

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

Wednesday, January 17, 2018 – 1:30 PM

[Burlington City Council Chambers](#)

833 South Spruce Street, Burlington, WA 98233

AGENDA

1. **Call to Order and Roll Call**
2. **Public Comment** (three minute limit per person)
3. **Chair's Report**
4. **Executive Director's Report**
5. **Consent Agenda**
 - a. Approval of [December 20, 2017 Transportation Policy Board Meeting Minutes](#)
6. **Action Items**
 - a. Election of 2018 Vice-Chair – *Commissioner Ron Wesen, Transportation Policy Board Chair*
 - b. Approval of [January 2018 Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
7. **Discussion Items**
 - a. 2018 Statewide Safety Performance Targets – *Ida van Schalkwyk & John Milton, WSDOT*
 - b. [2018 Regional Safety Performance Targets](#) – *Mark Hamilton*
 - c. [2018 Legislative Priority List of Projects](#) – *Mark Hamilton*
 - d. [Surface Transportation Authority Obligation Authority Tracking](#) – *Kevin Murphy & Mark Hamilton*
8. **Roundtable and Open Topic Discussion**
9. **Next Meeting:** Wednesday, February 21, 2018, 1:30 PM, *Burlington City Council Chambers*
10. **Adjourned**

Information:

[SCOG Financial Update](#)

The SCOG Board of Directors meeting will follow this meeting

[Meeting Packet](#)

Title VI Notice: SCOG fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations. For more information, or to obtain a Title VI Complaint Form, visit SCOG's website at <http://scog.net/about/nondiscrimination/>.

Notificación del Título VI: El SCOG cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, así como los estatutos y reglamentos relacionados. Si desea más información o tener acceso al formulario de denuncia del Título VI, visite la página web del SCOG <http://scog.net/about/nondiscrimination/>.



TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Ron Wesen Chair TBD Vice-Chair

TRANSPORTATION POLICY BOARD MEMBERSHIP AND VOTES

- Anacortes 1
- Burlington 1
- Mount Vernon 1
- Sedro-Woolley 1
- Skagit County 3
- WSDOT 1
- Ports 1
 - Port of Anacortes
 - Port of Skagit
- Towns 1
 - Concrete
 - Hamilton
 - La Conner
 - Lyman
- Tribes 1
 - Swinomish Tribal Community
 - Samish Indian Nation

NON-VOTING MEMBERS

- Major Employer Representative
- Skagit PUD
- State Representatives
- State Senators

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Notificación del Título VI: El SCOG cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, así como los estatutos y reglamentos relacionados. Si desea más información o tener acceso al formulario de denuncia del Título VI, visite la página web del SCOG <http://scog.net/about/nondiscrimination/>.

SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

Wednesday, December 20, 2017
Burlington City Council Chambers
Burlington, Washington

MEMBERS PRESENT

Voting Members: Mayor Laurie Gere, City of Anacortes, Chair; Commissioner Ron Wesen, Skagit County, Vice-Chair; Mayor Jill Boudreau, City of Mount Vernon; Todd Carlson, Washington State Department of Transportation (WSDOT); Chairman Brian Cladoosby, Swinomish Indian Tribal Community; Mayor Joan Cromley, Town of Hamilton; Commissioner Ken Dahlstedt, Skagit County; Mayor Ramon Hayes, Town of La Conner; Commissioner Lisa Janicki, Skagit County; Commissioner Steve Omdal, Port of Skagit; Commissioner John Pope, Port of Anacortes; Mayor Steve Sexton, City of Burlington; Mayor Keith Wagoner, City of Sedro-Woolley.

Non-Voting Members: Commissioner Robbie Robertson, Skagit Public Utility District (PUD).

STAFF PRESENT

Kevin Murphy, Executive Director; Pam Carlson, Finance Manager; Mark Hamilton, Senior Transportation Planner; Rose Howe, Assistant Planner.

MEMBERS OF PUBLIC PRESENT

Eight members of the public attended the meeting.

MINUTES

1. Call to Order: Mayor Gere called the meeting to order at 1:54 PM.
Roll Call: Roll was taken with a quorum present.
2. Public Comment: Carol Ehlers commented the public does not understand the Board's definition of affordable housing. Ms. Ehlers urged the Board for more communication with the public. Ms. Ehlers also discussed the exhibit on housing at the Anacortes History Museum, and recounted her experience with renting an affordable, furnished apartment in Skagit County.
3. Chair's Report: Mayor Gere announced she was moving an agenda item, the Recognition of Kristine Lytton, from the Board of Directors meeting to the Transportation Policy Board meeting. Mayor Boudreau and Kristine Lytton approached the podium, where Mayor Boudreau thanked Representative Lytton for her work and presented Representative Lytton with flowers on behalf of the Board. Mayor Boudreau told the Board the Association of Washington Cities recently honored Representative Lytton with the City Champion Award for her work during the 2017 legislative session.
4. Executive Director's Report: Kevin Murphy reported that a funding increase for Regional Transportation Planning Organizations is part of the recently released Governor's Budget.
5. Consent Agenda
 - a. Approval of the October 18, 2017 Transportation Policy Board meeting minutes
Commissioner Janicki moved to approve the consent agenda. Mayor Wagoner seconded the motion. The motion carried unanimously.
6. Action Items
 - a. Approval of Resolution 2017-14 Reclassifying SR 20 Safe Access Improvements Project: Mark Hamilton reported that, in 2012, SCOG awarded federal Surface Transportation Program funding to the SR 20

Safe Access Improvements Project. Mr. Hamilton stated the Swinomish Indian Tribal Community (Swinomish) initially proposed acceleration and deceleration lanes on SR 20. After the tribe began preliminary engineering and completed a channelization plan in 2015, WSDOT determined a roundabout would be required at the site.

Mr. Hamilton reported that Harry Haslam, a WSDOT Local Programs Engineer, contacted SCOG staff in October to determine whether SCOG would concur with reclassifying the project from “preliminary engineering” to “planning”. Mr. Hamilton explained reclassifying the project allows Swinomish to close out the project without completing preliminary engineering for the roundabout project they were not pursuing in the first place. Mr. Hamilton stated WSDOT and Swinomish staff support reclassification, and SCOG staff recommends approval of Resolution 2017-14.

Commissioner Pope explained his familiarity with the intersection and questioned why a redundant roundabout was necessary. Todd Carlson responded, stating reclassification allows the tribal community to not pay back awarded funds if they do not build the project. Mr. Carlson also stated there was extensive collaboration between Swinomish, WSDOT, and Skagit County – which resulted in the understanding there was too much forecast traffic to be supported by the originally proposed project. Commissioner Wesen and Mayor Wagoner asked additional clarifying questions, and Mr. Carlson answered the roundabout would not be located directly on SR 20.

Mayor Wagoner moved to approve Resolution 2017-14 Reclassifying SR20 Safe Access Improvements Project. Commissioner Pope seconded the motion. The motion carried unanimously.

7. Discussion Items

- a. Cook Road Corridor Study: Mark Hamilton reported a consulting firm, Parametrix, was hired in 2016 to develop a study for the Cook Road Corridor. Mr. Hamilton explained the consultants were scheduled to present at the December Board meeting, but instead, funds from the Parametrix contract were spent on additional traffic operations analysis by the consultants before the study was completed. Mr. Hamilton stated the study was a planning level analysis and no preliminary engineering was done.

Regarding a long term solution, Mr. Hamilton reported stakeholders and the consultant team noted a grade separation between the railroad and Cook Road would be required. Mr. Hamilton stated the study screened seven long-term alternatives, then examined three of the alternatives in greater detail. Preliminary cost estimates range from \$17,000,000 to \$26,000,000 for grade separation. Mr. Hamilton reported two WSDOT projects in the Cook Road vicinity are listed in the Skagit 2040 Regional Transportation Plan. One of the two projects involves grade separation at a cost similar to the consultant’s planning level estimate.

Mayor Wagoner raised a concern about the turning radius of the intersection between Cook Road and the Interstate 5 southbound ramp. Todd Carlson responded the question will be addressed in further engineering analysis.

Commissioner Pope stated he was confused whether signalization or roundabouts were favored for off-ramps. Mr. Hamilton replied, at this time, signalization was preferred but there may be further study about how they would operate using tools better suited to analyzing roundabout designs.

Commissioner Robertson explained Skagit PUD has utilities in the ground by Cook Road, and any change to the roadway means water lines will need to be replaced at the PUD’s expense. Commissioner Robertson requested project engineers to include the PUD’s costs in planning and preliminary engineering for the Cook Road Corridor.

8. Roundtable and Open Topic Discussion: Board members provided updates from their jurisdictions.
9. Next Meeting: The next Transportation Policy Board meeting will be Wednesday, January 17, 2018 at the Burlington City Council Chambers, at 1:30 PM.
10. Adjourned: The meeting adjourned at 2:24 PM.



Information Items: The Transportation Policy Board was provided with a monthly financial update, a map of highlighted projects from the WSDOT 2018 Construction Season, and notes from the November 2 and December 7, 2017, Technical Advisory Committee meetings.

Approved,

Kevin Murphy, Executive Director
Skagit Council of Governments

Date _____

Commissioner Ron Wesen, Skagit County
Transportation Policy Board Chair
Skagit Council of Governments

Date _____

DRAFT

ACTION ITEM 6.B. – APPROVAL OF JANUARY 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	01/04/2018	Review and Recommendation	Mark Hamilton	360-416-7876
Transportation Policy Board	01/17/2018	Action	Mark Hamilton	360-416-7876

RECOMMENDED ACTION

SCOG staff recommend approval of the following Regional Transportation Improvement Program (RTIP) amendment:

- Concrete
 - Cedar Street Pedestrian Improvements
- Washington State Department of Transportation (WSDOT) - NW
 - Regionwide Shoulder Rumble Strip Installation
 - Breakaway Cable Terminal Replacement
 - SR 20 Lillian Creek to Granite Creek - Rumblestrip Installation

FISCAL IMPACT

The Regional Transportation Improvement Program is fiscally constrained in the 2018-2021 program years.

- [Current financial feasibility table](#)
- [Financial feasibility table with proposed amendments](#)

PUBLIC PARTICIPATION

A public comment period was held from December 27, 2017 through January 9, 2018. No comments were received.

DISCUSSION

PROPOSED RTIP AMENDMENT

- Concrete
 - Cedar Street Pedestrian Improvements: this amendment would delete this project from the RTIP. The project sponsor has obtained Washington state funding for the project through the Transportation Improvement Board and will no longer require the federal funds awarded by SCOG for this project.

- WSDOT – NW
 - Regionwide Shoulder Rumble Strip Installation: this amendment would add this project to the RTIP. The project would add shoulder rumble strips at various locations on State Route 20 in Skagit County.
 - Breakaway Cable Terminal Replacement: this amendment would add this project to the RTIP. The project would replace 294 breakaway cable terminals on Interstate 5 with guardrail terminals meeting current safety standards.

RTIP ADMINISTRATIVE MODIFICATIONS

The following project modifications are a minor adjustment to the 2018-2023 RTIP and do not require Transportation Policy Board approval. Staff has approved the adjustments and they will be forwarded to WSDOT for inclusion in the Statewide Transportation Improvement Program (STIP).

- WSDOT – NW
 - SR 20 Lillian Creek to Granite Creek – Rumblestrip Installation: this amendment modifies the phasing of the project and updates the expenditure schedule. Preliminary engineering is deleted, as it was completed in December 2017, and the construction funding amount is updated.

DRAFT

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

September 21, 2017

County: Skagit

Agency: Concrete

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
09			WA-02458	28	0.320	CE	No	Concrete Sauk Valley Road	South Superior Ave	458,960	

Cedar Street Pedestrian Improvements

Add paved bicycle lane and add a sidewalk with ADA facilities.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				Federal	State Fund Code			
PE	2018		STP(R)	85,200		0	13,300	98,500
CN	2020		STP(R)	311,798		0	48,662	360,460
Project Totals				396,998		0	61,962	458,960

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	98,500	0	0	0	0
CN	0	0	360,460	0	0
Totals	98,500	0	360,460	0	0

Agency Totals for Concrete	Federal Funds		State Funds	Local Funds	Total
	Federal	State Fund Code			
	396,998		0	61,962	458,960

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

December 18, 2017

County:

Agency: WSDOT - NW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
14		100016F	WA-10891	21	2.790	CE	No	MP 44.59	MP 47.38	20,747	

Regionwide Shoulder Rumble Strip Installation (17-19)

This project will install shoulder rumble strips at various locations. (This project is within the boundaries of PSRC, IRTPO, SCOG and WCOG. Total shown is for SCOG only.)

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
PE	2018		HSIP	3,983		0	166	4,149
CN	2019		HSIP	16,266		0	332	16,598
Project Totals				20,249		0	498	20,747

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	3,532	617	0	0	0
CN	0	15,368	1,230	0	0
Totals	3,532	15,985	1,230	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	20,249	0	498	20,747

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

December 13, 2017

County:

Agency: WSDOT - NW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
11		100017A	WA-10880	21	0.000	CE	No	N/A	N/A	388,560	

NWR Breakaway Cable Terminal Replacement - Interstate 17-19

The Breakaway Cable Terminal (BCT) does not meet NCHRP 350 specifications. 294 BCTs will be removed and replaced with guardrail terminals meeting current standards reducing the risk of injury collisions at these locations. (This project is within the boundaries of PSRC, SCOG and WCOG. The total shown is for SCOG only.)

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds		State Funds	Local Funds	Total
				State Fund Code	State Funds			
PE	2018		HSIP		37,545	0	1,565	39,110
CN	2019		HSIP		342,461	0	6,989	349,450
Project Totals					380,006	0	8,554	388,560

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
PE	36,688	2,422	0	0	0
CN	0	308,927	40,523	0	0
Totals	36,688	311,349	40,523	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	380,006	0	8,554	388,560

Washington State S. T. I. P.

2018 to 2021

(Project Funds to Nearest Dollar)

MPO/RTPO: SCOG

Y Inside

N Outside

December 19, 2017

County:

Agency: WSDOT - NW

Func Cls	Project Number	PIN	STIP ID	Imp Type	Total Project Length	Environmental Type	RW Required	Begin Termini	End Termini	Total Est. Cost of Project	STIP Amend. No.
06		102080A	WA-08437	21	11.770	CE	No	MP 136.31	MP 148.08	244,154	

SR 20/Lillian Creek to Granite Creek - Rumblestrip Installation

Reduce the risk of crossover and run off the road incidents by the installation of centerline and shoulder rumblestrips. This project is within the boundaries of SCOG and WCOG; the total shown is for SCOG only.

Funding

Phase	Start Date	Federal	Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total
CN	2019		HSIP	196,418		0	4,009	200,427
Project Totals				196,418		0	4,009	200,427

Expenditure Schedule

Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	185,577	14,850	0	0
Totals	0	185,577	14,850	0	0

	Federal Funds	State Funds	Local Funds	Total
Agency Totals for WSDOT - NW	196,418	0	4,009	200,427

Prior PE obligation 2017: \$43,727

Financial Feasibility Table

Funding Program	Carryover	2018			2019			2020			2021			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed			
SCOG-Managed Funds	-\$96	\$1,819	\$1,723	\$1,989	\$1,819	\$1,552	\$1,225	\$1,819	\$2,145	\$1,904	\$1,819	\$2,060	\$1,357	\$7,178	\$6,476	\$703
STP	\$173	\$1,675	\$1,849	\$1,989	\$1,675	\$1,535	\$1,225	\$1,675	\$1,985	\$1,883	\$1,675	\$1,778	\$1,124	\$6,875	\$6,220	\$654
TAP	-\$269	\$143	-\$126	\$0	\$143	\$17	\$0	\$143	\$160	\$22	\$143	\$282	\$234	\$303	\$255	\$48
State-Managed Funds	\$0	\$33,779	\$33,779	\$33,779	\$3,447	\$3,447	\$3,447	\$7,525	\$7,525	\$7,525	\$5,399	\$5,399	\$5,399	\$50,150	\$50,150	\$0
5307	\$0	\$1,960	\$1,960	\$1,960	\$2,019	\$2,019	\$2,019	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$8,138	\$8,138	\$0
5309	\$0	\$1,180	\$1,180	\$1,180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,180	\$1,180	\$0
HSIP	\$0	\$1,504	\$1,504	\$1,504	\$747	\$747	\$747	\$0	\$0	\$0	\$0	\$0	\$0	\$2,251	\$2,251	\$0
NHPP	\$0	\$7,954	\$7,954	\$7,954	\$0	\$0	\$0	\$3,202	\$3,202	\$3,202	\$0	\$0	\$0	\$11,156	\$11,156	\$0
STP(BR)	\$0	\$1,053	\$1,053	\$1,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,053	\$1,053	\$0
STP(S)	\$0	\$5,954	\$5,954	\$5,954	\$681	\$681	\$681	\$2,243	\$2,243	\$2,243	\$3,270	\$3,270	\$3,270	\$12,149	\$12,149	\$0
CRAB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50	\$50	\$50	\$50	\$0
CWA	\$0	\$10,624	\$10,624	\$10,624	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,624	\$10,624	\$0
Ped/Bike Program	\$0	\$800	\$800	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$800	\$0
TIB	\$0	\$2,750	\$2,750	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,750	\$2,750	\$0
Federally-Managed Funds	\$0	\$3,498	\$3,498	\$3,498	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,698	\$4,698	\$0
DEMO	\$0	\$2,699	\$2,699	\$2,699	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,899	\$3,899	\$0
FBP	\$0	\$799	\$799	\$799	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$799	\$799	\$0
Locally-Managed Funds	\$0	\$16,852	\$16,852	\$16,852	\$12,737	\$12,737	\$12,737	\$12,613	\$12,613	\$12,613	\$2,472	\$2,472	\$2,472	\$44,674	\$44,674	\$0
Local	\$0	\$16,852	\$16,852	\$16,852	\$12,737	\$12,737	\$12,737	\$12,613	\$12,613	\$12,613	\$2,472	\$2,472	\$2,472	\$44,674	\$44,674	\$0
Total	-\$96	\$55,947	\$55,851	\$56,118	\$19,202	\$18,936	\$18,609	\$21,956	\$22,283	\$22,042	\$9,690	\$9,931	\$9,228	\$106,700	\$105,997	\$703

Financial Feasibility Table

Funding Program	Carry-over	2018			2019			2020			2021			4-Year Allocation	4-Year Pro-grammed	4-Year Difference
		Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed	Estimated Allocation	Available	Pro-grammed			
SCOG-Managed Funds	-\$96	\$1,819	\$1,723	\$1,903	\$1,819	\$1,552	\$1,225	\$1,819	\$2,149	\$1,593	\$1,819	\$2,060	\$1,358	\$7,178	\$6,079	\$1,099
STP	\$173	\$1,675	\$1,849	\$1,903	\$1,675	\$1,535	\$1,225	\$1,675	\$1,989	\$1,571	\$1,675	\$1,778	\$1,124	\$6,875	\$6,220	\$654
TAP	-\$269	\$143	-\$126	\$0	\$143	\$17	\$0	\$143	\$160	\$22	\$143	\$282	\$234	\$303	\$255	\$48
State-Managed Funds	\$0	\$33,779	\$33,779	\$33,783	\$3,447	\$3,537	\$3,851	\$7,525	\$7,525	\$7,525	\$5,399	\$5,399	\$5,399	\$50,150	\$50,558	\$0
5307	\$0	\$1,960	\$1,960	\$1,960	\$2,019	\$2,109	\$2,019	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$8,138	\$8,138	\$0
5309	\$0	\$1,180	\$1,180	\$1,180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,180	\$1,180	\$0
HSIP	\$0	\$1,504	\$1,504	\$1,508	\$747	\$747	\$1,151	\$0	\$0	\$0	\$0	\$0	\$0	\$2,251	\$2,251	\$0
NHPP	\$0	\$7,954	\$7,954	\$7,954	\$0	\$0	\$0	\$3,202	\$3,202	\$3,202	\$0	\$0	\$0	\$11,156	\$11,156	\$0
STP(BR)	\$0	\$1,053	\$1,053	\$1,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,053	\$1,053	\$0
STP(S)	\$0	\$5,954	\$5,954	\$5,954	\$681	\$681	\$681	\$2,243	\$2,243	\$2,243	\$3,270	\$3,270	\$3,270	\$12,149	\$12,149	\$0
CRAB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50	\$50	\$50	\$50	\$0
CWA	\$0	\$10,624	\$10,624	\$10,624	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,624	\$10,624	\$0
Ped/Bike Program	\$0	\$800	\$800	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$800	\$0
TIB	\$0	\$2,750	\$2,750	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,750	\$2,750	\$0
Federally-Managed Funds	\$0	\$3,498	\$3,498	\$3,498	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,698	\$4,698	\$0
DEMO	\$0	\$2,699	\$2,699	\$2,699	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,899	\$3,899	\$0
FBP	\$0	\$799	\$799	\$799	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$799	\$799	\$0
Locally-Managed Funds	\$0	\$16,852	\$16,852	\$16,852	\$12,737	\$12,737	\$12,737	\$12,613	\$12,613	\$12,613	\$2,472	\$2,472	\$2,472	\$44,674	\$44,674	\$0
Local	\$0	\$16,852	\$16,852	\$16,852	\$12,737	\$12,737	\$12,737	\$12,613	\$12,613	\$12,613	\$2,472	\$2,472	\$2,472	\$44,674	\$44,674	\$0
Total	-\$96	\$55,947	\$55,851	\$56,118	\$19,202	\$18,930	\$18,609	\$21,956	\$22,283	\$22,042	\$9,690	\$9,931	\$9,928	\$106,700	\$105,997	\$703

DISCUSSION ITEM 7.B. – 2018 REGIONAL SAFETY PERFORMANCE TARGETS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	01/04/2018	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	01/17/2018	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

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

A [folio](#) from the Washington State Department of Transportation (WSDOT) describes the process for establishing safety performance targets across Washington state and includes the initial statewide targets. SCOG, along with all other MPOs in Washington, are working to set regional performance targets for safety. *Target Zero*, with the goal of eliminating all roadway fatalities and serious injuries by 2030, is Washington state’s Strategic Highway Safety Plan and is used as the foundation for the target setting process.

The five regional safety measures for SCOG are as follows:

1. Fatalities in Skagit County;
2. Fatality rate in Skagit County (fatalities per 100 million vehicle miles traveled);
3. Serious injuries in Skagit County;
4. Serious injury rate in Skagit County (serious injuries per 100 million vehicle miles traveled); and
5. Non-motorist fatalities and series injuries in Skagit County.

Regional performance targets for these safety measures must be set by February 27, 2018. There are no penalties to SCOG for missing any safety performance target and no reward for attaining a target.

Performance targets must be set for the calendar year. SCOG will need to set safety performance targets for each calendar year into the foreseeable future. The action for this item will be for SCOG to set performance targets for calendar year 2018 only.

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 state DOT (WSDOT) safety target for that performance measure; or
2. Commit to quantifiable targets for performance measures in their metropolitan planning area (Skagit County).

RECOMMENDED ACTION

SCOG staff recommend setting quantifiable regional safety performance targets in Skagit County as follows:

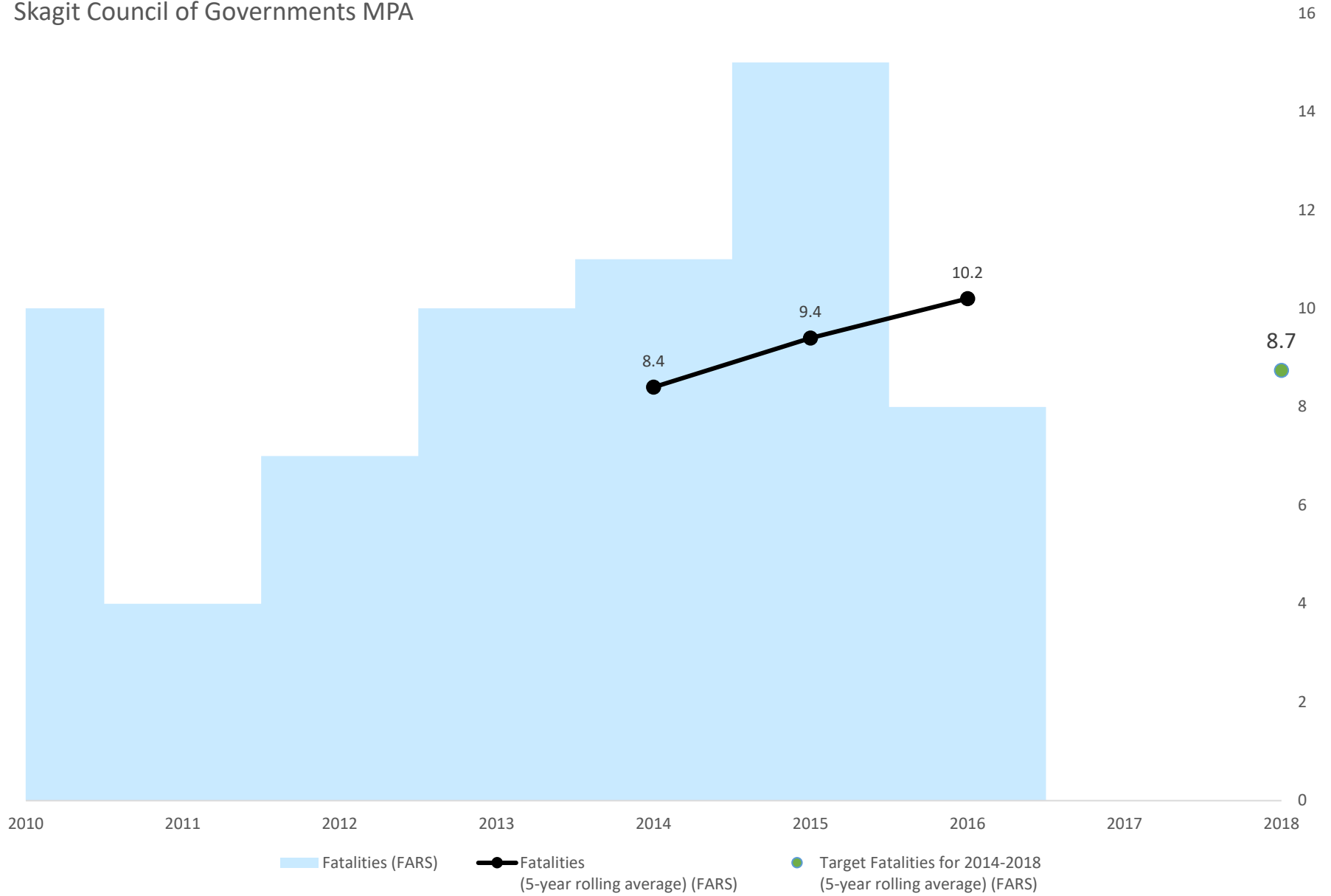
Number	Name	Description	2018 Regional Safety Performance Target
1	Fatalities	Five-year (2014 - 2018) rolling average of fatalities on all roadways in Skagit County	8.7
2	Fatality Rate	Five-year (2014 - 2018) rolling average of fatalities per 100 million vehicle miles traveled in Skagit County	.635
3	Serious Injuries	Five-year (2014 - 2018) rolling average of serious injuries on all roadways in Skagit County	38.7
4	Serious Injury Rate	Five-year (2014 - 2018) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit County	2.813
5	Non-motorist Fatalities and Serious Injuries	Five-year (2014 - 2018) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit County	7.2

Note: data sources used in calculating regional safety performance targets come from the Washington State Traffic Safety Commission - Fatality Analysis Reporting System, WSDOT Highway Performance Monitoring System and Crash Database.

[Charts](#) developed by WSDOT include fatality and serious injury data for Skagit County going back to 2010 and the proposed 2018 regional safety performance targets.

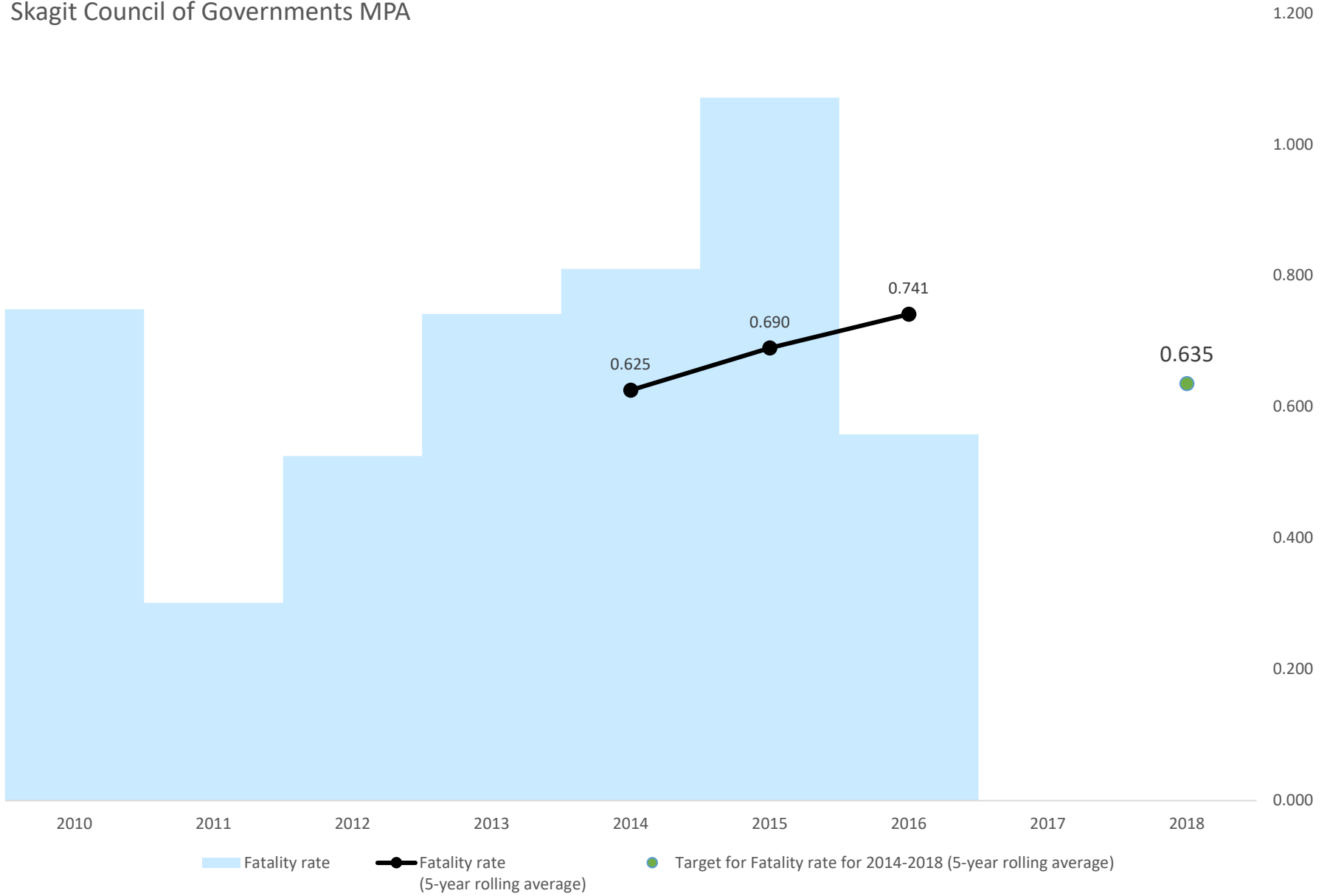
Measure No. 1 - Fatalities

Skagit Council of Governments MPA



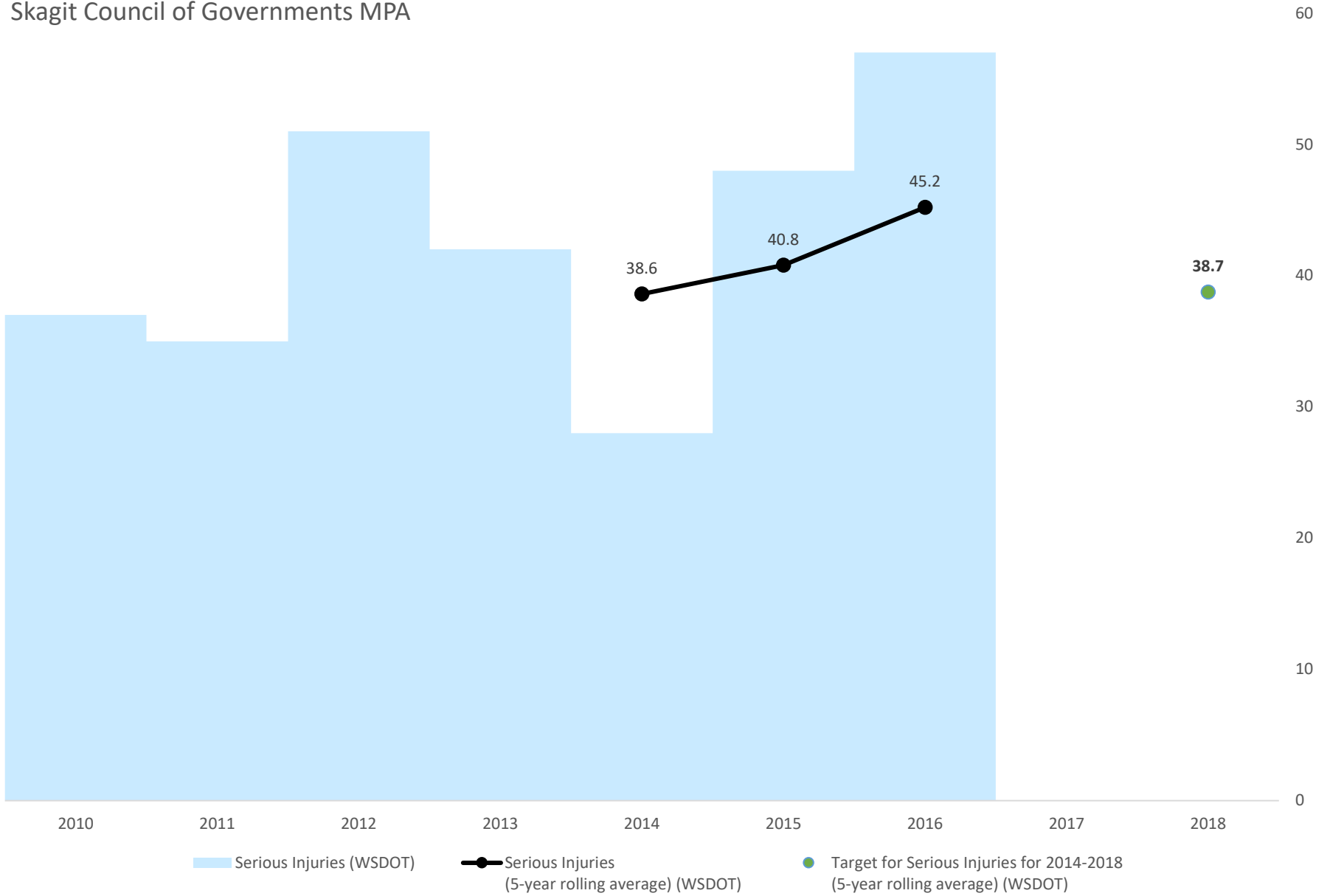
Measure No. 2 - Fatality Rate (Fatalities per 100 million VMT)

Skagit Council of Governments MPA



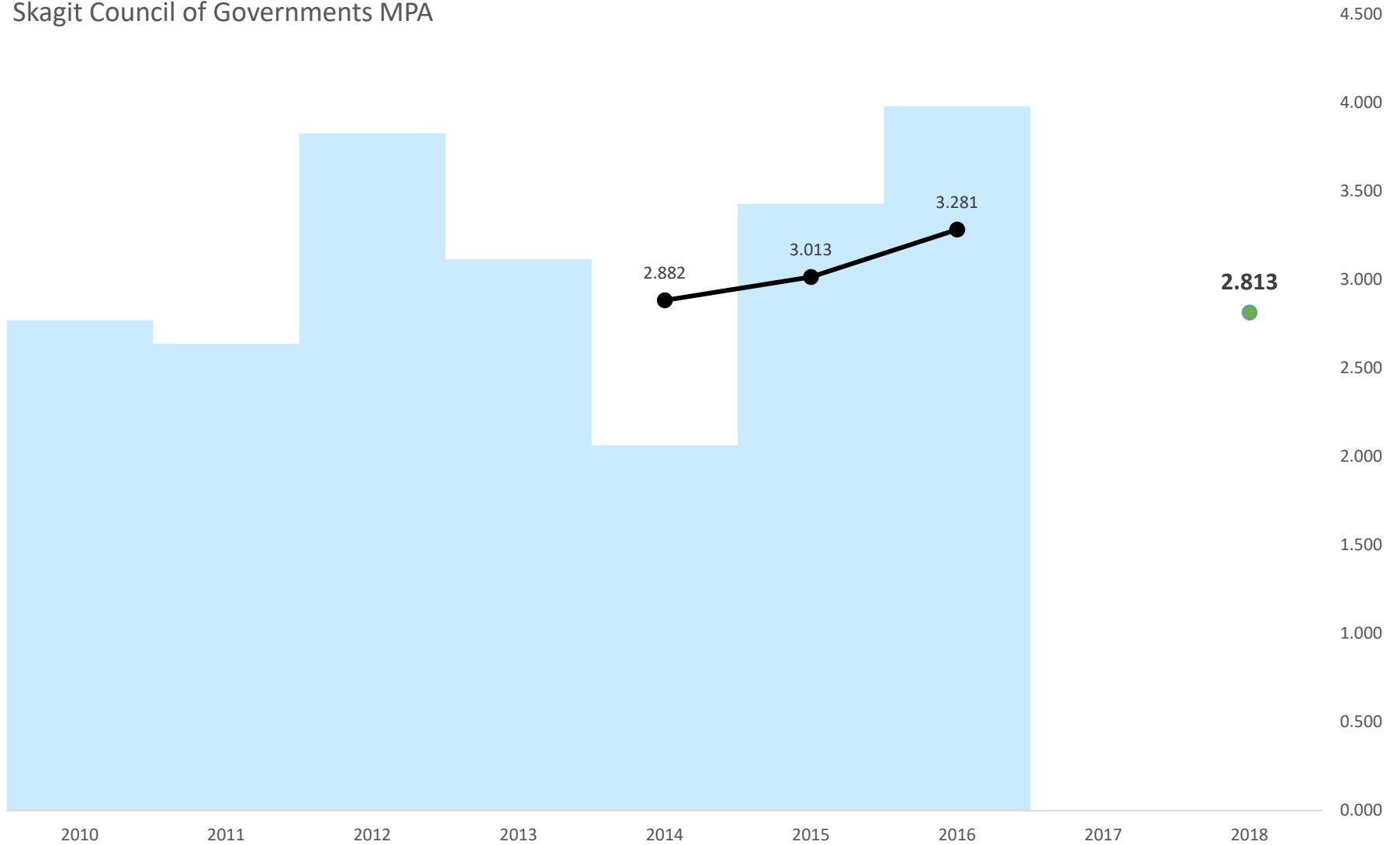
Measure No. 3 - Serious injuries

Skagit Council of Governments MPA



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

Skagit Council of Governments MPA



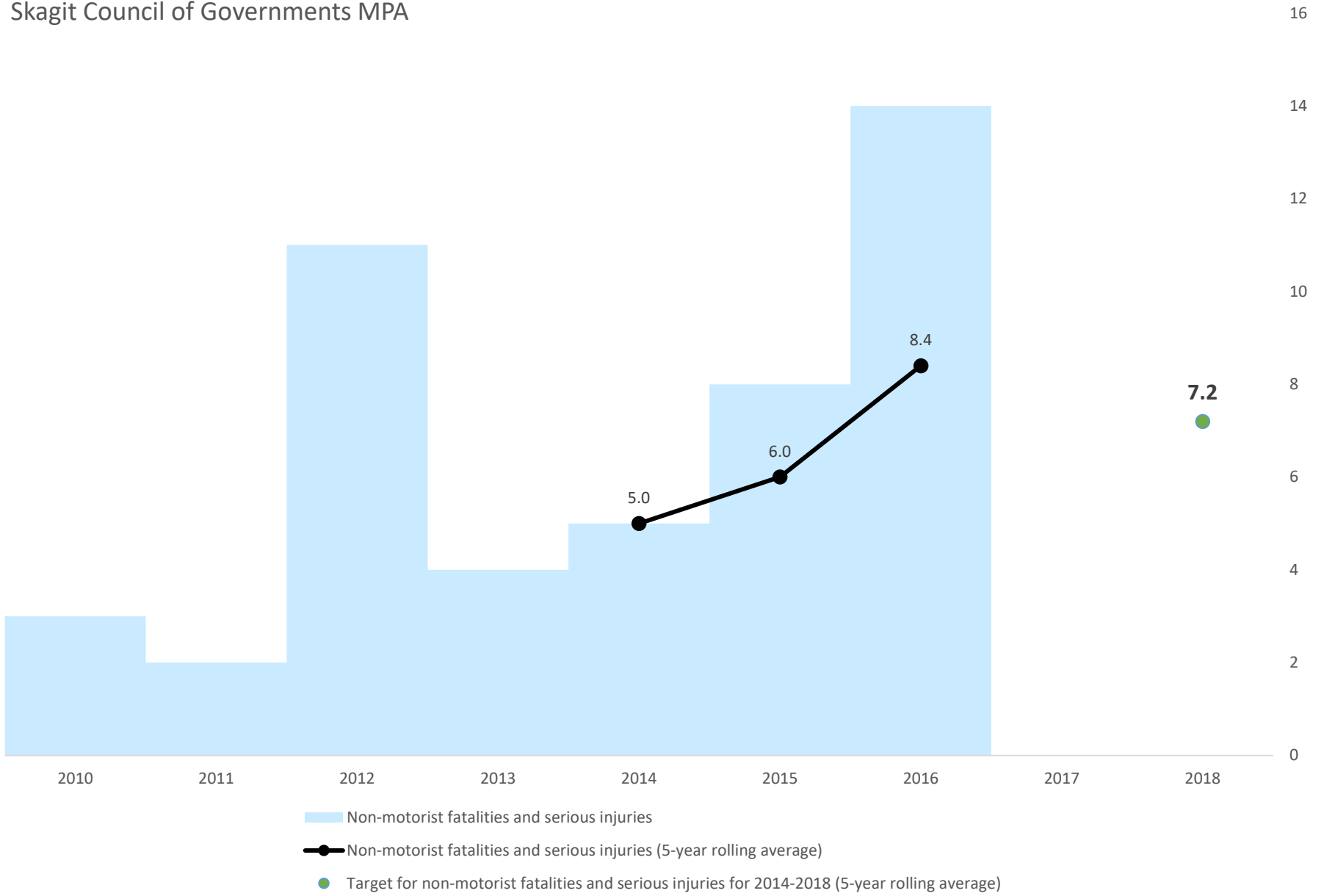
■ Serious injury rate (Serious Injuries per HMVMT)

● Serious injury rate (5-year rolling average) (Serious Injuries per HMVMT)

● Target serious injury rate for 2014-2018 (5-year rolling average) (Serious Injuries per HMVMT)

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

Skagit Council of Governments MPA



2018 LEGISLATIVE PRIORITY LIST OF PROJECTS

The Skagit Council of Governments (SCOG) is the Metropolitan Planning Organization and Regional Transportation Planning Organization in Skagit County. SCOG works cooperatively with local governments, WSDOT, Skagit Transit and other stakeholders to plan for all modes of transportation within the county. SCOG has identified a number of high priority transportation projects that further the region's plans. The projects are organized below into either countywide projects or projects that occur in a particular legislative district. Project order does not necessarily indicate the level of priority.

COUNTYWIDE PROJECTS

1. INCREASE FUNDING TO LOCAL GOVERNMENTS

Maintaining the transportation system in Skagit County has become more and more difficult as funds are drying up and resources are being spread thin. Funding to local jurisdictions should be increased through direct allocations of new revenues and increasing funding levels for Washington state's Transportation Improvement Board and County Road Administration Board.

2. SKAGIT TRANSIT 90X - EVERETT EXPRESS

The Everett Express regional connector service continues to relieve congestion and improve mobility by providing commuter-based transit service. This effort will meet increasing demand for public transportation options between Island, Skagit, and Snohomish counties.

Project sponsor: Skagit Transit

Operating funds requested: \$900,000

3. TRI-COUNTY CONNECTOR TRANSIT SERVICE

Tri-county regional connector services continue to relieve congestion and improve mobility by providing commuter-based transit service. This effort will meet increasing demand for public transportation options between Island, Skagit, and Whatcom counties.

Project sponsor: Skagit Transit

Operating funds requested: \$2,300,000

LEGISLATIVE DISTRICT 39 PROJECTS

4. FRANCIS ROAD RECONSTRUCTION (SECTIONS 1, 3 & 4)

Francis Road Reconstruction began in 2012 with the reconstruction of section 2 to current standards (12 ft lanes, 8 ft shoulders). Section 1 is scheduled for construction in 2018 and will begin where section 2 ended near De'bay-Isle Road, and will tie into the State Route 9 Roundabout project being constructed in 2018. The remaining sections 3 & 4 will continue the realignment to decrease the radii of the curves and widen to current standards. In addition, sections 3 & 4 have two bridges that will need to be addressed by replacement, widening, or removal, once the alignment is determined.

Francis Road is a logical extension of the Anderson LaVenture Road Extension in Mount Vernon. When constructed, it will provide a safe and efficient alternative route from I-5 to State Route 9, linking Mount Vernon to Sedro-Woolley and the surrounding Clear Lake area.

Project sponsor: Skagit County

Project cost: \$10,713,000

Existing funding: \$1,723,375

Funding needed: \$8,989,625

5. JONES/JOHN LINER /TRAIL ROAD CORRIDOR PROJECTS

The City of Sedro-Woolley is proposing to construct a system of roadway and rail transportation improvements to stimulate economic development around the State Route 20 corridor and continue the transition from Sedro-Woolley's timber-based past to a more modern industrial and commercial future. This particular project includes eight distinct project elements, which collectively represent the key transportation infrastructure improvements necessary to establish a safe and efficient transportation network connection.

The project is in the preliminary engineering stage. Funding will be required for final design engineering, right of way acquisition and construction.

Project sponsor: City of Sedro-Woolley

Project cost: \$21,450,000

Existing funding: \$0

Funding needed: \$21,450,000

LEGISLATIVE DISTRICT 40 PROJECTS

6. I-5/COOK ROAD INTERCHANGE VICINITY IMPROVEMENTS

This practical solution will lengthen the northbound off-ramp, signalize both the southbound and northbound ramp intersections and integrate these new signals with the existing Cook Road/Old Hwy 99 signal. The project will also add an additional eastbound lane on Cook Road beginning at the Interstate 5 northbound ramp intersection and extending to Green Road (if determined necessary).

These short term, forward compatible, interchange improvements are needed to reduce long delays and queues during peak commute times. The result will be better flow of people and goods on and off of Cook Road and a reduction in backups onto Interstate 5.

This project enhances livability by improving safety and traffic flow while reducing travel times for commuter transit service on Interstate 5; trucks headed to local businesses and Sedro-Woolley industrial areas; and travelers proceeding to Interstate 5, which directly serves the Puget Sound region and western United States from Mexico to Canada.

When completed, the interchange will operate more efficiently and it will facilitate safer access to jobs, services and centers of trade in the Puget Sound region.

Project sponsor: WSDOT

Project cost: \$5,000,000 - \$8,000,000

Existing funding: \$0

Funding needed: \$5,000,000 - \$8,000,000

7. GUEMES ISLAND FERRY REPLACEMENT

The Guemes Island Ferry owned by Skagit County travels a short 5/8 of a mile to serve the Guemes Island community. The current vessel is 39 years old and burns 65,000 gallons of diesel fuel every year.

All electric technology is moving at a rapid pace with ferry vessels going into service in Norway, Sweden and Denmark. Skagit County has hired Glostien of Seattle to take this project to 30 percent conceptual design. This design will help the County move forward in seeking funding through the County Road Administration Board and other State and Federal funding entities.

Skagit County's all-electric vehicle ferry in Puget Sound, could lead the way for the State of Washington. Washington State Ferries burn 18 million gallons of diesel every year. This is not sustainable into the future. The time for change is now. Ferries, water taxis, freighters, buses and automobiles are converting to all-electric every day. Momentum and opportunity continue to grow. Skagit County is committed and ready to launch Puget Sound's first all-electric ferry by 2020.

Project sponsor: Skagit County

Project cost: \$27,400,000

Existing funding: \$780,000

Funding needed: \$26,620,000

DISCUSSION ITEM 7.D. – SURFACE TRANSPORTATION PROGRAM OBLIGATION AUTHORITY TRACKING

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Transportation Policy Board	09/20/2017	Discussion	Kevin Murphy	(360) 416-7871
Technical Advisory Committee	01/04/2018	Discussion	Mark Hamilton	(360) 416-7876
Transportation Policy Board	01/17/2018	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

Metropolitan Planning Organizations (MPOs), including SCOG, are coordinating with the Washington State Department of Transportation’s Local Programs office to improve tracking of project obligation statewide. As part of this effort, SCOG has worked with local project sponsors that have projects in the 2018 – 2023 Regional Transportation Improvement Program to get more information about when projects are expected to obligate. “Obligation” refers to funding being designated for a project – it does not mean that funds have been spent, only set aside for future spending.

Kevin Murphy will attend a statewide MPO Coordinating Committee meeting on February 27 to discuss expected project obligations in Skagit County. Other MPO directors will be prepared to do the same for their areas. Last year, MPOs and WSDOT agreed during a quarterly coordination meeting that additional accountability would be necessary to assure the local portion of the obligation authority (OA) is met by August 1, 2018. Seven MPOs did not meet their 2017 OA target, including SCOG. The agreement included coming to the February 2018 coordinating committee meeting with a clear understanding of which projects will be obligating by August 1. This would allow enough time to act in case MPOs are uncertain they will meet the OA target. In order to have this information, it was agreed that project sponsors should prepare delivery schedules that describe the major steps in getting the project ready to obligate and to track that at the MPO level.

SCOG must meet our obligation authority target by August 1, 2018 or risk losing federal funds through a sanctioning process. Other MPOs in Washington state are in the same position of being at risk of losing federal funds. Washington state, as a whole, did not miss the OA target provided by the Federal Highway Administration – but that was only because the Puget Sound Regional Council (PSRC) was able to obligate millions in additional OA to make up for the shortfall of other MPOs. PSRC is not in a position to do that again this year. Both Washington state and our region are at risk of losing federal funds as a result of projects not obligating funds.

PROJECT SCHEDULES

SCOG staff created project schedule forms in 2017 and distributed to project sponsors late last year. A form was created for each project and project sponsors completed the forms and submitted them back to SCOG. A [project schedule summary](#) was created highlighting information for each project.

NEXT STEPS

SCOG staff will continue to work with project sponsors to verify estimated obligation dates and coordinate with those project sponsors that indicated their projects are ready to obligate in 2018.

Based on discussions between SCOG staff and project sponsors, it appears most likely that SCOG will meet our obligation authority target for 2018, by August 1, and will be in a position to over-obligate this year. MPOs can obligate no greater than two years of obligation authority in any one program year. SCOG's 2018 obligation authority target is \$1.85 million for the Surface Transportation Block Grant Program (STPBG) and -\$126,000 for the Surface Transportation Block Grant Program Set-aside (STPBG Set-aside, formerly the Transportation Alternatives Program). The negative target for STBG Set-aside is the result of over-programming projects in past years.

Further information will be available for the February 21, 2018 Transportation Policy Board meeting. Actions at that meeting may include: (1) no action, as it appears SCOG will meet our OA target and can over-obligate up to two years of OA; (2) provide direction to staff to seek OA from other MPOs, if any is available, at the February MPO Coordinating Committee meeting; or (3) another action. If SCOG does seek and obtain OA from other MPOs, it would reduce the future OA for SCOG - it would not increase federal funds to the area but would have the effect of federal funds coming to the area sooner than they otherwise would. Essentially, SCOG would be accepting more federal funds sooner at the expense of federal funds later, it would not be a net increase in federal funds.

The following three projects have STPBG funds programmed by SCOG for 2018:

Sponsor	Title	Phase	STPBG Funding
Mount Vernon	College Way (SR 538) at I-5	Construction	\$1,650,000
Burlington	George Hopper Interchange Improvements, Phase II	Preliminary Engineering	\$86,500
SCOG	SCOG Administration	Planning	\$167,541

All three project sponsors have estimated they will obligate prior to August 1, 2018.

Project Schedule Summary

2018

Agency	Project	Phase	Expected Obligation Date	Award Amount
Burlington	George Hopper Interchange Improvements, Phase II	Pre. Engineering & Design	March 2018	\$86,500
Mount Vernon	College Way (SR 538) at I-5	Construction	February 2018	\$1,650,000

2019

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Skagit County	Josh Wilson Road, Phase I	<input type="checkbox"/>	Construction	March 2019	\$1,057,552

2020

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Anacortes	Ship Harbor Boulevard and SR 20 Spur Intersection	<input type="checkbox"/>	Construction	March 2019	\$821,750

2022

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Burlington	Pease Road Cascade Mall Nonmotorized Connection	<input checked="" type="checkbox"/>	Construction	2019	\$280,392
Burlington	SR 20 / Skagit Street Signalization	<input type="checkbox"/>	Construction	2021	\$1,513,750
Port of Anacortes	R Avenue Realignment Connectivity Project	<input type="checkbox"/>	Pre. Engineering & Design	2022	\$76,200

2023

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
Concrete	Main Street Pedestrian and Bicycle Rest Area	<input type="checkbox"/>	Construction	January 2023	\$63,815
Mount Vernon	Freeway Drive (Cameron Way to College Way)	<input checked="" type="checkbox"/>	Pre. Engineering & Design / Construction	January 2023 / December 2023	\$792,900
Skagit County	Centennial Trail (Big Rock to Clear Lake)	<input checked="" type="checkbox"/>	Pre. Engineering & Design	February 2023	\$215,250

Multi-Year

Agency	Project	Move to 2018?	Phase	Expected Obligation Date	Award Amount
SCOG	SCOG Admin 2018-2021	<input type="checkbox"/>	Planning	July 2018	\$670,164
Sedro-Woolley	SR 20 / Cascade Trail West Extension Phase 2	<input type="checkbox"/>	Pre. Engineering & Design / Right of Way / Construction	January 2022 / July 2022 / May 2023	\$500,000
Mount Vernon	Kulshan Trail Safety Lighting Project	<input type="checkbox"/>	Pre. Engineering & Design / Construction	January 2020 / December 2020	\$255,175
Sedro-Woolley	SR 20 / SR 9 Township Intersection Improvements	<input type="checkbox"/>	Pre. Engineering & Design / Construction	January 2019 / May 2020	\$716,220
Skagit County	Francis Road Section 3	<input checked="" type="checkbox"/>	Pre. Engineering & Design / Right of Way	January 2020 / March 2020	\$480,000
Concrete	Secondary School Access	<input type="checkbox"/>	Right of Way / Construction	January 2022/January 2023	\$663,022

Dates	Total Funding Available	FHWA (13.5%)	FTA (13.5%)	FTA 5310 HSTP	RTPO	STP (13.5%)	NSCCP Farmhouse Gang
06/30/17 Carryforward	\$451,940	\$86,256	\$67,141	(\$0)	\$0	\$293,903	\$4,640
RTPO July 1, 2017 to June 30, 2019	\$139,113				\$139,113		
July 2017 Expenditures	(43,059)	(18,094)	(1,499)		(6,766)	(14,263)	(2,437)
07/31/2017 Balance	\$547,994	68,162	65,641	(0)	132,347	279,640	2,203
FHWA July 1, to Sept 30, 2017	\$52,189	\$52,189					
August 2017 Expenditures	(51,477)	(20,897)	(1,574)		(9,308)	(17,496)	(2,202)
08/31/2017 Balance	\$548,706	99,454	64,067	(0)	123,040	262,144	0
Sept 2017 Expenditures	(67,677)	(30,838)	(2,322)		(12,464)	(22,053)	
09/30/2017 Balance	481,029	68,616	61,746	(0)	110,576	240,091	0
FHWA Oct 1, 2017 to Sept 30, 2018	\$211,529	\$211,529					
FTA April 29 to Sept 30, 2017	\$16,899		\$16,899				
Oct 2017 Expenditures	(45,720)	(19,997)	(2,297)		(6,704)	(16,723)	
10/31/2017 Balance	663,737	260,148	76,348	(0)	103,872	223,368	0
FTA July 1, 2017 to June 30, 2021	\$40,000			\$40,000			
Nov 2017 Expenditures	(32,566)	(11,797)	(2,349)		(8,489)	(9,931)	
11/30/2017 Balance	671,171	248,351	74,000	40,000	95,383	213,437	0
Dec 2017 Expenditures	(35,032)	(11,230)	(759)		(9,835)	(13,208)	
12/31/2017 Balance	636,139	237,122	73,240	40,000	85,548	200,229	0