s website at <http://scog.net/about/nondiscrimination/>.

**Aviso resumido del Título VI al público:** El Consejo de gobiernos de Skagit cumple plenamente con el Título VI de la Ley federal de derechos civiles de 1964 y los estatutos relacionados, y no discrimina por motivos de raza, color u origen nacional. Para mayor información, o para obtener un Formulario de queja del Título VI, visite el sitio web del SCOG en <http://scog.net/about/nondiscrimination/>.

**ADA Notice to the Public:** The Skagit Council of Governments fully complies with Section 504 of the Rehabilitation act of 1973 and the Americans with Disabilities Act of 1990 (ADA) and does not discriminate on the basis of disability. For more information, or to file a grievance contact the ADA Coordinator, Kevin Murphy at 360-416-7871 or [kmurphy@scog.net](mailto:kmurphy@scog.net).

**Aviso de la ADA para el público:** El Consejo de Gobiernos de Skagit cumple plenamente con la Sección 504 de la Ley de Rehabilitación de 1973 y la Ley de Americanos con Discapacidades de 1990 (ADA) y no discrimina por motivos de discapacidad. Para obtener más información, o para presentar una queja, póngase en contacto con el Coordinador de la ADA, Kevin Murphy en 360-416-7871 or [kmurphy@scog.net](mailto:kmurphy@scog.net).

# SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

December 7, 2023

Microsoft Teams Remote Meeting

## AGENCIES REPRESENTED

- City of Anacortes..... Steve Lange
- City of Burlington ..... Brian Dempsey
- City of Mount Vernon ..... Bill Bullock
- City of Sedro-Woolley ..... Mark Freiburger
- Samish Indian Nation..... Nick Dorr
- Skagit County ..... Tom Weller
- Skagit PUD..... Mark Semrau
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation ..... Erica Nolan, John Shambaugh

## STAFF PRESENT

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

## OTHERS PRESENT

Liz McNett Crowl of the Non-Motorized Advisory Committee attended the meeting.

## AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. October 5, 2023 Technical Advisory Committee Meeting Minutes: Mr. Dempsey moved to approve the October 5, 2023 Technical Advisory Committee (TAC) meeting minutes, and Mr. Weller seconded the motion. The motion carried unanimously.

3. Non-Motorized Advisory Committee

- a. Biannual Update: Ms. McNett Crowl gave an update on the Non-Motorized Advisory Committee’s (NMAC) activities over the past six months. She gave an overview of the upcoming Skagit County Bike Map update and requested that TAC members please send map updates to Mr. Johnson.
- b. Proposed 2024 Work Program: Mr. Johnson presented this agenda item. He explained that per the NMAC bylaws the TAC is required to approve the work program on an annual basis.

He stated that there are three items in the proposed work program for 2024, which are to provide the biannual update to the TAC, to update the Skagit County Bike Map and to assist member organizations and volunteer groups to improve non-motorized transportation and safety.

Mr. Weller motioned to approve the Proposed Non-Motorized Advisory Committee 2024 Work Program as presented. Mr. Shambaugh seconded the motion and it carried unanimously.

- c. Proposed 2024 Membership: Mr. Johnson presented this agenda item. He explained that the NMAC Bylaws require the TAC to approve the NMAC membership annually in December for the upcoming year. He stated that there are no changes from the roster that was approved during the summer when three new members were added.

Mr. Dempsey motioned to approve the 2024 Proposed Membership as presented. Mr. Weller seconded the motion and it carried unanimously.

4. 2024 Skagit Regional Transportation Priorities: Mr. Johnson presented this agenda item. He stated that this is an annual list of projects created as an information item for the Washington state legislature to provide visibility for regional priority projects, and that all project information comes from project sponsors. He stated that the document is completely reformatted, that a new legislative priorities section is added, and that individual pages for projects are replaced by a table that corresponds with a map of projects.

Mr. Weller motioned to approve the 2024 Skagit Regional Transportation Priorities as presented. Mr. Freiburger seconded the motion and it carried unanimously.

5. Unified Planning Work Program Amendment: Mr. Hamilton presented this agenda item. He stated that this amendment is to add the Skagit County Bike Map and Regional Transportation Plan projects to the Unified Planning Work Program (UPWP) for the current state fiscal year. He stated that the bike map needs to be updated because of dwindling supplies, which became apparent after the UPWP was approved in May 2023, and the Regional Transportation Plan project was awarded funding by the Transportation Policy Board through the July 2023 project selection. He then went over changes made throughout the UPWP to add the projects and explained that planning work related to House Bill 1181 had also been added to the Long-Term Work Schedule portion of the document, though this additional work is unfunded at this time.

Mr. Weller motioned to recommend amending the Unified Planning Work Program for State Fiscal Year 2024, as presented. Mr. Shambaugh seconded the motion and it carried unanimously.

6. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He explained that updated data has just been received from the Washington State Department of Transportation (WSDOT). As was expected, the Skagit region did not reach its obligation target during federal fiscal year 2023. The Skagit region's obligation target was approximately \$1.7 million and just under \$800,000 was obligated after all project obligations and deobligations are considered. Mr. Hamilton also noted there are several projects still expected to obligate funding this calendar year in the Skagit region, which would count toward meeting the obligation target during the current federal fiscal year.

7. FFY 2023 Federal Local Obligation Authority Delivery - Summary: Mr. Hamilton presented this agenda item. He stated that most regions in the state had reached their obligation targets, but again noted the Skagit region had not. Because the target had not been reached, jurisdictions in the Skagit region were not eligible to receive redistributed obligation authority in federal fiscal year 2023. He explained that approximately \$53 million of redistributed obligation authority was made available in other areas of Washington state. He then mentioned that if the Skagit region fails to reach its obligation target next year it will be sanctioned and receive less obligation authority the following year, but that it looks like the region should reach its target this federal fiscal year.

8. 2023 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that there had been no changes to the document since the previous month and that several projects are still expected to obligate funding by the end of December.

TAC members provided obligation updates for projects in the 2023 Obligation Authority Plan that have not yet obligated federal funding.

9. 2024 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that this is the list of projects that must obligate federal funding in 2024, with the majority being required to obligate before March 1. He then went over the list of projects and explained that there is no need for project sponsors to wait until January to begin work on obligation. The deadline to request an extension to the end of the calendar year is February 28. He stated that the Skagit region is expected to obligate approximately \$2.5 million. If an obligation authority gap is present next year, the March TAC meeting will be utilized to undertake gap strategies to fill any gap. There is also a new contingency list of projects, adopted by the Transportation Policy Board in July 2023, so overall the Skagit region should be in a good position to meet its obligation target for 2024.

10. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.

11. Next Meeting: January 4, 2024, 1:30 p.m. Mr. Hamilton mentioned that the January TAC meeting is expected to be held in person at the SCOG conference room.

12. Adjourned: 2:44 p.m.

Attest:

\_\_\_\_\_  
Mark Hamilton, Senior Transportation Planner  
Skagit Council of Governments

Date: \_\_\_\_\_

## ACTION ITEM X.X. – JANUARY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

### Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	01/04/2024	Review and Recommendation	<a href="#">Grant Johnson</a>	(360) 416-6678
Transportation Policy Board	01/17/2024	Action	<a href="#">Grant Johnson</a>	(360) 416-6678

### RECOMMENDED ACTION

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

- Skagit County
  - Marine Drive/ Rosario Road/ Marine Wye Drive Intersection Improvements: this amendment adds the project to the RTIP. Total estimated cost of the project is \$2,609,000. Washington State Department of Transportation’s (WSDOT) Local Programs Division notified Skagit County that this project is eligible for 100% federal funding through the Highway Safety Improvement program (HSIP) if phases obligate funding by September 15, 2026.
  - Guemes Island Anacortes Ferry Parking & Holding Lane Improvements: this amendment adds the project to the RTIP. Total estimated cost of the project is \$1,114,818. Federal Ferry Boat Program (FBP) funds will be used for the project with a 20% local match. 2021 FBP funding of \$268,890 must be obligated by July 1, 2024 and 2022 FBP funding of \$604,964 must be obligated by July 1, 2025.
- Washington State Department of Transportation
  - I-5/Unnamed Tributaries to Milltown Creek - Fish Passage: this amendment revises a project already programmed in the RTIP. Total estimated cost of project increases from \$20,609,925 to \$22,168,153. State funding sources are modified and federal funds from the National Highway Performance Program are added to the project. Project termini are revised. This project includes toll credits and therefore has greater than 86.5% federal fund participation.
  - I-5/Martha Washington & Maddox Creeks - Fish Passage: this amendment revises a project already programmed in the RTIP. Total estimated cost of project increases from \$24,141,258 to \$31,549,700. State funding sources are modified and federal funds from the National Highway Performance Program are added to the project. This project includes toll credits and therefore has greater than 86.5% federal fund participation.

### FISCAL CONSTRAINT

The Regional Transportation Improvement Program is fiscally constrained in the 2024–2027 program years.

## **PUBLIC PARTICIPATION**

A public comment period began on December 29 and ended on January 5. No comments were received.

## **ADMINISTRATIVE MODIFICATIONS**

Administrative modifications to the Regional Transportation Improvement Program do not require Transportation Policy Board approval, and are submitted to the Washington State Department of Transportation along with any amendments for the month. Administrative modifications are provided below for informational purposes only.

- Washington State Department of Transportation
  - SR 536/Skagit River Bridge - Painting: this administrative modification revises a project already programmed in the RTIP. Total estimated cost of project decreases from \$7,001,712 to \$7,001,711. A federal funding source is revised from Surface Transportation Block Grant to Highway Infrastructure Program. This project includes toll credits and therefore has greater than 86.5% federal fund participation.

DRAFT

**Agency** Skagit Co.

**Project Title** Marine Drive / Rosario Road / Marine Wye Drive Intersection Improvements

**Description** Design and construct intersection improvements at the three intersecting roads. (Roundabout)

**Road Name** 10610 / 10310 / 10650

**Begin Termini** Varies

**End Termini** Varies

**Total Project Length**

**Improvement Type** New Construction Roadway

**Functional Class** Major Collector

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$2,609,000



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

**STIP ID** WA-15532

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 11/28/2023

**Adoption Date** 12/11/2023

**Resolution Number** R20230251

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
PE	2024	HSIP	\$466,000		\$0	\$0	\$466,000	
CN	2026	HSIP	\$2,143,000		\$0	\$0	\$2,143,000	
<b>Total</b>			<b>\$2,609,000</b>		<b>\$0</b>	<b>\$0</b>	<b>\$2,609,000</b>	



**Agency** Skagit Co.

**Project Title** Guemes Island Anacortes Ferry Parking & Holding Lane Improvements

**Description** Reconfigure the Anacortes Ferry Terminal Parking, add an additional holding lane, which will include a support wall, and install/construct a ticket booth.



**Road Name** N/A

**Begin Termini** Varies

**End Termini** Varies

**Total Project Length**

**Improvement Type** Ferry Boats

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$1,114,818

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

**STIP ID** WA-15562

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 11/28/2023

**Adoption Date** 12/11/2023

**Resolution Number** R20230251

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
PE	2024	FBP	\$286,890		\$0	\$71,723	\$358,613	
CN	2025	FBP	\$604,964		\$0	\$151,241	\$756,205	
<b>Total</b>			<b>\$891,854</b>		<b>\$0</b>	<b>\$222,964</b>	<b>\$1,114,818</b>	

**Agency** WSDOT - NW

**Project Title** I-5/Unnamed Tributaries to Milltown Creek - Fish Passage

**Description** Remove the existing fish passage barriers and replace them with fish passable structures. Note: this project includes Toll Credits.



**Road Name** I-5

**Begin Termini** I-5 MP 217.70

**End Termini** I-5 MP 218.87

**Total Project Length** 1.17

**Improvement Type** Environmental Only

**Functional Class** Interstate

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$22,168,153

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

**STIP ID** WA-14650

**WSDOT PIN** 100560J

**Federal Aid Number**

**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	2024	NHPP	\$2,001,495	MVA	\$40,847	\$0	\$2,042,342	1/17/2024
CN	2025	NHPP	\$7,490,030	MVA	\$152,858	\$0	\$7,642,888	1/17/2024
CN	2026	NHPP	\$7,397,393	MVA	\$150,967	\$0	\$7,548,360	1/17/2024
CN	2027	NHPP	\$2,397,077	MVA	\$48,920	\$0	\$2,445,997	1/17/2024
<b>Total</b>			<b>\$19,285,995</b>		<b>\$393,592</b>	<b>\$0</b>	<b>\$19,679,587</b>	

**Agency** WSDOT - NW

**Project Title** I-5/Martha Washington & Maddox Creeks - Fish Passage

**Description** Remove the existing fish passage barrier and replace it with a fish passable structure.  
Note: this project includes Toll Credits.



**Road Name** I-5

**Begin Termini** MP 224.55

**End Termini** MP 225.30

**Total Project Length** 0.75

**Improvement Type** Environmental Only

**Functional Class** Urban Interstate

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$31,549,700

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

**STIP ID** WA-07778

**WSDOT PIN** 100565U

**Federal Aid Number** 0055(247)

**SCOG ID**

**Agency ID**

**Hearing Date**

**Adoption Date**

**Resolution Number**

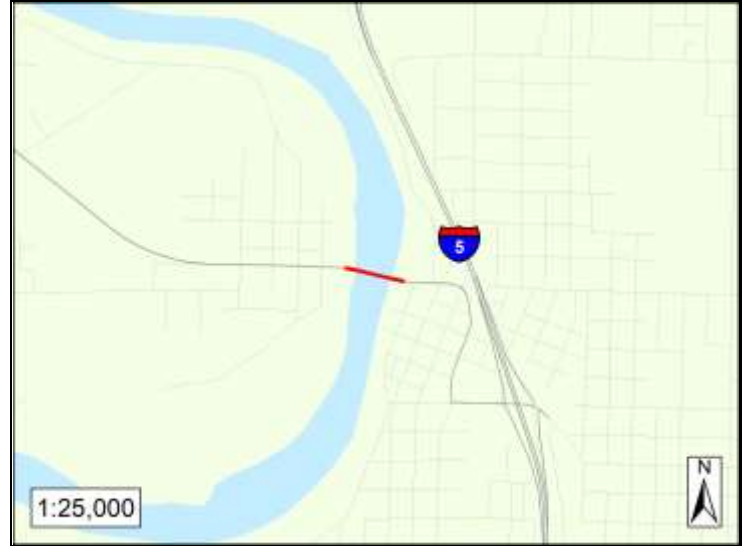
**Phase Obligation Schedule**

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
CN	2024	NHPP	\$128,202	MVA	\$2,616	\$0	\$130,818	1/17/2024
CN	2025	NHPP	\$10,047,248	MVA	\$205,046	\$0	\$10,252,294	1/17/2024
CN	2026	NHPP	\$13,082,389	MVA	\$266,988	\$0	\$13,349,377	1/17/2024
CN	2027	NHPP	\$4,691,866	MVA	\$95,752	\$0	\$4,787,618	1/17/2024
<b>Total</b>			<b>\$27,949,705</b>		<b>\$570,402</b>	<b>\$0</b>	<b>\$28,520,107</b>	

**Agency** WSDOT - NW

**Project Title** SR 536/Skagit River Bridge - Painting

**Description** The existing paint on the steel surfaces is weathered and damaged, allowing corrosion to occur. Cleaning and painting the steel surfaces will preserve the bridge and maintain the safety of the highway.  
Note: This project includes Toll Credits.



**Road Name** SR 536

**Begin Termini** SR 536 MP 4.72

**End Termini** SR 536 MP 4.84

**Total Project Length** 0.12

**Improvement Type** Special Bridge

**Functional Class** Minor Arterial

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$7,001,711

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

**STIP ID** WA-14366

**WSDOT PIN** 153607D

**Federal Aid Number** 0055(256)

**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
RW	2024	STBG(S)	\$48,755	MVA	\$995	\$0	\$49,750	10/18/2023
CN	2025	HIP(S)	\$5,917,068	MVA	\$120,756	\$0	\$6,037,824	10/18/2023
<b>Total</b>			<b>\$5,965,823</b>		<b>\$121,751</b>	<b>\$0</b>	<b>\$6,087,574</b>	

## Financial Feasibility Table

Funding Program	Carryover	2024			2025			2026			2027			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed			
<b>Regionally Managed Federal Funds</b>	<b>\$1,187</b>	<b>\$2,699</b>	<b>\$3,886</b>	<b>\$1,875</b>	<b>\$2,699</b>	<b>\$4,710</b>	<b>\$2,528</b>	<b>\$2,699</b>	<b>\$4,880</b>	<b>\$3,047</b>	<b>\$2,699</b>	<b>\$4,532</b>	<b>\$1,165</b>	<b>\$11,982</b>	<b>\$8,616</b>	<b>\$3,366</b>
CRP	\$574	\$307	\$881	\$46	\$307	\$1,142	\$334	\$307	\$1,115	\$0	\$307	\$1,422	\$0	\$1,802	\$380	\$1,422
STBG	\$327	\$2,131	\$2,458	\$1,630	\$2,131	\$2,959	\$1,878	\$2,131	\$3,211	\$2,668	\$2,131	\$2,674	\$1,149	\$8,850	\$7,325	\$1,525
TA	\$286	\$261	\$547	\$199	\$261	\$610	\$316	\$261	\$555	\$380	\$261	\$436	\$17	\$1,331	\$911	\$420
<b>Other Federal Funds &amp; State Funds</b>	<b>\$0</b>	<b>\$49,713</b>	<b>\$49,713</b>	<b>\$49,713</b>	<b>\$59,490</b>	<b>\$59,490</b>	<b>\$59,490</b>	<b>\$39,263</b>	<b>\$39,263</b>	<b>\$39,263</b>	<b>\$22,572</b>	<b>\$22,572</b>	<b>\$22,572</b>	<b>\$171,037</b>	<b>\$171,037</b>	<b>\$0</b>
5307	\$0	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$14,000	\$14,000	\$0
BR	\$0	\$1,490	\$1,490	\$1,490	\$19,486	\$19,486	\$19,486	\$0	\$0	\$0	\$0	\$0	\$0	\$20,976	\$20,976	\$0
DEMO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740	\$1,740	\$1,740	\$0	\$0	\$0	\$1,740	\$1,740	\$0
FBP	\$0	\$287	\$287	\$287	\$605	\$605	\$605	\$621	\$621	\$621	\$0	\$0	\$0	\$1,512	\$1,512	\$0
FTA Discretionary	\$0	\$2,580	\$2,580	\$2,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,580	\$2,580	\$0
HIP(S)	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$5,917	\$0	\$0	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$0
HSIP	\$0	\$2,216	\$2,216	\$2,216	\$8,247	\$8,247	\$8,247	\$2,707	\$2,707	\$2,707	\$0	\$0	\$0	\$13,170	\$13,170	\$0
NHFP	\$0	\$0	\$0	\$0	\$389	\$389	\$389	\$4,506	\$4,506	\$4,506	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$2,972	\$2,972	\$2,972	\$17,537	\$17,537	\$17,537	\$20,815	\$20,815	\$20,815	\$17,824	\$17,824	\$17,824	\$59,149	\$59,149	\$0
STBG(S)	\$0	\$1,872	\$1,872	\$1,872	\$0	\$0	\$0	\$2,346	\$2,346	\$2,346	\$336	\$336	\$336	\$4,555	\$4,555	\$0
TTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155	\$1,155	\$1,155	\$0	\$0	\$0	\$1,155	\$1,155	\$0
CRAB	\$0	\$7,603	\$7,603	\$7,603	\$2,400	\$2,400	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,003	\$10,003	\$0
CSRF	\$0	\$7,159	\$7,159	\$7,159	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,159	\$7,159	\$0
MAW	\$0	\$14,494	\$14,494	\$14,494	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,494	\$14,494	\$0
MVA	\$0	\$2,575	\$2,575	\$2,575	\$1,082	\$1,082	\$1,082	\$1,477	\$1,477	\$1,477	\$911	\$911	\$911	\$6,046	\$6,046	\$0
Other	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$0
TIB	\$0	\$0	\$0	\$0	\$326	\$326	\$326	\$395	\$395	\$395	\$0	\$0	\$0	\$721	\$721	\$0
<b>Matching Funds</b>	<b>\$0</b>	<b>\$15,312</b>	<b>\$15,312</b>	<b>\$15,312</b>	<b>\$4,637</b>	<b>\$4,637</b>	<b>\$4,637</b>	<b>\$5,452</b>	<b>\$5,452</b>	<b>\$5,452</b>	<b>\$3,682</b>	<b>\$3,682</b>	<b>\$3,682</b>	<b>\$29,082</b>	<b>\$29,082</b>	<b>\$0</b>
Local	\$0	\$15,312	\$15,312	\$15,312	\$4,637	\$4,637	\$4,637	\$5,452	\$5,452	\$5,452	\$3,682	\$3,682	\$3,682	\$29,082	\$29,082	\$0
<b>Total</b>	<b>\$1,187</b>	<b>\$67,724</b>	<b>\$68,911</b>	<b>\$66,899</b>	<b>\$66,826</b>	<b>\$68,837</b>	<b>\$66,655</b>	<b>\$47,413</b>	<b>\$49,595</b>	<b>\$47,762</b>	<b>\$28,952</b>	<b>\$30,785</b>	<b>\$27,419</b>	<b>\$212,102</b>	<b>\$208,736</b>	<b>\$3,366</b>

## DISCUSSION ITEM X.X. – 2024 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

### Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/4/2024	Discussion	<a href="#">Grant Johnson</a>	(360) 416-6678
Transportation Policy Board	01/17/2024	Discussion	<a href="#">Grant Johnson</a>	(360) 416-6678

### 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 21<sup>st</sup> 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 2024. 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 (2018–2022) rolling average of fatalities on all roadways in Skagit region
2	Fatality Rate	Five-year (2018–2022) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region
3	Serious Injuries	Five-year (2018–2022) rolling average of serious injuries on all roadways in Skagit region
4	Serious Injury Rate	Five-year (2018–2022) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region

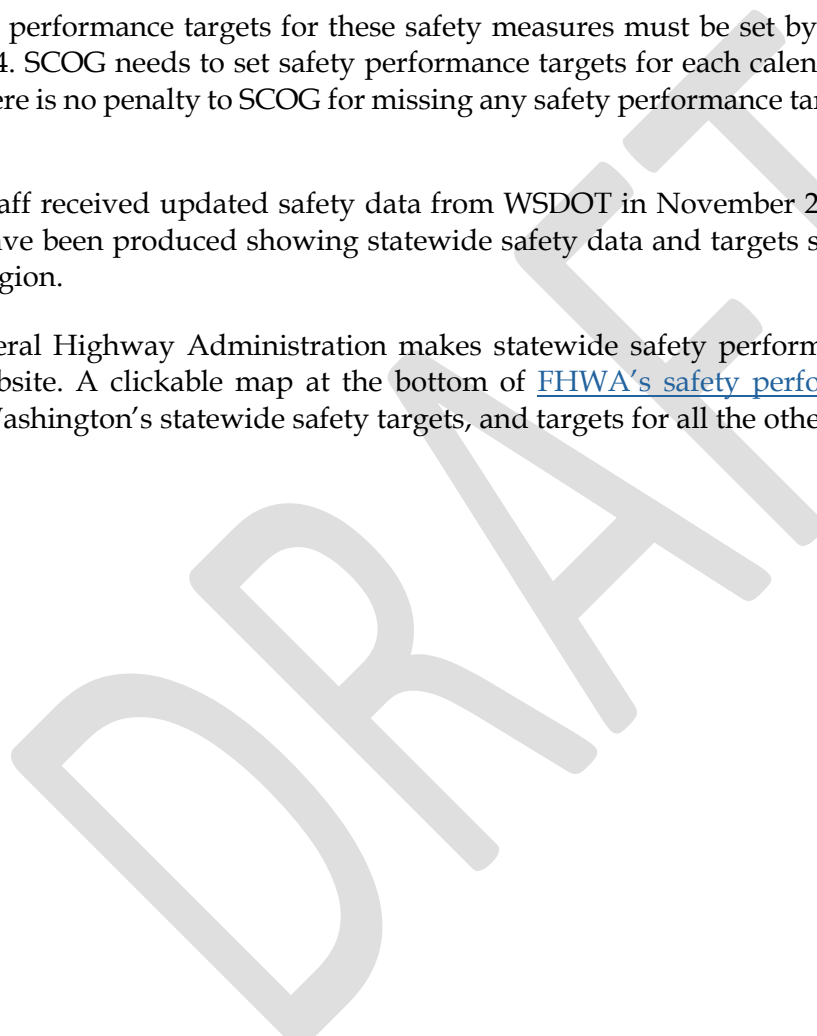
Number	Name	Description
5	Non-motorist Fatalities and Serious Injuries	Five-year (2018–2022) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit region

*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, 2024 for calendar year 2024. 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 November 2023. 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 & Highway Safety

## WSDOT submits TPM Safety performance targets to FHWA

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 support.

Page 3 highlights the official statewide safety targets for 2024, 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 August 31)
- No. 5** - Number of non-motorist (e.g. bicyclists and pedestrians) fatalities and serious injuries on all public roads (due August 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 August 31)



## WSDOT's target adoption

For the 2024 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).

### TPM Safety Target Setting

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

	<u>2022 Baseline</u>	<u>2024 Official Targets</u>
		<u>Statewide TPM Target (Target Zero)</u>
<b>No. 1 - Fatalities</b>	615.0	461.3
<b>No. 2 - Fatality rate</b>	1.049	0.787
<b>No. 3 - Serious injuries</b>	2,585.8	1,939.4
<b>No. 4 - Serious injury rate</b>	4.412	3.309
<b>No. 5 - Non-motorist fatalities &amp; serious injuries</b>	620.8	465.6

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

## FHWA's "Significant Progress" measurement

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 2018 to 2022 had to be:

- At or below the target set in 2020 for the 2022 year, OR
- At or below the 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 2018-2022 creates the value of the rolling average in 2022—615.0 fatalities.
- The rolling 5-year average value for 2024 will be set as the baseline performance (annual average of 2018 through 2022).

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 2024 (in this case 461.3) becomes the target for the performance measure in 2024 as shown on the following page.

## WSDOT submits State 2024 Highway Safety Improvement Program Report to FHWA

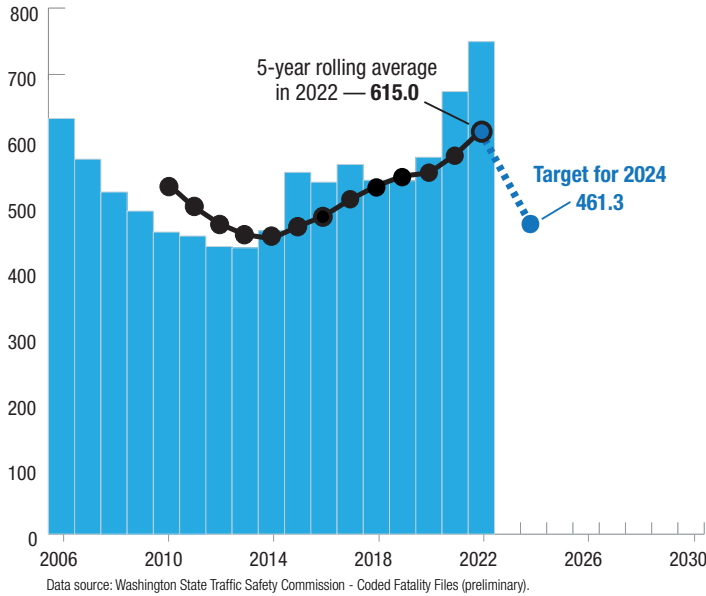
WSDOT and WTSC updated all five statewide targets for the upcoming year of 2024. These targets were submitted to FHWA as part of the 2023 Highway Safety Improvement Program (HSIP) report which was approved by FHWA on September 30, 2023.

MPOs have until February 28, 2024 (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 support the WSDOT targets.

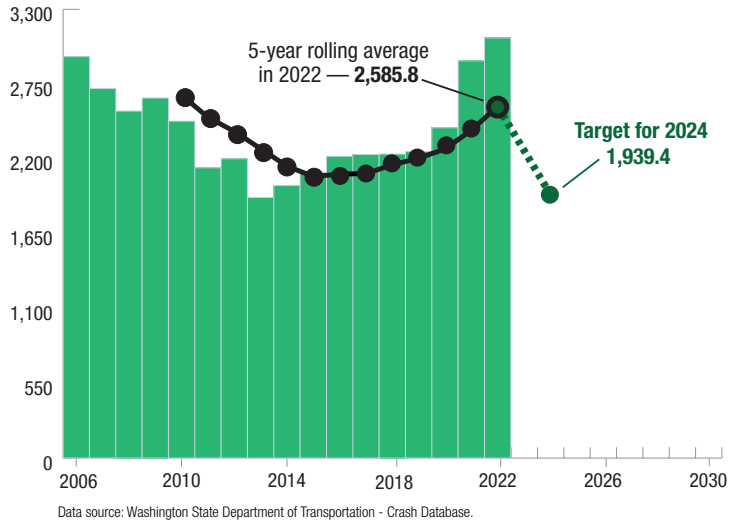
## About these graphs

These graphs display the final 2024 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission.

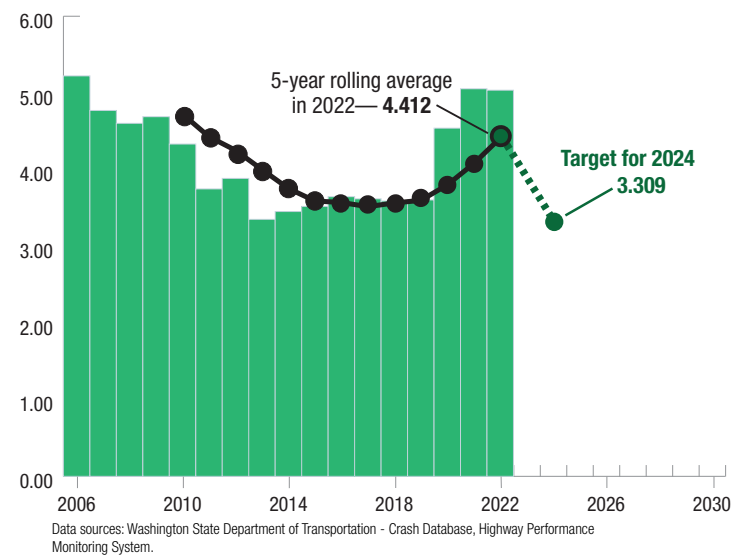
**Measure No. 1 - Fatalities**  
2006 through 2030



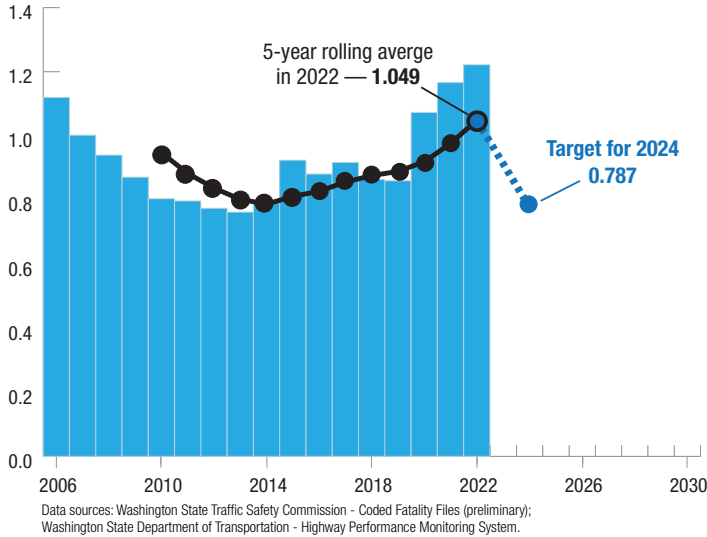
**Measure No. 3 - Serious injuries**  
2006 through 2030



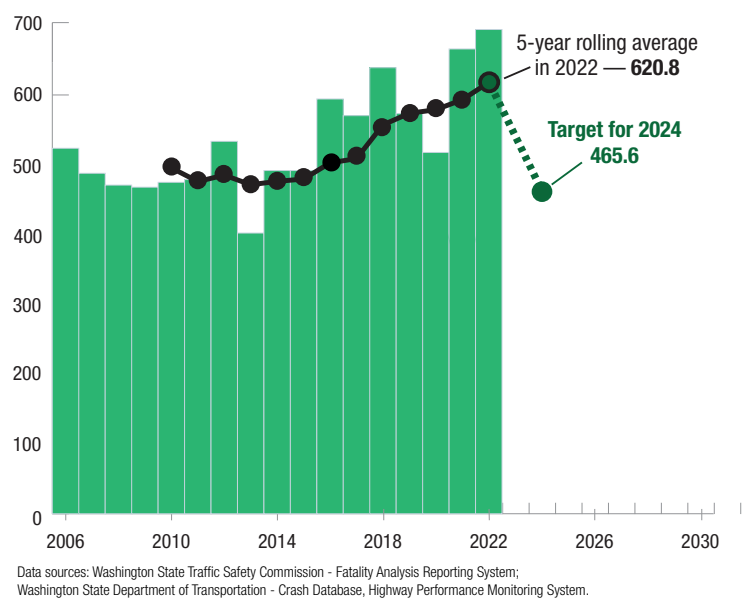
**Measure No. 4 - Serious injury rate per 100 million VMT**  
2006 through 2030



**Measure No. 2 - Fatality rate per 100 million VMT**  
2006 through 2030



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



Notes: Fatality data for 2022 is finalized as of January 2024, serious injury count for 2022 is as of June 2023. All data for 2022 is preliminary as of June 2023. Under 23 U.S. Code § 148 and 23 U.S. Code § 407, 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.

## 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 roads<sup>1</sup>
- Number of serious traffic injuries for all public roads
- Rate of serious traffic injuries per 100 million VMT for all public roads<sup>1</sup>
- Bicyclist/Pedestrian fatalities and serious injuries for all public roads<sup>2</sup>
- Fatality and serious injury data for drivers and pedestrians age 65 and older<sup>3</sup>
- Rate of traffic fatalities for all High Risk Rural Roads (HRRR)<sup>1,3</sup>

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](mailto: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?

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 2023 reporting period it is anticipated that the State of Washington will receive approximately \$52.3 million for the HSIP program, which will be split 70/30 between local and state roadways. As a result, approximately \$36.6 million will be allocated to local roadways and \$15.7 million will go to state roadways. The state will receive an additional estimated amount of \$16.5 million in Section 164 (repeat offender) penalty. This is a required transfer of funds from other sources (National Highway Performance Program) that would be assigned to the state, but now must be spent on HSIP eligible activities. 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.

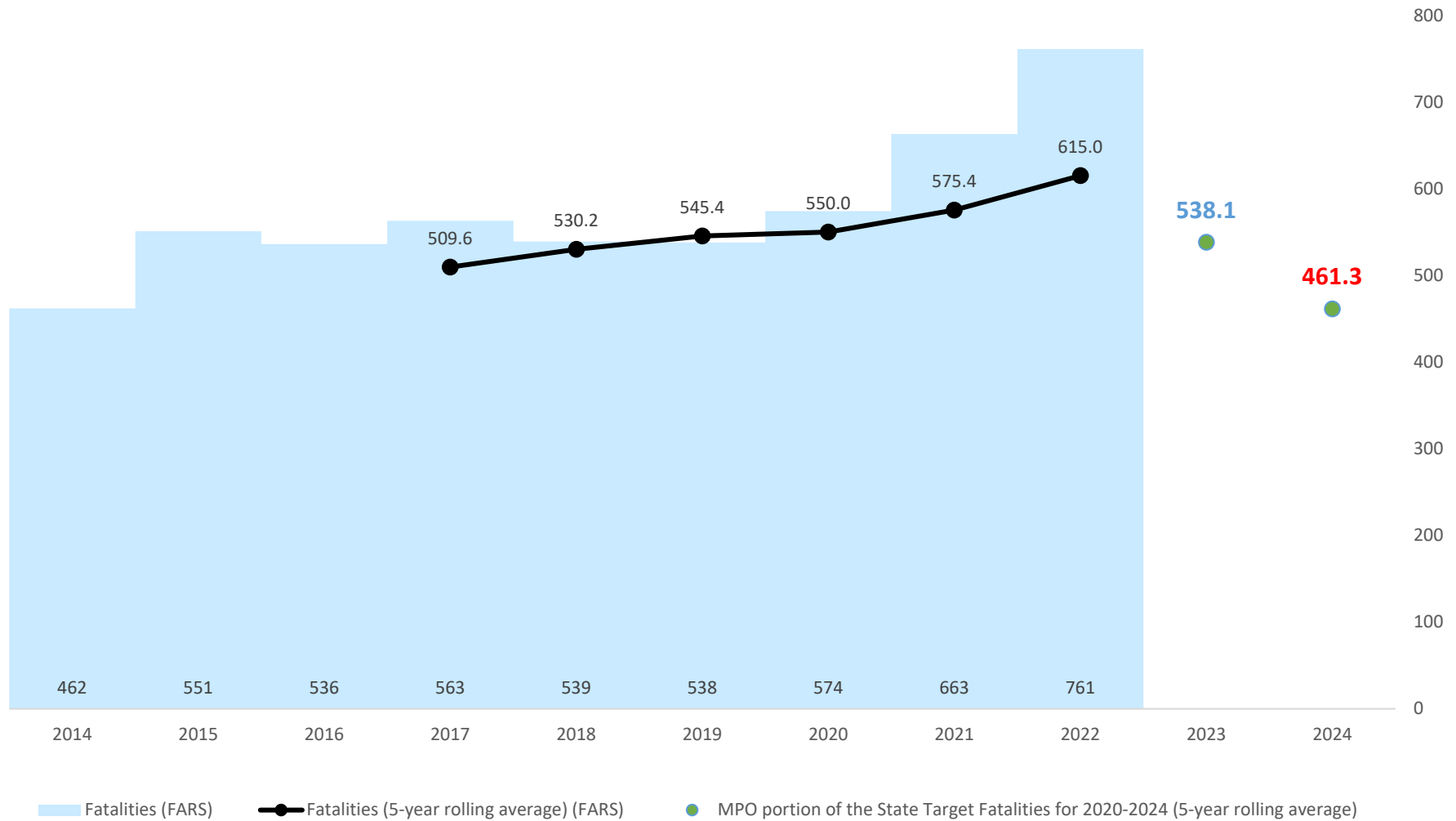
## For more information

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

**Traffic crash fatal and serious injury data:** Yi Wang at (360) 570-2420, [WangY@wsdot.wa.gov](mailto:WangY@wsdot.wa.gov). Data is protected by U.S. Code 23 §148 and §409, but can be requested.

# Measure No. 1 - Fatalities

Statewide

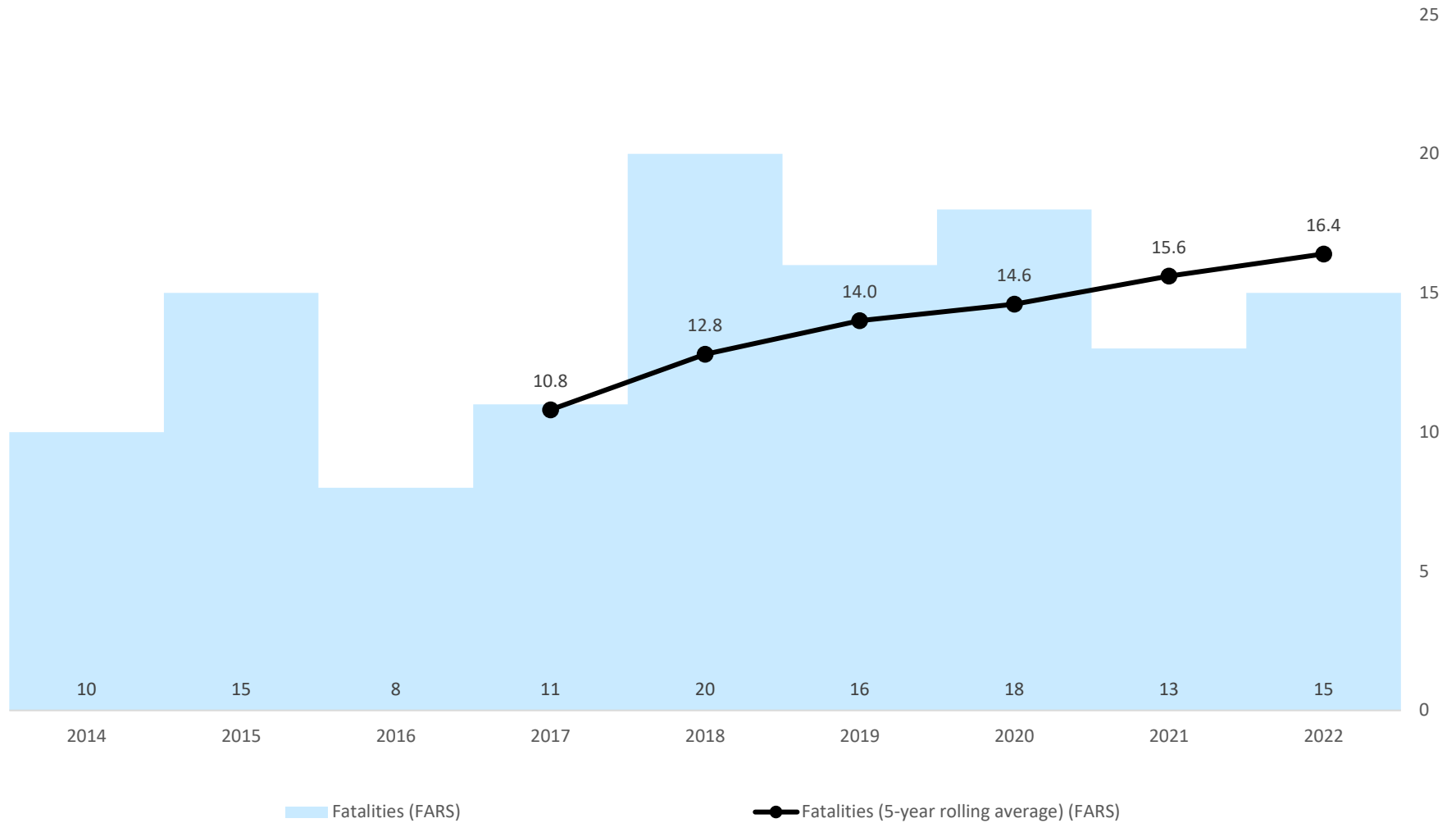


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, 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

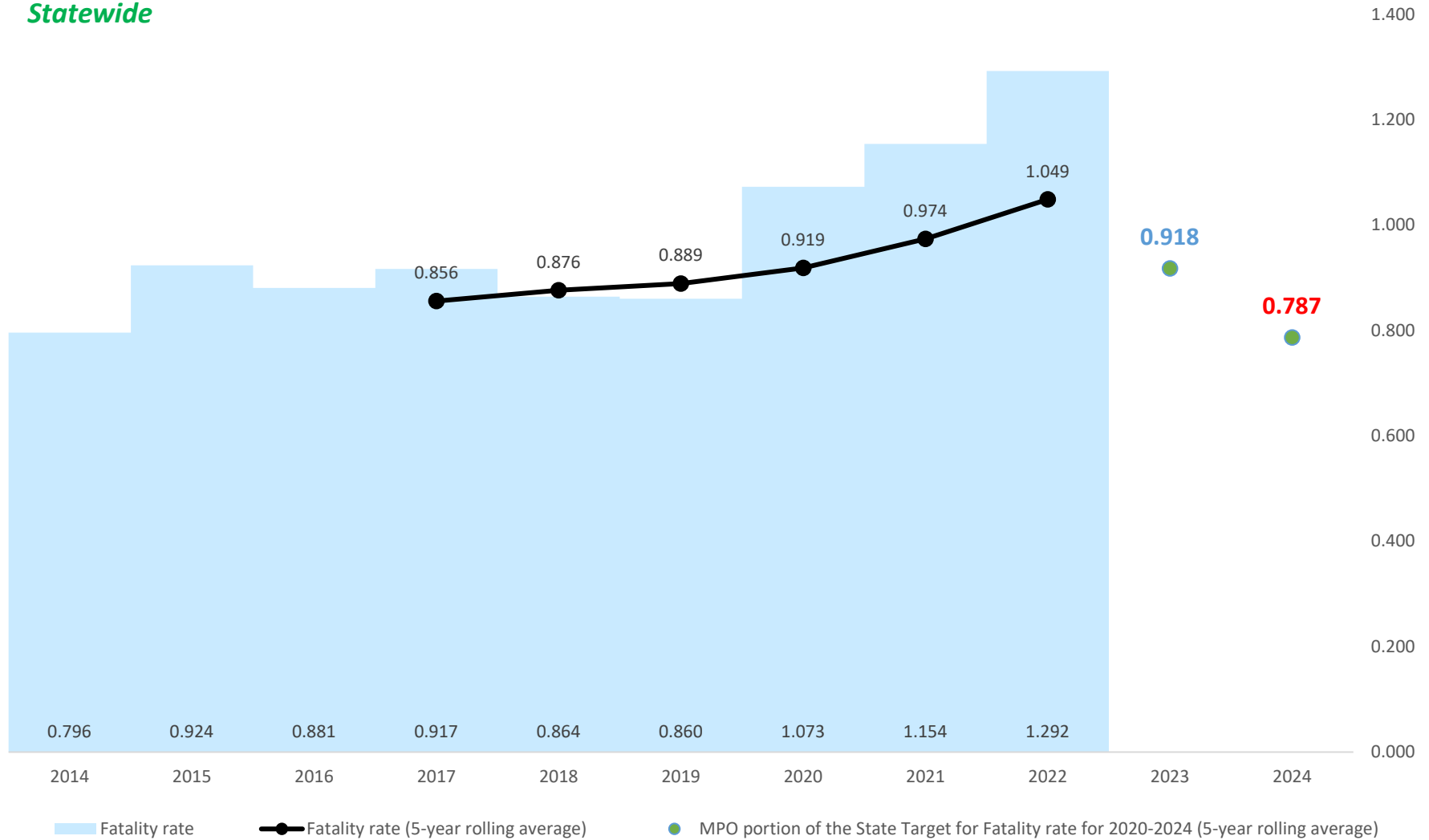


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

Statewide



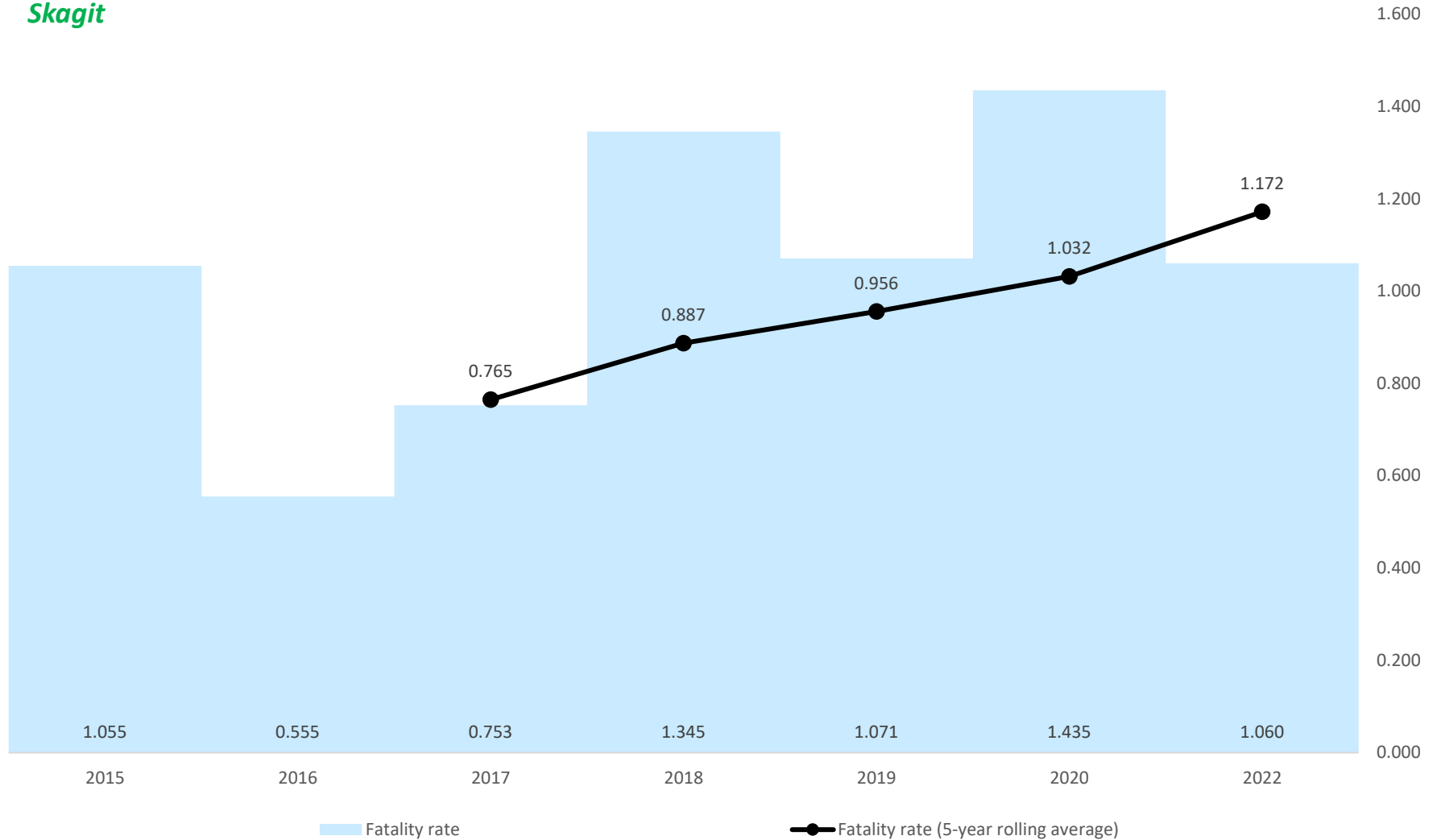
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, 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



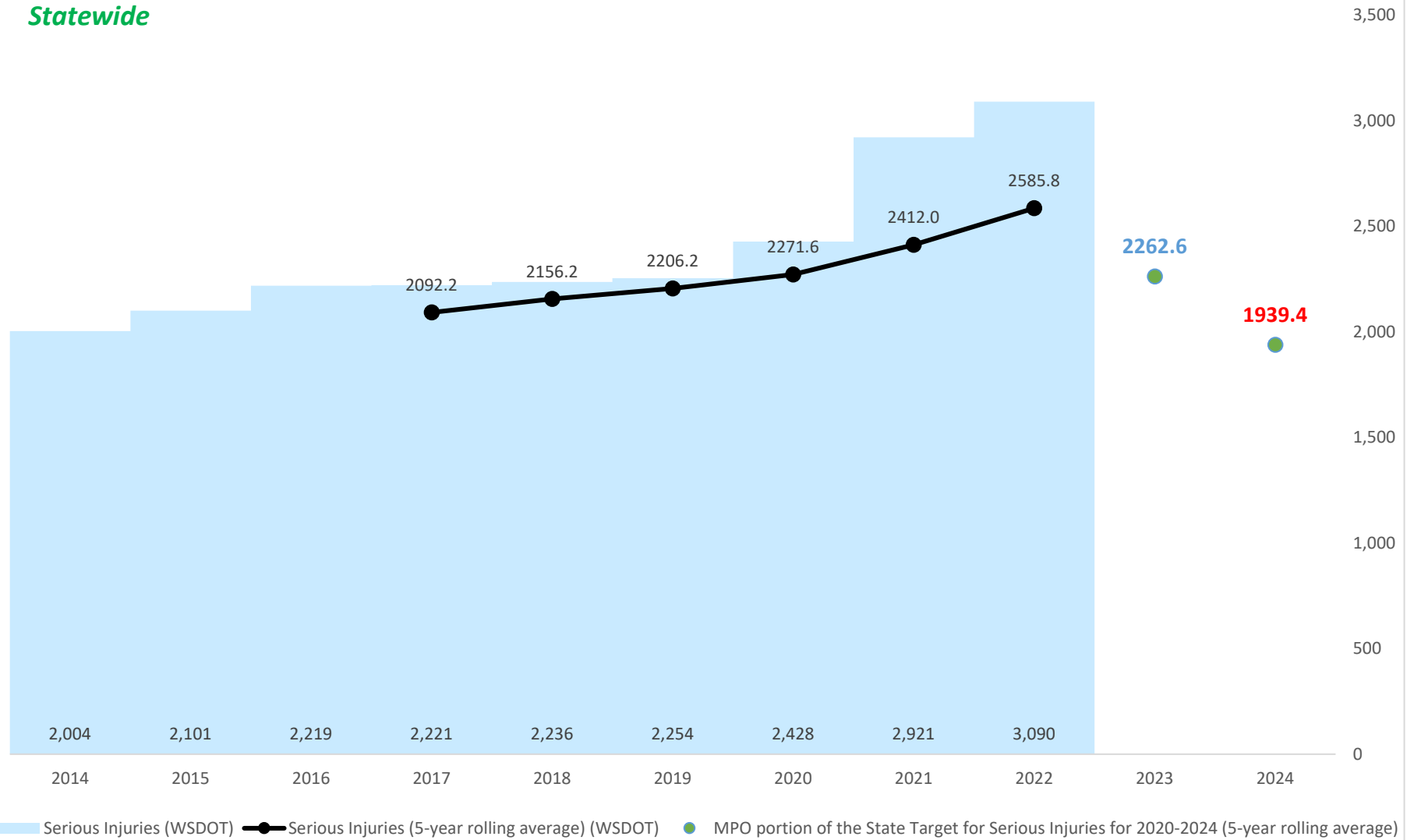
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

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# Measure No. 3 - Serious injuries

Statewide



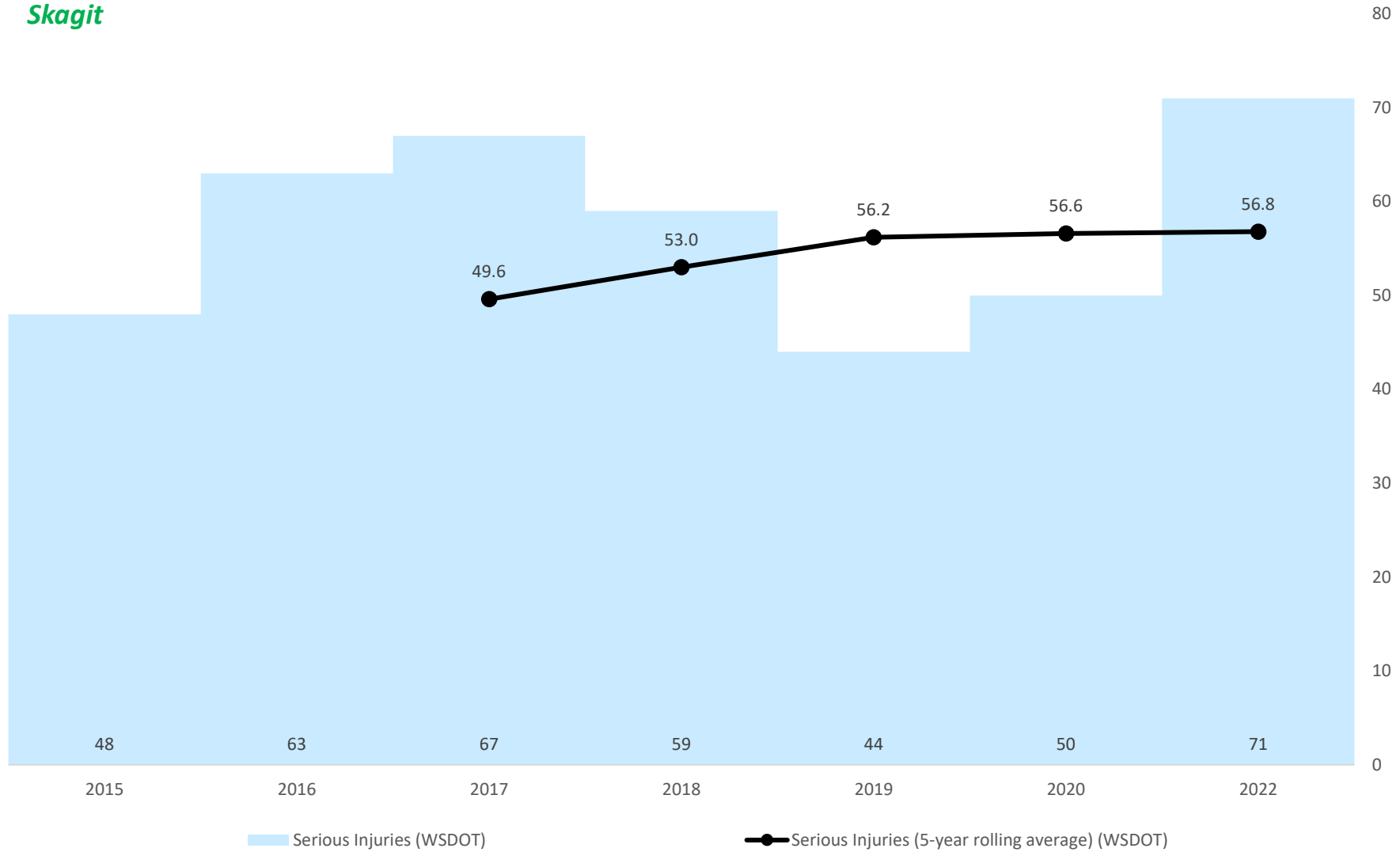
Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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## Measure No. 3 - Serious injuries

Skagit

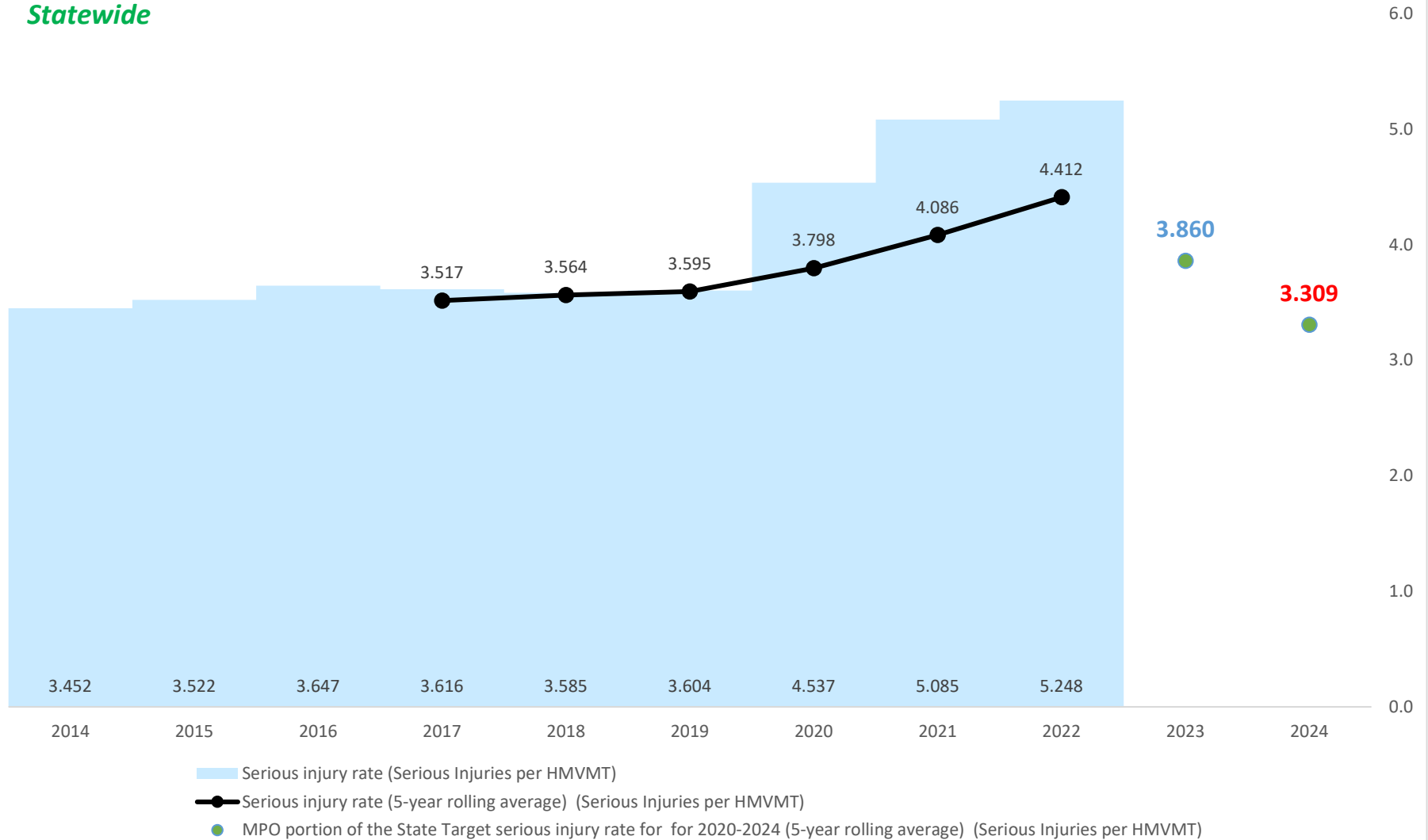


**Data Source:** WSDOT Engineering Crash Data, Washington State Department of Transportation

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

Statewide

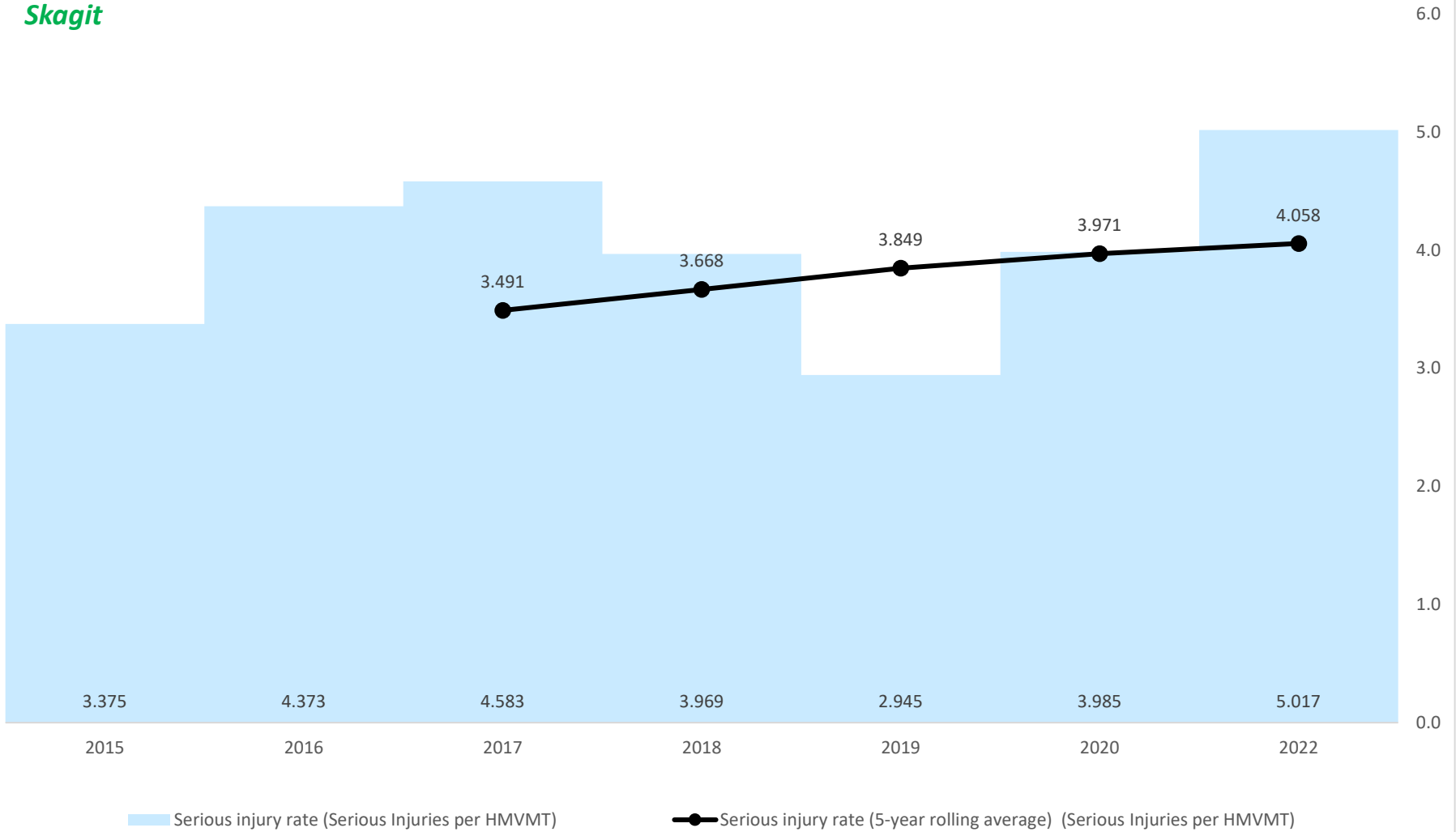


**Data Sources:** WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, 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

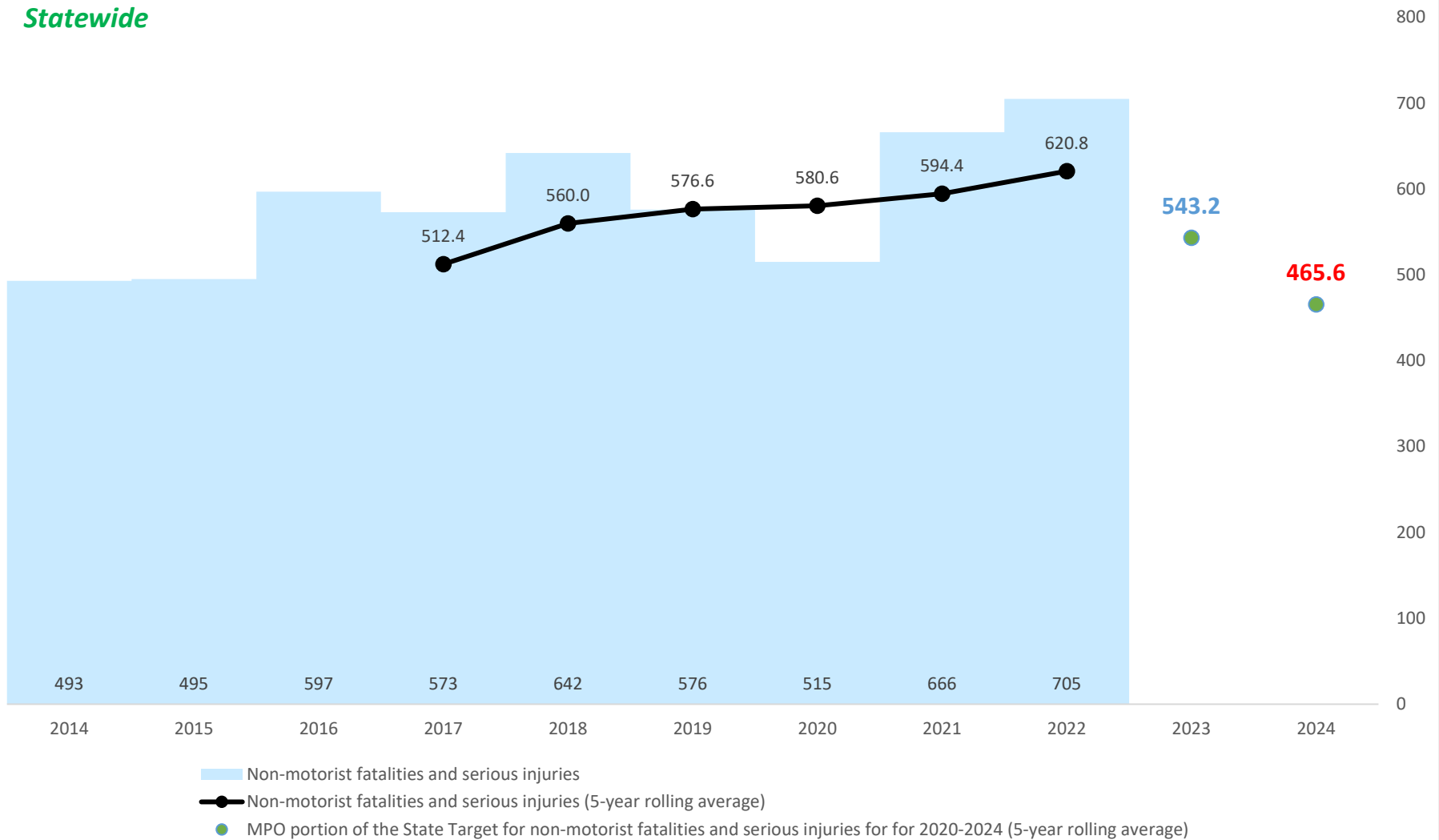


**Data Sources:** WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

Statewide

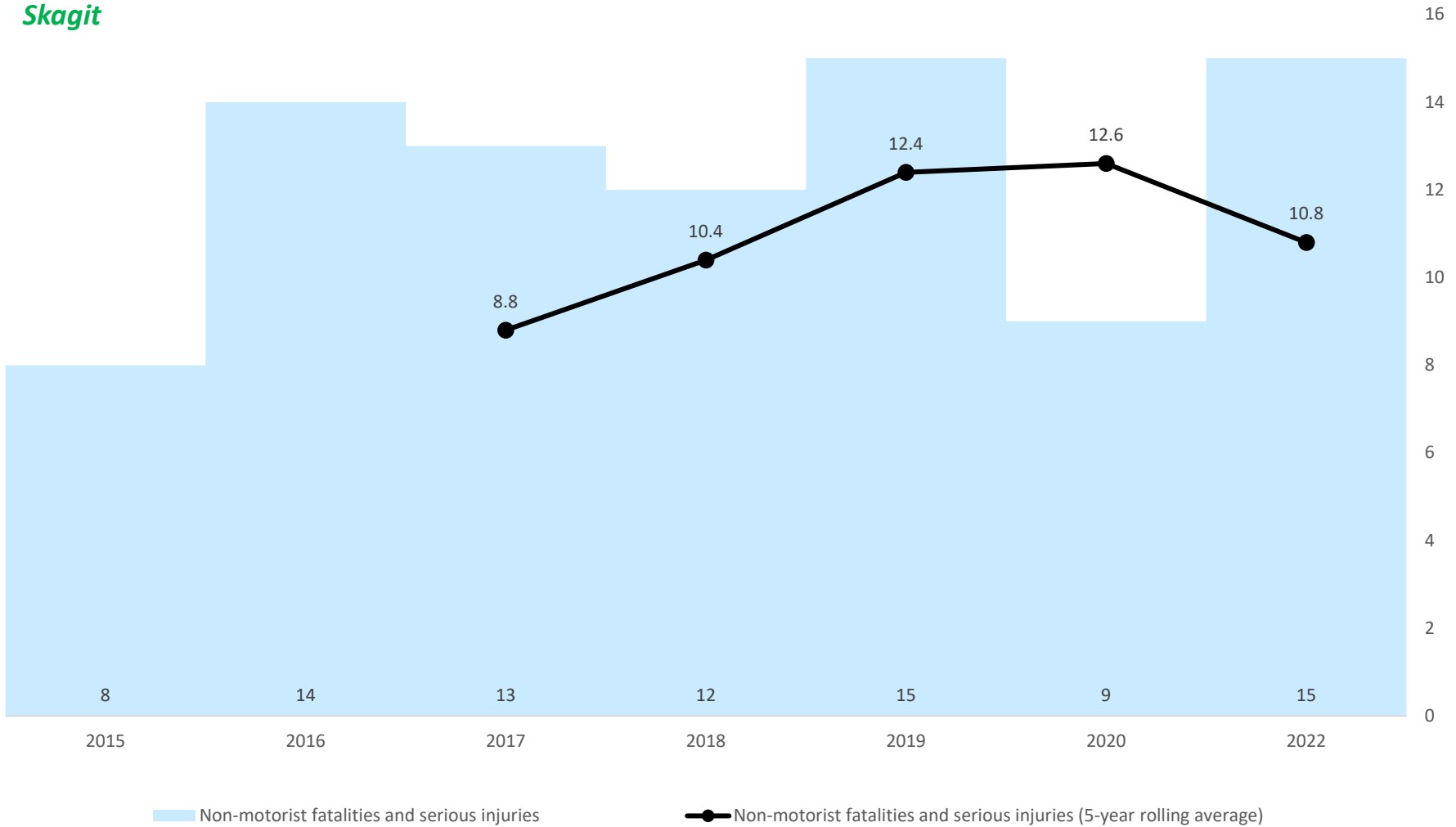


*Data Sources:* WSDOT Engineering Crash Data, Washington State Department of Transportation and Final FARS, CFC, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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## 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.

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# 2024 OBLIGATION AUTHORITY PLAN

The following projects have to obligate federal funding before **March 1, 2024**. If the projects do not obligate by March 1, 2024, they will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
Burlington	SR20 Nonmotorized & Safety Improvements	WA-12018	PE	(Not Yet)	\$350,000
Skagit County	Peterson Road (Urban)	WA-11739	PE	(Not Yet)	\$880,516
Skagit County	Cook Road / I-5 Interchange Vicinity Improvements	WA-01137	PE	(Not Yet)	\$352,957
SCOG	Skagit 2050 Regional Transportation Plan	WA-15130	PL	(Not Yet)	\$346,000
Skagit Transit	Bus Stop Amenities	WA-15126	ALL	(Not Yet)	\$157,560
Mount Vernon	River Dike Trail System - Phase 1	WA-13500	PE	(Not Yet)	\$41,000
Anacortes	Q Avenue Pedestrian Crossings	WA-15131	PE	(Not Yet)	\$46,000

The following project must obligate federal funding before **August 1, 2024**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

AGENCY	TITLE	STIP ID	PHASE	FUNDS OBLIGATED	STBG/TA/CR FUNDS
SCOG	SCOG Admin 2022-2025	SCOG 22-25	PL	(Not Yet)	\$319,595

**TOTAL EXPECTED STBG-TA-CR OBLIGATIONS<sup>1</sup>: \$2,493,628**  
**ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,033,354**

<sup>1</sup> Total 2023 obligation authority extensions and appeals outstanding as of 9/13/2023 are \$1,749,475. These extensions and appeals are not included in this estimate of STBG-TA-CR obligations.

## Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2024**. These projects will be deprogrammed with expiration of the 2024–2029 RTIP in January 2025.

To be granted an extension, any extension request must have been received by SCOG no later than **February 28, 2024**. A project phase may only be granted one extension.

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

**TOTAL STBG-TA-CR EXTENSIONS: \$0**

## Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2024–2029 RTIP. The following project phase must obligate federal funding by **December 31, 2024**. This project will be deprogrammed with expiration of the 2024–2029 RTIP in January 2025.

A project phase may only be appealed once to the Transportation Policy Board.

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

**TOTAL STBG-TA-CR APPEALS: \$0**