



SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

January 2, 2025 – 1:30 p.m.

[Microsoft Teams](#)

Call In: 1 (323) 553-1010

Phone Conference ID: 378 394 996#

AGENDA

1. Call to Order and Roll Call
2. [December 5, 2024 Technical Advisory Committee Meeting Minutes](#)
3. [January Regional Transportation Improvement Program Amendments](#) – *Grant Johnson*
4. [Public Involvement Plan for Skagit Regional Safety Action Plan](#) – *Grant Johnson*
5. [2025 Highway Safety Targets](#) – *Grant Johnson*
6. [2025 Obligation Authority Plan](#) – *Mark Hamilton*
7. [Initial Schedule for 2025 Regional Project Selection](#) – *Mark Hamilton*
8. Technical Advisory Committee Email List – *Mark Hamilton*
9. Roundtable and Open Topic Discussion
10. Next Meeting: February 6, 2025, 1:30 p.m.
11. 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

December 5, 2024

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Mount Vernon Frank Reinart
- City of Sedro-Woolley Kyle Anderson
- Samish Indian Nation Nick Dorr
- Skagit County Tom Weller, Forrest Jones
- Skagit Transit Rebekah Tuno
- Town of La Conner Scott Thomas
- Washington State Department of Transportation (WSDOT) John Shambaugh,
Mehrdad Moini

STAFF PRESENT

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

OTHERS PRESENT

Liz McNett Crowl of the Non-Motorized Advisory Committee (NMAC) and one member of the public was present.

AGENDA

1. Call to Order: 1:33 p.m.

Roll Call: Roll was taken with a quorum present.

2. October 3, 2024 Technical Advisory Committee Meeting Minutes: Mr. Anderson moved to approve the October 3, 2024 Technical Advisory Committee (TAC) meeting minutes, and Mr. Reinert seconded the motion. The motion carried unanimously.
3. Transportation Element Certification Review Manual: Ms. Ruether presented this agenda item. She explained that this item had been presented to the TAC at their October meeting, and action on the manual was deferred for more time to review. She stated that it has been reviewed by the Growth Management Act Technical Advisory Committee and WSDOT staff, and that minor changes have been made based upon feedback received.

Mr. Shambaugh motioned to recommend approval of the Transportation Element Certification Review Manual as presented, and Mr. Anderson seconded the motion. The motion carried unanimously.

4. Non-Motorized Advisory Committee

- a. Biannual Update: Ms. McNett Crawl presented this agenda item. She explained that most of the NMAC's efforts over the past year were focused on updating the Skagit County Bike Map and reminded TAC members that the new maps have been printed and are available for distribution. She then gave a brief overview of NMAC activities over the past six months.

Mr. Weller expressed interest in attending a future NMAC meeting.

- b. Proposed 2025 Work Program: Mr. Johnson presented this agenda item. He explained that the NMAC Bylaws require the development of an annual work program that must be approved by the TAC. He then went over the proposed work program items for 2025.

Mr. Hamilton pointed out that Carbon Reduction Program funding should be added to work program item number 2: Provide Technical Input to the TAC on Project Selection Criteria and Ranking for consistency with SCOG's upcoming 2025 projection-selection process.

Mr. Anderson motioned to add Carbon Reduction Program funding to item number 2 of the Proposed 2025 Work Program, and Mr. Reinert seconded the motion. The motion carried unanimously.

Mr. Reinert motioned to approve the Proposed 2025 Work Program with the amendment to item number 2, and Mr. Anderson seconded the motion. The motion carried unanimously.

- c. Proposed 2025 Membership: Mr. Johnson presented this agenda item. He explained that the NMAC Bylaws require the TAC to approve membership for every calendar year. He stated that there are no proposed changes to the 2025 membership from the current 2024 membership.

Mr. Reinert stated that it would be helpful for new TAC members to review biographical materials for the proposed NMAC membership, even if membership is not proposed to change. Mr. Johnson said he would ensure this information is sent to the TAC in December 2025 with the proposed 2026 membership.

Mr. Weller motioned to approve the Proposed 2025 Membership as presented, and Mr. Reinert seconded the motion. The motion carried unanimously.

5. 2025 Skagit Regional Transportation Priorities: Mr. Johnson presented this agenda item. He explained that this was a discussion item at the September TAC meeting. He stated that this is a list of projects that SCOG creates on an annual basis to highlight regional projects in need of additional funding to the Washington state legislature. He explained that after the draft was sent out with the materials for this meeting, Burlington staff requested that the SR 20 (Alder St to Cascade Hwy) Non-Motorized Safety and Improvements project cost be revised upwards by \$1 million. He then went over the document, highlighting changes from the previous year.

Mr. Weller motioned to recommend approval of the 2025 Skagit Regional Transportation Priorities as presented, including the revision to the Burlington project, and Mr. Reinert seconded the motion. The motion carried unanimously.

6. Unified Planning Work Program Amendment: Mr. Hamilton presented this agenda item. He stated that this amendment is being proposed because the current traffic count agreement with Skagit County is set to expire at the end of the calendar year and a new agreement has been negotiated. He explained that SCOG is changing the funding source that pay for traffic counts from federal with local match to state funds, while increasing the annual cost limit from \$30,000 to \$35,000, necessitating changes in the Unified Planning Work Program. He then went over the draft document and highlighted the proposed revisions.

Mr. Reinert motioned to recommend approval of the Unified Planning Work Program Amendment as presented, and Mr. Shambaugh seconded the motion. The motion carried unanimously.

7. Public Involvement Plan for 2050 Regional Transportation Plan: Mr. Hamilton presented this agenda item. He stated that SCOG now has Resources Systems Group, Inc. under contract for the regional transportation plan update, and that as part of the update process a Public Involvement Plan (PIP) has been created. He explained that the PIP will guide outreach for the planning process and includes principles and strategies that will be used to reach out to stakeholders. He then gave an overview of the PIP, noting that outreach is expected to begin in January 2025.

Mr. Shambaugh motioned to recommend approval of the Public Involvement Plan for 2050 Regional Transportation Plan as presented, and Mr. Anderson seconded the motion. The motion carried unanimously.

8. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He explained that this is a report that SCOG prepares and presents on a quarterly basis. The report presented to the TAC goes through the end of the most recent federal fiscal year, concluding in September 2024. He stated that with the redistributed obligation authority that had been received, the Skagit region obligated over \$6 million in 2024, which was approximately \$3 million over the regional obligation authority target.

9. 2025 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that sponsors should begin preparing to obligate their projects early in the upcoming year if they have projects on the 2025 Obligation Authority Plan. He explained that project sponsors have until March 1, 2025 to obligate their projects, but an extension until the end of the calendar year will automatically be granted if requested by the February 26, 2025 deadline. He then went over the list of projects in the plan and gave an overview of the extension and appeal processes. As with past years, Mr. Hamilton noted the SCOG Admin 2022-2025 project is on a different obligation timeline and is not eligible for an extension.

10. 2025 Project Selection: Mr. Hamilton presented this agenda item. He explained that every two years SCOG conducts a project-selection process for federal funds available to SCOG for this purpose, and that the process would begin in January. The most recent project selection concluded in summer 2023. He stated that it is anticipated that next year's process would conclude in June 2025, though a project schedule has not yet been prepared. He then gave a brief overview of the expected process and mentioned that SCOG staff are reviewing debriefing notes from a 2023 TAC meeting following the 2023 project-selection process, including suggestions for revisions to future processes.

Mr. Reinart asked if he could be provided TAC meeting minutes from 2023 that include a debriefing on the 2023 project-selection process. Mr. Hamilton responded that he would send around August 3, 2023 TAC meeting minutes to the TAC after the meeting.

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

12. Next Meeting: January 2, 2025, 1:30 p.m.

13. Adjourned: 2:50 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

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

Document History

| MEETING | DATE | TYPE OF ITEM | STAFF CONTACT | PHONE |
|------------------------------|------------|---------------------------|-------------------------------|----------------|
| Technical Advisory Committee | 01/02/2025 | Review and Recommendation | Grant Johnson | (360) 416-6678 |
| Transportation Policy Board | 01/15/2025 | Action | Grant Johnson | (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:

- Mount Vernon
 - Blackburn Road Extension Planning: this amendment adds the project to the RTIP. This amendment adds the planning phase of the project to the RTIP. The total estimated cost of the project is \$200,000, all of which are local funds. This project meets the criteria for being considered Regionally Significant, and the city plans to seek federal legislative appropriation for future preliminary engineering and design.
- Skagit Transit
 - Design Build Services – Operator Restroom Skagit Station: this amendment adds this project to the RTIP. This project was previously included in the 2024-2029 RTIP but was not rolled over the 2025-2030 RTIP. Because the project is not yet underway, it needs to be added back onto the RTIP. Secured funding for the project includes \$86,400 in FTA 5339 funds and \$21,600 local funds for a total of \$108,000. Total estimated project cost is \$108,000.
- Washington State Department of Transportation
 - Asphalt/Chip Seal Preservation Skagit Council of Governments SCOG: this amendment revises a project already programmed in the RTIP. Total estimated cost of project increases from \$4,244,353 to \$38,842,940. State funding sources are modified, federal funds from the National Highway Performance Program have been added to the project, and the project phases are being modified.
 - Concrete Roadway Preservation Skagit Council of Governments (SCOG): this amendment adds this project to the RTIP. The total estimated cost of project is \$1,469,838. \$1,217,856 is obligated for the project, including \$1,189,399 in federal Surface Transportation Block Grant funds and \$28,457 in state funds.

FISCAL CONSTRAINT

The Regional Transportation Improvement Program is fiscally constrained in the 2025–2028 program years.

PUBLIC PARTICIPATION

A public comment period began on December 27 and ended on January 3.

DRAFT

Agency Mount Vernon

Project Title Blackburn Road Extension Planning
(Little Mountain Road to Eaglemont Drive)

Description Pre-design planning to determine preferred horizontal and vertical alignments for a new new minor arterial complete street roadway connecting Little Mountain Road with Eaglemont Drive. Project will be designed to current minor arterial complete streets standards. This project, when constructed, will provide a new, direct, east-west transportation corridor to the rest of the City and I-5 for existing and future neighborhoods in the southeast areas of the City of Mount Vernon and surrounding County. As this area is anticipated to see additional residential growth and development, this new corridor will be required to provide direct access that does not currently exist.



Road Name Blackburn Road

Begin Termini Little Mountain Road

End Termini Eaglemont Drive

Total Project Length 0.90

Improvement Type Planning

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date 1/8/2025

Total Project Cost \$200,000

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

STIP ID T-94-21

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 6/26/2024

Adoption Date 7/24/2024

Resolution Number

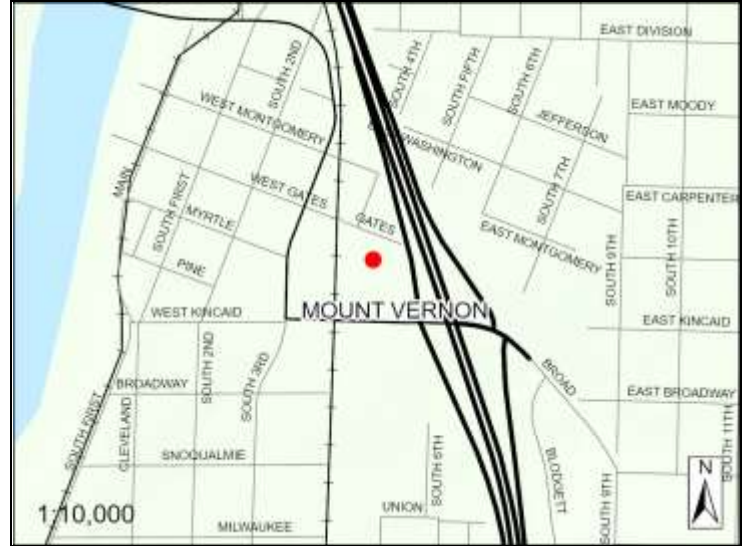
Phase Obligation Schedule

| Phase | Phase Start | Federal Fund Code | FederalFunds | State Fund Code | StateFunds | LocalFunds | Total | Date Programmed |
|--------------|-------------|-------------------|--------------|-----------------|------------|------------------|------------------|-----------------|
| PL | 2025 | | \$0 | | \$0 | \$200,000 | \$200,000 | |
| Total | | | \$0 | | \$0 | \$200,000 | \$200,000 | |

Agency Skagit Transit

Project Title Design Build Services - Operator Restroom Skagit Station

Description Design Build services for transit operator bathroom at Skagit Station.



Road Name E Kincaid St

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$108,000

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

STIP ID WA-15740

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/21/2024

Adoption Date 8/21/2024

Resolution Number 2024-08

Phase Obligation Schedule

| Phase | Phase Start | Federal Fund Code | Federal Funds | State Fund Code | State Funds | Local Funds | Total | Date Programmed |
|--------------|-------------|-------------------|-----------------|-----------------|-------------|-----------------|------------------|-----------------|
| ALL | 2025 | 5339 | \$86,400 | | \$0 | \$21,600 | \$108,000 | |
| Total | | | \$86,400 | | \$0 | \$21,600 | \$108,000 | |

Agency WSDOT - NW

Project Title Asphalt/Chip Seal Preservation Skagit Council of Governments SCOG

Description Resurface the roadway with chip seal or hot mix asphalt to preserve the structural integrity of the roadway and extend the service life of the pavement. The individual projects may be found at <http://www.wsdot.wa.gov/projects/search/> under the "Programmatic Projects in STIP" tab.

Road Name NW Regionwide

Begin Termini Various

End Termini Various

Total Project Length

Improvement Type 4R Maintenance - Restoration & Rehabil

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$38,842,940



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

STIP ID WA-08601

WSDOT PIN BPSCOG

Federal Aid Number

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 |
|--------------|-------------|-------------------|--------------------|-----------------|--------------------|------------|---------------------|-----------------|
| PE | 2025 | | \$0 | MVA | \$276,117 | \$0 | \$276,117 | |
| PE | 2025 | NHPP | \$214,832 | | \$0 | \$0 | \$214,832 | |
| PE | 2025 | STBG(S) | \$361,542 | | \$0 | \$0 | \$361,542 | |
| PE | 2026 | | \$0 | MVA | \$144,331 | \$0 | \$144,331 | |
| PE | 2027 | | \$0 | MVA | \$41,558 | \$0 | \$41,558 | |
| CN | 2025 | | \$0 | MVA | \$4,140,739 | \$0 | \$4,140,739 | |
| CN | 2025 | STBG(S) | \$2,781,790 | | \$0 | \$0 | \$2,781,790 | |
| CN | 2026 | | \$0 | MVA | \$469,367 | \$0 | \$469,367 | |
| CN | 2026 | NHPP | \$558,328 | | \$0 | \$0 | \$558,328 | |
| CN | 2026 | STBG(S) | \$1,028,663 | | \$0 | \$0 | \$1,028,663 | |
| CN | 2027 | | \$0 | MVA | \$2,698,885 | \$0 | \$2,698,885 | |
| Total | | | \$4,945,155 | | \$7,770,997 | \$0 | \$12,716,152 | |

Agency WSDOT - NW

Project Title Concrete Roadway Preservation Skagit Council of Governments (SCOG)

Description Replace existing concrete with a thicker concrete and steel bars at the joints. This work will extend the life of the highway at least another 40 years, and provide a smoother ride. The individual projects may be found at <http://www.wsdot.wa.gov/projects/search/> under the "Programmatic Projects in STIP" tab.

Road Name NW Regionwide

Begin Termini MP 0.00

End Termini MP 0.00

Total Project Length 0.00

Improvement Type 4R Maintenance Resurfacing

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$1,469,838



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

STIP ID WA-08602

WSDOT PIN WPSCOG

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 |
|--------------|-------------|-------------------|--------------------|-----------------|-----------------|-------------|--------------------|-----------------|
| PE | 2025 | STBG(S) | \$233,415 | MVA | \$9,337 | \$0 | \$242,752 | |
| CN | 2026 | STBG(S) | \$955,984 | MVA | \$19,120 | \$0 | \$975,104 | |
| Total | | | \$1,189,399 | | \$28,457 | \$0 | \$1,217,856 | |

Financial Feasibility Table

| Funding Program | Carryover | 2025 | | | 2026 | | | 2027 | | | 2028 | | | 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 | | | |
| Regionally Managed Federal Funds | \$1,018 | \$2,472 | \$3,490 | \$2,764 | \$2,472 | \$3,198 | \$1,012 | \$2,472 | \$4,658 | \$2,172 | \$2,472 | \$4,958 | \$2,136 | \$10,906 | \$8,084 | \$2,822 |
| CRP | \$806 | \$278 | \$1,085 | \$334 | \$278 | \$1,029 | \$0 | \$278 | \$1,307 | \$0 | \$278 | \$1,586 | \$0 | \$1,920 | \$334 | \$1,586 |
| STBG | \$0 | \$1,949 | \$1,949 | \$2,336 | \$1,949 | \$1,562 | \$632 | \$1,949 | \$2,876 | \$2,155 | \$1,949 | \$2,672 | \$1,911 | \$7,796 | \$7,035 | \$761 |
| TA | \$212 | \$245 | \$457 | \$94 | \$245 | \$607 | \$380 | \$245 | \$472 | \$17 | \$245 | \$700 | \$224 | \$1,191 | \$715 | \$476 |
| Other Federal Funds & State Funds | \$0 | \$98,295 | \$98,295 | \$98,295 | \$37,783 | \$37,783 | \$37,783 | \$26,870 | \$26,870 | \$26,870 | \$14,236 | \$14,236 | \$14,236 | \$177,184 | \$177,184 | \$0 |
| 5307 | \$0 | \$2,011 | \$2,011 | \$2,011 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$12,511 | \$12,511 | \$0 |
| 5339 | \$0 | \$86 | \$86 | \$86 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$86 | \$86 | \$0 |
| BR | \$0 | \$16,364 | \$16,364 | \$16,364 | \$4,612 | \$4,612 | \$4,612 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,976 | \$20,976 | \$0 |
| DEMO | \$0 | \$1,740 | \$1,740 | \$1,740 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,740 | \$1,740 | \$0 |
| Discretionary | \$0 | \$12,500 | \$12,500 | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,500 | \$12,500 | \$0 |
| FBP | \$0 | \$0 | \$0 | \$0 | \$621 | \$621 | \$621 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$621 | \$621 | \$0 |
| FTA Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,500 | \$2,500 | \$2,500 | \$0 | \$0 | \$0 | \$2,500 | \$2,500 | \$0 |
| HIP(S) | \$0 | \$0 | \$0 | \$0 | \$6,158 | \$6,158 | \$6,158 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,158 | \$6,158 | \$0 |
| HSIP | \$0 | \$9,441 | \$9,441 | \$9,441 | \$3,429 | \$3,429 | \$3,429 | \$785 | \$785 | \$785 | \$0 | \$0 | \$0 | \$13,655 | \$13,655 | \$0 |
| NHFP | \$0 | \$389 | \$389 | \$389 | \$4,506 | \$4,506 | \$4,506 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$4,895 | \$4,895 | \$0 |
| NHPP | \$0 | \$10,321 | \$10,321 | \$10,321 | \$9,756 | \$9,756 | \$9,756 | \$9,197 | \$9,197 | \$9,197 | \$9,197 | \$9,197 | \$9,197 | \$38,472 | \$38,472 | \$0 |
| STBG(S) | \$0 | \$3,377 | \$3,377 | \$3,377 | \$2,106 | \$2,106 | \$2,106 | \$0 | \$0 | \$0 | \$579 | \$579 | \$579 | \$6,062 | \$6,062 | \$0 |
| TIFIA | \$0 | \$26,826 | \$26,826 | \$26,826 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$26,826 | \$26,826 | \$0 |
| TTP | \$0 | \$1,155 | \$1,155 | \$1,155 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,155 | \$1,155 | \$0 |
| CRAB | \$0 | \$0 | \$0 | \$0 | \$1,378 | \$1,378 | \$1,378 | \$3,841 | \$3,841 | \$3,841 | \$0 | \$0 | \$0 | \$5,219 | \$5,219 | \$0 |
| CSRF | \$0 | \$7,398 | \$7,398 | \$7,398 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$7,398 | \$7,398 | \$0 |
| MAW | \$0 | \$728 | \$728 | \$728 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$728 | \$728 | \$0 |
| MVA | \$0 | \$5,632 | \$5,632 | \$5,632 | \$1,718 | \$1,718 | \$1,718 | \$3,688 | \$3,688 | \$3,688 | \$959 | \$959 | \$959 | \$11,997 | \$11,997 | \$0 |
| Other | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,964 | \$2,964 | \$2,964 | \$0 | \$0 | \$0 | \$2,964 | \$2,964 | \$0 |
| TIB | \$0 | \$326 | \$326 | \$326 | \$0 | \$0 | \$0 | \$395 | \$395 | \$395 | \$0 | \$0 | \$0 | \$721 | \$721 | \$0 |
| Matching Funds | \$0 | \$13,075 | \$13,075 | \$13,075 | \$5,804 | \$5,804 | \$5,804 | \$6,853 | \$6,853 | \$6,853 | \$4,176 | \$4,176 | \$4,176 | \$29,908 | \$29,908 | \$0 |
| Local | \$0 | \$13,075 | \$13,075 | \$13,075 | \$5,804 | \$5,804 | \$5,804 | \$6,853 | \$6,853 | \$6,853 | \$4,176 | \$4,176 | \$4,176 | \$29,908 | \$29,908 | \$0 |
| Total | \$1,018 | \$113,841 | \$114,860 | \$114,134 | \$46,060 | \$46,785 | \$44,599 | \$36,195 | \$38,381 | \$35,895 | \$20,884 | \$23,370 | \$20,548 | \$217,998 | \$215,176 | \$2,822 |

ACTION ITEM X.X. – PUBLIC INVOLVEMENT PLAN FOR SKAGIT REGIONAL SAFETY ACTION PLAN

Document History

| Meeting | Date | Type of Item | Staff Contact | Phone |
|------------------------------|-----------|---------------------------|-------------------------------|----------------|
| Technical Advisory Committee | 1/02/2025 | Review and Recommendation | Grant Johnson | (360) 416-6678 |
| Transportation Policy Board | 1/15/2025 | Action | Grant Johnson | (360) 416-6678 |

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend the Transportation Policy Board approve the [Public Involvement Plan for Skagit Regional Safety Action Plan](#).

DISCUSSION

The public involvement plan (PIP) guides outreach for the development of the Skagit Regional Safety Action Plan and includes principles and strategies to inform and engage stakeholders and the public in the planning process. Outreach will include a mix of in-person public engagement activities supplemented with remote activities. A project name, logo, branding and website should be ready in early 2025, which corresponds with the outset of public involvement for the planning process.

Skagit Regional Safety Action Plan adoption is expected in December 2025.

DRAFT Skagit Council of Governments Public Involvement Plan for Skagit Regional Safety Action Plan

Last Update: Dec. 24, 2024

Project Overview

Document purpose

This public involvement plan identifies communications and engagement activities to reach key audiences and align those activities with decision points in development of a Regional Safety Action Plan. The public involvement goal is to **consult** with agency partners and community members to identify issues of community interest related to transportation safety and obtain feedback on analyses, goals, policies and priority projects before decisions are finalized.

Project description

The Skagit Council of Governments (SCOG) is a regional transportation, land use and economic development planning agency. SCOG connects Skagit County's leaders to build a stronger Skagit region and plan for future growth. SCOG coordinates decision making and policy development in transportation and regional growth management. SCOG is made up of 15 local and tribal jurisdictions, SCOG works with partner agencies to administer programs and develop long-term solutions for the region's challenges.

SCOG initiated this project to support the development of a Regional Safety Action Plan that follows the Safe System Approach framework. The goal of this plan will be to eliminate fatal and serious injury traffic crashes in the Skagit planning area. Through this plan, SCOG will integrate available safety-related data sets that will allow for the analyses of key transportation safety problems facing the region and its local jurisdictions, as well as recommendations for a program of safety-oriented strategies and projects.

Problem statement

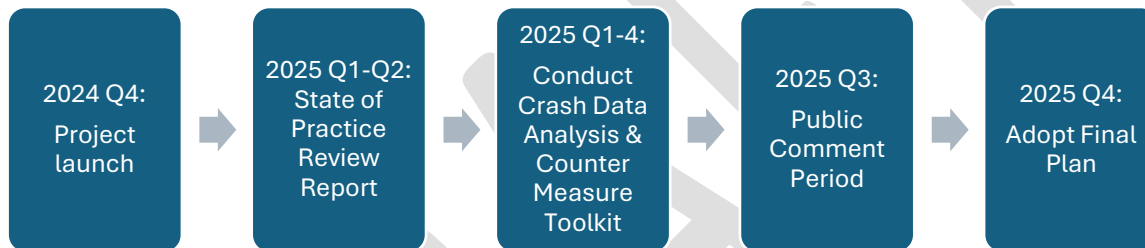
The Skagit Regional Safety Action Plan (RSAP) aims to address the critical issue of transportation safety within Skagit County. Despite ongoing efforts, the region continues to experience a significant number of traffic-related incidents, including fatalities and serious

injuries. The plan seeks to identify and implement effective strategies to reduce these incidents, enhance road safety for all users, and create a safer transportation environment. This initiative is part of the broader Safe Streets and Roads for All (SS4A) program, emphasizing a data-driven approach to achieve Vision Zero goals.

Decision makers and decision process

The SCOG Transportation Policy Board (TPB) directs the transportation work program and will adopt the RSAP in December 2025. The TPB will receive recommendations from SCOG staff and the SCOG Technical Advisory Committee (TAC), which consists of engineers, planners and other representatives from SCOG member jurisdictions in Skagit County. The TAC meets to discuss regional safety issues and provide technical input to inform SCOG TPB decisions.

Project schedule



Guiding Principles and Strategy

Throughout the public involvement process, the project team will endeavor to:

Be consistent with SCOG and federal and state guidance for public engagement

- Adherence to SCOG’s [Public Participation Plan of 2017](#)
- Meet SCOG’s [Title VI Plan](#) (May 2023) for access and non-discrimination. The Title VI plan requires vital documents, including public notification documents or major planning documents, to be translated to Spanish.

Use existing and ongoing planning efforts to create efficiencies

- Use existing scheduled and noticed meetings of the TAC, TPB and partner agencies to share new information and gain feedback to avoid the need for staff, partners and the public to plan for and attend a new meeting.
- Integrate RSAP engagement with public engagement efforts for the Regional Transportation Plan and Resiliency Plan to increase efficiency and promote community understanding of all efforts.

- Apply public feedback related to safety from recent planning efforts, including current updates to comprehensive plans and transit plans underway in 2024 and 2025, to inform the RSAP.

Elevate the voices of people often underserved by transportation.

- SCOG will focus on engaging communities that are historically underrepresented and underserved. By making information accessible to these groups, we make information accessible to all. This includes, for example, Tribal members, recent immigrants who do not speak English, people who are transit dependent, and people whose web access is limited to a smart phone. To encourage participation by often underserved communities, all public-facing project materials will be [ADA compliant. Translation and interpretation will be](#) available to those with limited English proficiency to facilitate an inclusive planning process.

Go directly to the community.

- Use information tables in locations where people congregate or celebrate so they don't have to attend a separate meeting.
- Provide presentations at local community or business organizations to share updates and receive input.
- Using online resources so community members can learn about the RSAP development at their convenience.

Close feedback loops.

- Inform partners, local organizations and the broader community how their input influenced the final plan.

Public Involvement Scope

Decisions to be made during the planning process

Several decisions are anticipated during the roughly year-long planning process. Decisions denoted with an asterisk (*) will be of more interest to the community and be part of focused engagement.

- Public involvement plan
- Project branding
- Project website
- Safety policies, goals and measures*

- Consistency/compliance with county, state and federal policies and requirements
- Prioritization of projects*, for example:
 - Roadway safety improvements
 - Active transportation facility improvements
 - Safety campaigns and education

Goals, Objectives and Success Metrics

This section describes the public involvement goals and how project staff will measure and evaluate progress.

Goal 1: Historically and currently excluded and underserved communities' concerns and aspirations are understood and considered throughout the planning process.

Objective 1.1 Planning team staff research and seek out input from those traditionally left out.

Objective 1.2 Input specifically from historically and currently excluded and underserved communities is identified in summary reports.

Measures of success:

- Input about safety needs from previous or other planning efforts from environmental justice communities is considered for the RSAP
- Information about the RSAP is delivered to potentially affected parties through trusted community sources, in preferred languages.
- Materials and comment forms about the RSAP are clear, culturally relevant and translated when necessary to meet Title VI guidelines.
- Comments are received in languages other than English
- Decision-makers consider the input of those historically excluded before RSAP is adopted.

Goal 2: Skagit County residents understand the purpose and importance of the RSAP.

Objective 1.1 Clearly communicate information about the planning process in all materials prepared for the RSAP.

Objective 1.2 Audiences have multiple accessible channels to learn about the project throughout the planning process.

Measures of success:

- Key materials are developed to meet the region's information needs, language needs, Americans with Disabilities Act guidelines and an 8th grade literacy level.

- News media cover the projects and traffic effects accurately.
- Website receives visitation traffic that indicates readers are spending more than 2 minutes on the site.
- Partners distribute project information through their networks
- Greater than 50% of participants express satisfaction with the clarity, quality and relevance of information presented at events, meetings or online as measured by informal feedback mechanisms such as show of hands or online Zoom poll or evaluation question at the end of online survey.

Goal 3: Skagit County residents and partner agencies see their safety priorities reflected in the final RSAP.

Objective 3.1 Audiences are provided opportunities to share relevant ideas, impacts, challenges and missing information with project staff to inform the RSAP.

Objective 3.2 Planning team receives useful and timely feedback from stakeholders that informs decisions.

Objective 3.3 Final RSAP identifies how public input was incorporated.

Measures of success

- Public and partner feedback is actively sought before decisions are made at outreach events, interviews, partner meetings and through the comment period.
- Community members provide feedback through multiple channels throughout the planning process.
- Input is received from throughout Skagit County.
- Changes to the RSAP are communicated via community/committee meetings, newsletters and final RSAP.

Stakeholder Assessment

Demographics

[SCOG developed a demographic analysis in 2023.](#)

| Demographic Information | Skagit County | Washington |
|-------------------------|---------------|------------|
| Total Population | 130,696 | 7,812,880 |
| Race/Ethnicity: | | |
| Hispanic/Latino | 18.4% | 14.6% |
| Not Hispanic/Latino: | | |

| | | |
|---|-------|-------|
| American Indian/Alaska Native | 2.2% | 2% |
| Asian | 2.2% | 10.8% |
| Black or African American | 0.7% | 4.7% |
| Caucasian/White | 74.5% | 64.2% |
| Native Hawaiian/Pacific Islander | 0.3% | 0.9% |
| Multi-racial | 20% | 5.4% |
| Economically disadvantaged | 11.1% | 10.3% |
| Language other than English spoken at home | 6.2% | 20.5% |
| Spanish or Spanish Creole | | |
| Slavic languages | | |
| Other Asian and Pacific Island languages | | |
| Tagalog | | |
| With a disability | 14.5% | 13.9% |
| Age 65 and older | 22.1% | 17.1% |
| Youth (age 19 and below) | | |
| Households with a computer | 95.4% | 96.1% |
| Households with a broadband Internet subscription | 91.9% | 92.1% |

Washington state demographic information was collected from www.census.gov. Some parallels to Skagit County demographic information could be unreliable. Sources:

<https://www.census.gov/quickfacts/fact/table/skagitcountywashington,WA/PST045223>

<https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RHI525223>

<https://www.census.gov/quickfacts/fact/table/skagitcountywashington/RHI525223>

Skagit County demographic take aways to inform inclusive engagement strategies:

- People responding that they were of Hispanic or Latino ethnicity, and of any race including White, totaled 18.4% of the population in 2020, which is a higher proportion than the state. About 7,600 residents are estimated to have been born in Latin America. **Previous work with this community suggests that working directly with community leaders or organizations increases participation.**
- Population age groups in Skagit County have continued to shift since 2010, showing that the population is aging. Seniors make up largest group of those who experience disabilities. **Seniors and people with disabilities may have access needs.**
- Overall, youth and seniors make up 44.7% of the countywide total population.
- About 13% have incomes at 200% or less of the federal poverty level. The two lowest median household incomes by race were those of the following groups: American Indian or Alaska Native, and Some Other Race.
- Access to a computer and broadband internet is above 90% of the population.
- According to SCOG’s demographic profile and Title VI plan, about 94% of the population speak English very well. Of those that speak English less than very well, Spanish is spoken most frequently and more than 5% speak the language. The meets the Safe Harbor threshold of 5% of the population or 1,000 total LEP speakers, which means **certain vital documents must be translated into Spanish.** This includes public outreach materials, webpages and executive summaries and/or

introduction sections of major planning documents, where applicable, such as Regional Transportation Plan.

Stakeholders

The table below identifies RSAP audiences, their interests, and the communication needs and methods to best inform and engage them during the planning process.

| Audience | Anticipated Areas of Interest | Communication Channels & Needs |
|---|---|--|
| SCOG Transportation Policy Board | RSAP is a primary responsibility of TRB | Board meetings Website |
| WSDOT Region (state routes) | Oversees implementation of state law related to RSAPs | TPB meetings; staff meetings Website |
| Enforcement Agencies and First Responders | Review of crash outcomes, causal factors post-crash care and potential enforcement including automated. | Briefings or interviews |
| Tribal | Safety, consistency with Tribal plans; projects and mobility | Tribal consultation |
| Staff at County and cities | Consistency with local plans; local projects and mobility | North Sound Transportation Alliance Briefings at local meetings and TAC meetings Website |
| Hispanic and Latin American community | Safety and mobility | Briefings of Community Action of Skagit County Latinx Advisory Committee, Mt Vernon Chamber's Latino Business Leaders Tabling after Spanish services at Immaculate Conception Catholic Church Informational materials; comment form; Advertising in Spanish |
| Freight haulers | Road safety and access | Briefings (Mt. Vernon Chamber of Commerce, Washington Public Ports Association, Washington Trucking Association, freight advocacy or business groups or businesses) Media coverage Newsletters Website Advertising |
| Tourism and economic | Road safety and access | Briefings (Mt. Vernon Chamber of Commerce , Burlington Chamber, La |

| Audience | Anticipated Areas of Interest | Communication Channels & Needs |
|---|---|--|
| interests, including agriculture | | Conner Chamber, Skagit Tourism Bureau) Media coverage Newsletters Website Advertising |
| Active transportation advocates | Safety for all users and multimodal access | Washington Bikes; Skagit Bike Club Media coverage Newsletters/emails Website Advertising |
| People who are disabled | Safety for all users and multimodal access | Center for Independence North Sound Media coverage Newsletters/emails Website Advertising |
| Transit agencies | Safety for all users and multimodal access | Skagit Transit Briefings at local meetings Website |
| Educational institutions | Safety for all users and multimodal access | Skagit Valley College, school districts Tabling Media coverage Newsletters/emails Website Advertising |
| Skagit County residents and travelers | Safety for all users and multimodal access | Media coverage Newsletters Website Advertising |
| Skagit County emergency service providers | Safety for all users, efficient emergency response, and multimodal access | Public safety networks and forums Briefings Staff emails Website |

Messaging Themes

The messages below are intended to provide general information about the RSAP, and the process to update it. These messages are presented as answers to general questions and can be used to inform the development of project outreach materials, including, but not limited to, web content, fact sheets, display materials and talking points. The messages are presented as the following questions and answers:

- Serious injuries and fatalities continue in the Skagit Valley.
- The Skagit Council of Governments is developing a Safety Action Plan in 2025 to eliminate fatal and serious injury traffic crashes in the Skagit planning area.
- The development process began in 2024 to analyze current crash data and identify both ongoing and new safety projects to address high-risk areas and improving safety.
- The Skagit Council of Governments is collaborating with local, state, tribal, and federal partners to ensure a comprehensive and inclusive plan.
- Public input will be sought through existing advisory committees, community meetings and events and through comments on the draft plan.

Public Involvement and Communications Tactics

| Tactic and description | Purpose | When Use? |
|---|--|--|
| Meetings at Transportation Policy Board | The SCOG Transportation Policy Board directs the transportation work program and will adopt the RSAP in late 2025 | Use existing scheduled and publicly noticed meetings of the SCOG TPB to share new information and gain feedback. |
| Meetings with Technical Advisory Committee | The TAC meets regularly to discuss regional transportation issues, such as the RSAP, and provide technical input to inform SCOG TPB decisions. | Use existing scheduled and noticed meetings of the TAC to regularly share new information and gain feedback. |
| Briefings to local government staff or boards | Keep Skagit County, cities in the SCOG service area and Skagit Transit informed at key milestones and seek their input. | Key milestones: <ul style="list-style-type: none"> • Safety planning and implementation best practices • Financial plan/revenue estimate • Consistency/compliance with county, state and federal policies and requirements • Multimodal level of service standards • Prioritization of projects |
| Stakeholder interviews & Discussion groups | Gain input for key decision points from historically underserved and underrepresented communities. This includes federally recognized Indian tribes and the Latin American community | Schedule at the beginning of the process to refine safety needs and gaps before the RSAP is drafted. |

| Tactic and description | Purpose | When Use? |
|--|---|--|
| Briefings/Presentations to Community Organizations | Gain input for key decision points from organizations that have members who rely on the transportation system. | Briefings should occur throughout the process, with particular focus on project start and when the draft plan is available for public comment. |
| Website with interactive map | The RSAP website will serve as a landing platform and clearinghouse for all public engagement activities and materials related to the Plan update, including informational documents, interactive map, online surveys, staff contact information. | Launch website in early 2025 in conjunction with RTP website and keep updated throughout the RSAP process. |
| Electronic Newsletters | Keep interested parties updated on project progress. | Topics and schedule: Q1 2025: Project launch and community priorities Q2 2025: How input is shaping the plan Q3 2025: Notification of comment period Q4 2025: Summary of new plan |
| Focused and personalized emails/mailings to specific groups | Inform and ask for input from interested and/or affected parties at key milestones. Email topics are similar to briefings topics. | Key milestones: <ul style="list-style-type: none"> • Project start and schedule • Goals and measures, community priorities • Call for projects • Draft plan; comment opportunity |
| Fact sheet (including translated version) | General overview of RSAP purpose and schedule | Distributed at public involvement events or briefings. Also available through the RSAP website. |
| Online and printed comment forms/survey (including translated version) | Gain input on draft plan | mid 2025 |
| Media briefings | Gain earned media about RSAP project purpose and public comment opportunities | At project launch (early 2025) and as public comment period begins (mid 2025) |
| Advertising in local news outlets | Alert community of public comment opportunity | As public comment period begins. |
| Information tables | Meet people where they are for quick interactions and input gathering. | Summer and fall 2025, when weather is decent. |

Evaluation and Reporting

Feedback on the engagement process will be sought through 1-3 added questions on the public comment survey, at the end of discussion groups or interviews and a focused email to highly interested parties.

A final report that summarizes tactics to engage the community on the RSAP, the input received and an evaluation of the process will be developed in late 2025.

Roles and Responsibilities

This plan will be implemented collaboratively by SCOG staff and the consultant team of WSP and RSG, consistent with the available budget and consultant scope.

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Schedule

| | 2024 | | | 2025 | | | | | | | | | | | | |
|---|------|-----|-----|--|-----|-----|-----|--|-----|-----|-----|--|-----|-----|-----|--|
| | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jun | Aug | Sep | Oct | Nov | Dec | |
| Transportation Policy Board | | | | | | | | | | | | | | | | |
| 1. Project Administration and Coordination | | | | [Blue bar spanning Dec 2024 to Dec 2025] | | | | | | | | | | | | |
| 2. Public Involvement Plan | | | | [Blue bar spanning Jan 2025 to Feb 2025] | | | | | | | | | | | | |
| 3. State of the Practice Review | | | | [Blue bar spanning Jan 2025 to Mar 2025] | | | | | | | | | | | | |
| 4. Cordinate Concurrent Regional Planning Efforts | | | | [Green bar in Jan 2025] | | | | [Green bar in May 2025] | | | | [Green bar in Sep 2025] | | | | |
| 5. Crash Data Analysis | | | | [Blue bar spanning Dec 2024 to May 2025] | | | | | | | | | | | | |
| 6. Countermeasure Toolkit | | | | [Blue bar spanning Jan 2025 to Jun 2025] | | | | | | | | | | | | |
| 7. Transportation Equity Review | | | | [Blue bar spanning Jan 2025 to Feb 2025] | | | | | | | | [Blue bar spanning Sep 2025 to Nov 2025] | | | | |
| 8. Implementation Plan | | | | | | | | [Blue bar spanning May 2025 to Sep 2025] | | | | | | | | |
| 9. Final Plan and Deliverables | | | | | | | | | | | | [Blue bar spanning Sep 2025 to Dec 2025] | | | | |

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DISCUSSION ITEM X.X. – 2025 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

Document History

| Meeting | Date | Type of Item | Staff Contact | Phone |
|------------------------------|------------|--------------|-------------------------------|----------------|
| Technical Advisory Committee | 01/02/2025 | Discussion | Grant Johnson | (360) 416-6678 |
| Transportation Policy Board | 01/15/2025 | Discussion | Grant Johnson | (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 21st Century federal transportation law. Many of the final rules implementing the new framework went into effect in 2016 with related responsibilities starting for MPOs in 2017.

An updated [folio](#) from WSDOT describes the process for establishing safety performance targets across Washington state and includes statewide targets for 2025. 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 (2019–2023) rolling average of fatalities on all roadways in Skagit region |
| 2 | Fatality Rate | Five-year (2019–2023) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region |
| 3 | Serious Injuries | Five-year (2019–2023) rolling average of serious injuries on all roadways in Skagit region |

| Number | Name | Description |
|--------|--|--|
| 4 | Serious Injury Rate | Five-year (2019–2023) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region |
| 5 | Non-motorist Fatalities and Serious Injuries | Five-year (2019–2023) 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, 2025 for calendar year 2025. 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 2024. 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 2025 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>2023 Baseline</u> | <u>2025 Official Targets</u> |
|--|----------------------|------------------------------------|
| | | Statewide TPM Target (Target Zero) |
| No. 1 - Fatalities | 667.8 | 477.0 |
| No. 2 - Fatality rate | 1.145 | 0.818 |
| No. 3 - Serious injuries | 2,823.6 | 2,016.9 |
| No. 4 - Serious injury rate | 4.814 | 3.458 |
| No. 5 - Non-motorist fatalities & serious injuries | 657.0 | 469.3 |

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 2019 to 2023 had to be:

- At or below the target set in 2022 for the 2023 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 2019-2023 creates the value of the rolling average in 2023—667.8 fatalities.
- The rolling 5-year average value for 2025 is set as the baseline performance (annual average of 2019 through 2023).

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 for fatalities in 2025 (in this case 477.0) becomes the target for the performance measure in 2025 as shown on the following page.

WSDOT employs multifaceted approach to improve traveler safety

WSDOT is working to reduce fatal and serious crashes by using:

Roundabout first policy - WSDOT is updating its design guidance so roundabouts are the primary consideration when implementing intersection improvements.

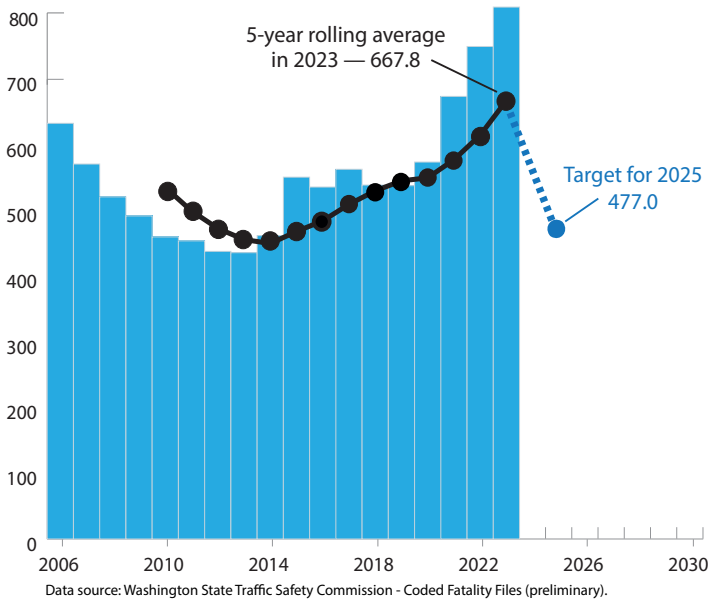
Speed management/injury minimization - WSDOT is also updating its design guidance to promote self-enforcing roads and reduce travel speeds.

Crash reduction program - WSDOT uses statistical analysis to identify project locations that have the highest potential to reduce fatal and serious crashes with investment of project funds. WSDOT programs its HSIP funding to improve these project locations.

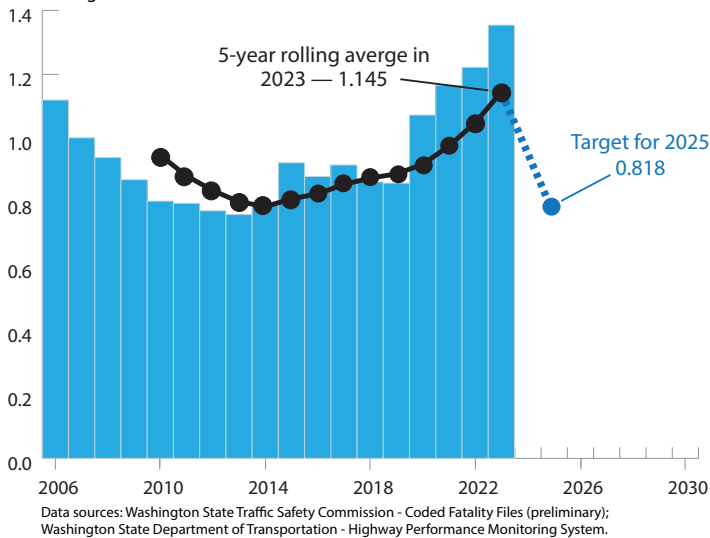
About these graphs

These graphs display the final 2025 targets for each of the five TPM safety performance measures, and show targets developed by WSDOT in coordination with Washington State Traffic Safety Commission. Even though the 5-year rolling average in any given safety performance area may increase over time, WSDOT must set a performance target that is equal to or lower than the most recent 5-year rolling average. This is considered a "decreasing target" even if the value of the target for 2025 is greater than the value of a previous target.

Measure No. 1 - Fatalities
2006 through 2030

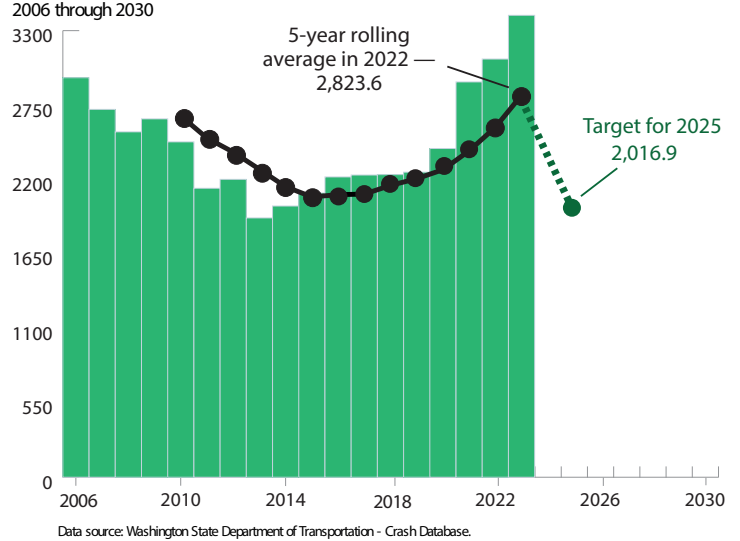


Measure No. 2 - Fatality rate per 100 million VMT
2006 through 2030

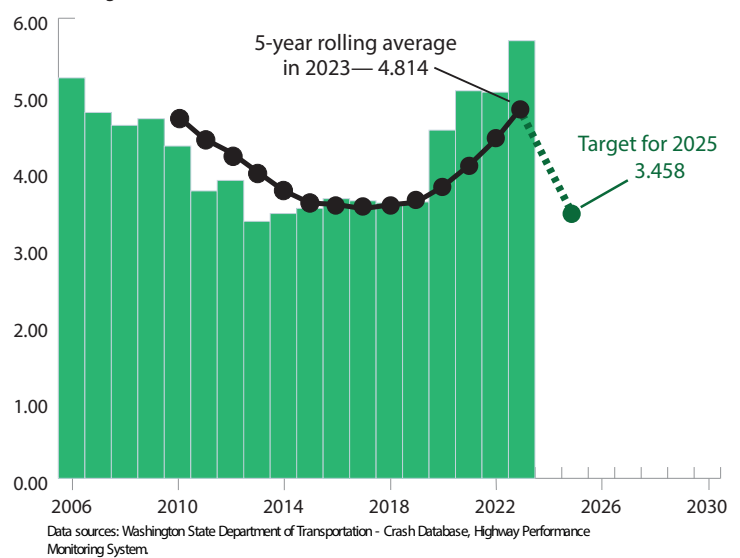


Notes: Fatality data for 2023 is finalized as of January 2025, serious injury count for 2023 is as of June 2024. All data for 2023 is preliminary as of June 2024. Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of 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.

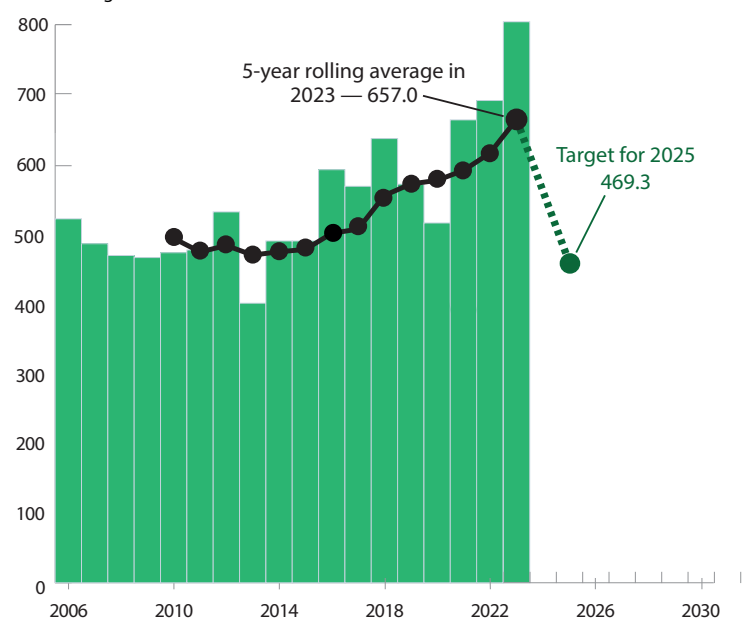
Measure No. 3 - Serious injuries



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



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



Penalties

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

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

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

Data used for target setting

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

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. 1 The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. 2 This data is required as part of the FY2015 Omnibus Appropriations Bill. 3 This data satisfies a TPM special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

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 2024 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 \$37.2 million will be allocated to local roadways and \$16.0 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 John.Milton@wsdot.wa.gov.

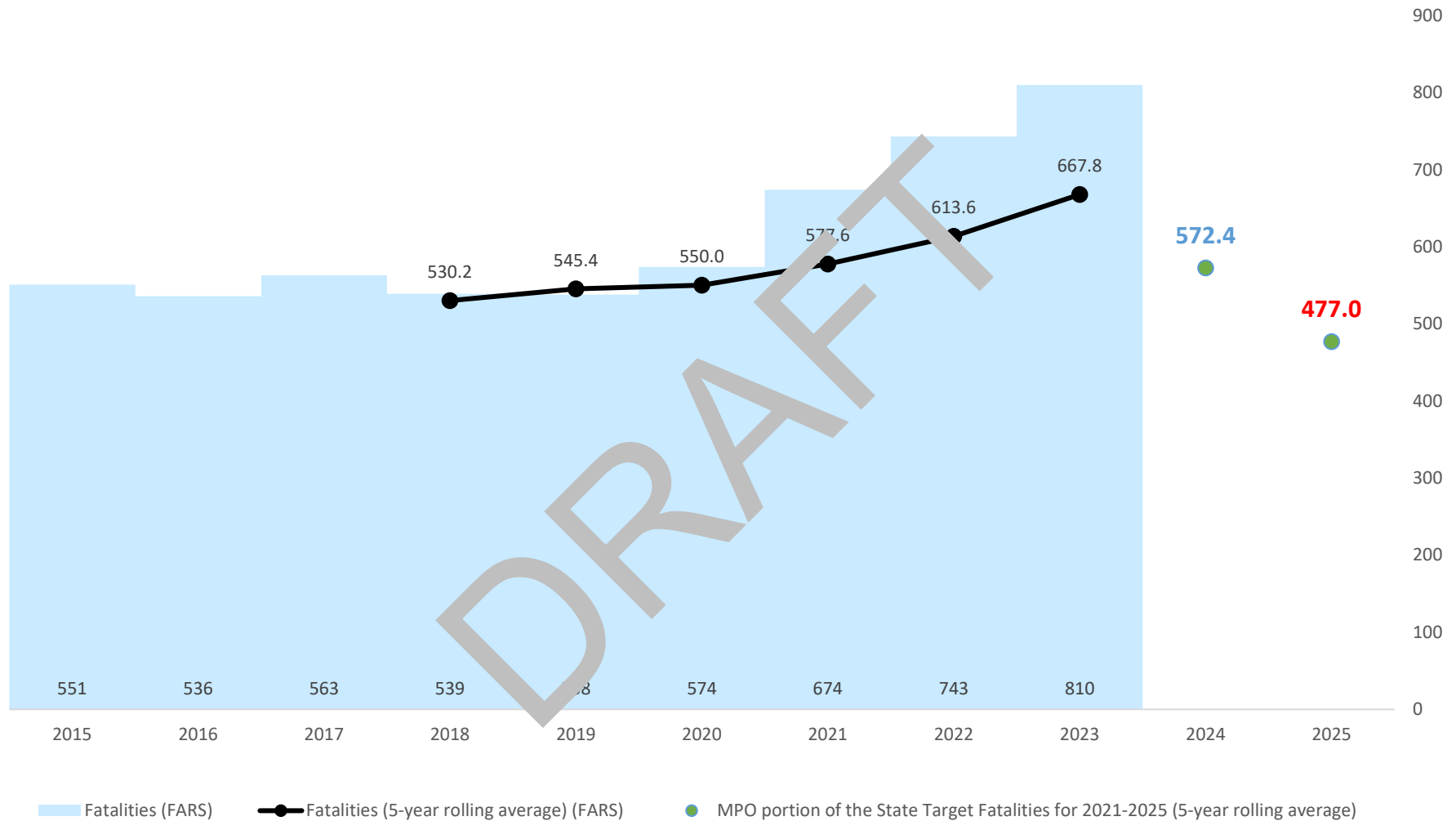
Traffic crash fatal and serious injury data: Yi Wang at (360) 570-2420, Yi.Wang@wsdot.wa.gov. Data is protected by U.S. Code 23 §148 and §409, but can be requested.

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

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

Measure No. 1 - Fatalities

Statewide

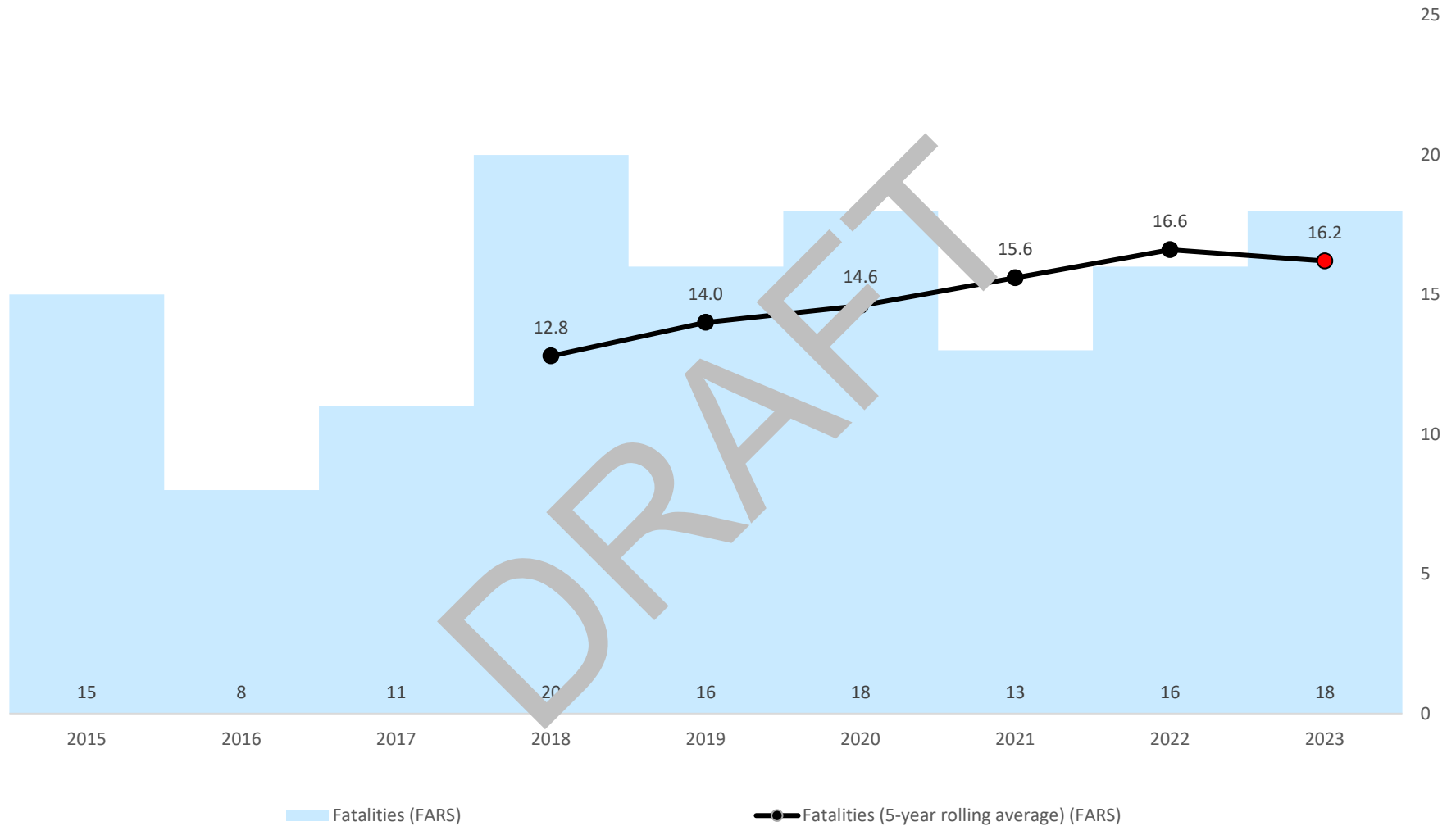


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

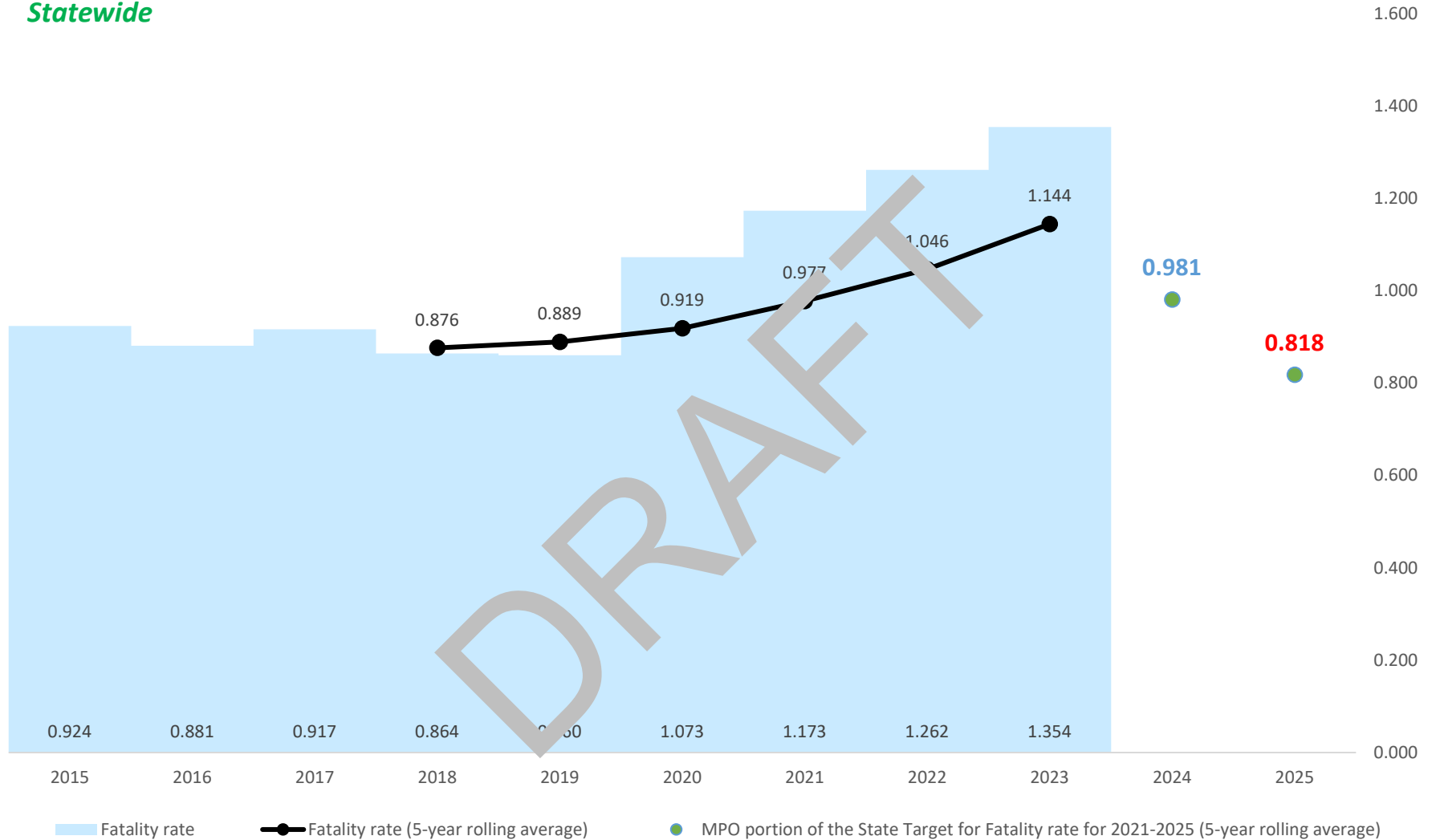


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

Statewide



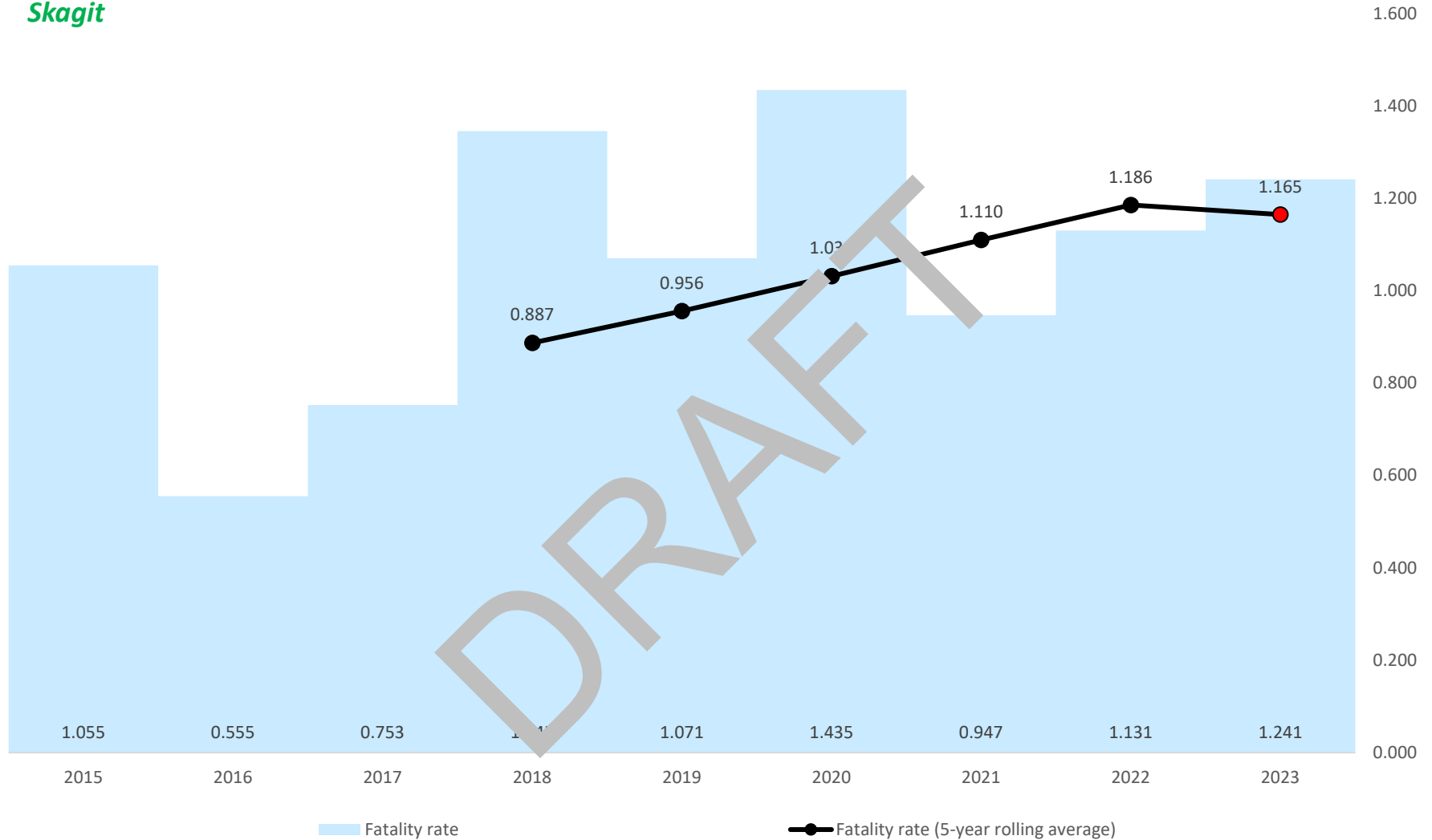
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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



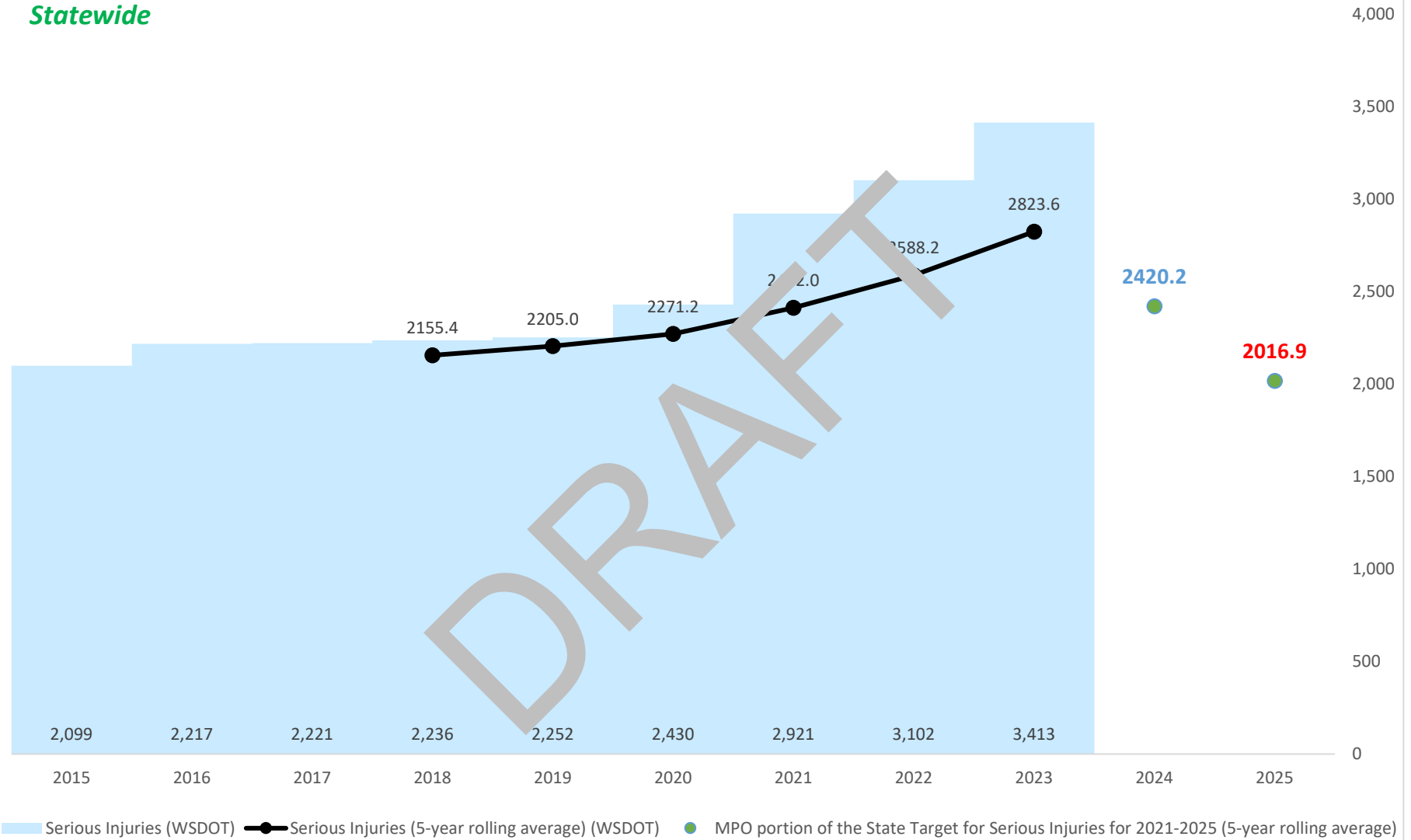
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

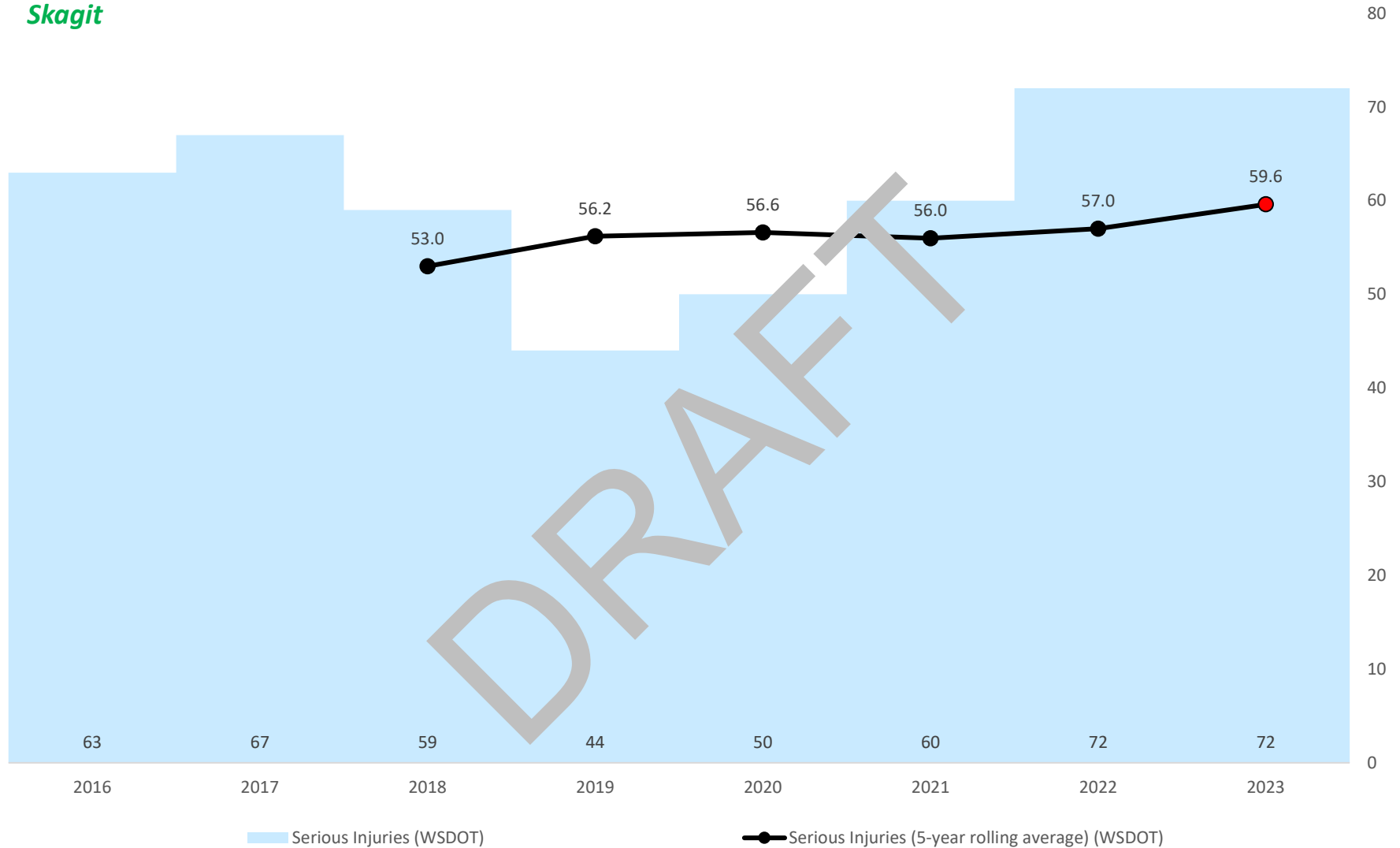


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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

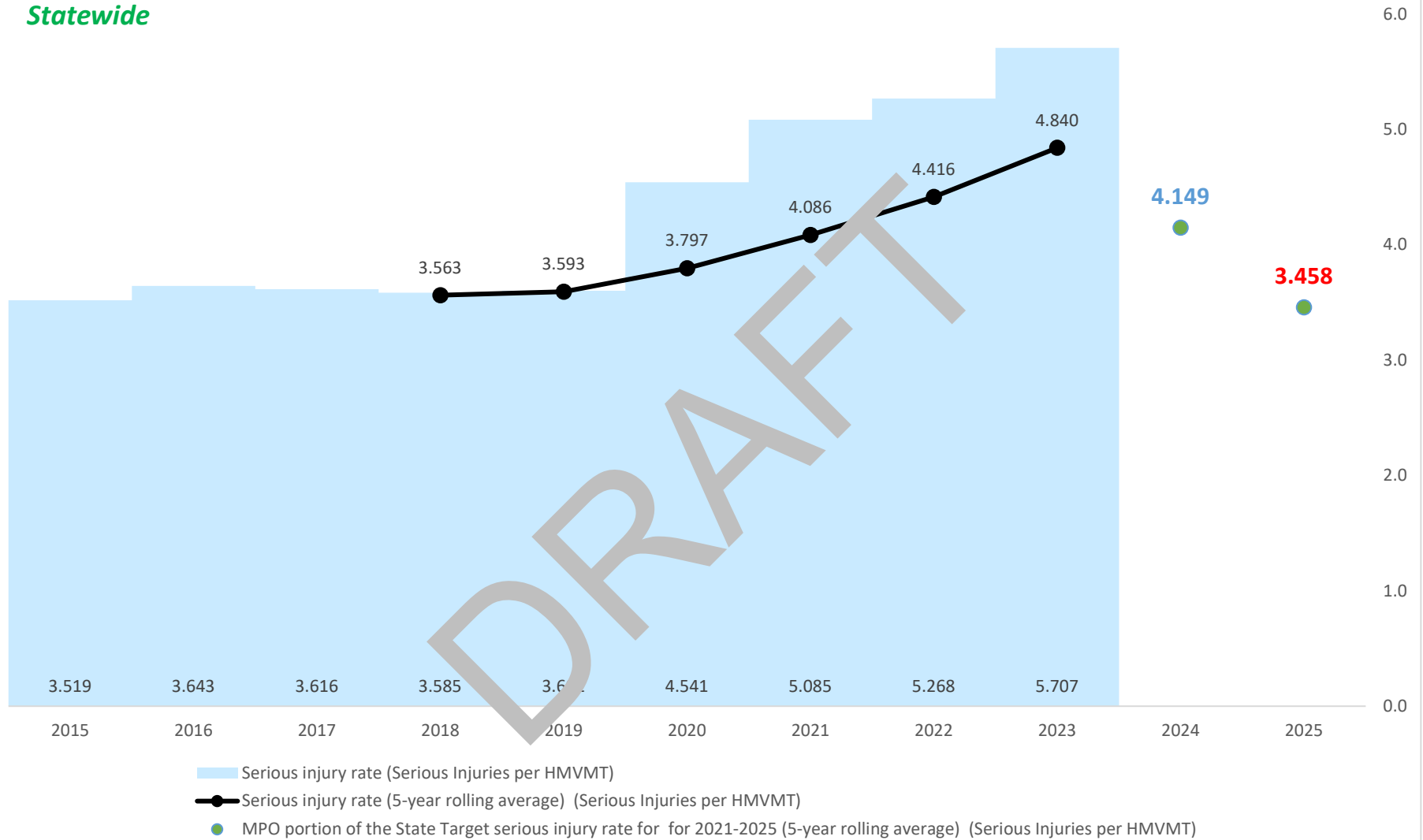


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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

Statewide

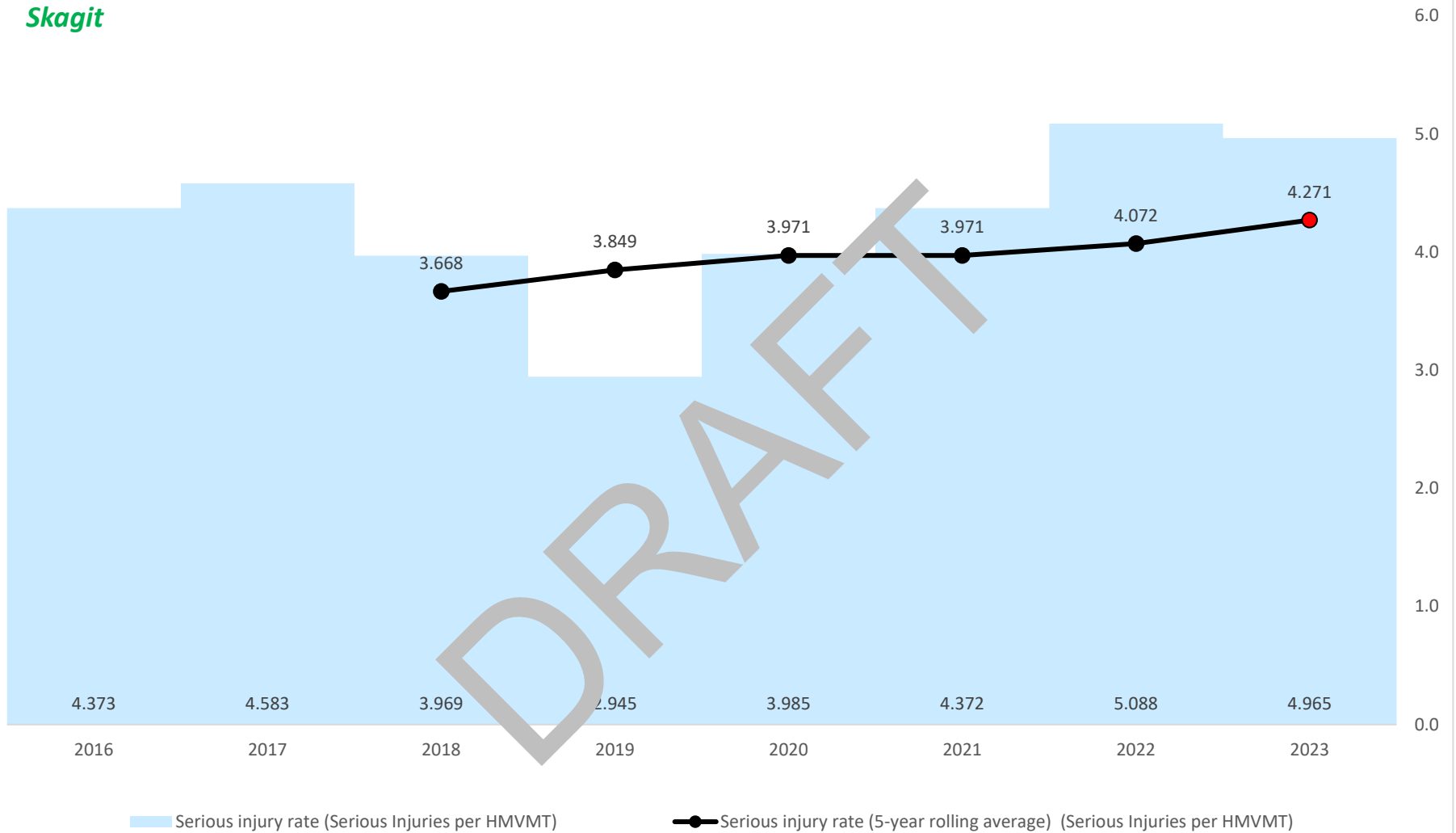


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

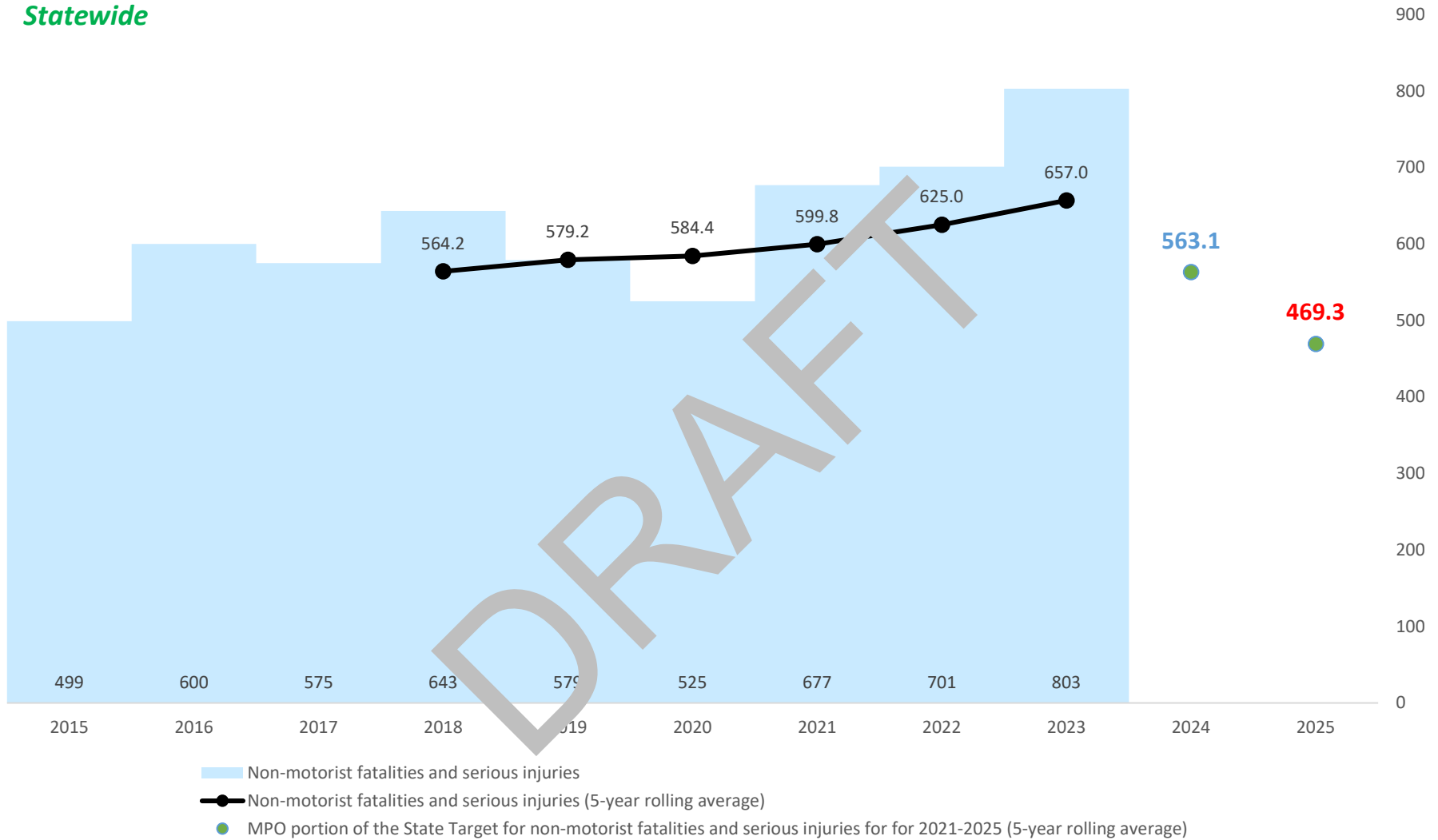


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

Statewide

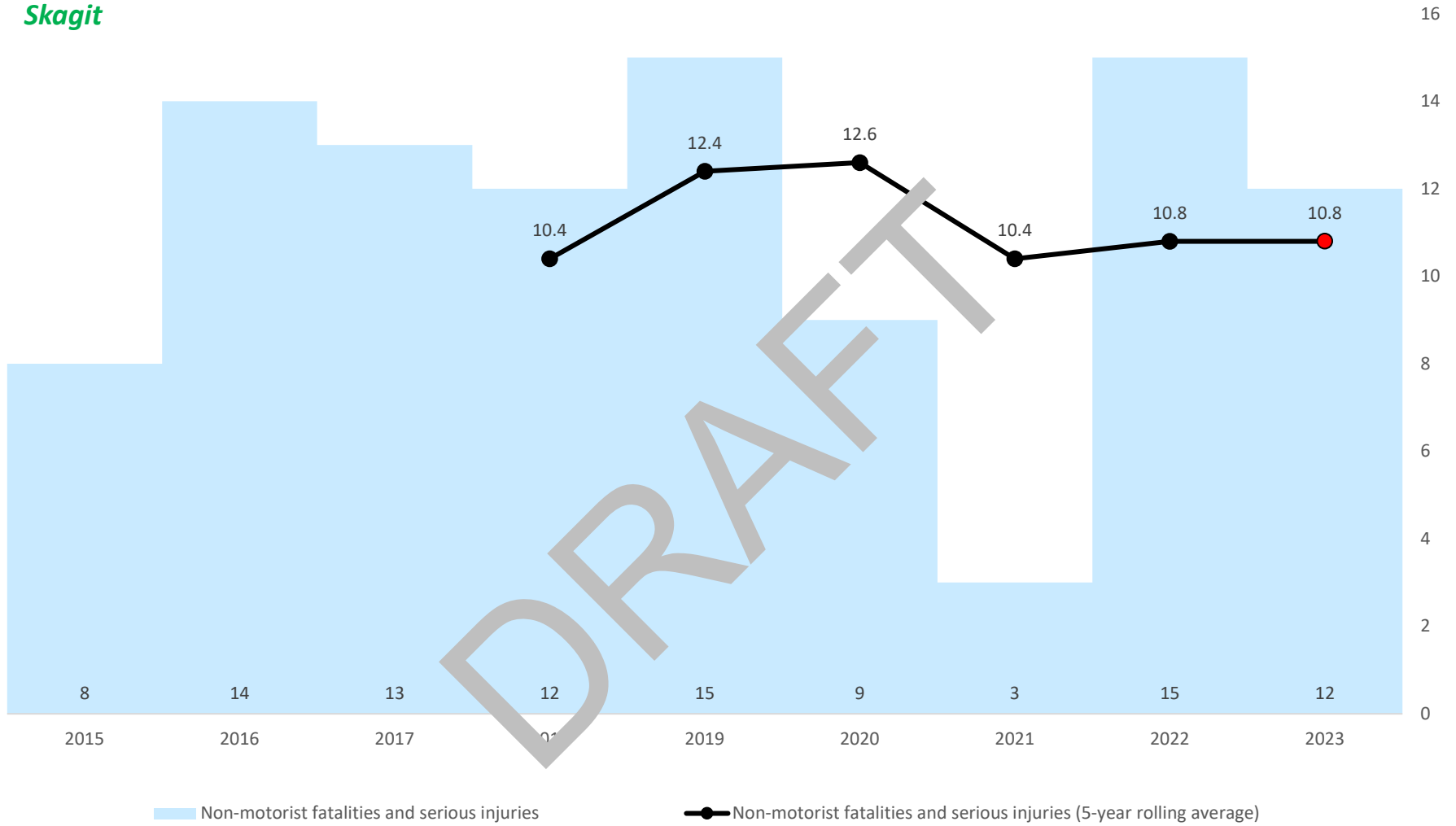


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Final FARS, CFC, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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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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2025 OBLIGATION AUTHORITY PLAN

The following projects have until **March 1, 2025** to obligate federal funding. If project funds do not obligate by March 1, 2025, they will be deprogrammed by deletion from the RTIP by SCOG staff.

| AGENCY | TITLE | STIP ID | PHASE | FUNDS OBLIGATED | STBG/TA/CR FUNDS |
|----------------------|---|-----------|-------|-----------------|------------------|
| Anacortes | Q Avenue Pedestrian Crossings | WA-15131 | CN | (Not Yet) | \$396,000 |
| Burlington | SR20 Nonmotorized & Safety Improvements | WA-12018 | RW | (Not Yet) | \$350,000 |
| Samish Indian Nation | SR20/Campbell Lake Road - Intersection Improvement | WA- 11959 | CN | (Not Yet) | \$1,285,200 |
| Sedro-Woolley | SR20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgins Street | SW42 | CN | (Not Yet) | \$408,742 |
| Mount Vernon | Kulshan Trail Safety Lighting - Phase 3 | WA-15134 | PE | (Not Yet) | \$32,000 |

The following project must obligate federal funding before **August 1, 2025**, 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) | \$292,336 |

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS: \$2,764,278
ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,559,639

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2025**. These projects will be deprogrammed with expiration of the 2025–2030 RTIP in January 2026.

To be granted an extension, any extension request must be received by SCOG no later than **February 26, 2025**. 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 2025–2030 RTIP. The following project phase must obligate federal funding by **December 31, 2025**. This project will be deprogrammed with expiration of the 2025–2030 RTIP in January 2026.

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

REGIONAL CALL FOR PROJECTS

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

TRANSPORTATION ALTERNATIVES SET-ASIDE

CARBON REDUCTION PROGRAM

INITIAL SCHEDULE

| | |
|----------------------------------|--|
| January 28, 2025: | Non-Motorized Advisory Committee recommendations (if any) to Technical Advisory Committee on evaluation process |
| February 6, 2025: | Technical Advisory Committee recommends evaluation process, including evaluation criteria and weights, to Transportation Policy Board |
| February 19, 2025: | Transportation Policy Board discusses Technical Advisory Committee recommendation on proposed evaluation process and releases evaluation process for public review and comment |
| February 21–March 7, 2025: | Tentative public comment period on proposed evaluation process |
| March 19, 2025: | Transportation Policy Board approves evaluation process, after consideration of any public comments received |
| March 21–April 4, 2025: | Applications submitted to SCOG |
| April 7–18, 2025: | Evaluation of applications |
| April 17, 2025: | Project presentations to Technical Advisory Committee from project sponsors |
| April 18, 2025: | Project evaluations due to SCOG from Technical Advisory Committee |
| April 22, 2025: | Non-Motorized Advisory Committee recommendations (if any) to Technical Advisory Committee on project selection |
| May 1, 2025: | Technical Advisory Committee recommends project selection to Transportation Policy Board |

- May 21, 2025: Transportation Policy Board discusses Technical Advisory Committee recommendation on proposed project selection and releases project selection for public review and comment

- May 23–June 6, 2025: Tentative public comment period on recommended project selection from Technical Advisory Committee

- June 18, 2025: Transportation Policy Board makes project-selection decision, after consideration of any public comments received

DRAFT