

## SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

February 1, 2024 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 174 381 054#

### AGENDA

1. Call to Order and Roll Call
2. [January 4, 2023 Technical Advisory Committee Meeting Minutes](#)
3. [February Regional Transportation Improvement Program Amendment](#) – *Mark Hamilton*
4. [2024 Highway Safety Targets](#) – *Grant Johnson*
5. [Quarterly Obligation Report](#) – *Mark Hamilton*
6. [2024 Obligation Authority Plan](#) – *Mark Hamilton*
7. Roundtable and Open Topic Discussion
8. Next Meeting: March 7, 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/>.

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# SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

January 4, 2024

Skagit Council of Governments Conference Room  
315 South Third Street, Suite 100, Mount Vernon, WA 98273

## AGENCIES REPRESENTED

- City of Anacortes..... Steve Lange
- City of Mount Vernon ..... Bill Bullock
- City of Sedro-Woolley ..... Kyle Anderson
- Skagit County ..... Tom Weller, Forrest Jones
- Skagit PUD.....Mark Semrau
- Swinomish Indian Tribal Community .....Debra Bray
- Town of La Conner ..... Scott Thomas
- Washington State Department of Transportation ..... John Shambaugh, David Strich

## STAFF PRESENT

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

## OTHERS PRESENT

No one else was present at the meeting.

## AGENDA

1. Call to Order: 1:30 p.m.

Roll Call: Roll was taken with a quorum present.

2. December 7, 2023 Technical Advisory Committee Meeting Minutes: Mr. Bullock moved to approve the December 7, 2023 Technical Advisory Committee meeting minutes, and Mr. Anderson seconded the motion. The motion carried unanimously.
3. January Regional Transportation Improvement Program Amendments: Mr. Johnson presented the January Regional Transportation Improvement Program (RTIP) Amendments agenda item. He stated that four RTIP amendments had been submitted for the month, and that there was one administrative modification that does not need Transportation Policy Board (TPB) approval, but that is being presented as information only. He explained that two amendments were submitted by Skagit County to add new projects to the RTIP. The Marine Drive/Rosario Road/Marine Wye Drive Intersection Improvements project has an estimated cost of \$2,609,000 and is eligible for 100% federal funding through the Highway Safety Improvement Program. The Guemes Island Anacortes Ferry

Parking & Holding Lane Improvements project has an estimated cost of \$1,114,818 and will be using federal Ferry Boat Program (FBP) formula funds with a 20% local match. He stated that the Washington State Department of Transportation (WSDOT) submitted two amendments that revise projects already programmed in the RTIP. The I-5/ Unnamed Tributaries to Milltown Creek - Fish Passage project has an estimated project cost increase from \$20,609,925 to \$22,168,153, and the state funding sources are being modified along with the addition of federal funds from the National Highway Performance Program. The I-5/ Martha Washington & Maddox Creeks - Fish Passage project has an estimated project cost increase from \$24,141,258 to \$31,549,700, and the state funding sources are being modified along with the addition of federal funds from the National Highway Performance Program. The administrative modification is for another WSDOT project, the SR 536/ Skagit River Bridge - Painting project, with a slight revision to the estimated project cost and revision to the funding source.

Mr. Shambaugh motioned to recommend approval of the January Regional Transportation Improvement Program Amendments to the Transportation Policy Board as presented. Mr. Weller seconded the motion and it carried unanimously.

4. 2024 Highway Safety Targets: Mr. Johnson presented the 2024 Highway Safety Targets agenda item for discussion. He explained that these targets come to the Transportation Policy Board every year and are related to federal performance measures. He stated that the TPB has two courses of action to choose from for safety targets: (1) set quantifiable targets for the region; or (2) agree to plan and program projects to assist with meeting statewide targets for highway safety. The TPB has always opted to agree to plan and program projects when provided these two options. Mr. Johnson then gave an overview of the safety targets, and displayed data both statewide and for the Skagit region. He stated that next month the 2024 Highway Safety Targets would be coming back to the Technical Advisory Committee for a recommendation to the Transportation Policy Board.

Technical Advisory Committee members discussed the statewide and regional data, including trends in fatalities and serious injuries over time.

5. Coordination on State Highways for Comprehensive Plan Updates: Mr. Strich presented this agenda item. He gave a presentation on WSDOT coordination with local jurisdictions on the upcoming comprehensive plan updates. He explained that there have been many new legislative requirements added that apply to local comprehensive plans and gave a brief overview of Complete Streets concepts.
6. 2024 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that several projects within the region are expected to obligate federal funding this year. He explained that the Statewide Transportation Improvement Program (STIP) has not yet been approved but that approval is expected within the next week. Once the STIP has been approved, projects on the 2024 Obligation Authority Plan can begin the obligation process. Mr. Hamilton then went over the list of projects expected to obligate, and Technical Advisory Committee members provided updates for projects in the 2024 Obligation Authority Plan. Mr. Hamilton emphasized the most projects need to have federal funding obligated by March 1, 2024, and that project sponsors unable to meet this date may request an extension to obligate funding later. Mr. Hamilton then mentioned that SCOG staff expects to receive the regional obligation authority target from WSDOT later in January for the current federal fiscal year, and should be able to share this information at the February Technical Advisory Committee meeting.

7. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.
8. Next Meeting: February 1, 2024, 1:30 p.m. Mr. Hamilton mentioned he expects the February meeting will be remote and the March meeting is likely to be in person at the SCOG conference room.
9. Adjourned: 2:35 p.m.

Attest:

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

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

DRAFT

# ACTION ITEM X.X. – FEBRUARY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

## Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	02/01/2024	Review and Recommendation	<a href="#">Mark Hamilton</a>	(360) 416-7876
Transportation Policy Board	02/21/2024	Action	<a href="#">Mark Hamilton</a>	(360) 416-7876

## RECOMMENDED ACTION

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

- Skagit County
  - Guemes Island Ferry Operating Costs: this amendment adds the project to the RTIP. Total estimated cost of the project is \$358,613. The project includes \$286,890 of Ferry Boat Program formula funds from the Federal Highway Administration, with a local match of \$71,723.

## FISCAL CONSTRAINT

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

## PUBLIC PARTICIPATION

A public comment period began on January 25 and ended on February 2.

## 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. An administrative modification is provided below for informational purposes only.

- Skagit Transit
  - Operating Funds: this administrative modification revises a project already programmed in the RTIP. Federal Transit Administration 5307 funds are reduced from \$3.5 million to \$1.5 million in 2024, with subsequent reduction in local match from \$3.5 million to \$1.5 million for the year. The reduction of \$2 million in federal funds and local match for 2024 are added to funds already programmed in 2025, increasing programming in 2025 from \$3.5 million to \$5.5 million for both federal funds and local match. Total estimated cost of the project does not change with this administrative modification, only programmed amounts by year for 2024 and 2025.

**Agency** Skagit Co.

**Project Title** Guemes Island Ferry Operating Costs

**Description** Guemes Ferry Operating Cost.



**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length** 0.00

**Improvement Type** Ferry Boats

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$358,613

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

**STIP ID** WA-15618

**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

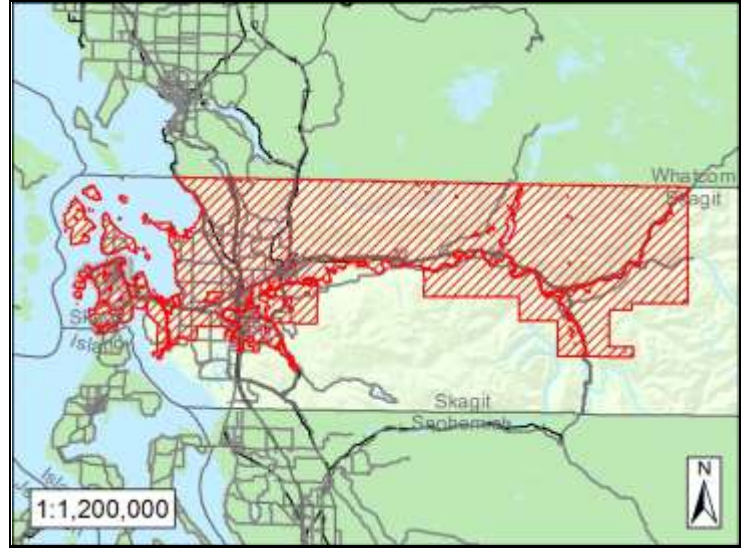
Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
ALL	2024	FBP	\$286,890		\$0	\$71,723	\$358,613	2/21/2024
<b>Total</b>			<b>\$286,890</b>		<b>\$0</b>	<b>\$71,723</b>	<b>\$358,613</b>	



**Agency** Skagit Transit

**Project Title** Operating Funds

**Description** Operating assistance for fixed route and demand response services in the Skagit Public Transportation Benefit Area.



**Road Name** N/A

**Begin Termini** N/A

**End Termini** N/A

**Total Project Length**

**Improvement Type** Transit

**Functional Class** No Functional Classification

**Environmental Type** Categorical Exclusion

**Priority Number** 1

**Amendment Number**

**Amendment Date**

**Total Project Cost** \$28,000,000

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

**STIP ID** WA-07306

**WSDOT PIN**

**Federal Aid Number**

**SCOG ID**

**Agency ID**

**Hearing Date** 8/16/2023

**Adoption Date** 8/16/2023

**Resolution Number** 2023-05

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
ALL	2024	5307	\$1,500,000		\$0	\$1,500,000	\$3,000,000	2/21/2024
ALL	2025	5307	\$5,500,000		\$0	\$5,500,000	\$11,000,000	2/21/2024
ALL	2026	5307	\$3,500,000		\$0	\$3,500,000	\$7,000,000	10/18/2023
ALL	2027	5307	\$3,500,000		\$0	\$3,500,000	\$7,000,000	10/18/2023
<b>Total</b>			<b>\$14,000,000</b>		<b>\$0</b>	<b>\$14,000,000</b>	<b>\$28,000,000</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	\$2,455	\$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>\$48,000</b>	<b>\$48,000</b>	<b>\$48,000</b>	<b>\$61,490</b>	<b>\$61,490</b>	<b>\$61,490</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>\$171,324</b>	<b>\$171,324</b>	<b>\$0</b>
5307	\$0	\$1,500	\$1,500	\$1,500	\$5,500	\$5,500	\$5,500	\$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	\$574	\$574	\$574	\$605	\$605	\$605	\$621	\$621	\$621	\$0	\$0	\$0	\$1,799	\$1,799	\$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>\$13,383</b>	<b>\$13,383</b>	<b>\$13,383</b>	<b>\$6,637</b>	<b>\$6,637</b>	<b>\$6,637</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>\$29,154</b>	<b>\$29,154</b>	<b>\$0</b>
Local	\$0	\$13,383	\$13,383	\$13,383	\$6,637	\$6,637	\$6,637	\$5,452	\$5,452	\$5,452	\$3,682	\$3,682	\$3,682	\$29,154	\$29,154	\$0
<b>Total</b>	<b>\$1,187</b>	<b>\$64,082</b>	<b>\$65,269</b>	<b>\$63,258</b>	<b>\$70,826</b>	<b>\$72,837</b>	<b>\$70,655</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>\$212,461</b>	<b>\$209,094</b>	<b>\$3,366</b>

## **ACTION 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
Technical Advisory Committee	02/1/2024	Review and Recommendation	<a href="#">Grant Johnson</a>	(360) 416-6678
Transportation Policy Board	02/21/2024	Action	<a href="#">Grant Johnson</a>	(360) 416-6678

### **RECOMMENDED ACTION**

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving Resolution 2024-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 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
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

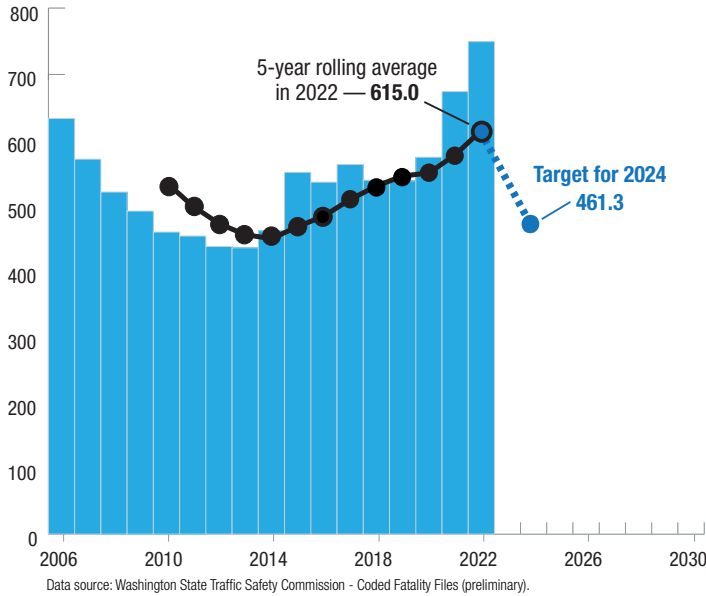
WSDOT and WTSC updated all five statewide targets for the upcoming year of 2024. These targets were submitted to FHWA as part of the 2023 Highway Safety Improvement Program (HSIP) report which was approved by FHWA on September 30, 2023.

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.

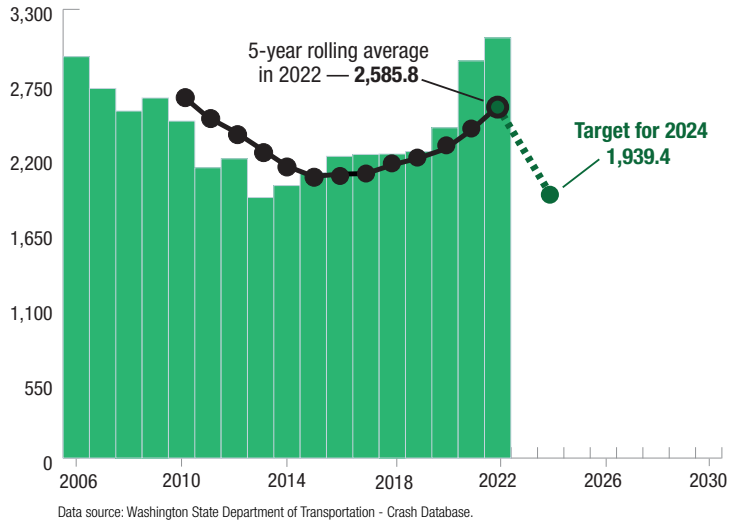
## About these graphs

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.

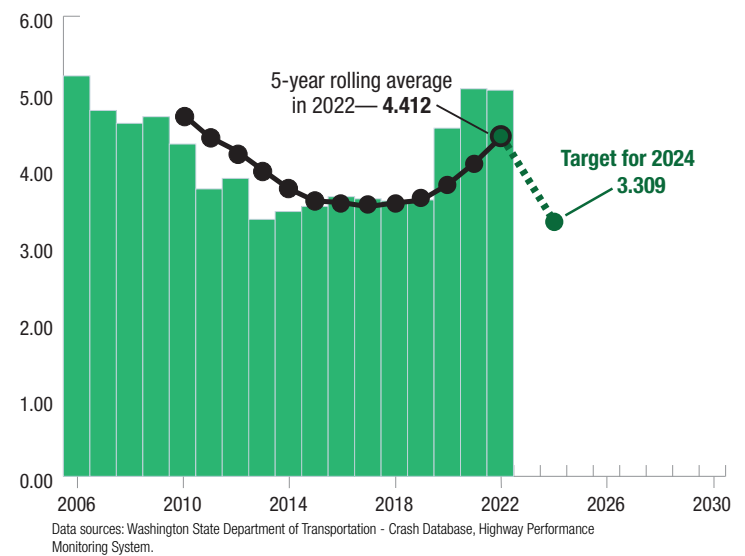
**Measure No. 1 - Fatalities**  
2006 through 2030



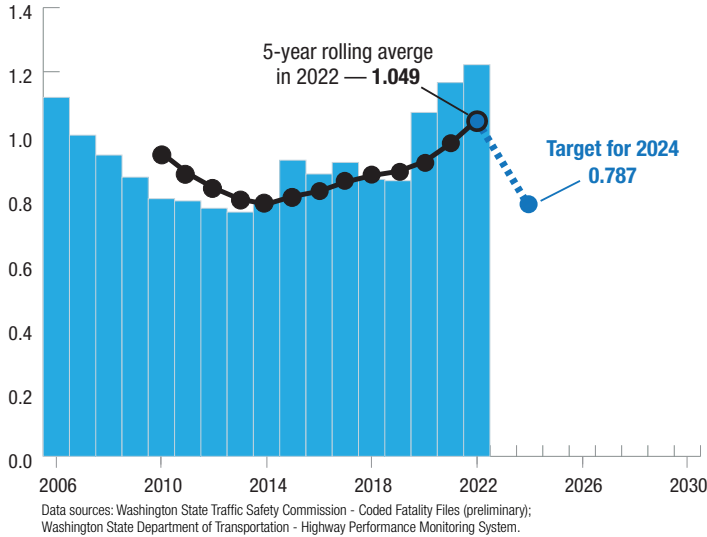
**Measure No. 3 - Serious injuries**  
2006 through 2030



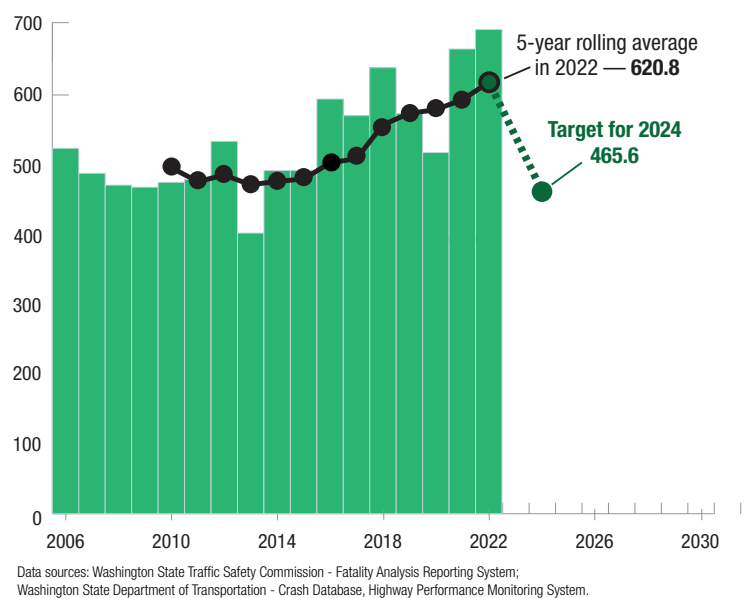
**Measure No. 4 - Serious injury rate per 100 million VMT**  
2006 through 2030



**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

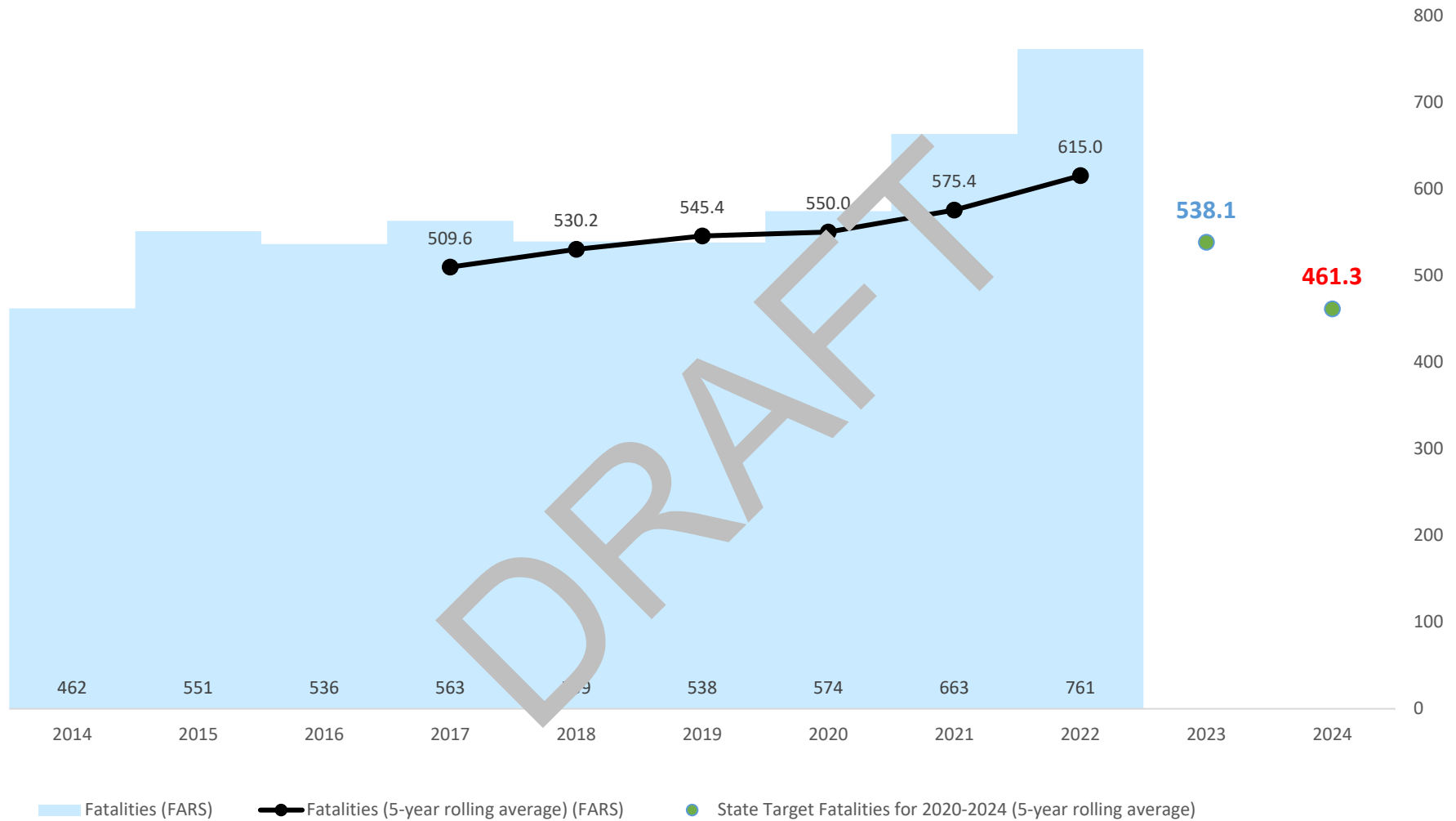
**TPM safety requirements information:** John Milton, Director of Transportation Safety and Systems Analysis (360) 704-6363 or [Milton.J@wsdot.wa.gov](mailto:Milton.J@wsdot.wa.gov).

**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

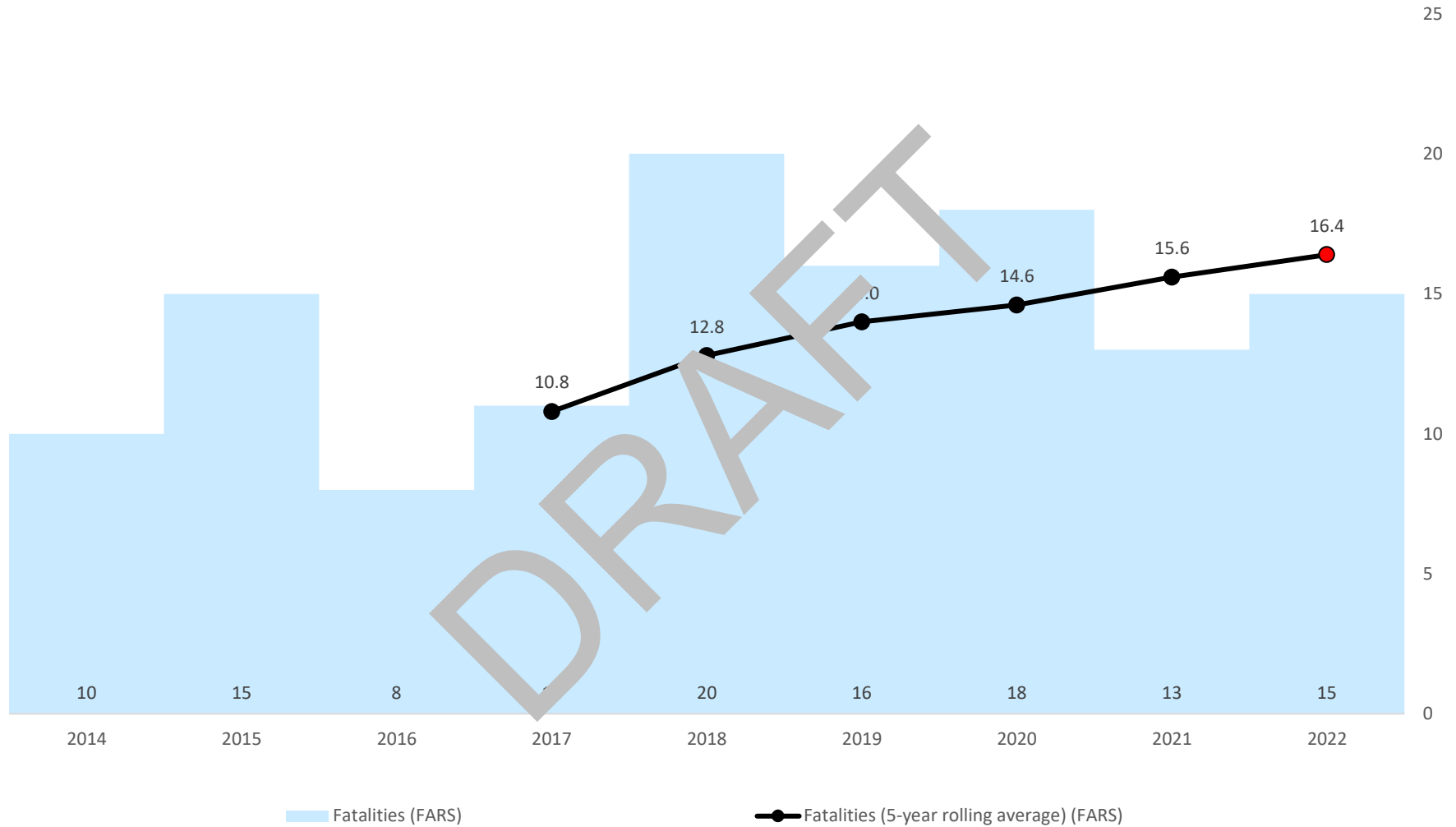


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

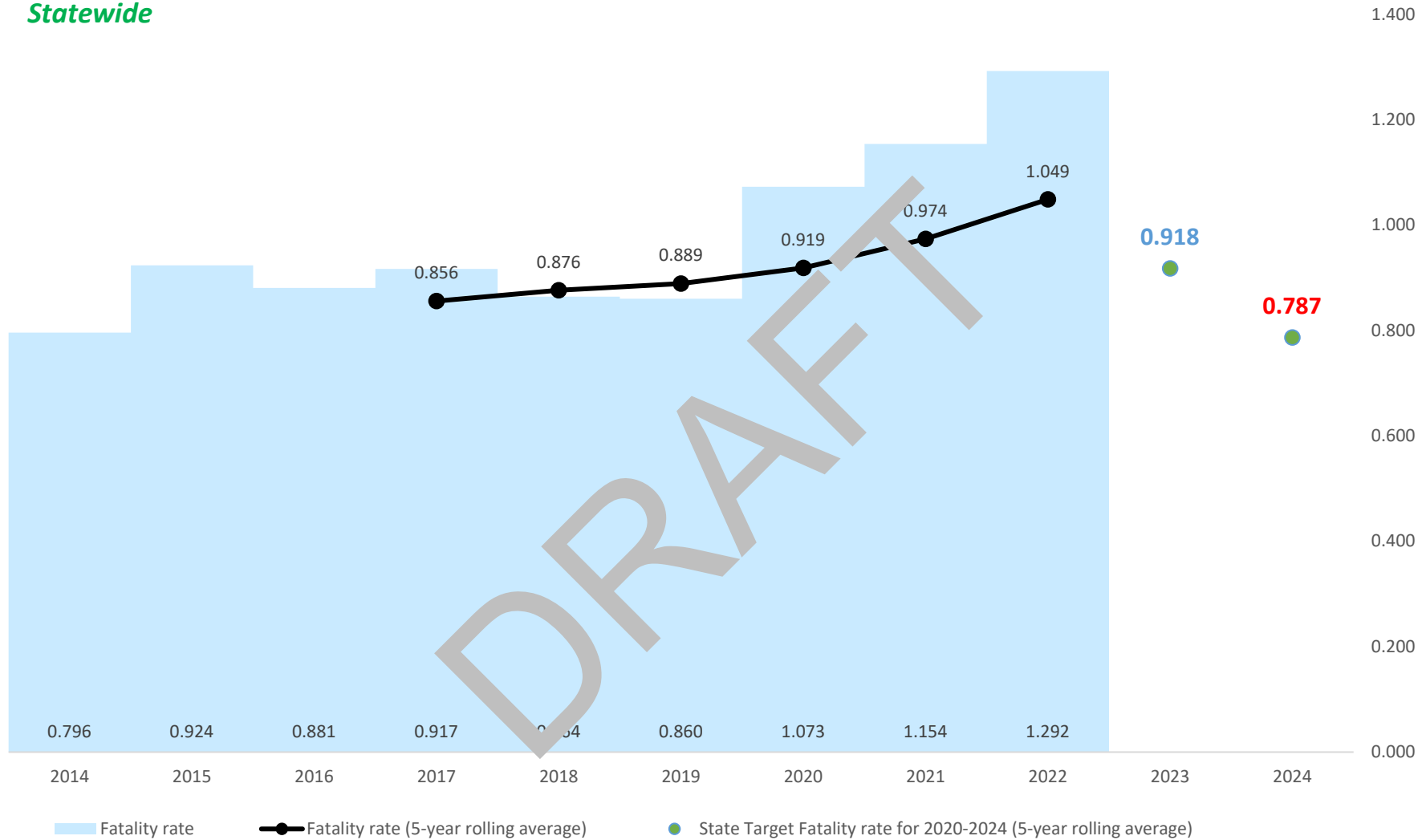


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

Statewide



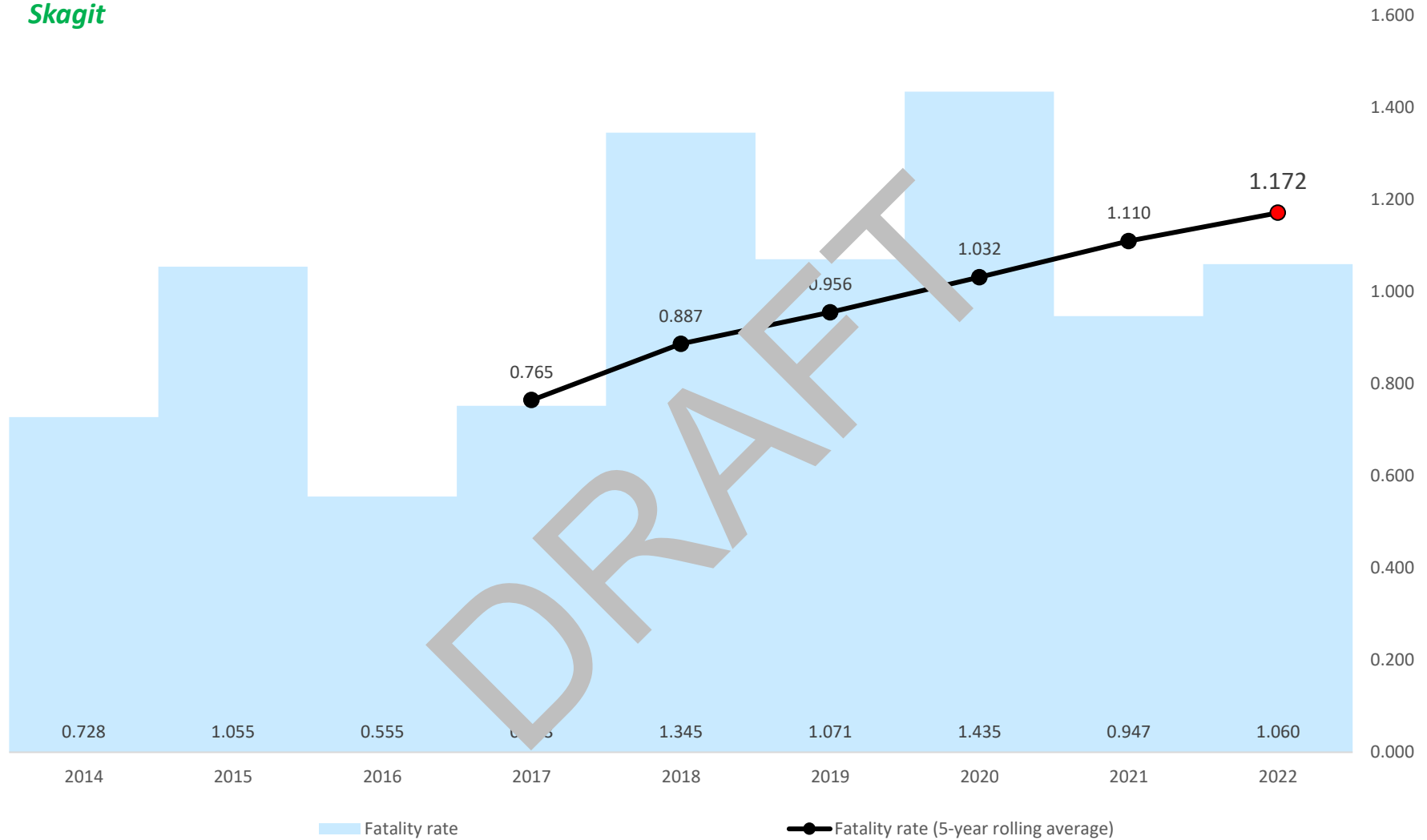
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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



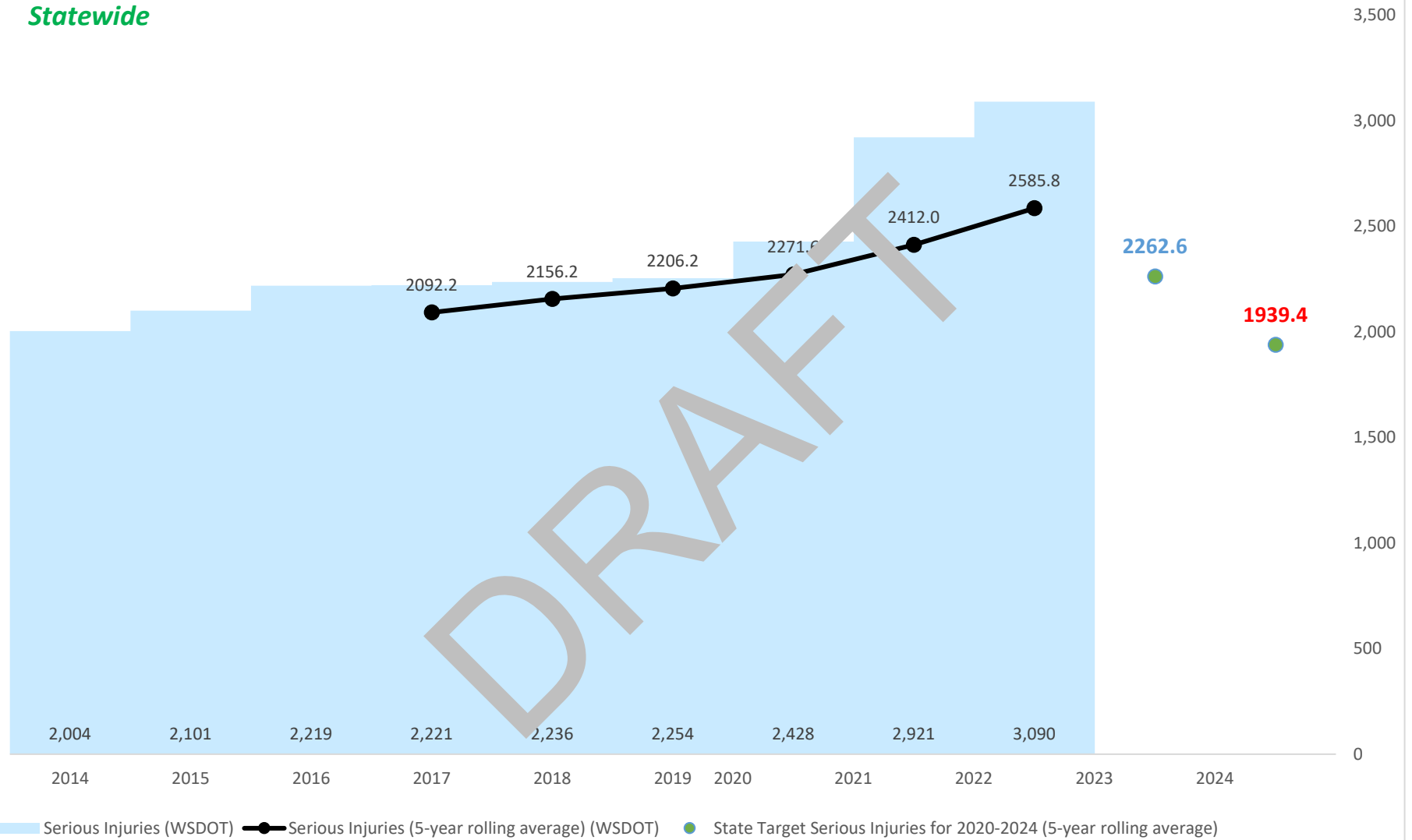
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

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. 3 - Serious injuries

Statewide

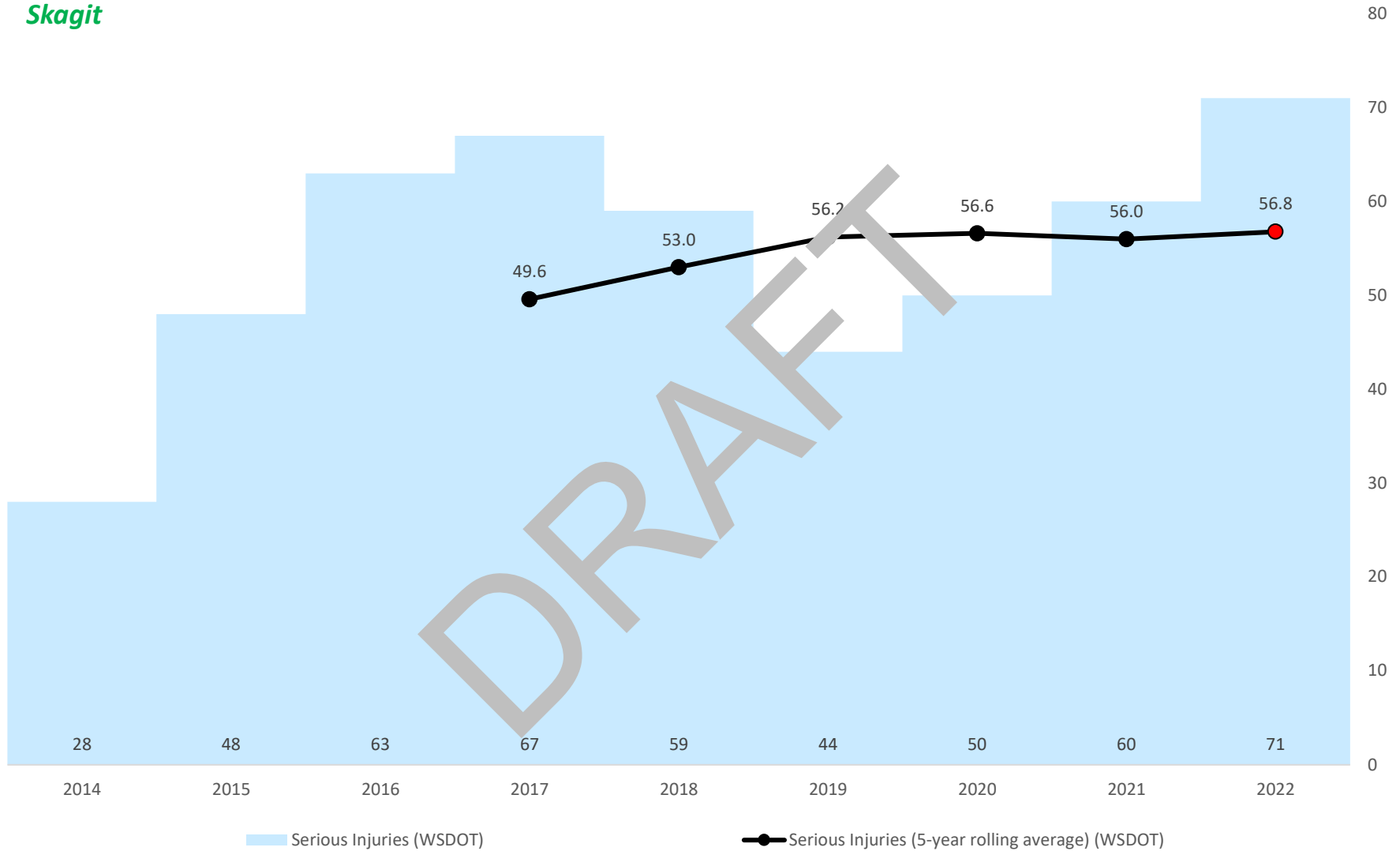


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

Under 23 U.S. Code § 148 and 23 U.S. Code § 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. 3 - Serious injuries

Skagit

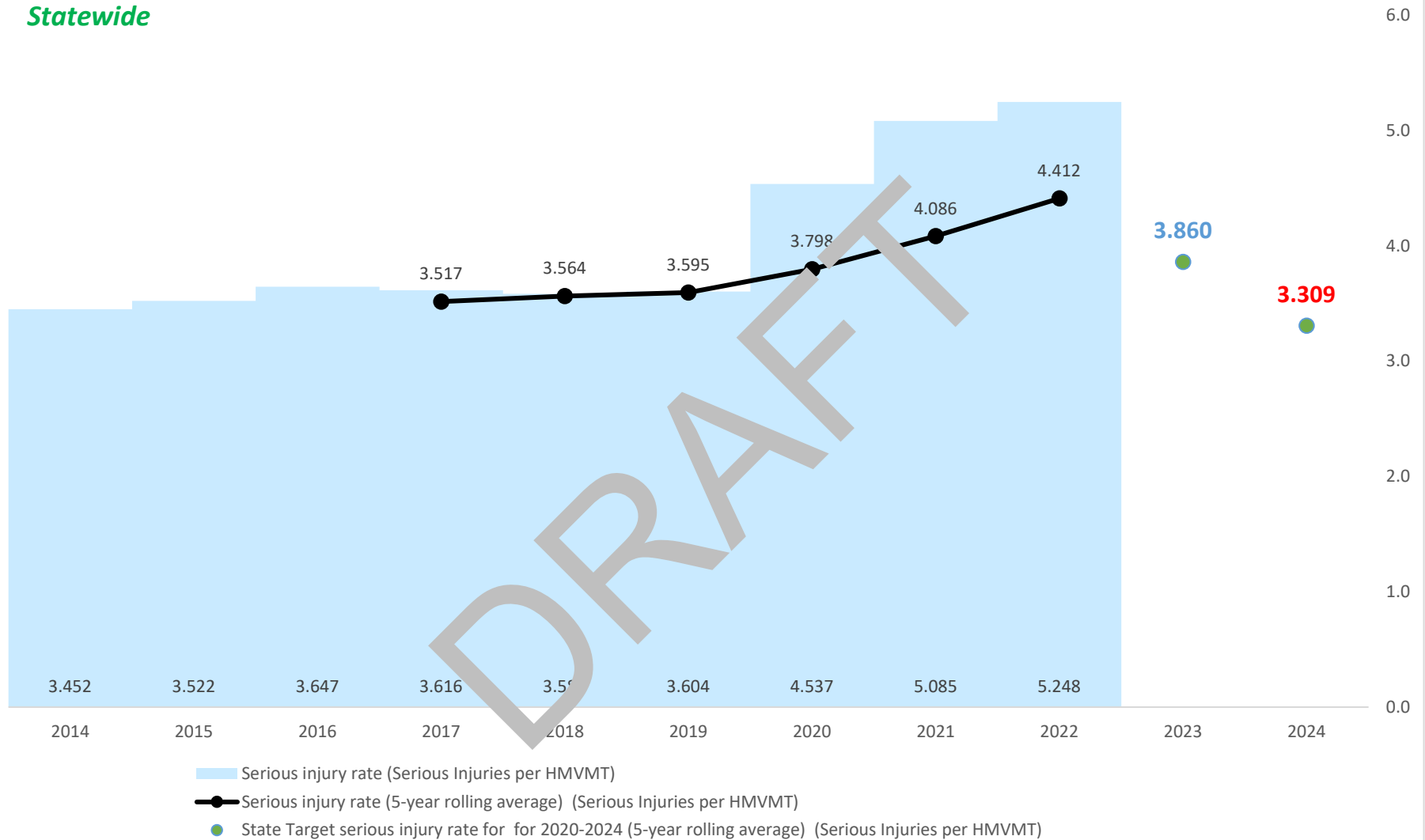


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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

Statewide



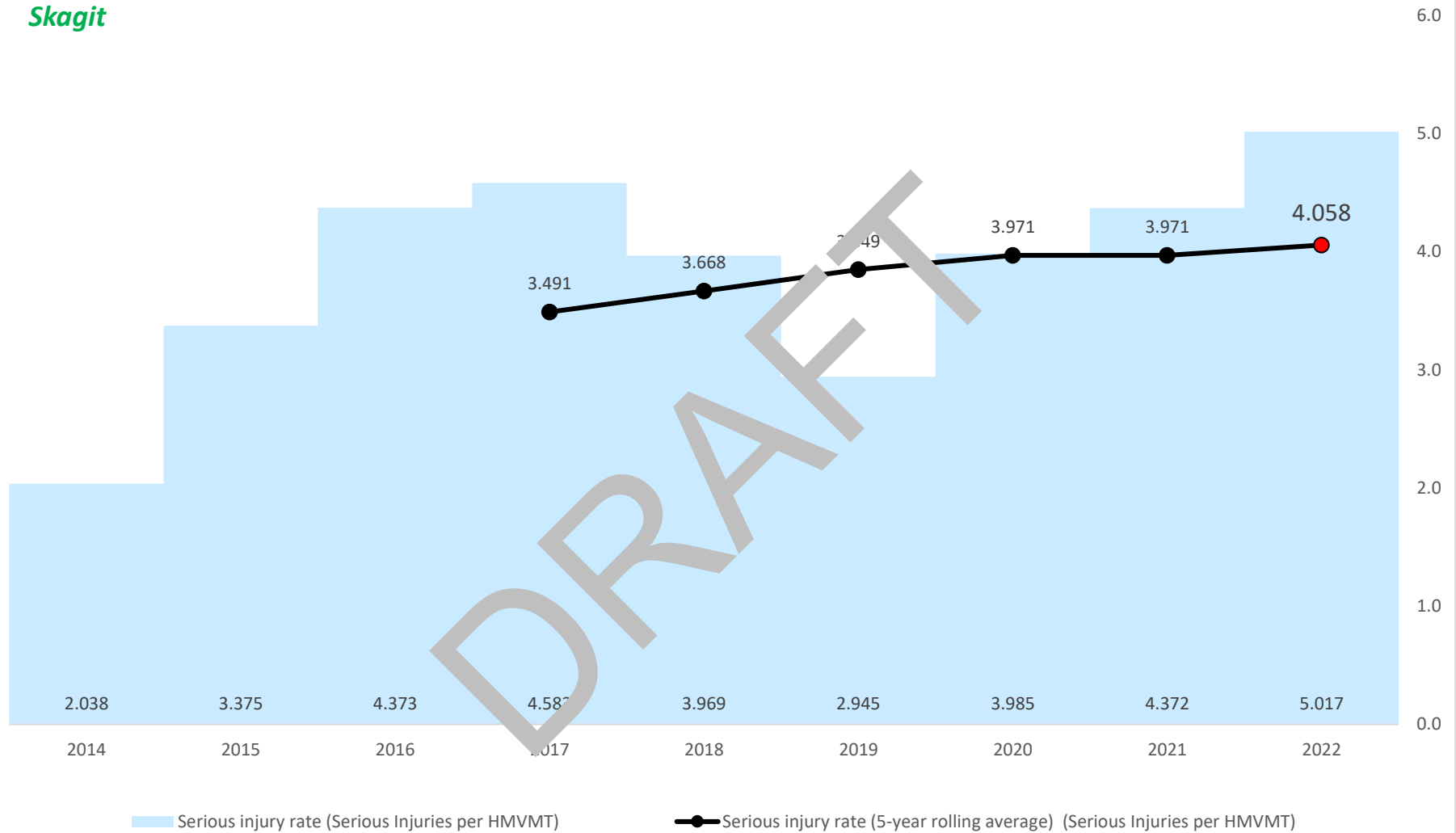
Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

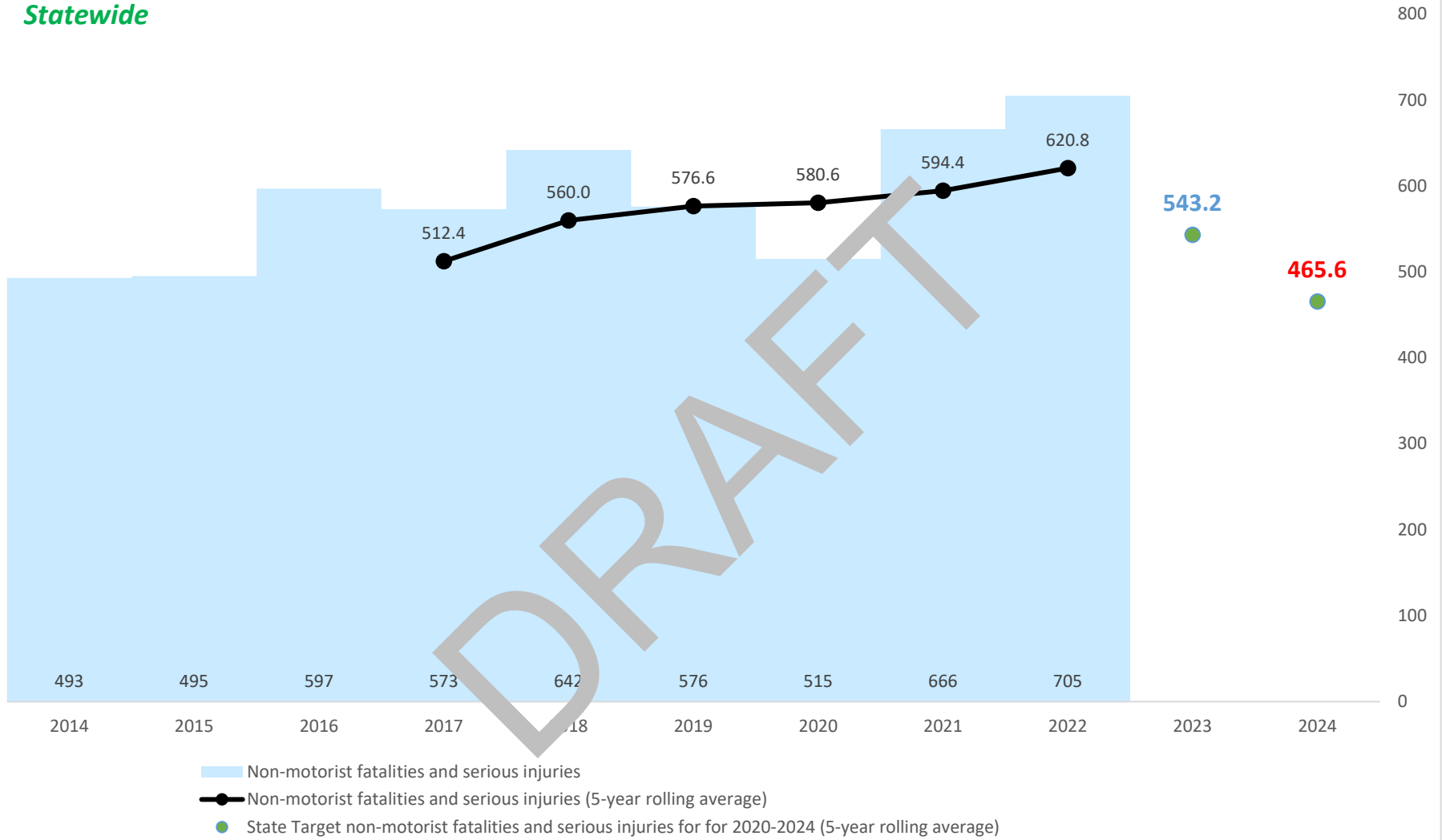


**Data Sources:** WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

Statewide

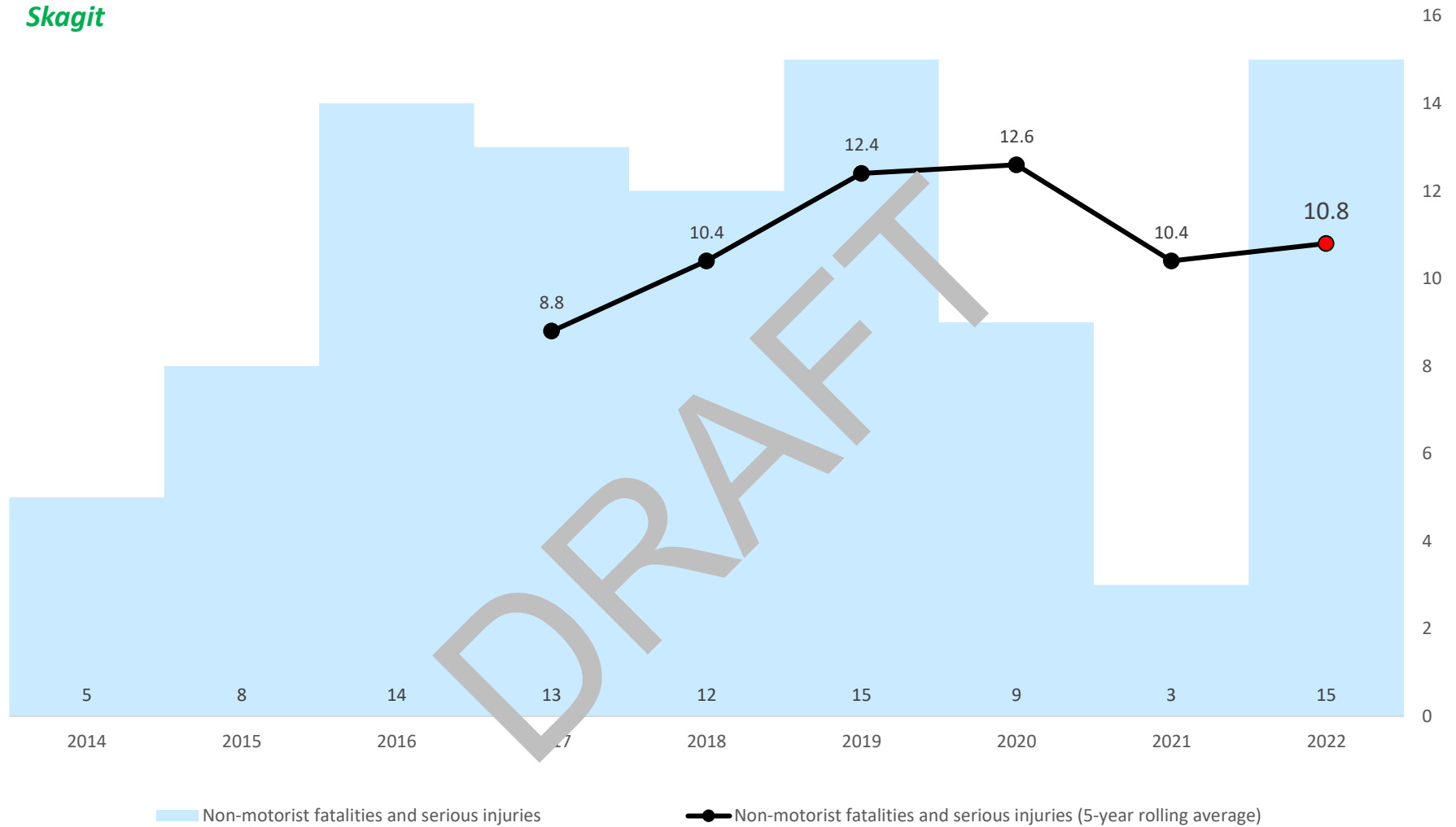


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Final FARS, CFC, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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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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## QUARTERLY OBLIGATION REPORT

### 1<sup>ST</sup> QUARTER FEDERAL FISCAL YEAR 2024

As of December 31, 2023, the Skagit region obligated \$1,719,684 in Surface Transportation Block Grant Program (STBG) funding, \$160,650 in Transportation Alternatives Set-aside (TA) funding and \$0 in Carbon Reduction Program (CR) funding for federal fiscal year (FFY) 2024. SCOG's estimated obligation authority target for FFY 2024 is \$2,033,354. This target could be met by obligating federal funds from STBG, TA and CR.

An obligation summary is below:

- Estimated obligation authority target<sup>1</sup> for FFY 2024: \$2,033,354
- Total obligated in FFY 2024: \$1,880,334
- Estimated remainder to obligate in FFY 2024: \$153,020
- Expected FFY 2024 obligations<sup>2</sup>: \$2,493,628

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

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<sup>1</sup> A final target is expected in February 2024.

<sup>2</sup> Per 2024 Obligation Authority Plan approved October 18, 2023.

2024-2029 Surface Transportation Block Grant Project Programming

1/25/2024

		2024	2025	2026	2027	2028	2029
	Allocation	\$2,130,632	\$2,130,632	\$2,130,632	\$2,130,632	\$2,130,632	\$2,130,632
	Available	\$2,458,076	\$2,958,543	\$3,210,838	\$2,673,653	\$3,655,698	\$3,718,229
	Programmed	\$1,630,165	\$1,878,337	\$2,667,817	\$1,148,587	\$2,068,101	\$2,857,893

STBG(US)		2024	2025	2026	2027	2028	2029
SCOG	SCOG Administration	\$	\$	\$319,595	\$	\$	\$
SCOG	Skagit 2050 Regional Transportation Plan	\$346,000	\$	\$	\$	\$	\$
		\$346,000	\$	\$319,595	\$	\$	\$

STBG(UM)		2024	2025	2026	2027	2028	2029
SCOG	SCOG Administration	\$	\$	\$	\$319,595	\$	\$319,595
SCOG	SCOG Admin 2022-2025	\$	\$319,595	\$	\$	\$	\$
Sedro Woolley	SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgkin Street	\$	\$408,742	\$	\$	\$	\$
Sedro Woolley	John Liner Road Arterial Improvements	\$	\$	\$	\$210,089	\$617,956	\$
Burlington	SR20 Nonmotorized & Safety Improvements	\$350,000	\$350,000	\$	\$	\$	\$
Skagit Co.	Peterson Road (Urban)	\$261,613	\$	\$	\$618,903	\$129,750	\$
Sedro Woolley	John Liner Road, Reed to Township Bicycle/Pedestrian Improvements	\$	\$	\$	\$	\$442,015	\$
Sedro Woolley	Jones/John Liner RR Undercrossing & Roadway Extension Phase 2	\$	\$	\$	\$	\$558,785	\$
		\$611,613	\$1,078,337	\$	\$1,148,587	\$1,748,506	\$319,595

STBG(R)		2024	2025	2026	2027	2028	2029
SCOG	SCOG Admin 2022-2025	\$319,595	\$	\$	\$	\$	\$
SCOG	SCOG Administration	\$	\$	\$	\$	\$319,595	\$
Skagit Co.	Cook Road / I-5 Interchange Vicinity Improvements	\$352,957	\$	\$	\$	\$	\$2,538,298
Samish Nation	SR20/Campbell Lake Road - Intersection Improvement	\$	\$	\$1,285,200	\$	\$	\$
Skagit Co.	Francis Road Section 3	\$	\$800,000	\$	\$	\$	\$
Concrete	School Secondary Access	\$	\$	\$1,063,022	\$	\$	\$
		\$672,552	\$800,000	\$2,348,222	\$	\$319,595	\$2,538,298

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

2024-2029 Transportation Alternatives Project Programming

		2024	2025	2026	2027	2028	2029
	Allocation	\$261,226	\$261,226	\$261,226	\$261,226	\$261,226	\$261,226
	Available	\$546,950	\$609,616	\$554,842	\$436,403	\$680,761	\$717,519
	Programmed	\$198,560	\$316,000	\$379,665	\$16,868	\$224,468	\$

TA(US)		2024	2025	2026	2027	2028	2029
Anacortes	Q Avenue Pedestrian Crossings	\$	\$62,000	\$	\$	\$	\$
		\$	\$62,000	\$	\$	\$	\$

TA(UM)		2024	2025	2026	2027	2028	2029
Mount Vernon	Kulshan Trail Safety Lighting - Phase 3	\$	\$32,000	\$275,000	\$	\$	\$
Skagit Transit	Bus Stop Amenities	\$157,560	\$	\$	\$	\$	\$
Mount Vernon	River Dike Trail System - Phase 1	\$41,000	\$222,000	\$	\$	\$	\$
Sedro Woolley	SR20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road	\$	\$	\$104,665	\$16,868	\$224,468	\$
		\$198,560	\$254,000	\$379,665	\$16,868	\$224,468	\$

1/25/2024

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

2024-2029 Carbon Reduction Project Programming

1/25/2024

		2024	2025	2026	2027	2028	2029
	Allocation	\$306,972	\$306,972	\$306,972	\$306,972	\$306,972	\$306,972
	Available	\$880,757	\$1,141,729	\$1,114,701	\$1,421,673	\$1,728,645	\$2,035,617
	Programmed	\$46,000	\$334,000	\$	\$	\$	\$

CRP(US)		2024	2025	2026	2027	2028	2029
Anacortes	Q Avenue Pedestrian Crossings	\$46,000	\$334,000	\$	\$	\$	\$
		\$46,000	\$334,000	\$	\$	\$	\$

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



# 2024 SCOG Year to Date Obligations

\$1,880,334

<b>STBG(UM)</b>				<b>\$1,739.861</b>
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Burlington	SR 20/Skagit Street Signalization Project	\$1,513,750	12/11/2023	
Sedro Woolley	John Liner Road Arterial Improvements	\$226,111	11/22/2023	
<b>STP(US)</b>				<b>-\$20.177</b>
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Burlington	George Hopper Interchange Improvements, Phase I	(\$20,177)	10/18/2023	
<b>TA(US)</b>				<b>\$160.650</b>
<i>Agency</i>	<i>Project Title</i>	<i>Obligated</i>	<i>Date</i>	
Samish Nation	Tommy Thompson Trail Trestle and Causeway Replacement	\$160,650	11/1/2023	

# 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**