



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

July 19, 2023 – 9:00 a.m.

In Person: [Burlington City Council Chambers](#), 833 South Spruce Street, Burlington, WA 98233

Remote: [GoToMeeting](#)

Dial In: 1 (877) 309-2073

Access Code: 617-312-013

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. Consent Agenda
 - a. Approval of [June 21, 2023 Transportation Policy Board Meeting Minutes](#)
4. Action Items
 - a. [July Regional Transportation Improvement Program Amendment](#) – *Mark Hamilton*
 - b. [Regional Project Selection and Prioritized Contingency List](#) – *Mark Hamilton*
 - c. [Grant Application Authorization for Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program](#) – *Mark Hamilton*
5. Chair’s Report
6. Executive Director’s Report
7. Roundtable and Open Topic Discussion
8. Next Meeting: August 16, 2023, 9:00 a.m., *Burlington City Council Chambers and GoToMeeting*
9. Adjourned

Information Items:

[July 6, 2023 Technical Advisory Committee Meeting Minutes](#)
[WSDOT Consolidated Grant Program 2023-2025 Awards](#)
[2023 Obligation Authority Plan](#)
[Monthly Financial Update](#)

[Meeting Packet](#)

TRANSPORTATION POLICY BOARD OFFICERS

Chairman Tom Wooten..... Chair

Commissioner Ron Wesen 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 Indian Tribal Community | |
| • Samish Indian Nation | |

NON-VOTING MEMBERS
Major Employer Representative
Skagit PUD
State Representatives
State Senators

QUORUM REQUIREMENT

A quorum consists of a simple majority (6) of the total votes (11), provided there is at least one Skagit County representative 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 TRANSPORTATION POLICY BOARD MEETING MINUTES

June 21, 2023

Burlington City Council Chambers and GoToMeeting

MEMBERS PRESENT

Chairman Tom Wooten, Samish Indian Nation, Chair; Councilmember Bill Aslett, City of Burlington; Commissioner Peter Browning, Skagit County (arrived 9:04 a.m.); Todd Carlson and Chris Damitio, Washington State Department of Transportation (WSDOT); Assessor Danny Hagen, Skagit County; Mayor Ramon Hayes, Town of La Conner; Commissioner Lisa Janicki, Skagit County; Mayor Julia Johnson, City of Sedro-Woolley; Commissioner Joe Lindquist, Skagit PUD; Mayor Marla Reed, Town of Concrete; and Commissioner Jon Ronngren, Port of Anacortes.

STAFF PRESENT

Kevin Murphy, Executive Director; Debbie Carter, Executive Assistant and Clerk of the Board; Mark Hamilton, Senior Transportation Planner; Grant Johnson, Associate Planner; and Madeline Pysher, Intern.

OTHERS PRESENT

Two members of the public attended the meeting.

AGENDA

1. Call to Order: Commissioner Wooten called the meeting to order at 9:00 a.m.

Roll Call: Roll was taken with a quorum present.

2. Written Public Comments: Mr. Johnson stated that a public comment period for the meeting was held from June 14–20. During that timeframe, one public comment was received from Pinky Vargas. Mr. Johnson read the public comment into the record.

3. Consent Agenda

- a. Approval of May 17, 2023 Transportation Policy Board Meeting Minutes: Commissioner Browning moved to approve the May 17, 2023 Transportation Policy Board Meeting Minutes, and Commissioner Janicki seconded the motion. The motion carried unanimously.

4. Action Items

- a. June Regional Transportation Improvement Program Amendments: Mr. Hamilton provided the staff presentation for this agenda item. He stated that the June Regional Transportation Improvement Program (RTIP) amendments incorporate elements of three projects that are currently programmed into one: the Guemes Ferry Electric Shore-side Facilities and Guemes

Island Ferry Terminal Modifications into the Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications. The action would remove the Guemes Ferry Electric Shore-side Facilities and Guemes Island Ferry Terminal Modifications projects from the RTIP – consolidating both projects into the Guemes Island Electric Ferry, Shore-side Facilities, and Terminal Modifications project. Mr. Hamilton said these RTIP amendments are proposed by Skagit County due to a funding requirement from the Federal Transit Administration to combine the projects in this manner in order to obligate federal funding. Mr. Hamilton stated that both SCOG staff and the Technical Advisory Committee recommend approving the June RTIP Amendments.

Mayor Hayes moved to approve the June Regional Transportation Improvement Program Amendment as presented, and Mayor Johnson seconded the motion. The motion carried unanimously.

- b. **Public Comment Period on Technical Advisory Committee Project Selection Recommendation:** Mr. Hamilton provided the staff presentation for this agenda item. He presented an overview of the federal funding available for project selection, the schedule for the process, applications received, and the recommendation from the Technical Advisory Committee on the proposed regional project selection and prioritized contingency list.

Commissioner Janicki asked if Skagit County was going to miss out on available funds by leaving the rural minimum unfulfilled for Carbon Reduction Program and Transportation Alternatives Set-Aside. Mr. Hamilton replied that the next SCOG project selection process will take place in two years, at which time funding for rural projects should still be available through the Carbon Reduction Program and Transportation Alternatives Set-Aside.

Commissioner Janicki also asked what would happen if the 2050 Regional Transportation Plan, placed at the top of the contingency list in the TAC recommendation, did not get funding in the future. Mr. Murphy replied that if the 2050 Regional Transportation Plan does not get funding from any of these federal sources, then a staff-driven update would have to occur, unless additional funding is sought. He said SCOG staff would review available unfulfilled funding through this project-selection process and determine if additional funding could be available to fund this project.

Commissioner Browning moved to release the Technical Advisory Committee Project Selection Recommendation for public comment, and Mayor Johnson seconded the motion. The motion carried unanimously.

- c. **Safe Streets and Roads for All Grant Authorization:** Mr. Johnson provided the staff presentation on this agenda item. The Safe Streets and Roads for All (SS4A) grant notice of funding opportunity was published on April 12, 2023 and the grant application is due on July 10, 2023. There are two categories of SS4A grants: (1) Planning and Demonstration Grants; and (2) Implementation Grants. SCOG would apply for a planning and development grant to create a regional comprehensive safety action plan (Action Plan). At the June 1, 2023 Transportation Advisory Committee meeting, members voiced support for developing an Action Plan through the SS4A grant, however they did not provide any formal recommendation.

Transportation Policy Board members discussed the funding request associated with the grant, matching funds available through SCOG and the priority of this project with other SCOG projects. Mr. Murphy described how staff prioritizes projects prior to bringing them

for consideration by the governing bodies of SCOG, the number of large projects undertaken by SCOG recently and the potential need for additional staff to assist with expanded duties of the organization. He also mentioned that an upcoming countywide workshop on recent changes to the Growth Management Act should help with prioritizing future work at SCOG.

Commissioner Janicki moved to approve the Safe Streets and Roads for All Grant Authorization. Mayor Johnson seconded the motion and it passed unanimously.

5. Discussion Items

- a. City of Burlington Comprehensive Plan Transportation Element Certification: Mr. Johnson provided the staff presentation for this discussion item. On May 11, 2023, the Burlington City Council approved an update to the City of Burlington Comprehensive Plan Transportation Element. As a regional transportation planning organization, the Skagit Council of Governments is responsible for certifying the regional consistency and compliance with the Growth Management Act of the comprehensive plan transportation elements for Skagit County local governments under RCW 47.80.023(3). SCOG staff has found the City of Burlington Comprehensive Plan Transportation Element consistent with the Skagit 2045 Regional Transportation Plan and the Growth Management Act. SCOG staff recommends that the Transportation Policy Board certify the City of Burlington Comprehensive Plan Transportation Element at the next meeting in July.

Mr. Damitio mentioned that WSDOT staff would like more information about this transportation element prior to voting on approval.

Commissioner Janicki asked Mr. Johnson if the SS4A grant would open opportunities for cities, such as Burlington, to get more funding for safety projects included in their transportation elements. Mr. Johnson replied that once an Action Plan has been prepared, then jurisdictions can be awarded SS4A Implementation Grants to be used for safety projects.

6. Chair's Report: Chairman Wooten stated that upgrades to State Route 20 have been completed near Lake Campbell.
7. Executive Director's Report: Mr. Murphy stated that the Growth Management Act workshop, relating to planning changes made during the 2022 and 2023 Washington state legislative sessions, will be held on June 29, 2023, with all members of the Transportation Policy Board invited to attend along with officials from jurisdictions and local planners. Mr. Murphy also recognized Mr. Carlson's retirement and thanked him for his many years of public service.
8. Roundtable and Open Topic Discussion: Mr. Damitio and Mayor Johnson also thanked Mr. Carlson for his service and provided specific examples of how his work helped their organizations.
9. Next Meeting: The next meeting is July 19, 2023, at 9:00 a.m., in the Burlington City Council Chambers and GoToMeeting.
10. Adjourned: Chairman Wooten adjourned the meeting at 10:19 a.m.

Information Items: the Transportation Policy Board was provided the June 1, 2023 Technical Advisory Committee Meeting Minutes; Public Participation Plan Annual Review; 2023 Obligation Authority Plan; and Monthly Financial Update.



Approved,

Kevin Murphy, Executive Director
Skagit Council of Governments

Date: _____

Chairman Tom Wooten, Samish Indian Nation
Transportation Policy Board Chair
Skagit Council of Governments

Date: _____

DRAFT

ACTION ITEM 4.A. – JULY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Document History

| MEETING | DATE | TYPE OF ITEM | STAFF CONTACT | PHONE |
|------------------------------|------------|---------------------------|-------------------------------|----------------|
| Technical Advisory Committee | 07/06/2023 | Review and Recommendation | Mark Hamilton | (360) 416-7876 |
| Transportation Policy Board | 07/19/2023 | Action | Mark Hamilton | (360) 416-7876 |

RECOMMENDED ACTION

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

- Washington State Department of Transportation
 - I-5/Tributaries to Friday, Lake & Chuckanut Creeks - Fish Passage: this amendment revises a project already programmed in the RTIP. Total estimated project cost is reduced from \$72,409,688 to \$61,039,781, termini and total project length are revised, and state funding sources and amounts are adjusted for project phases.

FISCAL CONSTRAINT

The Regional Transportation Improvement Program is fiscally constrained in the 2023–2026 program years.

PUBLIC PARTICIPATION

A public comment period began on June 30 and ended on July 7. No comments were received.

Agency WSDOT - NW

Project Title I-5/Tributaries to Friday, Lake & Chuckanut Creeks - Fish Passage

Description Remove the existing fish passage barriers and replace them with fish passable structures. Note: This project is located within the boundaries of SCOG and WCOG. The amounts shown are for SCOG only.



Road Name I-5

Begin Termini I-5 MP 240.75

End Termini I-5 MP 242.63

Total Project Length 1.88

Improvement Type Environmental Only

Functional Class Interstate

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$61,039,781

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

STIP ID WA-14314

WSDOT PIN 100540W

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 | 2023 | | \$0 | CWA | \$94,581 | \$0 | \$94,581 | 7/19/2023 |
| PE | 2023 | | \$0 | CSRF | \$956,324 | \$0 | \$956,324 | 7/19/2023 |
| RW | 2024 | | \$0 | CWA | \$348,250 | \$0 | \$348,250 | 7/19/2023 |
| CN | 2023 | | \$0 | CWA | \$1,185,149 | \$0 | \$1,185,149 | 7/19/2023 |
| CN | 2023 | | \$0 | CSRF | \$58,071,691 | \$0 | \$58,071,691 | 7/19/2023 |
| Total | | | \$0 | | \$60,655,995 | \$0 | \$60,655,995 | |

Financial Feasibility Table

| Funding Program | Carryover | 2023 | | | 2024 | | | 2025 | | | 2026 | | | 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 | \$1,403 | \$1,979 | \$3,382 | \$2,870 | \$1,979 | \$2,492 | \$1,453 | \$1,979 | \$3,018 | \$2,044 | \$1,979 | \$2,954 | \$2,085 | \$9,320 | \$8,451 | \$869 |
| STBG | \$1,358 | \$1,741 | \$3,099 | \$2,709 | \$1,741 | \$2,131 | \$1,412 | \$1,741 | \$2,461 | \$1,822 | \$1,741 | \$2,380 | \$2,085 | \$8,323 | \$8,028 | \$295 |
| TA | \$44 | \$238 | \$283 | \$161 | \$238 | \$360 | \$41 | \$238 | \$557 | \$222 | \$238 | \$573 | \$0 | \$997 | \$424 | \$573 |
| Other Federal Funds & State Funds | \$0 | \$130,519 | \$130,519 | \$130,519 | \$50,475 | \$50,475 | \$50,475 | \$59,713 | \$59,713 | \$59,713 | \$29,087 | \$29,087 | \$29,087 | \$269,794 | \$269,794 | \$0 |
| 5307 | \$0 | \$5,494 | \$5,494 | \$5,494 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$15,994 | \$15,994 | \$0 |
| 5339 | \$0 | \$113 | \$113 | \$113 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$113 | \$113 | \$0 |
| BR | \$0 | \$5,677 | \$5,677 | \$5,677 | \$1,490 | \$1,490 | \$1,490 | \$14,874 | \$14,874 | \$14,874 | \$4,612 | \$4,612 | \$4,612 | \$26,654 | \$26,654 | \$0 |
| DEMO | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,740 | \$1,740 | \$1,740 | \$1,740 | \$1,740 | \$0 |
| FBP | \$0 | \$351 | \$351 | \$351 | \$638 | \$638 | \$638 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$988 | \$988 | \$0 |
| FTA Discretionary | \$0 | \$2,500 | \$2,500 | \$2,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$2,500 | \$2,500 | \$0 |
| HSIP | \$0 | \$1,550 | \$1,550 | \$1,550 | \$8,775 | \$8,775 | \$8,775 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,325 | \$10,325 | \$0 |
| NHFP | \$0 | \$2,415 | \$2,415 | \$2,415 | \$1,754 | \$1,754 | \$1,754 | \$389 | \$389 | \$389 | \$4,506 | \$4,506 | \$4,506 | \$9,064 | \$9,064 | \$0 |
| NHPP | \$0 | \$239 | \$239 | \$239 | \$12,158 | \$12,158 | \$12,158 | \$5,064 | \$5,064 | \$5,064 | \$8,112 | \$8,112 | \$8,112 | \$25,572 | \$25,572 | \$0 |
| PROTECT | \$0 | \$5,449 | \$5,449 | \$5,449 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,449 | \$5,449 | \$0 |
| STBG(S) | \$0 | \$2,005 | \$2,005 | \$2,005 | \$6,412 | \$6,412 | \$6,412 | \$18,240 | \$18,240 | \$18,240 | \$108 | \$108 | \$108 | \$26,764 | \$26,764 | \$0 |
| TTP | \$0 | \$49 | \$49 | \$49 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,155 | \$1,155 | \$1,155 | \$1,204 | \$1,204 | \$0 |
| CRAB | \$0 | \$7,173 | \$7,173 | \$7,173 | \$1,487 | \$1,487 | \$1,487 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,660 | \$8,660 | \$0 |
| CSRF | \$0 | \$75,628 | \$75,628 | \$75,628 | \$12,724 | \$12,724 | \$12,724 | \$16,809 | \$16,809 | \$16,809 | \$4,667 | \$4,667 | \$4,667 | \$109,827 | \$109,827 | \$0 |
| CWA | \$0 | \$1,480 | \$1,480 | \$1,480 | \$469 | \$469 | \$469 | \$160 | \$160 | \$160 | \$50 | \$50 | \$50 | \$2,159 | \$2,159 | \$0 |
| MAW | \$0 | \$14,000 | \$14,000 | \$14,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$14,000 | \$14,000 | \$0 |
| MVA | \$0 | \$3,312 | \$3,312 | \$3,312 | \$1,068 | \$1,068 | \$1,068 | \$678 | \$678 | \$678 | \$242 | \$242 | \$242 | \$5,301 | \$5,301 | \$0 |
| Other | \$0 | \$3,085 | \$3,085 | \$3,085 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$3,085 | \$3,085 | \$0 |
| TIB | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$395 | \$395 | \$395 | \$395 | \$395 | \$0 |
| Matching Funds | \$0 | \$19,560 | \$19,560 | \$19,560 | \$4,918 | \$4,918 | \$4,918 | \$4,277 | \$4,277 | \$4,277 | \$4,964 | \$4,964 | \$4,964 | \$33,719 | \$33,719 | \$0 |
| Local | \$0 | \$19,560 | \$19,560 | \$19,560 | \$4,918 | \$4,918 | \$4,918 | \$4,277 | \$4,277 | \$4,277 | \$4,964 | \$4,964 | \$4,964 | \$33,719 | \$33,719 | \$0 |
| Total | \$1,403 | \$152,058 | \$153,461 | \$152,948 | \$57,373 | \$57,885 | \$56,846 | \$65,969 | \$67,008 | \$66,034 | \$36,030 | \$37,005 | \$36,136 | \$312,833 | \$311,964 | \$869 |

ACTION ITEM 4.B. – REGIONAL PROJECT SELECTION AND PRIORITIZED CONTINGENCY LIST

Document History

| MEETING | DATE | TYPE OF ITEM | STAFF CONTACT | PHONE |
|------------------------------|------------|--|-------------------------------|----------------|
| Technical Advisory Committee | 12/01/2022 | Discussion | Mark Hamilton | (360) 416-7876 |
| Transportation Policy Board | 01/18/2023 | Discussion | Mark Hamilton | (360) 416-7876 |
| Technical Advisory Committee | 03/02/2023 | Review and Recommendation (Evaluation Process) | Mark Hamilton | (360) 416-7876 |
| Transportation Policy Board | 03/15/2023 | Release for Public Comment (Evaluation Process) | Mark Hamilton | (360) 416-7876 |
| Transportation Policy Board | 04/19/2023 | Approve Evaluation Process | Mark Hamilton | (360) 416-7876 |
| Technical Advisory Committee | 06/01/2023 | Review and Recommendation (Project Selection) | Mark Hamilton | (360) 416-7876 |
| Transportation Policy Board | 06/21/2023 | Release for Public Comment (Project Selection) | Mark Hamilton | (360) 416-7876 |
| Transportation Policy Board | 07/19/2023 | Approve Project Selection | Mark Hamilton | (360) 416-7876 |

RECOMMENDED ACTION

There are a couple considerations for the Transportation Policy Board (TPB) regarding regional project selection and the prioritized contingency list following the June 21 meeting. These considerations follow.

SKAGIT 2050 REGIONAL TRANSPORTATION PLAN

The Transportation Policy Board talked with SCOG staff about potential options to fund the Skagit 2050 Regional Transportation Plan project at the June 21 meeting, or reduce the scope of the plan. This project was submitted by SCOG staff for the prioritized contingency list and ranked #1 by the Technical Advisory Committee (TAC). At the June 21 meeting, SCOG staff committed to looking into potential funding from project selection for this project in response to the Transportation Policy Board discussion, and has identified Urban Small Area Surface Transportation Block Grant Program (STBG) funding that could be used to select this project for funding. An Urban Small Area STBG minimum of \$570,000 was not fulfilled in the TAC project-selection recommendation due to a lack of submitted projects for this funding source geography.

For the Skagit 2050 Regional Transportation Plan, the Transportation Policy Board could consider:

1. Moving this project off the prioritized contingency list and select it for funding using \$346,000 in Surface Transportation Block Grant Program funds;
2. Leaving this project on the prioritized contingency list as recommended by the TAC; or
3. Making another decision with this project.

SKAGIT TRANSIT APPLICATIONS

Following the June 21 meeting, Skagit Transit chose to withdraw two applications from consideration for regional project selection. Along with the withdrawal, Skagit Transit staff requested that the projects be considered for the prioritized contingency list instead.

Skagit Transit's decision means the \$275,000 non-roadway funding set-aside from STBG is no longer fulfilled, as their Construction of Ancillary Maintenance Buildings project had been recommended by the Technical Advisory Committee to receive the 5% minimum set-aside. Additionally, the Urban Medium Area Carbon Reduction Program (CR) funding is no longer fulfilled, as \$275,000 would not go to the Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase project.

To address the issues created by the withdrawn applications, the Transportation Policy Board could consider:

1. Selecting other projects to receive these Urban Medium Area \$275,000 STBG and \$275,000 CR funds (Mount Vernon's EV Vehicle Charging Facility - MVLC is the only project eligible for both funding sources not recommended for full funding by the TAC, and would also count for the STBG non-roadway funding set-aside as it is a non-roadway project);
2. Approving the revised proposed regional project selection with the \$550,000 removed from the two Skagit Transit projects; or
3. Making another funding decision.

If the Transportation Policy Board wishes to place the two Skagit Transit projects on the prioritized contingency list, the following are a couple options to consider:

1. Placing the two projects as the highest-ranking projects on the prioritized contingency list, using the scores received via project selection to rank them #1 and #2; or
2. Placing the two projects as the lowest ranking projects on the prioritized contingency list, using the same project selection rankings.

A revised version of the Technical Advisory Committee [proposed regional project selection](#) removing the two Skagit Transit projects has been prepared by SCOG staff. The [prioritized contingency list](#) was presented at the June 21 Transportation Policy Board meeting and has not been revised.

DISCUSSION

One of the tasks in SCOG's unified planning work program for this state fiscal year is to conduct a regional selection of projects to receive federal Surface Transportation Block Grant Program (STBG), Transportation Alternatives Set-Aside (TA) and Carbon Reduction Program (CR) funds. A selection of projects to receive funding under these programs is a decision made by the Transportation Policy Board, and is expected in July 2023.

SCOG staff estimates that **\$8.41 million** is available through this call for projects, which includes a combination of STBG, TA and CR allocations out to 2029. The Federal Highway Administration has fact sheets on their website which provide overviews of these federal funding programs:

- [Surface Transportation Block Grant Program Fact Sheet;](#)
- [Transportation Alternatives Set-Aside Fact Sheet;](#)
- [Carbon Reduction Program Fact Sheet.](#)

After transportation projects are selected by the Transportation Policy Board, they will be ready for programming in the 2024–2029 Regional Transportation Improvement Program – anticipated for adoption in October 2023 by the Transportation Policy Board. All actions made relating to project evaluation, project selection and programming of projects are made by the Transportation Policy Board. After the selection decision, there may be an opportunity to program some projects prior to October 2023, and programming decisions depend in part on maintaining fiscal constraint by year for each of the three federal funding programs: STBG, TA and CR.

STBG, TA and CR funds are available for award to projects in the following categories:

- “Urban Medium Area” funding for areas with greater than 50,000 population – Burlington, Mount Vernon, Sedro-Woolley and some surrounding unincorporated areas;
- “Urban Small Area” funding for areas with between 5,000–49,999 population – Anacortes and some surrounding unincorporated areas;
- “Rural Area” funding for areas with fewer than 5,000 population – the four towns and most unincorporated areas; and
- “Any Area” funding that can be used anywhere – Urban Medium Area, Urban Small Area or Rural Area.

Prior to issuing a regional call for projects, SCOG developed and approved a [regional project evaluation process](#). The evaluation process was prepared with advice from the Technical Advisory Committee and was approved by the Transportation Policy Board on April 19, 2023.

Project selection is a work activity included on Page 16–17 of SCOG’s current [Unified Planning Work Program](#). This work activity is also included on SCOG’s next Unified Planning Work Program, which has been approved by the Transportation Policy Board and will begin July 1, 2023.

PROJECT APPLICATIONS RECEIVED AND SCORED

Applications received through the call for projects were scored based on approved criteria and weights. The Technical Advisory Committee prioritized applications for the Technical Advisory Committee Priority criterion, and also prioritized contingency list applications received by SCOG.

Projects received through the call for projects, ranking, scores and other application information are included in the following table. Projects with more than one phase appear in multiple rows.

| Rank ¹ | Score | Applicant | Project Name | Phase | Class. | Urban/Rural | STBG/TA/CR | WTN Score ² | Funding Request |
|-------------------|-------|----------------|---|----------|-------------|--------------|------------|------------------------|-----------------|
| 1 | 64 | Skagit County | Cook Road / I-5 Interchange Vicinity Improvements | PE | Roadway | Rural | STBG | | \$352,957 |
| 1 | 64 | Skagit County | Cook Road / I-5 Interchange Vicinity Improvements | CN | Roadway | Rural | STBG | | \$2,538,298 |
| 2 | 56 | Sedro-Woolley | John Liner Road Arterial Improvements | PE | Roadway | Urban Medium | STBG | | \$226,111 |
| 2 | 56 | Sedro-Woolley | John Liner Road Arterial Improvements | RW | Roadway | Urban Medium | STBG | | \$210,089 |
| 2 | 56 | Sedro-Woolley | John Liner Road Arterial Improvements | CN | Roadway | Urban Medium | STBG | | \$617,956 |
| 3 | 51 | Skagit County | Peterson Road (Urban) | PE | Roadway | Urban Medium | STBG | | \$618,903 |
| 3 | 51 | Skagit County | Peterson Road (Urban) | RW | Roadway | Urban Medium | STBG | | \$129,750 |
| 3 | 51 | Skagit County | Peterson Road (Urban) | CN | Roadway | Urban Medium | STBG | | \$5,459,646 |
| 3 | 51 | Skagit Transit | Bus Stop Amenities | PL/Other | Non-Roadway | Urban Medium | STBG/TA/CR | N/A | \$157,560 |
| 5 | 47 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 3 | PE | Non-Roadway | Urban Medium | STBG/TA/CR | 61 | \$32,000 |
| 5 | 47 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 3 | CN | Non-Roadway | Urban Medium | STBG/TA/CR | 61 | \$275,000 |
| 5 | 47 | Sedro-Woolley | Jones/John Liner RR Undercrossing & Roadway Extension | PE | Roadway | Urban Medium | STBG | | \$558,785 |
| 7 | 45 | Mount Vernon | EV Bicycle Charging Facility - MVLC | CN | Non-Roadway | Urban Medium | STBG/TA/CR | 52 | \$144,500 |
| 7 | 45 | Skagit Transit | Construction of Ancillary Maintenance Buildings | CN | Non-Roadway | Urban Medium | STBG | | \$275,000 |
| 9 | 42 | Skagit Transit | Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase | CN | Non-Roadway | Urban Medium | STBG/CR | | \$275,000 |
| 10 | 41 | Mount Vernon | EV Vehicle Charging Facility - MVLC | CN | Non-Roadway | Urban Medium | STBG/CR | | \$2,342,000 |
| 11 | 36 | Anacortes | Q Avenue Pedestrian Crossings | PE | Non-Roadway | Urban Small | STBG/TA/CR | 38 | \$46,000 |
| 11 | 36 | Anacortes | Q Avenue Pedestrian Crossings | CN | Non-Roadway | Urban Small | STBG/TA/CR | 38 | \$396,000 |
| 12 | 31 | Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | PE | Non-Roadway | Urban Medium | STBG/TA/CR | 35 | \$104,665 |
| 12 | 31 | Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | RW | Non-Roadway | Urban Medium | STBG/TA/CR | 35 | \$16,868 |
| 12 | 31 | Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | CN | Non-Roadway | Urban Medium | STBG/TA/CR | 35 | \$224,468 |

Total \$15,001,556

¹ Projects with more than one phase received the same ranking. Two projects are ranked #3, #5 and #7 due to equal scores received for these projects.

² Washington Tracking Network Score only applies to projects eligible for TA funding. Bus Stop Amenities project could not be scored using WTN tool.



Contingency list project applications with Technical Advisory Committee ranking, request and other project information are included in the following table.

| Rank | Applicant | Project | Phase | Funding Request |
|------|-------------------------------|---|-------|-----------------|
| 1 | Skagit Council of Governments | Skagit 2050 Regional Transportation Plan | PL | \$346,000 |
| 2 | Sedro-Woolley | Jones/John Liner RR Undercrossing & Roadway Extension | PE | \$558,785 |
| 3 | Sedro-Woolley | Cook Road/South Trail Road Intersection Improvements | PE | \$311,189 |
| 4 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 2 ³ | PE | \$18,000 |
| 4 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 2 ³ | CN | \$159,000 |
| 5 | Anacortes | 12th Street and K Avenue Intersection Improvements ⁴ | PE | \$224,000 |
| 5 | Anacortes | 17th Street and Q Avenue Intersection Improvements ⁴ | PE | \$224,000 |
| 7 | Mount Vernon | 30th Street Improvements | RW | \$129,750 |
| 8 | Mount Vernon | Riverside Drive Improvements - 1 | RW | \$562,000 |
| 9 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 4 ³ | PE | \$32,000 |
| 9 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 4 ³ | CN | \$275,000 |
| 10 | Mount Vernon | Riverside Drive Improvements - 2 | RW | \$173,000 |
| 11 | Skagit Council of Governments | Intelligent Transportation Systems Architecture | PL | \$77,850 |
| 12 | Sedro-Woolley | North Reed Street Overlay Project 1 SR 20 to John Liner Road | CN | \$324,375 |
| 13 | Skagit Transit | Replacement Paratransit Coaches - Battery Electric | ALL | \$2,002,584 |
| 14 | Skagit Transit | Skagit Transit's Maintenance Operations and Administration Facility Replacement | CN | \$3,000,000 |
| 15 | Skagit Transit | Bus Stop Amenities | ALL | \$157,560 |

Total \$8,575,093

TECHNICAL ADVISORY COMMITTEE RECOMMENDATION

The Technical Advisory Committee reviewed project scoring and made a project selection recommendation to the Transportation Policy Board at their meeting on June 1, 2023. There are two parts to the recommendation:

1. A recommendation on which projects to select for STBG, TA and CR funding; and
2. A recommendation on which projects to include in a prioritized contingency list.

³ Project with multiple phases.
⁴ Project average ranking tied.



Part one of the Technical Advisory Committee recommendation is the proposed project selection for STBG, TA and CR funding displayed in the following table.

| Applicant | Project | Phase | Funding Type | Selection Amount |
|----------------|---|----------|--------------------|-----------------------|
| Skagit County | Cook Road/ I-5 Interchange Vicinity Improvements | PE | STBG | \$352,957 |
| Skagit County | Cook Road/ I-5 Interchange Vicinity Improvements | CN | STBG | \$2,538,298 |
| Sedro-Woolley | John Liner Road Arterial Improvements | PE | STBG | \$226,111 |
| Sedro-Woolley | John Liner Road Arterial Improvements | RW | STBG | \$210,089 |
| Sedro-Woolley | John Liner Road Arterial Improvements | CN | STBG | \$617,956 |
| Skagit County | Peterson Road (Urban) | PE | STBG | \$618,903 |
| Skagit County | Peterson Road (Urban) | RW | STBG | \$129,750 |
| Skagit Transit | Bus Stop Amenities | PL/Other | TA | \$157,560 |
| Mount Vernon | Kulshan Trail Safety Lighting - Phase 3 | PE | TA | \$32,000 |
| Mount Vernon | Kulshan Trail Safety Lighting - Phase 3 | CN | TA | \$275,000 |
| Sedro-Woolley | Jones/John Liner RR Undercrossing & Roadway Extension | PE | STBG | \$558,785 |
| Mount Vernon | EV Bicycle Charging Facility - MVLC | CN | TA | \$144,500 |
| Skagit Transit | Construction of Ancillary Maintenance Buildings | CN | STBG | \$275,000 |
| Skagit Transit | Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase | CN | CR | \$275,000 |
| Mount Vernon | EV Vehicle Charging Facility - MVLC ⁵ | CN | CR | \$285,000 |
| Anacortes | Q Avenue Pedestrian Crossings | PE | CR | \$46,000 |
| Anacortes | Q Avenue Pedestrian Crossings | CN | TA CR | \$62,000 \$334,000 |
| Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | PE | TA | \$104,665 |
| Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | RW | TA | \$16,868 |
| Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | CN | TA | \$224,468 |
| | | | STBG Subtotal | \$5,527,849 |
| | | | TA Subtotal | \$1,017,061 |
| | | | CR Subtotal | \$940,000 |
| | | | Grand Total | \$7,484,910 |

⁵ Construction request is for \$2,342,000. Selection recommendation is for partial funding of this phase.



Part two of the Technical Advisory Committee recommendation is a proposed prioritized contingency list, included in priority order and displayed in the following table.

| Rank | Applicant | Project | Phase | Funding Request |
|--------------|-------------------------------|---|-------|--------------------|
| 1 | Skagit Council of Governments | Skagit 2050 Regional Transportation Plan | PL | \$346,000 |
| 2 | Sedro-Woolley | Cook Road/South Trail Road Intersection Improvements | PE | \$311,189 |
| 3 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 2 ⁶ | PE | \$18,000 |
| 3 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 2 ⁶ | CN | \$159,000 |
| 4 | Anacortes | 12th Street and K Avenue Intersection Improvements ⁷ | PE | \$224,000 |
| 4 | Anacortes | 17th Street and Q Avenue Intersection Improvements ⁷ | PE | \$224,000 |
| 6 | Mount Vernon | 30th Street Improvements | RW | \$129,750 |
| 7 | Mount Vernon | Riverside Drive Improvements - 1 | RW | \$562,000 |
| 8 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 4 ⁶ | PE | \$32,000 |
| 8 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 4 ⁶ | CN | \$275,000 |
| 9 | Mount Vernon | Riverside Drive Improvements - 2 | RW | \$173,000 |
| 10 | Skagit Council of Governments | Intelligent Transportation Systems Architecture | PL | \$77,850 |
| 11 | Sedro-Woolley | North Reed Street Overlay Project 1 SR 20 to John Liner Road | CN | \$324,375 |
| 12 | Skagit Transit | Replacement Paratransit Coaches - Battery Electric | ALL | \$2,002,584 |
| 13 | Skagit Transit | Skagit Transit's Maintenance Operations and Administration Facility Replacement | CN | \$3,000,000 |
| Total | | | | \$7,858,748 |

PUBLIC PARTICIPATION

There must be a minimum of two public comment periods prior to project selection as described on Page 19 of SCOG’s [Public Participation Plan](#): (1) on the proposed regional project evaluation process; and (2) on the proposed project selection. In addition, projects go through separate local and tribal processes with the regional public participation process supplementing outreach completed and input received at these other levels.

The Transportation Policy Board released the proposed evaluation process for public review and comment at the March 15 meeting. A public comment period was held from March 17–29, with a notice of public comment period published in the Skagit Valley Herald on March 21 and 28, and on the SCOG website for the entirety of the comment period. No comments were received.

⁶ Project with multiple phases.
⁷ Project average ranking tied.



The Transportation Policy Board released the proposed project selection for public review and comment at the June 21 meeting. A public comment period was held from June 23 through July 5, with a notice of public comment period published in the Skagit Valley Herald on June 27 and July 4, and on the SCOG website for the entirety of the comment period. No comments were received.



TECHNICAL ADVISORY COMMITTEE PROPOSED REGIONAL PROJECT SELECTION

June 1, 2023

[Revised by SCOG Staff: July 11, 2023](#)

| Applicant | Project | Phase ¹ | Funding Type ² | Selection Amount |
|----------------|---|--------------------|---------------------------|---|
| Skagit County | Cook Road/ I-5 Interchange Vicinity Improvements | PE | STBG | \$352,957 |
| Skagit County | Cook Road/ I-5 Interchange Vicinity Improvements | CN | STBG | \$2,538,298 |
| Sedro-Woolley | John Liner Road Arterial Improvements | PE | STBG | \$226,111 |
| Sedro-Woolley | John Liner Road Arterial Improvements | RW | STBG | \$210,089 |
| Sedro-Woolley | John Liner Road Arterial Improvements | CN | STBG | \$617,956 |
| Skagit County | Peterson Road (Urban) | PE | STBG | \$618,903 |
| Skagit County | Peterson Road (Urban) | RW | STBG | \$129,750 |
| Skagit Transit | Bus Stop Amenities | PL/Other | TA | \$157,560 |
| Mount Vernon | Kulshan Trail Safety Lighting - Phase 3 | PE | TA | \$32,000 |
| Mount Vernon | Kulshan Trail Safety Lighting - Phase 3 | CN | TA | \$275,000 |
| Sedro-Woolley | Jones/John Liner RR Undercrossing & Roadway Extension | PE | STBG | \$558,785 |
| Mount Vernon | EV Bicycle Charging Facility - MVLC | CN | TA | \$144,500 |
| Skagit Transit | Construction of Ancillary Maintenance Buildings ³ | CN | STBG | \$275,000 |
| Skagit Transit | Construction Zero Emissions Vehicle Infrastructure and Equipment Purchase | CN | CR | \$275,000 |
| Mount Vernon | EV Vehicle Charging Facility - MVLC ⁴ | CN | CR | \$285,000 |
| Anacortes | Q Avenue Pedestrian Crossings | PE | CR | \$46,000 |
| Anacortes | Q Avenue Pedestrian Crossings | CN | TA CR | \$62,000 \$334,000 |
| Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | PE | TA | \$104,665 |
| Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | RW | TA | \$16,868 |
| Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2B Hospital Drive to Holtcamp Road | CN | TA | \$224,468 |
| | | | STBG Subtotal | \$5,527,849 <u>\$5,252,849</u> |
| | | | TA Subtotal | \$1,017,061 |
| | | | CR Subtotal | \$940,000 <u>\$665,000</u> |
| | | | Grand Total | \$7,484,910 <u>\$6,934,910</u> |

¹ "PL" is planning, "PE" is preliminary engineering and "CN" is construction.

² "STBG" is federal Surface Transportation Block Grant Program, "TA" is federal Transportation Alternatives Set-Aside and "CR" is federal Carbon Reduction Program.

³ Project recommended to receive \$275,000 non-roadway funding set-aside from STBG.

⁴ Construction request is for \$2,342,000. Selection recommendation is for partial funding of this phase.



TECHNICAL ADVISORY COMMITTEE PROPOSED PRIORITIZED CONTINGENCY LIST

June 1, 2023

| Rank | Applicant | Project | Phase ¹ | Funding Request |
|------|-------------------------------|---|--------------------|-----------------|
| 1 | Skagit Council of Governments | Skagit 2050 Regional Transportation Plan | PL | \$346,000 |
| 2 | Sedro-Woolley | Cook Road/South Trail Road Intersection Improvements | PE | \$311,189 |
| 3 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 2 ² | PE | \$18,000 |
| 3 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 2 ² | CN | \$159,000 |
| 4 | Anacortes | 12th Street and K Avenue Intersection Improvements ³ | PE | \$224,000 |
| 4 | Anacortes | 17th Street and Q Avenue Intersection Improvements ³ | PE | \$224,000 |
| 6 | Mount Vernon | 30th Street Improvements | RW | \$129,750 |
| 7 | Mount Vernon | Riverside Drive Improvements - 1 | RW | \$562,000 |
| 8 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 4 ² | PE | \$32,000 |
| 8 | Mount Vernon | Kulshan Trail Safety Lighting - Phase 4 ² | CN | \$275,000 |
| 9 | Mount Vernon | Riverside Drive Improvements - 2 | RW | \$173,000 |
| 10 | Skagit Council of Governments | Intelligent Transportation Systems Architecture | PL | \$77,850 |
| 11 | Sedro-Woolley | North Reed Street Overlay Project 1 SR 20 to John Liner Road | CN | \$324,375 |
| 12 | Skagit Transit | Replacement Paratransit Coaches - Battery Electric | ALL | \$2,002,584 |
| 13 | Skagit Transit | Skagit Transit's Maintenance Operations and Administration Facility Replacement | CN | \$3,000,000 |

Total \$7,858,748

¹ "PL" is planning, "PE" is preliminary engineering and "CN" is construction.

² Project with multiple phases.

³ Project average ranking tied.

ACTION ITEM 4.C. – GRANT APPLICATION AUTHORIZATION FOR PROMOTING RESILIENT OPERATIONS FOR TRANSFORMATIVE, EFFICIENT, AND COST-SAVING TRANSPORTATION PROGRAM

Document History

| MEETING | DATE | TYPE OF ITEM | STAFF CONTACT | PHONE |
|------------------------------|------------|--------------|-------------------------------|----------------|
| Technical Advisory Committee | 07/06/2023 | Information | Mark Hamilton | (360) 416-7876 |
| Transportation Policy Board | 07/19/2023 | Action | Mark Hamilton | (360) 416-7876 |

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff recommend that the Transportation Policy Board authorize staff to apply for a [Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program](#) (PROTECT) Planning Grant in order to develop a Resilience Improvement Plan.

FISCAL IMPACT

The minimum Planning Grant amount available from PROTECT is \$100,000, and the federal share of the grant is 100% with no matching funds required. SCOG staff is still estimating the project budget, but expects to request between \$200,000 and \$300,000 in funding through the Planning Grant. Funding requested will include costs for a consultant contract and SCOG staff time to administer the grant.

SCOG obligated \$129,750 in federal Surface Transportation Block Grant Program funds to begin a resilience planning project in 2022, along with a \$20,250 match. If awarded, the PROTECT grant funds would expand the scope of this project to meet federal requirements under PROTECT, making projects prioritized in the plan eligible for additional federal funds via a reduction in non-federal share required for projects.

DISCUSSION

On April 21, 2023 the U.S. Department of Transportation published a [notice of funding opportunity](#) to solicit applications for PROTECT grants. PROTECT funds for federal fiscal year 2022 and 2023 will be awarded on a competitive basis through this grant opportunity, with an estimated \$45 million available for Planning Grants and \$803 million available to other types of grants.

Metropolitan planning organizations, such as SCOG, are eligible applicants for PROTECT grants. Only states and metropolitan planning organizations are eligible to receive PROTECT grants for preparing a Resilience Improvement Plan. A Resilience Improvement Plan is optional – there is no federal requirement that this plan be prepared.

If SCOG does receive a PROTECT Planning Grant, required contents would need to be included in a Resilience Improvement Plan as follows:

1. Include immediate and long-range planning activities and investments of the metropolitan planning organization with respect to resilience of the surface transportation system within the boundaries of the metropolitan planning organization, as applicable;

2. Demonstrate a systemic approach to surface transportation system resilience and be consistent with and complementary of the State and local mitigation plans required under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 USC 5165); and
3. Include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperatures, and earthquakes.

There are other optional contents that may be included in the Resilience Improvement Plan, and additional contents that shall be included as appropriate, consistent with United States Code. Required and optional plan contents are included in [23 USC 176](#).

Applications are due August 18, 2023.

23 USC 176 Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program

(e) Resilience Improvement Plan and Lower Non-Federal Share. –

(2) Plan contents. – A resilience improvement plan referred to in paragraph (1) –

(A) shall be for the immediate and long-range planning activities and investments of the State or metropolitan planning organization with respect to resilience of the surface transportation system within the boundaries of the State or metropolitan planning organization, as applicable;

(B) shall demonstrate a systemic approach to surface transportation system resilience and be consistent with and complementary of the State and local mitigation plans required under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165);

(C) shall include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperatures, and earthquakes;

(D) may –

(i) designate evacuation routes and strategies, including multimodal facilities, designated with consideration for individuals without access to personal vehicles;

(ii) plan for response to anticipated emergencies, including plans for the mobility of –

(I) emergency response personnel and equipment; and

(II) access to emergency services, including for vulnerable or disadvantaged populations;

(iii) describe the resilience improvement policies, including strategies, land-use and zoning changes, investments in natural infrastructure, or performance measures that will inform the transportation investment decisions of the State or metropolitan planning organization with the goal of increasing resilience;

(iv) include an investment plan that –

(I) includes a list of priority projects; and

(II) describes how funds apportioned to the State under section 104(b)(8) or provided by a grant under the program would be invested and matched, which shall not be subject to fiscal constraint requirements; and

(v) use science and data and indicate the source of data and methodologies; and

(E) shall, as appropriate –

(i) include a description of how the plan will improve the ability of the State or metropolitan planning organization –

(I) to respond promptly to the impacts of weather events and natural disasters; and

(II) to be prepared for changing conditions, such as sea level rise and increased flood risk;

(ii) describe the codes, standards, and regulatory framework, if any, adopted and enforced to ensure resilience improvements within the impacted area of proposed projects included in the resilience improvement plan;

(iii) consider the benefits of combining hard surface transportation assets, and natural infrastructure, through coordinated efforts by the Federal Government and the States;

(iv) assess the resilience of other community assets, including buildings and housing, emergency management assets, and energy, water, and communication infrastructure;

(v) use a long-term planning period; and

(vi) include such other information as the State or metropolitan planning organization considers appropriate.

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

July 6, 2023

GoToMeeting Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes.....Tim Hohmann
- City of Mount Vernon Bill Bullock
- City of Sedro-WoolleyDavid Lee
- Skagit CountyForrest Jones, Grace Kane, Tom Weller
- Samish Indian Nation.....John Barrett, Nick Dorr
- Skagit PUD.....Mark Semrau
- Skagit Transit.....Brad Windler
- Washington State Department of Transportation Ryan Clemens, John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

No one else attended the meeting.

AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. June 1, 2023 Technical Advisory Committee Meeting Minutes: Mr. Hohmann moved to approve the June 1, 2023 Technical Advisory Committee (TAC) meeting minutes, and Mr. Windler seconded the motion. The motion carried unanimously.
3. July Regional Transportation Improvement Program Amendment: Mr. Hamilton presented this agenda item. He explained that there was one proposed 2023–2028 Regional Transportation Improvement Program (RTIP) amendment submitted for July, which was from the Washington State Department of Transportation. He stated that this amendment was for the I-5/Tributaries to Friday, Lake & Chuckanut Creeks - Fish Passage project. This project is already programmed, and the amendment reduces the cost, revises the project termini and project length, and updates the funding sources. He noted this project is located on Interstate 5 in both Skagit and Whatcom counties, and this amendment only pertains to the portion within Skagit County.

Mr. Weller motioned to recommend approval of the July Regional Transportation Improvement Program Amendment to the Transportation Policy Board, as presented. Mr. Bullock seconded the motion and it carried unanimously.

4. Non-Motorized Advisory Committee Bylaws Update: Mr. Johnson presented this agenda item. He stated this is a discussion item for the month and gave an overview of the Non-Motorized Advisory Committee (NMAC) and its relationship to the TAC. He explained that updating the bylaws was a work program item for the NMAC this year due to several changes since their initial adoption in 2016, and at their June meeting they recommended bylaws revisions to the TAC. He then gave an overview of recommended changes, including: meeting times and locations; membership changes; bicycle and pedestrian counts; and removal of redundant language directing the NMAC to assist member organizations. He said this is a discussion item for the TAC in July and would be coming back at the August TAC meeting for action.
5. Regional Transportation Improvement Program Gap Strategy Considerations: Mr. Bullock presented this agenda item. He explained that in the past, several TAC members had expressed the opinion that obligation authority gap strategies might need to be amended to allow adding funding to previously selected projects, and that should the first gap strategy utilized. He stated that moving gap strategy #4 to the #1 spot would help make projects whole and allow them to move forward, particularly when projects experience an unforeseen cost increase. He said the gap strategy should not be used to expand the scope of projects.

TAC members talked about the idea of moving gap strategy #4 to be the first gap strategy utilized in the future, instead of the last. Potential positives and negatives of such an approach were discussed.

Mr. Shambaugh asked SCOG staff if there was already a policy in place to address cost overruns.

Mr. Hamilton replied that the Emergent Need Project Selection process was put into place for such occasions, and that project sponsors can apply at any time to receive additional funding through this process. He emphasized that this process only applies to construction phases and no other project phases, the process only applies to projects that have been competitively selected by SCOG, and projects must experience an unanticipated need during the construction phase.

Mr. Hohmann asked SCOG staff for input on the gap strategies.

Mr. Hamilton stated that the current strategies were first put into place in 2020, and were modeled on procedures the Puget Sound Regional Council had been using. He said that administrative timelines could be adjusted for the gap strategies by SCOG, and that moving gap strategy #4 to be the first gap strategy would require SCOG staff coordination with project sponsors prior to the TAC meeting where the other gap strategies are utilized. Mr. Hamilton added that if gap strategy #4 were moved to become the first gap strategy, the other three gap strategies would become less important and may not need to be utilized at all if there is an obligation authority gap.

Mr. Murphy stated that it would be a major policy change to give preference to funding past projects. He explained that there are several related policy issues that the Transportation Policy Board would need to understand and discuss. He stated that another approach could be revisions to existing obligation authority procedures to make more projects eligible for additional funding.

Mr. Shambaugh stated that he would be concerned about the implications of having less funding available for future projects due to adding funding to existing projects.

Mr. Lee stated that he understands the concern about funding past projects at the expense of future projects.

6. 2024–2029 Regional Transportation Improvement Program: Mr. Hamilton presented this agenda item. He explained that 2024–2029 Regional Transportation Improvement Program (RTIP) will be adopted in October, and asked that project sponsors submit their projects to SCOG by August 11. He stated that there are several proposed changes for consideration, including: guidance clarifying the difference between an amendment and a modification; and revising gap strategy #4 to make all selected projects and contingency list projects available to receive additional funding, as long as the project has an active phase and received funding through a SCOG process. Currently only projects awarded federal Surface Transportation Block Grant Program funding are eligible, and a change could allow other federally funded projects to be eligible as well.

TAC members discussed these potential changes and voiced support for the suggestions presented by Mr. Hamilton.

7. EquipmentWatch Rental Rate Blue Book: This agenda item was presented by Mr. Bullock. He explained that Mount Vernon had recently received an equipment rental quote that seemed high and had used EquipmentWatch to verify that the contractor was charging a substantially higher rate for the equipment than the market “blue book” rate. He stated that a subscription to EquipmentWatch is expensive and wanted to discuss with the TAC whether a regional subscription through SCOG for member agencies would be a good idea.

Mr. Murphy stated that SCOG staff can investigate EquipmentWatch subscription details and report back to the TAC at a future date. Mr. Bullock said he would send more information to SCOG to assist with looking into an EquipmentWatch subscription.

8. 2023 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that this item has been updated to reflect the latest available information, and then went over the 2023 Obligation Authority Plan. Mr. Hamilton asked that agencies keep him apprised of obligation status as their projects move through the statewide obligation process.

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

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

Mr. Hamilton informed the TAC that SCOG staff expects to apply for a grant from the federal Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program to prepare a Resilience Improvement Plan. He said authorization to apply will be requested from the Transportation Policy Board at their July meeting.

10. Next Meeting: August 3, 2023, 1:30 p.m.

11. Adjourned: 3:11 p.m.



Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

INFORMATION ITEM – WSDOT CONSOLIDATED GRANT PROGRAM 2023-2025 AWARDS

Document History

| MEETING | DATE | TYPE OF ITEM | STAFF CONTACT | PHONE |
|-----------------------------|------------|--------------|-------------------------------|----------------|
| Transportation Policy Board | 07/19/2023 | Information | Grant Johnson | (360) 416-6678 |

DISCUSSION

The Washington State Department of Transportation (WSDOT) Consolidated Grant Program provides funds for public transportation improvements within and between rural communities; transportation services between cities; purchases of new buses and equipment; and public transportation services to seniors and people with disabilities. Applications for the 2023-2025 biennium were due October 27, 2022 and in November, 2022 SCOG conducted a regional call for human services transportation projects to create a prioritized list of applications for submission to WSDOT. The prioritized list of regional human services transportation projects was approved by the Transportation Policy Board at their January, 2023 meeting and submitted to WSDOT for use in the Consolidated Grant Program evaluation process.

In late June 2023 WSDOT sent 2023-2025 biennium grant award letters to grantees. Awardees within the Skagit region are shown in the table below. In total Skagit region applicants to the WSDOT Consolidated Grant Program were awarded \$5,410,970 during this award cycle.

| Grantee | Project Title | Award Amount |
|-----------------------------------|--|--------------|
| Community Action of Skagit County | Special needs mobility management project* | \$48,938 |
| Community Action of Skagit County | Operating assistance for training of staff and volunteers and coordination of public transportation in rural areas of Skagit County | \$304,890 |
| Community Action of Skagit County | Fleet of cars for staff to conduct senior and disabled client home visits, facilitate street outreach to unhoused clients, attend training, and fund fleet maintenance and fleet storage space | \$424,710 |
| Sauk-Suiattle Indian Tribe | Sustaining fixed-route service between Darrington, Sauk-Suiattle Indian Tribe Reservation, and Concrete in rural Snohomish and Skagit counties | \$463,463 |
| Skagit Transit | Community engagement coordinator position to conduct outreach with Limited English Proficiency population of Skagit County | \$134,577 |

| | | |
|----------------|--|-------------|
| Skagit Transit | Increase frequency of transit service in western Skagit County | \$605,272 |
| Skagit Transit | Increase frequency of transit services in east Skagit County | \$609,120 |
| Skagit Transit | Northwest Washington regional public transportation study | \$160,000 |
| Skagit Transit | Replacement of heavy-duty transit coaches | \$2,660,000 |

*Indicates a four-year continuing project that began in the 2021-2023 biennium.

2023 OBLIGATION AUTHORITY PLAN

The following projects¹ had to obligate federal funding before **March 1, 2023**. If the projects did not obligate by March 1, 2023, they would have been deprogrammed by deletion from the RTIP by SCOG staff. No projects were deprogrammed.

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

The following project must obligate federal funding before **August 1, 2023**, or it will be deprogrammed by deletion from the RTIP by SCOG staff.

| AGENCY | TITLE | STIP ID | PHASE | FUNDS OBLIGATED | STBG/TA FUNDS |
|--------|-----------------------------------|------------|-------|-----------------|---------------|
| SCOG | SCOG Admin 2022-2025 ² | SCOG 22-25 | PL | (Not Yet) | \$261,176 |

The following projects must obligate federal funding by **September 30, 2023**, or contingent funding will be withdrawn for the projects on **October 1, 2023**. Project sponsors are encouraged to obligate federal funding before **July 1, 2023**.

| AGENCY | TITLE | STIP ID | PHASE | FUNDS OBLIGATED | STBG/TA FUNDS |
|-----------------------|---|------------|-------|-----------------|---------------|
| City of Anacortes | R Avenue Long Term Improvements | T-1301 | PE | (Not Yet) | \$176,460 |
| City of Anacortes | Ship Harbor Blvd and SR 20 Spur Intersection | ANAC T-140 | PE | ✗ | \$21,631 |
| City of Anacortes | Ship Harbor Blvd and SR 20 Spur Intersection | ANAC T-140 | CN | (Not Yet) | \$368,019 |
| City of Burlington | SR 20/Skagit Street Signalization Project | WA-03951 | PE | ✓ | \$173,000 |
| City of Mount Vernon | Riverside Drive Improvements – 2 | WA-13533 | PE | (Not Yet) | \$259,500 |
| City of Sedro-Woolley | SR 20/SR 9 - Township Intersection Improvements | SW33 | PE | ✓ | \$53,856 |
| City of Sedro-Woolley | SR 20/SR 9 - Township Intersection Improvements | SW33 | CN | ✓ | \$71,421 |
| City of Sedro-Woolley | SR 20/Cascade Trail West Extension Phase 2A, Holtcamp Road to Hodgins | SW42 | RW | ✓ | \$51,900 |
| City of Sedro-Woolley | John Liner Road – Reed to Township Bicycle/Pedestrian Improvements | SW08A | PE | ✓ | \$102,913 |
| Skagit County | Francis Road – Section 3 | WA-01192 | PE | ✗ | \$300,000 |

TOTAL EXPECTED STBG-TA OBLIGATIONS³: \$153,485
OBLIGATION AUTHORITY TARGET: \$1,678,048

¹ The John Liner Road, Reed to Township Bicycle/Pedestrian Improvements project’s construction phase is removed from the 2023 Obligation Authority Plan. A lower-than-expected STBG allocation to SCOG for federal fiscal year 2023, which was received on February 6, 2023, put the RTIP out of fiscal constraint by year, and Sedro-Woolley staff agreed to move the project phase out of the 2023–2026 STIP, so the \$442,015 is not included in the 2023–2026 STBG programming. It is anticipated the project phase will be reprogrammed to 2024 with the 2024–2029 RTIP.

² A lower-than-expected STBG allocation for federal fiscal year 2023 reduced funding for this project phase from \$319,595 to \$261,176, which is 15% of the regional STBG allocation. Adjusting funding for this project is consistent with RTIP Policy 13 SCOG Administration Funding.

³ Includes \$400,000 STBG obligation authorized by FHWA on January 4, 2023, which was included on 2022–2027 RTIP. Includes \$1,763,091 in STBG and TA deobligations authorized by FHWA this federal fiscal year.

Extensions

The following projects have been granted an extension to obligate federal funding by **December 31, 2023**. These projects will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

To be granted an extension, any extension request must have been received by SCOG no later than **February 22, 2023**. A project phase may only be granted one extension request.

| AGENCY | TITLE | STIP ID | PHASE | FUNDS OBLIGATED | STBG/TA FUNDS |
|----------------------|---|----------|-------|-----------------|---------------|
| Skagit County | Francis Road Section 3 | WA-01192 | RW | (Not Yet) | \$75,075 |
| Samish Indian Nation | Tommy Thompson Trail Trestle and Causeway Replacement | WA-13974 | PL | (Not Yet) | \$160,650 |
| Anacortes | R Avenue Long Term Improvements | T-1301 | CN | (Not Yet) | \$859,087 |

TOTAL STBG-TA EXTENSIONS: \$1,094,812

Appeals

The Transportation Policy Board approved an appeal to reprogram a project phase in the 2023–2028 RTIP. The following project phase must obligate federal funding by **December 31, 2023**. This project will be deprogrammed with expiration of the 2023–2028 RTIP on January 1, 2024.

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

| AGENCY | TITLE | STIP ID | PHASE | FUNDS OBLIGATED | STBG/TA FUNDS |
|--------------------|---|----------|-------|-----------------|---------------|
| City of Burlington | SR 20/Skagit Street Signalization Project | WA-03951 | CN | (Not Yet) | \$1,513,750 |

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

| Dates | | Total Funding Available | FHWA (13.5%) | STBG (13.5%) | FTA (13.5%) | FTA 5310 HSTP | RTPO | STP HHTS (13.5%) | Resilience Improvement Project (13.5%) |
|-------------------------|------------------------------|-------------------------|--------------|--------------|--------------|---------------|-----------|------------------|--|
| 06/30/2022 Carryforward | | \$ 336,465 | \$ 168,214 | \$ - | \$ 56,313 | \$ 33,100 | \$ 60,039 | \$ 18,800 | \$ - |
| STBG | Jul 1, 2022 to Jun 30, 2023 | 320,327 | - | 190,577 | - | - | - | - | 129,750 |
| FHWA | Oct 1, 2022 to Dec 16, 2022 | 55,186 | 55,186 | - | - | - | - | - | - |
| FHWA | Dec 17, 2022 to Sep 30, 2023 | 206,410 | 206,410 | - | - | - | - | - | - |
| FTA | Oct 1, 2022 to Sep 30, 2023 | 69,278 | - | - | 69,278 | - | - | - | - |
| Authorized | | \$ 987,666 | \$ 429,810 | \$ 190,577 | \$ 125,591 | \$ 33,100 | \$ 60,039 | \$ 18,800 | \$ 129,750 |
| Expenditures | | | | | | | | | |
| July 2022 | | \$ 69,528 | \$ 17,702 | \$ 12,859 | \$ 15,492.19 | \$ 12,237 | \$ 6,190 | \$ 5,048 | \$ - |
| August | | 40,829 | 9,682 | 12,896 | \$ 9,052.43 | 6,941 | 2,258 | - | - |
| September | | 55,264 | 15,242 | 14,809 | \$ 11,496.66 | 8,820 | 4,898 | - | - |
| October | | 52,334 | 13,819 | 20,938 | \$ 11,382.22 | - | 5,778 | - | 416 |
| November | | 47,651 | 19,498 | 18,669 | \$ 4,439.88 | - | 4,780 | - | 264 |
| December | | 48,382 | 11,684 | 23,667 | \$ 4,121.92 | 5,003 | 3,906 | - | - |
| January 2023 | | 47,245 | 11,560 | 25,449 | \$ 58.40 | - | 9,767 | - | 411 |
| February | | 42,706 | 10,159 | 22,431 | \$ 261.03 | - | 9,855 | - | - |
| March | | 48,158 | 16,535 | 22,151 | \$ - | - | 9,472 | - | - |
| April | | 49,050 | 29,017 | 16,707 | \$ - | - | 3,135 | - | 191 |
| May | | 51,235 | 50,994 | - | - | - | - | - | 242 |
| June | | 42,390 | 42,390 | - | - | - | - | - | - |
| Expenditures to Date | | \$ 594,773 | \$ 248,281 | \$ 190,577 | \$ 56,305 | \$ 33,001 | \$ 60,039 | \$ 5,048 | \$ 1,524 |
| Balances | | \$ 392,893 | \$ 181,529 | \$ - | \$ 69,286 | \$ 99 | \$ - | \$ 13,752 | \$ 128,226 |