



SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING

February 21, 2024 – 9:00 a.m.

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

Remote: [GoToMeeting](#)

Dial In: 1 (866) 899-4679

Access Code: 934-359-917

AGENDA

1. Call to Order and Roll Call
2. Written Public Comments – *Mark Hamilton*
3. In-person and Remote Verbal Public Comments
4. Consent Agenda
 - a. Approval of [January 17, 2024 Transportation Policy Board Meeting Minutes](#)
5. Action Items
 - a. [February Regional Transportation Improvement Program Amendment](#) – *Mark Hamilton*
 - b. [Resolution 2024-01 to Set 2024 Regional Highway Safety Performance Targets](#) – *Grant Johnson*
6. Chair’s Report
7. Executive Director’s Report
8. Roundtable and Open Topic Discussion
9. Next Meeting: March 20, 2024, 9:00 a.m., *Burlington City Council Chambers and Remote*
10. Adjourned

Information Items:

[February 1, 2024 Technical Advisory Committee Meeting Minutes](#)
[Sedro-Woolley Letter of Support](#)
[Skagit Transit Letter of Support](#)
[2024 Obligation Authority Plan](#)
[Monthly Financial Update](#)

[Meeting Packet](#)

TRANSPORTATION POLICY BOARD OFFICERS

Commissioner Ron Wesen..... Chair

Mayor Peter Donovan..... 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.

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SKAGIT COUNCIL OF GOVERNMENTS TRANSPORTATION POLICY BOARD MEETING MINUTES

January 17, 2024
Burlington City Council Chambers and Remote

MEMBERS PRESENT

Commissioner Ron Wesen, Skagit County, Chair; Mayor Peter Donovan, City of Mount Vernon; Auditor Sandy Perkins, Skagit County; Chris Damitio, Washington State Department of Transportation (WSDOT); Mayor Marna Hanneman, Mayor of La Conner; Commissioner Mahlon Hull, Port of Skagit; Commissioner Lisa Janicki, Skagit County; Mayor Matt Miller, City of Anacortes; Mayor Steve Sexton, City of Burlington; and Chairman Tom Wooten, Samish Indian Nation.

STAFF PRESENT

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

OTHERS PRESENT

Two members of the public attended the meeting.

AGENDA

1. Call to Order: Chair Commissioner Wesen called the meeting to order at 9:00 a.m.
Roll Call: Roll was taken with a quorum present.
2. Written Public Comments: Mr. Hamilton stated that a public comment period for the meeting was held from January 10-16. During that timeframe, no public comments were received.
3. Consent Agenda
 - a. Approval of December 20, 2023 Transportation Policy Board Meeting Minutes: Commissioner Janicki moved to approve the December 20, 2023 Transportation Policy Board Meeting Minutes, and Chairman Wooten seconded the motion. The motion carried unanimously.
4. Action Items
 - a. Election of 2024 Vice-Chair: Commissioner Wesen presented this action item noting that the Vice-Chair would become Transportation Policy Board Chair in 2025.

Commissioner Janicki moved to nominate Mayor Donovan as 2024 Vice-Chair of the Transportation Policy Board, and Mayor Sexton seconded the motion. The motion carried unanimously.

- b. January Regional Transportation Improvement Program Amendments: Mr. Johnson presented this action item. Skagit Council of Governments staff and Technical Advisory Committee recommended approval of the following RTIP amendments: Skagit County's Marine Drive/Rosario Road/Marine Wye Drive Intersection Improvements; Skagit County's Guemes Island Anacortes Ferry Parking & Holding Lane Improvements; WSDOT's I-5/Unnamed Tributaries to Milltown Creek - Fish Passage; and WSDOT's I-5/Martha Washington & Maddox Creeks - Fish Passage. One Administrative Modification was also presented, which is presented for information only as it does not require Transportation Policy Board action: WSDOT, SR 536/Skagit River - Painting.

Commissioner Janicki asked how fish-passage project qualify for the federal funds that are being programmed on these projects. Mr. Damitio clarified that fish-passage projects are often eligible for funding from a variety of funding sources. Further, he added that WSDOT continues to work toward meeting the requirements of the federal injunction and undertaking these multimillion-dollar fish-passage projects does make less funding available for other statewide needs, such as highway maintenance and preservation.

Mayor Sexton asked for annual updates from WSDOT on these fish-passage projects. Mr. Damitio committed to providing these annual updates to the Transportation Policy Board, focusing on what is being done in Skagit County and statewide.

Chairman Wooten asked if work being done on the Guemes Island ferry project is only being done on the Anacortes side. Mr. Johnson confirmed that work is only being done on the Anacortes side for this project.

Mayor Sexton moved to approve January Regional Transportation Improvement Program Amendments as presented. Commissioner Lisa Janicki seconded the motion and it carried unanimously.

5. Discussion Items

- a. 2024 Regional Highway Safety Performance Targets: Mr. Johnson presented this discussion item. Since 2018, SCOG has agreed to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. SCOG must set regional safety performance targets for each calendar year. There are five regional safety performance measures included and outlined in detail in the meeting packet. Regional performance targets for these safety measures must be set by February 27, 2024. SCOG staff received updated safety data from WSDOT in November 2023. This will return as an action item at the February 21 Transportation Policy Board Meeting.

Transportation Policy Board members questioned what is being done at the statewide level to address roadway fatalities and serious injuries. Mr. Hamilton committed to inviting John Milton, from the WSDOT safety office in Olympia, to present on what WSDOT is doing statewide to address this issue and answer questions from the Transportation Policy Board.

Mayor Sexton asked what penalties occur if the statewide safety targets are not met. Mr. Murphy responded by saying that the same penalties apply nationwide, which includes limitations on how obligation authority is authorized for federal safety funds. Because Washington already spends 100% of these federal safety funds on safety projects, this penalty has no effect

on obligation authority in our state. There is also a requirement for WSDOT to submit a safety implementation plan to the U.S. Department of Transportation every year.

- b. Comparing Skagit County Commuting Data Presentation: Ms. Pysher presented this discussion item. She analyzed data from four different sources: 1. American Community Survey; 2. Longitudinal Employer-Housing Dynamics; 3. a recent Skagit County household travel survey; and 4. an origin-destination study of passive data with trips being made within and through Skagit County. One data source, the Longitudinal Employer-Housing Dynamics, shows significantly higher travel outside Skagit County than the other three data sources, particularly King, Snohomish and Whatcom counties. The best source of data on commuting is the 2021 household travel survey, conducted specifically to measure travel by Skagit County residents.

Mayor Sexton asked that the presentation be distributed electronically. Mr. Murphy said the presentation will be sent around to the Transportation Policy Board email list and will also be posted to SCOG's website.

6. Chair's Report: Commissioner Wesen mentioned that he was asked by a member of the public if public comment could be provided directly at future meetings of the Transportation Policy Board. Commissioner Wesen indicated opportunities for verbal public comments would be provided during future Transportation Policy Board meetings, in addition to retaining the ability to submit written comments prior to meetings.
7. Executive Director's Report: Mr. Murphy mentioned the 2024 Board Calendar is included in the meeting packet. He also mentioned that the SWISS Regional Partnership Priorities and Outcomes Summary is included in the meeting packet. Mr. Murphy concluded his report by stating that Sarah Reuther has been hired by SCOG as the new Associate Planner.
8. Roundtable and Open Topic Discussion: Commissioner Wesen introduced new members to the Transportation Policy Board and asked them to introduce themselves. Mayor Donovan introduced himself.
9. Next Meeting: The next meeting is February 21, 2024, at 9:00 a.m., in the Burlington City Council Chambers and remote.
10. Adjourned: Commissioner Wesen adjourned the meeting at 10:02 a.m.

Information Items: SWISS Regional Partnership Priorities and Outcomes Summary; Washington State Transportation Commission – Where the Rubber Meets the Road; January 4, 2024 Technical Advisory Committee Meeting Minutes; 2024 Obligation Authority Plan; 2024 Board Calendar; and Monthly Financial Update.



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 5.A. – FEBRUARY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENT

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	02/01/2024	Review and Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	02/21/2024	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 amendment:

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

FISCAL CONSTRAINT

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

PUBLIC PARTICIPATION

A public comment period began on January 25 and ended on February 2. No comments were received.

ADMINISTRATIVE MODIFICATIONS

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

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

Agency Skagit Co.

Project Title Guemes Island Ferry Operating Costs

Description Guemes Ferry Operating Cost.



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Ferry Boats

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$358,613

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

STIP ID WA-15618

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 11/28/2023

Adoption Date 12/11/2023

Resolution Number R20230251

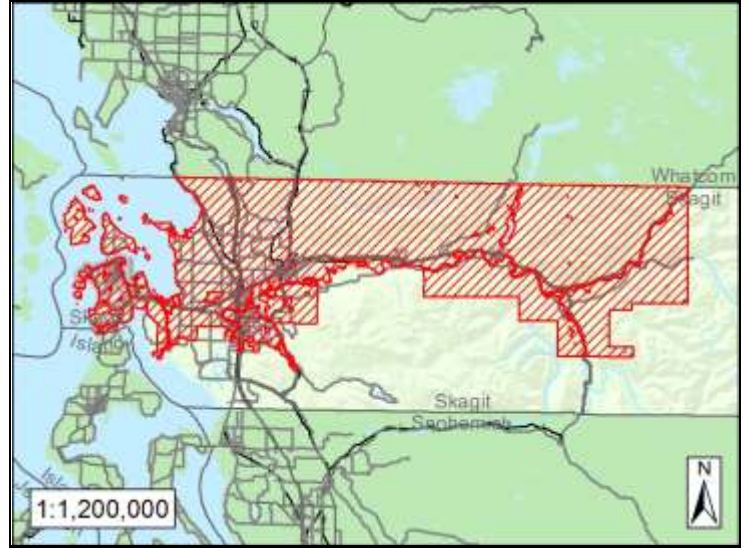
Phase Obligation Schedule

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

Agency Skagit Transit

Project Title Operating Funds

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



Road Name N/A

Begin Termini N/A

End Termini N/A

Total Project Length

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Categorical Exclusion

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$28,000,000

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

STIP ID WA-07306

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/16/2023

Adoption Date 8/16/2023

Resolution Number 2023-05

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
ALL	2024	5307	\$1,500,000		\$0	\$1,500,000	\$3,000,000	2/21/2024
ALL	2025	5307	\$5,500,000		\$0	\$5,500,000	\$11,000,000	2/21/2024
ALL	2026	5307	\$3,500,000		\$0	\$3,500,000	\$7,000,000	10/18/2023
ALL	2027	5307	\$3,500,000		\$0	\$3,500,000	\$7,000,000	10/18/2023
Total			\$14,000,000		\$0	\$14,000,000	\$28,000,000	

Financial Feasibility Table

Funding Program	Carryover	2024			2025			2026			2027			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed	Estimated Allocation	Available	Programmed			
Regionally Managed Federal Funds	\$1,187	\$2,699	\$3,886	\$1,875	\$2,699	\$4,710	\$2,528	\$2,699	\$4,880	\$3,047	\$2,699	\$4,532	\$1,165	\$11,982	\$8,616	\$3,366
CRP	\$574	\$307	\$881	\$46	\$307	\$1,142	\$334	\$307	\$1,115	\$0	\$307	\$1,422	\$0	\$1,802	\$380	\$1,422
STBG	\$327	\$2,131	\$2,456	\$1,630	\$2,131	\$2,959	\$1,878	\$2,131	\$3,211	\$2,668	\$2,131	\$2,674	\$1,149	\$8,850	\$7,325	\$1,525
TA	\$286	\$261	\$547	\$199	\$261	\$610	\$316	\$261	\$555	\$380	\$261	\$436	\$17	\$1,331	\$911	\$420
Other Federal Funds & State Funds	\$0	\$48,000	\$48,000	\$48,000	\$61,490	\$61,490	\$61,490	\$39,263	\$39,263	\$39,263	\$22,572	\$22,572	\$22,572	\$171,324	\$171,324	\$0
5307	\$0	\$1,500	\$1,500	\$1,500	\$5,500	\$5,500	\$5,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500	\$14,000	\$14,000	\$0
BR	\$0	\$1,490	\$1,490	\$1,490	\$19,486	\$19,486	\$19,486	\$0	\$0	\$0	\$0	\$0	\$0	\$20,976	\$20,976	\$0
DEMO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,740	\$1,740	\$1,740	\$0	\$0	\$0	\$1,740	\$1,740	\$0
FBP	\$0	\$574	\$574	\$574	\$605	\$605	\$605	\$621	\$621	\$621	\$0	\$0	\$0	\$1,799	\$1,799	\$0
FTA Discretionary	\$0	\$2,580	\$2,580	\$2,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,580	\$2,580	\$0
HIP(S)	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$5,917	\$0	\$0	\$0	\$0	\$0	\$0	\$5,917	\$5,917	\$0
HSIP	\$0	\$2,216	\$2,216	\$2,216	\$8,247	\$8,247	\$8,247	\$2,707	\$2,707	\$2,707	\$0	\$0	\$0	\$13,170	\$13,170	\$0
NHFP	\$0	\$0	\$0	\$0	\$389	\$389	\$389	\$4,506	\$4,506	\$4,506	\$0	\$0	\$0	\$4,895	\$4,895	\$0
NHPP	\$0	\$2,972	\$2,972	\$2,972	\$17,537	\$17,537	\$17,537	\$20,815	\$20,815	\$20,815	\$17,824	\$17,824	\$17,824	\$59,149	\$59,149	\$0
STBG(S)	\$0	\$1,872	\$1,872	\$1,872	\$0	\$0	\$0	\$2,346	\$2,346	\$2,346	\$336	\$336	\$336	\$4,555	\$4,555	\$0
TTP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,155	\$1,155	\$1,155	\$0	\$0	\$0	\$1,155	\$1,155	\$0
CRAB	\$0	\$7,603	\$7,603	\$7,603	\$2,400	\$2,400	\$2,400	\$0	\$0	\$0	\$0	\$0	\$0	\$10,003	\$10,003	\$0
CSRF	\$0	\$7,159	\$7,159	\$7,159	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,159	\$7,159	\$0
MAW	\$0	\$14,494	\$14,494	\$14,494	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,494	\$14,494	\$0
MVA	\$0	\$2,575	\$2,575	\$2,575	\$1,082	\$1,082	\$1,082	\$1,477	\$1,477	\$1,477	\$911	\$911	\$911	\$6,046	\$6,046	\$0
Other	\$0	\$2,964	\$2,964	\$2,964	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964	\$2,964	\$0
TIB	\$0	\$0	\$0	\$0	\$326	\$326	\$326	\$395	\$395	\$395	\$0	\$0	\$0	\$721	\$721	\$0
Matching Funds	\$0	\$13,383	\$13,383	\$13,383	\$6,637	\$6,637	\$6,637	\$5,452	\$5,452	\$5,452	\$3,682	\$3,682	\$3,682	\$29,154	\$29,154	\$0
Local	\$0	\$13,383	\$13,383	\$13,383	\$6,637	\$6,637	\$6,637	\$5,452	\$5,452	\$5,452	\$3,682	\$3,682	\$3,682	\$29,154	\$29,154	\$0
Total	\$1,187	\$64,082	\$65,269	\$63,258	\$70,826	\$72,837	\$70,655	\$47,413	\$49,595	\$47,762	\$28,952	\$30,785	\$27,419	\$212,461	\$209,094	\$3,366

ACTION ITEM 5.B. – RESOLUTION 2024-01 TO SET REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

Document History

Meeting	Date	Type of Item	Staff Contact	Phone
Technical Advisory Committee	01/4/2024	Discussion	Grant Johnson	(360) 416-6678
Transportation Policy Board	01/17/2024	Discussion	Grant Johnson	(360) 416-6678
Technical Advisory Committee	02/01/2024	Review and Recommendation	Grant Johnson	(360) 416-6678
Transportation Policy Board	02/21/2024	Action	Grant Johnson	(360) 416-6678

RECOMMENDED ACTION

Skagit Council of Governments (SCOG) staff and Technical Advisory Committee recommend approving [Resolution 2024-01](#) – agreeing to plan and program projects in the Skagit region so that they contribute toward the accomplishment of Washington State Department of Transportation (WSDOT) statewide safety performance targets.

DISCUSSION

Since 2018, the Skagit Council of Governments has agreed to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets. SCOG must set regional safety performance targets for each calendar year.

SCOG is continuing the process of setting performance targets for the region’s transportation system. Metropolitan planning organizations (MPOs), such as SCOG, have been implementing a performance-based approach to transportation decision-making over the past few years that was introduced through the 2012 Moving Ahead for Progress in the 21st Century federal transportation law. Many of the final rules implementing the new framework went into effect in 2016 with related responsibilities starting for MPOs in 2017.

An updated [folio](#) from WSDOT describes the process for establishing safety performance targets across Washington state and includes statewide targets for 2024. SCOG, along with all other MPOs in Washington, are continuing the annual process of setting regional performance targets for safety.

MPOs across the U.S. are given a choice through applicable federal regulations when setting regional safety targets. The choice is either to:

1. Agree to plan and program projects so that they contribute toward the accomplishment of the WSDOT safety target for that performance measure; or
2. Commit to quantifiable targets for performance measures in SCOG’s metropolitan planning area (Skagit region).

The five regional safety performance measures are in the following table.

Number	Name	Description
1	Fatalities	Five-year (2018–2022) rolling average of fatalities on all roadways in Skagit region
2	Fatality Rate	Five-year (2018–2022) rolling average of fatalities per 100 million vehicle miles traveled in Skagit region
3	Serious Injuries	Five-year (2018–2022) rolling average of serious injuries on all roadways in Skagit region
4	Serious Injury Rate	Five-year (2018–2022) rolling average of serious injuries per 100 million vehicle miles traveled in Skagit region
5	Non-motorist Fatalities and Serious Injuries	Five-year (2018–2022) rolling average of non-motorist fatalities and serious injuries on all roadways in Skagit region

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

Regional performance targets for these safety measures must be set by February 27, 2024 for calendar year 2024. SCOG needs to set safety performance targets for each calendar year by February 27 of that year. There is no penalty to SCOG for missing any safety performance target and no reward for attaining a target.

SCOG staff received updated safety data from WSDOT in November 2023. From safety data received, [charts](#) have been produced showing statewide safety data and targets set by WSDOT, and data for the Skagit region.

The Federal Highway Administration makes statewide safety performance targets available through their website. A clickable map at the bottom of [FHWA’s safety performance management webpage](#) shows Washington’s statewide safety targets, and targets for all the other states.

RESOLUTION 2024-01

TO SET 2024 REGIONAL HIGHWAY SAFETY PERFORMANCE TARGETS

WHEREAS, the 2012 federal transportation law - Moving Ahead for Progress in the 21st Century Act (MAP-21) - established a performance management framework for state departments of transportation, such as the Washington State Department of Transportation (WSDOT), and metropolitan planning organizations, such as the Skagit Council of Governments (SCOG);

WHEREAS, MAP-21 implementing regulations provide five measures of safety performance for all public roadways: (1) number of fatalities; (2) rate of fatalities; (3) number of serious injuries; (4) rate of serious injuries; and (5) number of non-motorized fatalities and serious injuries;

WHEREAS, MAP-21 implementing regulations for WSDOT required the agency to set statewide safety performance targets for the five measures by August 31, 2022; and

WHEREAS, MAP-21 implementing regulations for SCOG require either of the following by February 27, 2024: (1) choosing to set quantifiable performance targets in the Skagit region for the five measures; or (2) agreeing to plan and program projects to contribute toward the accomplishment of WSDOT statewide safety targets.

NOW THEREFORE BE IT RESOLVED BY THE SKAGIT COUNCIL OF GOVERNMENTS:

SCOG agrees to plan and program projects in the Skagit region so that they contribute toward the accomplishment of WSDOT statewide safety performance targets.

Adopted: February 21, 2024

Commissioner Ron Wesen, Skagit County
Transportation Policy Board Chair

Kevin Murphy
Executive Director

Transportation Performance Management & Highway Safety

WSDOT submits TPM Safety performance targets to FHWA

The U.S. Department of Transportation has issued two interrelated final rules governing traffic safety and safety-oriented performance management which became effective on April 14, 2016. These two rules are referred to in this folio as

- Rule #1 - Safety Performance Measures rule; (23 CFR §490)
- Rule #2 - Highway Safety Improvement Program (HSIP) rule; (23 CFR §924)

Both final rules relate to highway safety, the primary objective being to significantly reduce fatal and serious-injury crashes on all public roads. The Safety Performance Measures rule (Rule #1) also includes the goal of reducing traffic fatalities of and serious injuries to people using non-motorized transportation modes, namely bicyclists and pedestrians.

Safety Performance Reporting

Rule #1 specifies the performance management measures for safety, and defines the target setting process for State DOTs and Metropolitan Planning Organizations (MPOs). Per Rule #2, State DOTs will establish

and report their safety targets and progress toward these targets in an annual Highway Safety Improvement Program (HSIP) report.

In general, MPOs establish targets by either agreeing to plan and program projects so that they contribute toward the accomplishment of the State DOT HSIP target, or by committing to a quantifiable target for their Metropolitan Planning Area. MPOs will report annually to their State DOT in a manner agreed upon and documented by both parties. MPOs would report safety performance in the Metropolitan Transportation Plan, as provided in U.S. Code 23 Section 134(i)(2)(C).

In Washington state, the MPOs and WSDOT worked together to jointly develop a collaborative approach in support of data, process, and target-setting decision making. This Target Setting Framework Group has agreed WSDOT will take the lead in establishing safety targets, which MPOs will support.

Page 3 highlights the official statewide safety targets for 2024, a description of the target setting approach for the five required safety performance measures in Washington state, and how this approach to target setting relates to the stipulations of TPM rulemaking.

Summary of required performance measures

Rule #1 requires all State DOTs to report targets and performance with respect to the following safety performance measures:

- No. 1** - Number of fatalities on all public roads (due June 30)
- No. 2** - Number of fatalities per 100 million vehicle miles traveled (VMT) on all public roads (due June 30)
- No. 3** - Number of serious injuries on all public roads (due June 30)
- No. 4** - Number of serious injuries per 100 million VMT on all public roads (due August 31)
- No. 5** - Number of non-motorist (e.g. bicyclists and pedestrians) fatalities and serious injuries on all public roads (due August 31)

Optional targets: States have the option to set additional targets for the performance measures for any number and combination of urbanized area boundaries, as well as for a single non-urbanized area. If optional targets are set, they will not be assessed when determining significant progress, and states will not incur penalties if they fail to show progress.

Overlapping measures/targets in the Highway Safety Plan: Targets for Measures No. 1-3 must also be reported to the National Highway Traffic Safety Administration by July 1 of each year. They must be numerically identical targets to those reported for TPM compliance on August 31 as part of the HSIP. See the Timelines section inside for details.

TPM Special Rules: Numeric targets are not required, but states must report performance in these two categories, and show improvement compared to baseline.

- Fatality rate on High Risk Rural Roads (due Aug. 31)
- Number of fatalities and serious injuries of drivers and pedestrians age 65 and older on all public roads (due August 31)

WSDOT's target adoption

For the 2024 annual target setting process, WSDOT and its partners have once again adopted the Target Zero target setting approach for TPM where targets are set to achieve zero fatal and serious crashes by 2030 (see table below).

TPM Safety Target Setting

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

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

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

FHWA's "Significant Progress" measurement

At the end of each reporting period, FHWA will determine whether a state has made overall "significant progress" toward achieving its safety targets. The penalties listed on the back page of this folio will apply to the State DOT if FHWA deems it has not made that progress.

To make significant progress overall, a state must achieve at least four out of the five targets above. For each measure, there are two ways this can be done. For example, the value of the 5-year rolling average from 2018 to 2022 had to be:

- At or below the target set in 2020 for the 2022 year, OR
- At or below the baseline level. The FHWA included this provision to avoid punishing aspirational target setting.

If either of these conditions is met, the state has made significant progress for that individual measure. It must do so in any four of the five measures to have made significant progress overall and avoid the penalty provisions.

WSDOT uses Target Zero to reduce traffic fatalities and serious injuries

Per TPM, states are required to develop a Strategic Highway Safety Plan (SHSP). Washington state's plan is called Target Zero, which is used as the foundation for the target setting process (<http://www.targetzero.com>).

WSDOT crashes decreased overall from 2004 to 2013 in all areas with the exception of crashes involving those who bike and walk, since then fatal and serious crashes have generally increased due to traffic and economic growth in the state. Because of this, WSDOT is not likely to achieve significant progress toward these targets. WSDOT and its partners concur that Target Zero should be consistently used to move Washington forward with fatality and serious injury reductions. WSDOT will continue to monitor investment levels, changes in total crashes and injuries, and select crash countermeasures that it believes will provide a high return on investment.

The general process for generating trend and target information as prescribed by Rule #1 proceeds as follows:

- Calculate the annual number of fatalities, serious injuries, and Vehicle Miles Traveled (VMT).
- A 5-year rolling average is calculated for each performance measure. For example, in the graph for Measure No. 1, data from 2018-2022 creates the value of the rolling average in 2022—615.0 fatalities.
- The rolling 5-year average value for 2024 will be set as the baseline performance (annual average of 2018 through 2022).

States are then free to develop targets using methods determined by the state. In Target Zero and Washington state's particular approach to target setting, the method to establish targets continues:

- A straight line will be drawn from the baseline value to a zero value in 2030. (The line is redrawn with each new year of data.)
- The value of the Target Zero trendline in 2024 (in this case 461.3) becomes the target for the performance measure in 2024 as shown on the following page.

WSDOT submits State 2024 Highway Safety Improvement Program Report to FHWA

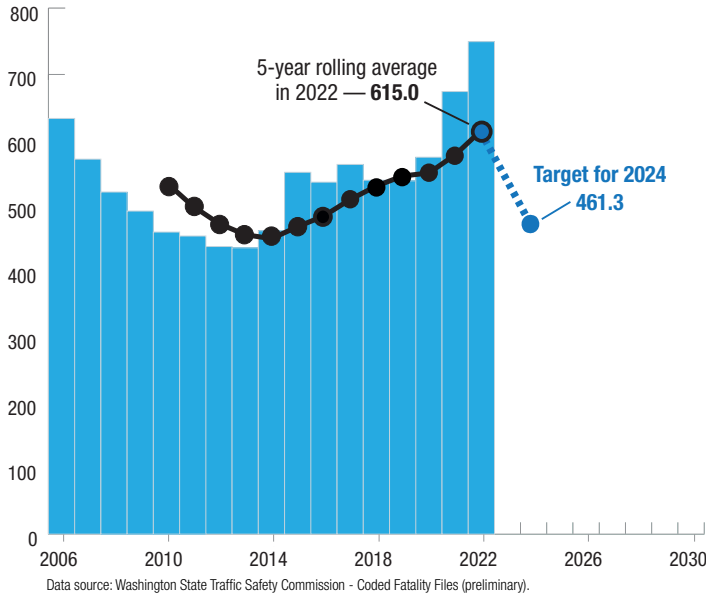
WSDOT and WTSC updated all five statewide targets for the upcoming year of 2024. These targets were submitted to FHWA as part of the 2023 Highway Safety Improvement Program (HSIP) report which was approved by FHWA on September 30, 2023.

MPOs have until February 28, 2024 (180 days after the HSIP reporting deadline) to either agree to plan and program projects so they contribute toward the accomplishment of the State DOT HSIP targets, or commit to a quantifiable target for their Metropolitan Planning Area. In Washington state, MPOs have agreed to support the WSDOT targets.

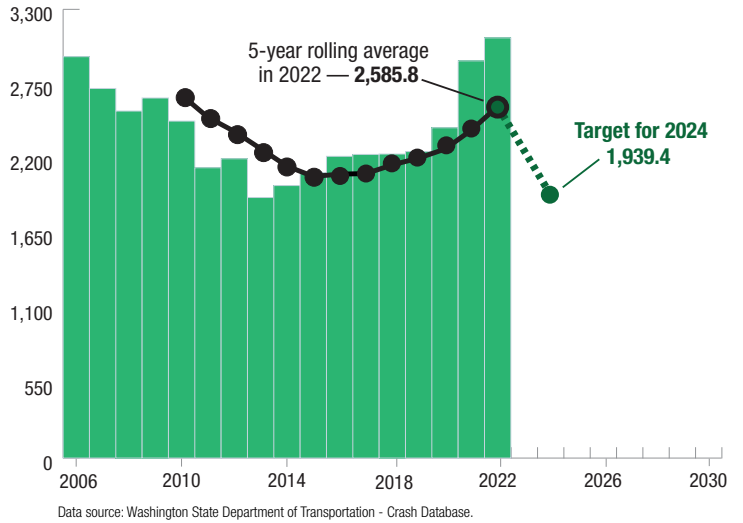
About these graphs

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

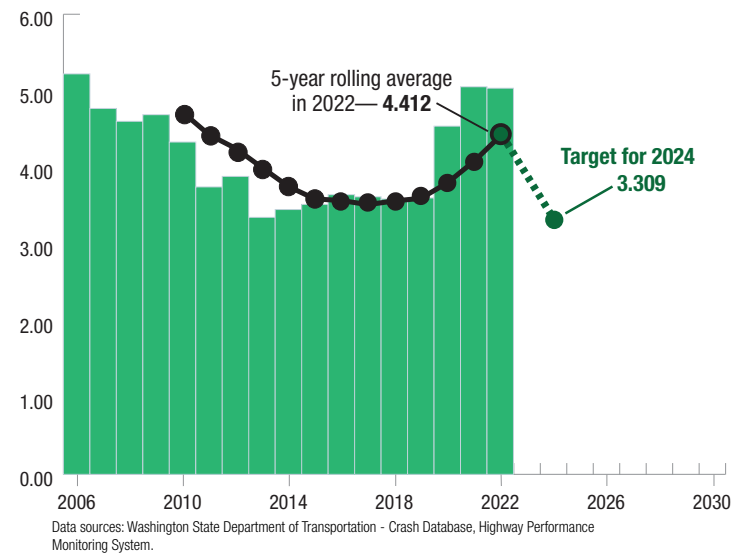
Measure No. 1 - Fatalities
2006 through 2030



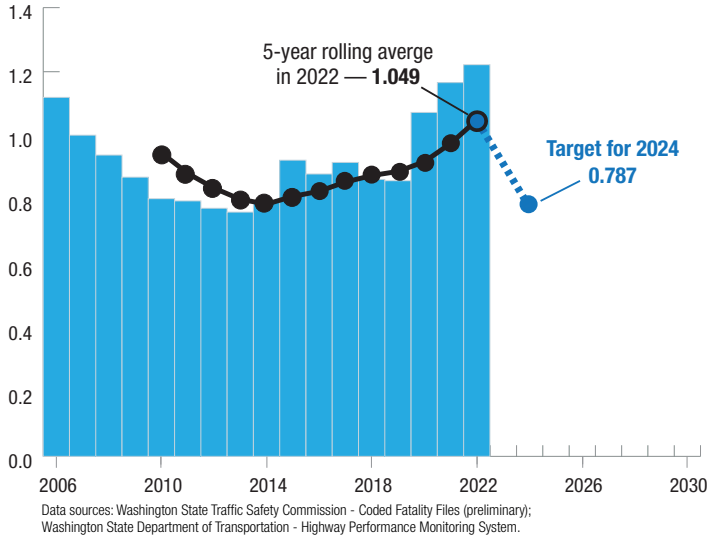
Measure No. 3 - Serious injuries
2006 through 2030



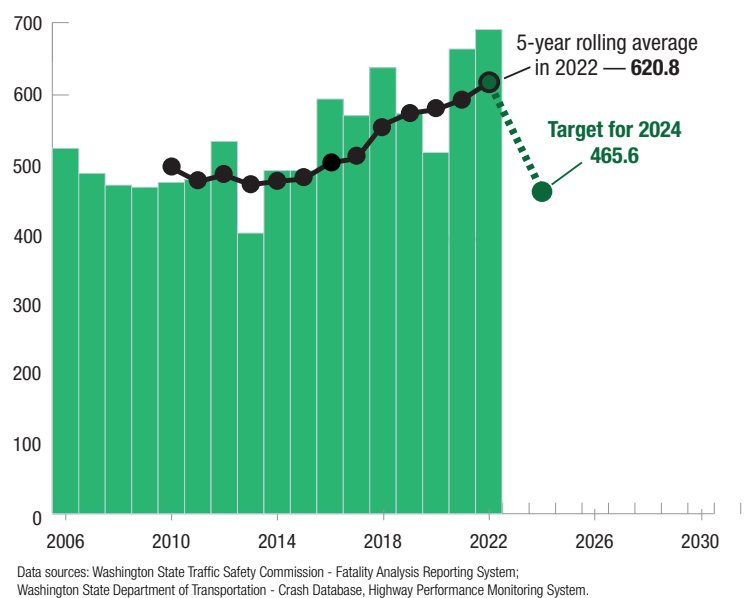
Measure No. 4 - Serious injury rate per 100 million VMT
2006 through 2030



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



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



Notes: Fatality data for 2022 is finalized as of January 2024, serious injury count for 2022 is as of June 2023. All data for 2022 is preliminary as of June 2023. Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a federal or state court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Penalties

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

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

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

Data used for target setting

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

Notes: Crash data is available for all Washington public roads and annual summaries are also available by county. WSDOT entered into a data sharing agreement with the Washington Traffic Safety Commission to incorporate the fatality data necessary for target setting. **1** The Federal Highway Administration (FHWA) requires the use of Highway Performance Monitoring System (HPMS) data for any performance metric involving estimated vehicle miles travelled. **2** This data is required as part of the Fiscal Year 2015 Omnibus Appropriations Bill. **3** This data satisfies a MAP-21 special rule reported at the statewide level to FHWA, that may be of interest to MPOs.

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

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

What is the current distribution of HSIP funds?

Federal Highway Safety Improvement Program (HSIP) funding provided to the state is split based upon fatal and serious injury crash data on state and local facilities. The HSIP funds are used to implement engineering countermeasures which reduce fatal and serious injury crashes.

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

Data collection

- TPM requires fatality data from the Washington State Traffic Safety Commission's (WTSC) Fatality Analysis Reporting System (FARS) and serious injury data from WSDOT's system.
- State law enforcement officers record crash events in The Washington State Police Traffic Collision Report. This report is the sole source for all WSDOT serious injury data and most FARS data, with few exceptions.
- TPM requires Vehicle Miles Traveled (VMT) data from WSDOT's Highway Performance Monitoring System. Along with the number of fatalities or serious injuries, VMT is used to calculate the rate of fatalities or serious injuries per 100 million VMT.
- WSDOT's serious injury data and FARS fatality data for the previous calendar year is preliminarily available in about February and April of the following year, respectively. WSDOT's VMT data is available about June of the following calendar year.

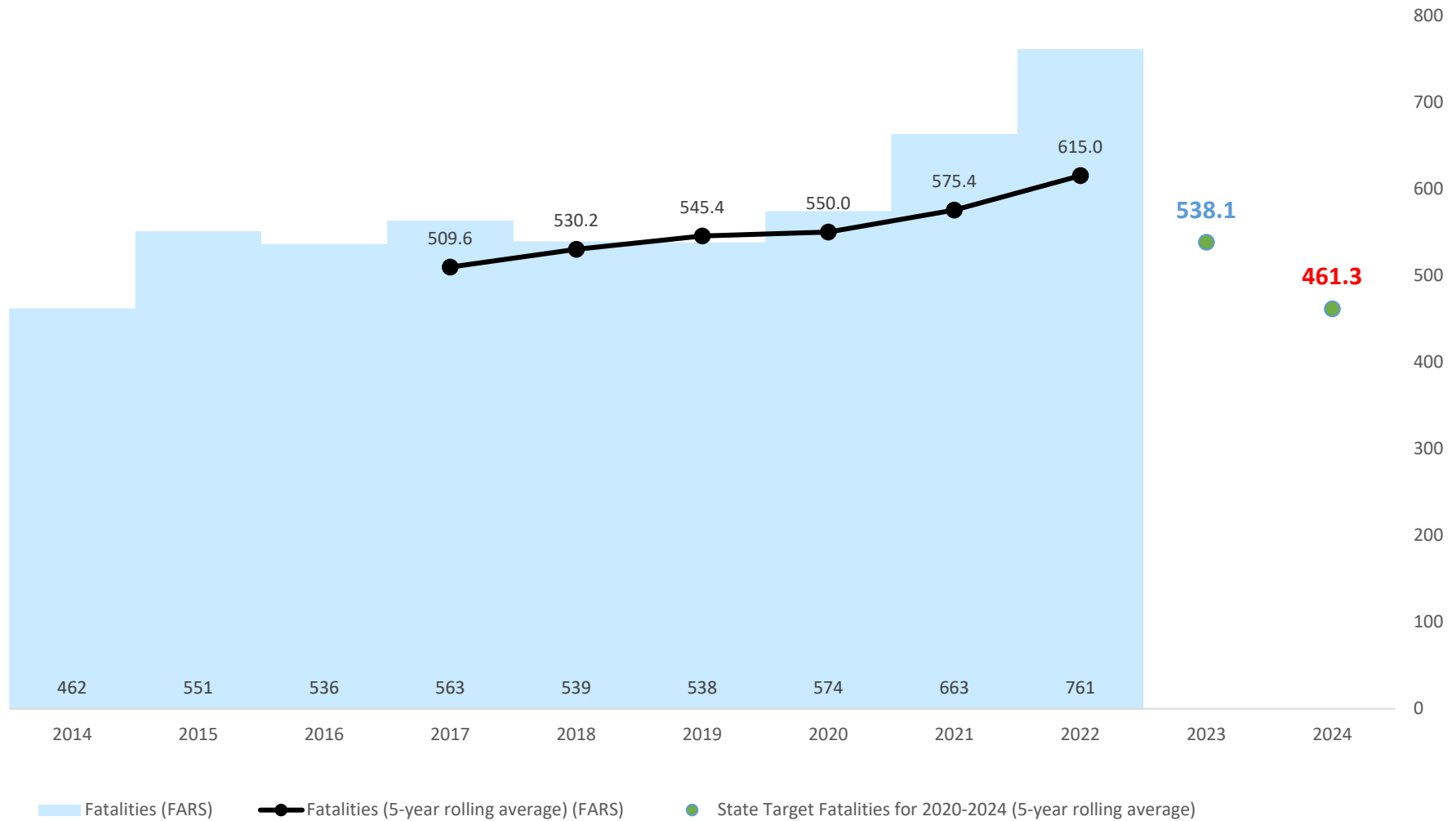
For more information

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

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

Measure No. 1 - Fatalities

Statewide

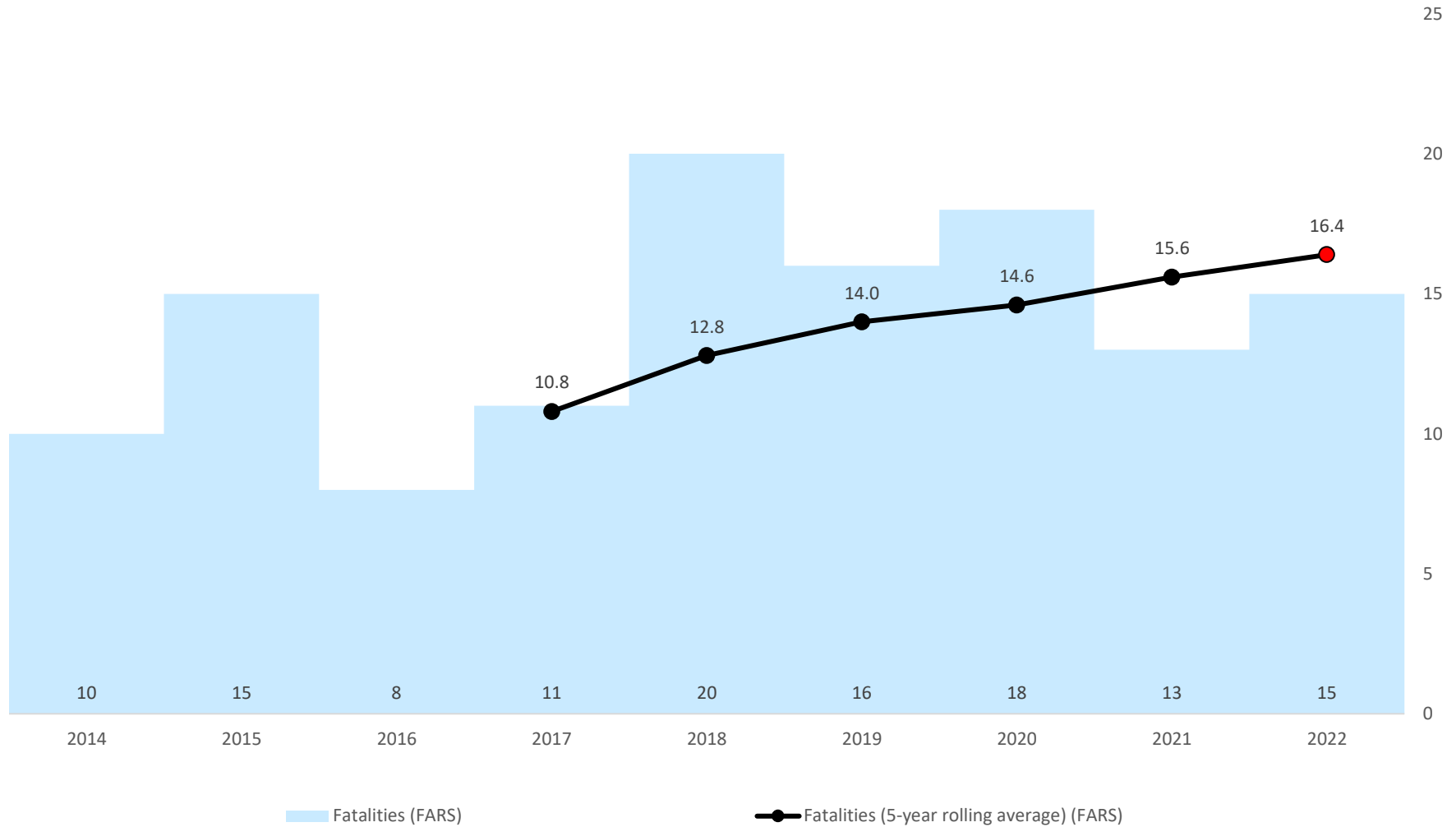


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 1 - Fatalities

Skagit

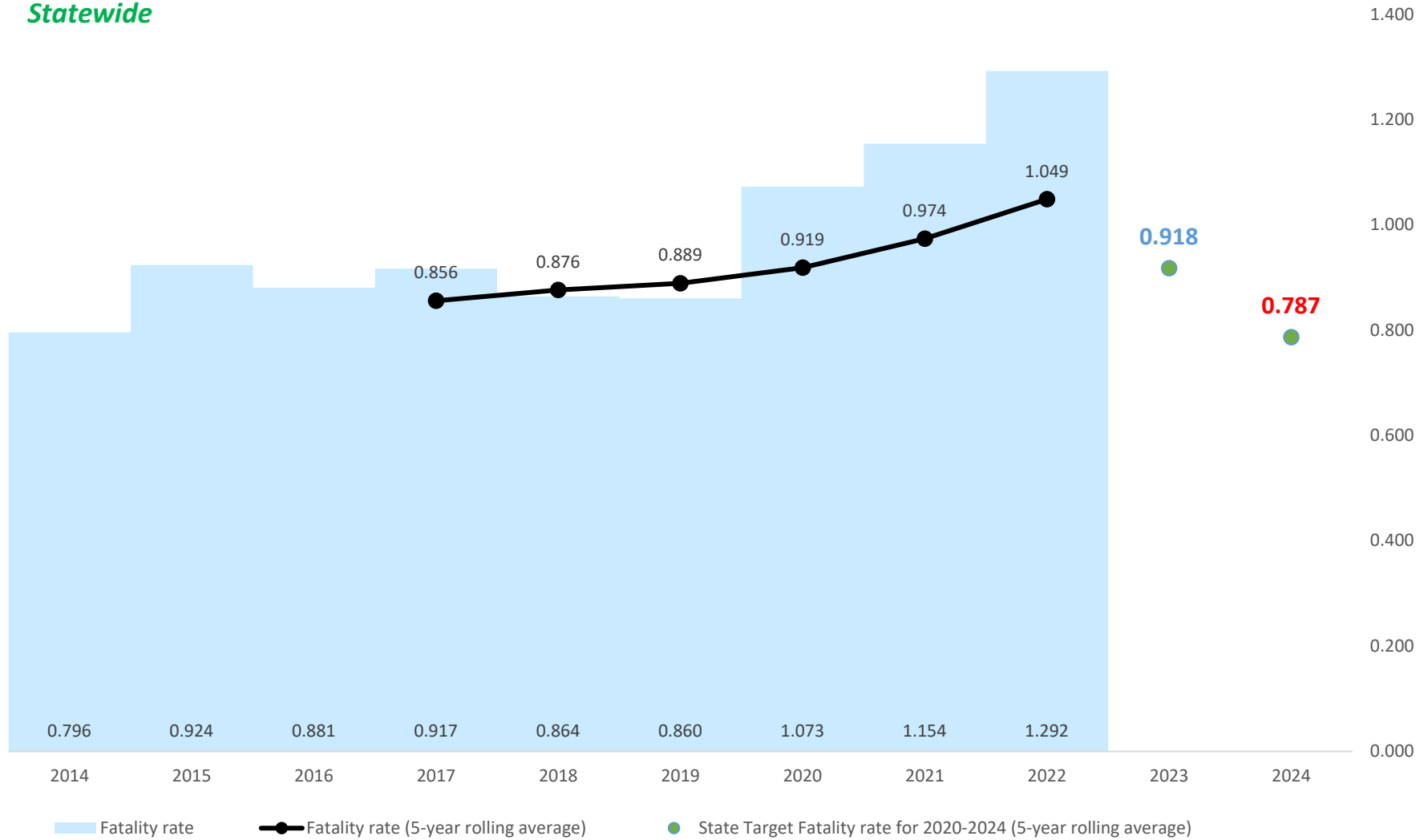


Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

Statewide



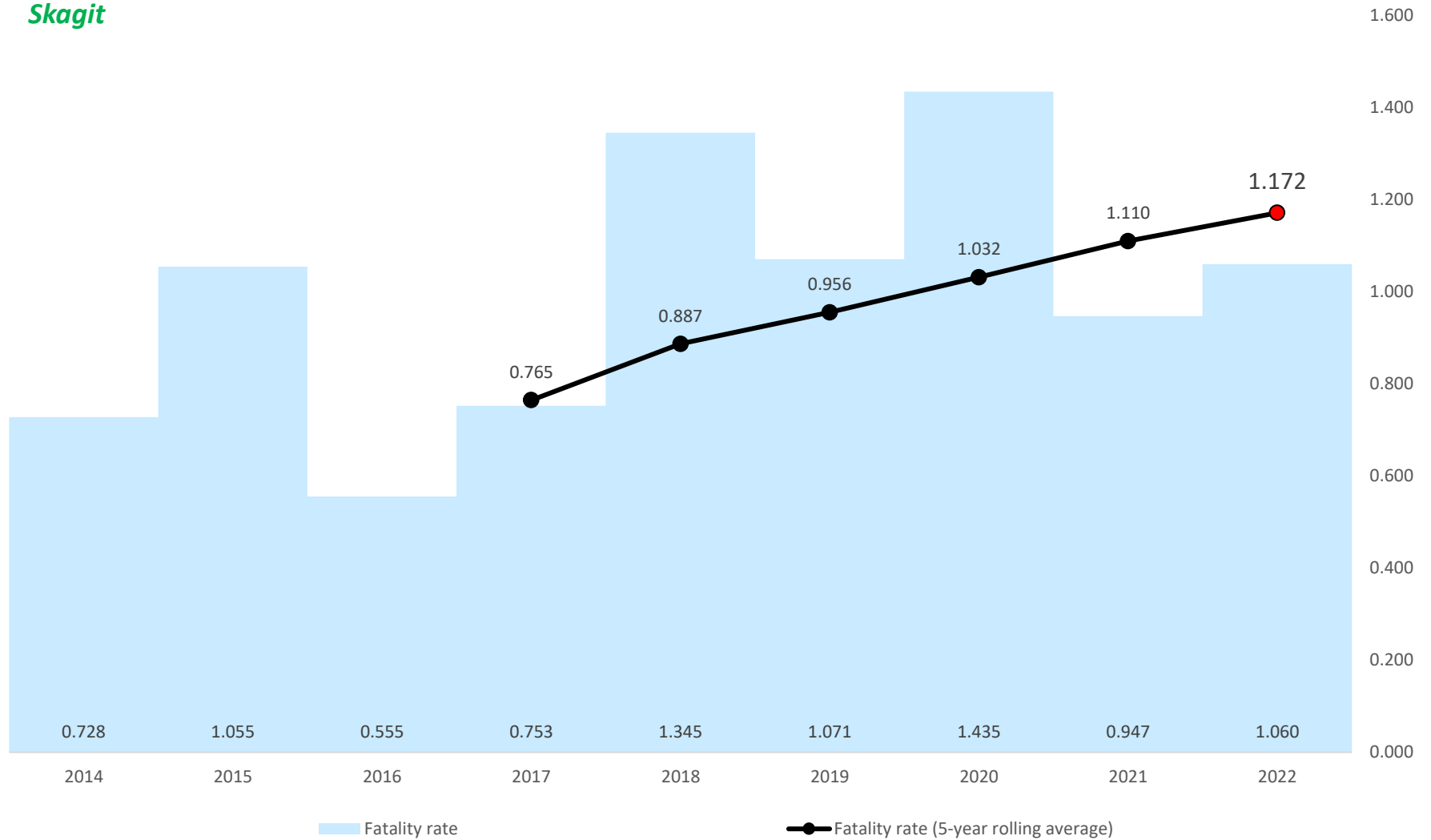
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

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

Skagit



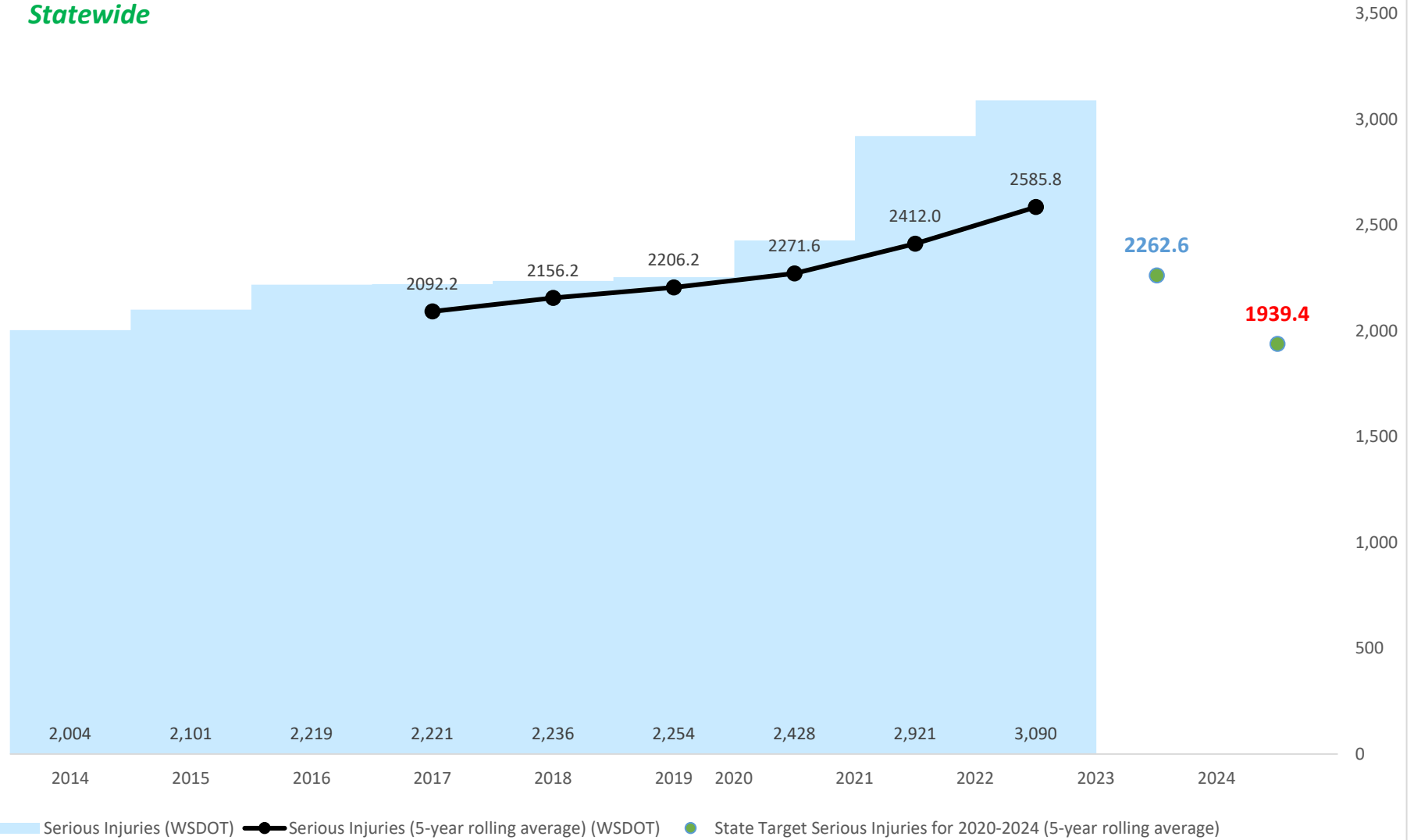
Data Source: Final FARS, CFC, Washington Traffic Safety Commission.

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

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Measure No. 3 - Serious injuries

Statewide

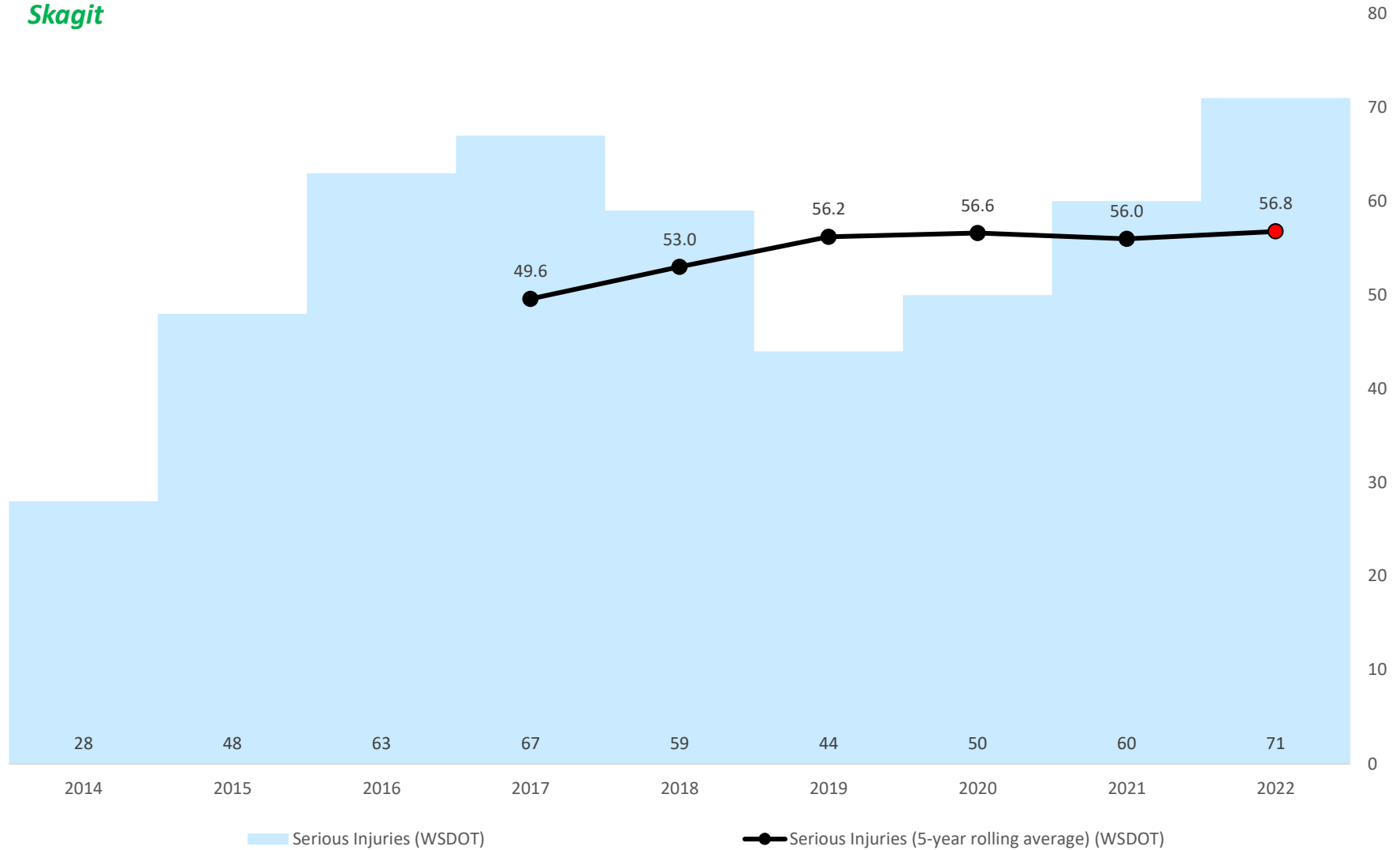


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

Under 23 U.S. Code § 148 and 23 U.S. Code § 407, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Measure No. 3 - Serious injuries

Skagit

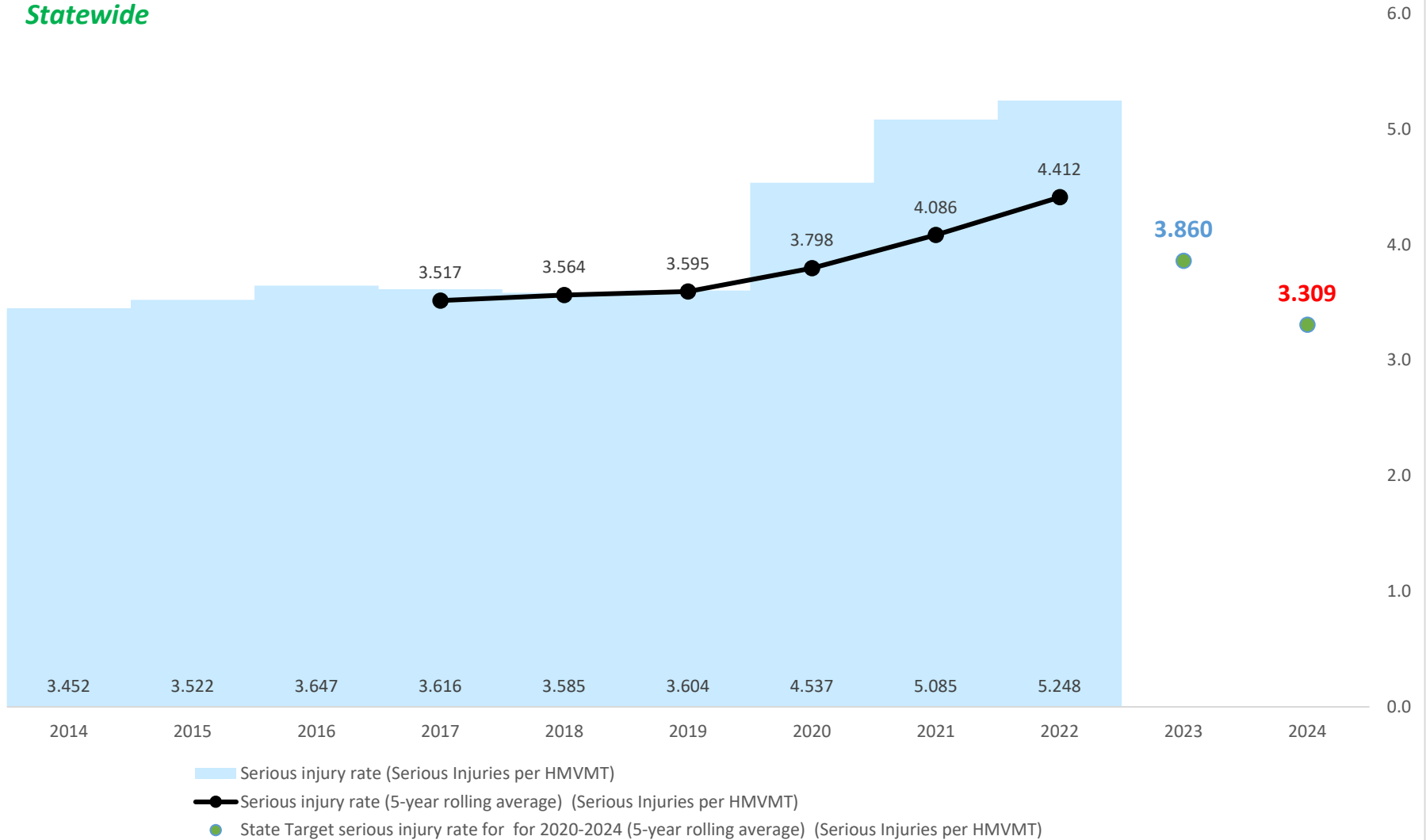


Data Source: WSDOT Engineering Crash Data, Washington State Department of Transportation

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

Statewide

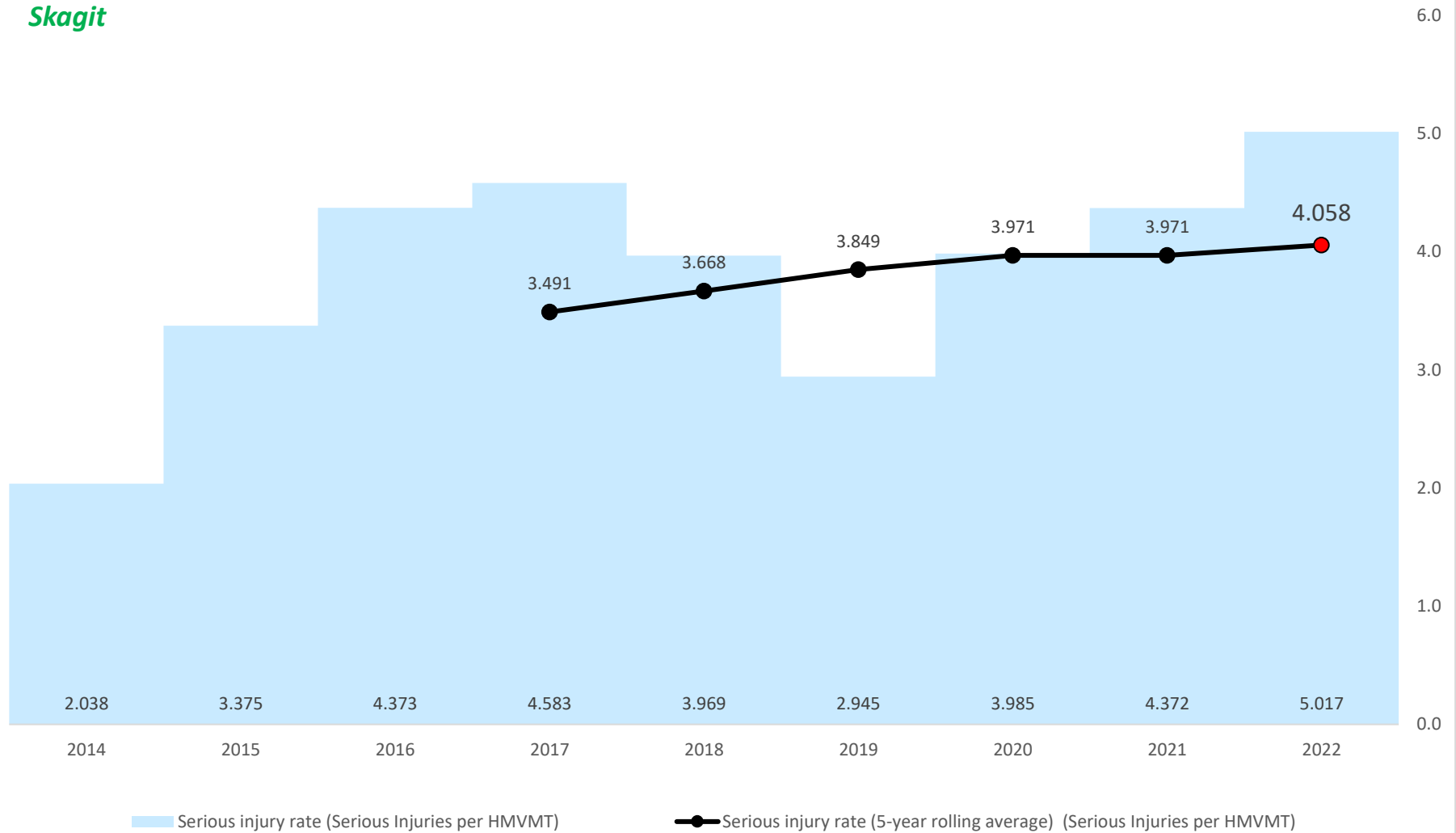


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

Skagit

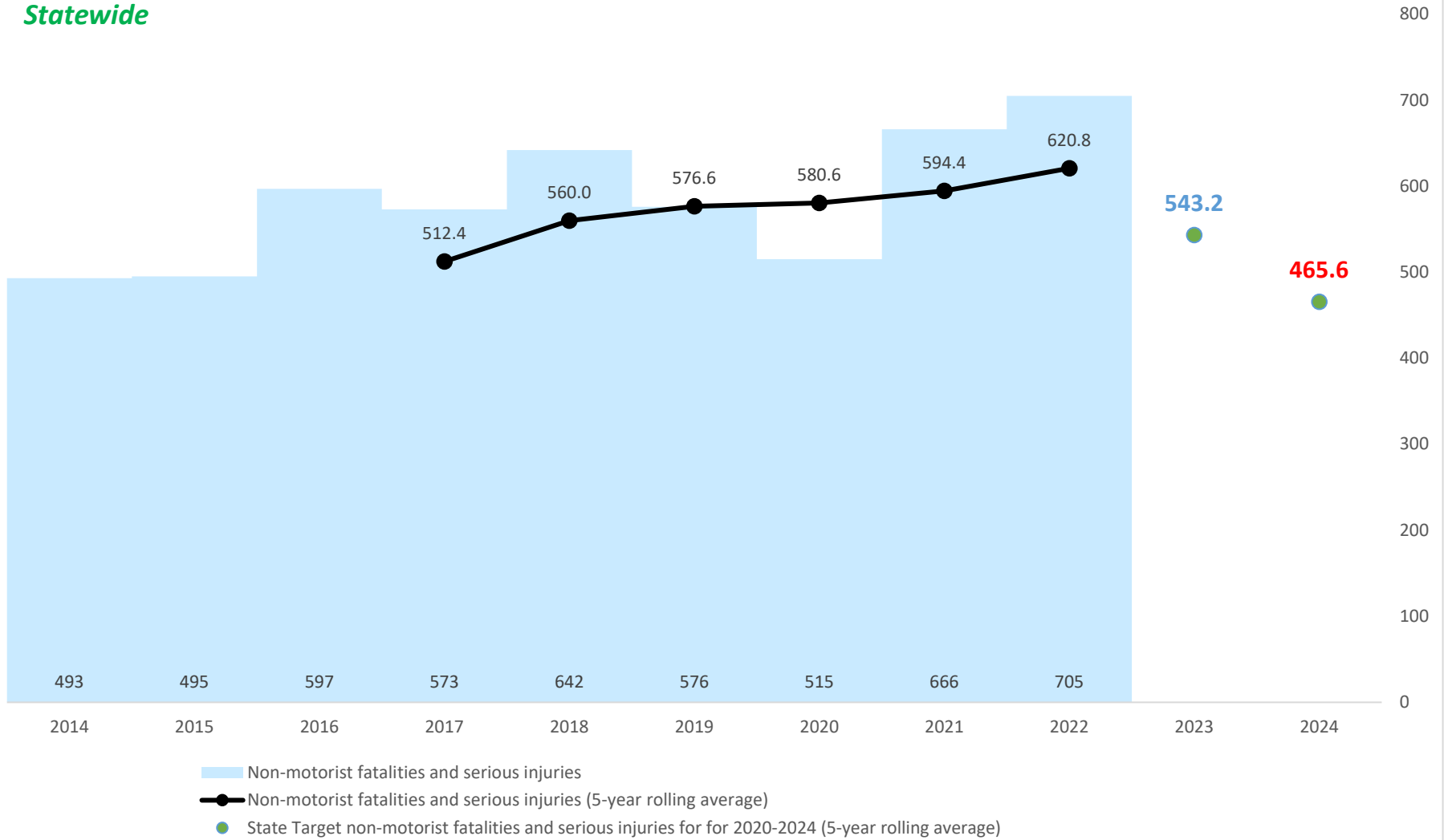


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Measure No. 5 - Non-motorist fatalities and serious injuries

Statewide

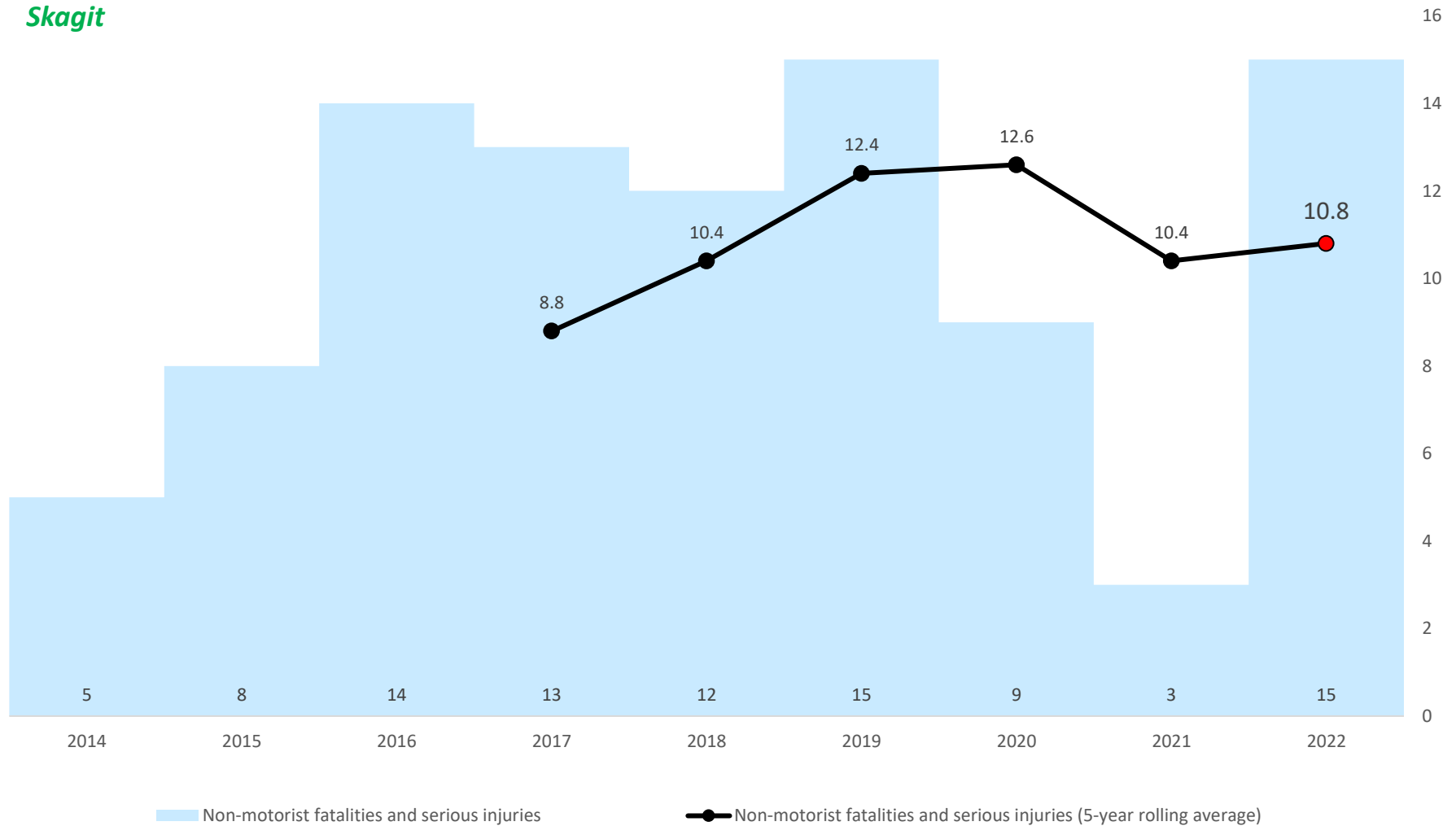


Data Sources: WSDOT Engineering Crash Data, Washington State Department of Transportation and Final FARS, CFC, Washington Traffic Safety Commission.; VMT from Highway Performance Monitoring System, Washington State Department of Transportation.

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

Skagit



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

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SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

February 1, 2024

Microsoft Teams Remote Meeting

AGENCIES REPRESENTED

- City of Anacortes..... Steve Lange
- City of Burlington Brian Dempsey
- City of Mount Vernon Bill Bullock
- City of Sedro-Woolley Kyle Anderson, Mark Freiberger
- Samish Indian Nation.....Nick Dorr
- Skagit County Tom Weller
- Skagit PUD.....Mark Semrau
- Washington State Department of TransportationMehrdad Moini, Erica Nolan, John Shambaugh

STAFF PRESENT

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

OTHERS PRESENT

No one else was present at the meeting.

AGENDA

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

Roll Call: Roll was taken with a quorum present.

2. January 4, 2024 Technical Advisory Committee Meeting Minutes: Mr. Bullock moved to approve the January 4, 2024 Technical Advisory Committee meeting minutes, and Mr. Lange seconded the motion. The motion carried unanimously.
3. February Regional Transportation Improvement Program Amendment: Mr. Hamilton presented the February Regional Transportation Improvement Program (RTIP) Amendment agenda item. He stated that one RTIP amendment had been submitted for the month, and that there was one administrative modification that does not need Transportation Policy Board (TPB) approval, but that is being presented as information only. He explained that the amendment was submitted by Skagit County to add a new project to the RTIP. The Guemes Island Ferry Operating Costs project has a cost of \$358,613 and includes \$286,890 of federal Ferry Boat Program funds with a local match. The administrative modification is for a Skagit Transit project, Operating Funds, with a reduction to the

amount of Federal Transit Administration 5307 funds and local match in 2024, with those funds and local match being added to 2025. The overall cost of the project is not changed by this administrative modification.

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

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

Mr. Weller motioned to recommend that the Transportation Policy Board continue to agree to plan and program projects so that they contribute toward the accomplishment of statewide performance targets for highway safety. Mr. Shambaugh seconded the motion and it carried unanimously.

5. Quarterly Obligation Report: Mr. Hamilton presented this agenda item. He stated that there had been one large obligation from Burlington in December 2023, putting the Skagit region in a good position to meet the estimated obligation authority target for 2024. He stated the regional obligation authority target was expected in January, but has still not been received as of the meeting.

Mr. Moini stated that the federal government is still operating on a continuing resolution, so it may not be until March or later before a final obligation target is set.

Mr. Hamilton explained that the Skagit region must reach its obligation target by June 1 to be eligible for redistributed obligation authority, and that right now the estimated obligation authority target is approximately \$2 million.

6. 2024 Obligation Authority Plan: Mr. Hamilton presented this agenda item. He stated that the Statewide Transportation Improvement Program has been approved, which means that projects may now receive federal authorization to obligate their federal funding. He explained that projects have until the end of February to obligate, with the exception of the SCOG Admin 2022-2025 project, which has until August 1 due to the fact that this project cannot obligate its federal funding until after the SCOG Unified Planning Work Program is adopted for next state fiscal year, which is expected in May 2024. He stated that extensions may be requested if necessary, and that extension requests must be submitted no later than February 28. He then went through the list of projects and received updates from project sponsors.
7. Roundtable and Open Topic Discussion: Technical Advisory Committee members provided project updates for their jurisdictions.

8. Next Meeting: March 7, 2024, 1:30 p.m. Mr. Hamilton mentioned that he expects the March meeting is likely to be in person at the SCOG conference room.

9. Adjourned: 2:39 p.m.

Attest:

Mark Hamilton, Senior Transportation Planner
Skagit Council of Governments

Date: _____

DRAFT

February 5, 2024

The Honorable Pete Buttigieg, Secretary
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Support for City of Sedro-Woolley's Jones/John Liner/Trail Road Corridor Projects

Dear Secretary Buttigieg,

I am writing in support of Sedro-Woolley's request for \$24 million from the Rebuilding American Infrastructure with Sustainability and Equity Grant Program to complete their Jones/John Liner/Trail Road corridor projects.

The suite of corridor projects includes rail and transportation system improvements supporting regional economic development and mobility enhancements. Once complete, the projects will ease congestion on the National Highway System through Sedro-Woolley via a new alternate route north of State Route 20. The regional transportation system improvements included with these corridor projects are important to Skagit County's transportation system and vital for the planned revitalization of the former Northern State Hospital property to the east of the corridor projects, where thousands of new jobs are planned.

Due to its significance to the region, the Skagit Council of Governments Transportation Policy Board included these corridor projects in the Skagit Regional Transportation Priorities adopted on December 20, 2023. Additionally, these corridor projects are included as Regionally Significant Projects in the Skagit 2045 Regional Transportation Plan, which is the federally compliant metropolitan transportation plan for the region.

Thank you for your consideration in funding these important projects.

Sincerely,

DocuSigned by:

711DD13472BE409...

Kevin Murphy
Executive Director
Skagit Council of Governments

January 12, 2024

The Honorable Pete Buttigieg, Secretary
Office of the Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Support for Skagit Transit's Maintenance, Operations and Administration Facility Project

Dear Secretary Buttigieg,

I am writing in support of Skagit Transit's request for \$9 million from the Rebuilding American Infrastructure with Sustainability and Equity Grant Program to complete their Maintenance, Operations and Administration Facility Project.

The project will replace the current facility which serves as Skagit County's only public transportation base of operations. A new facility is vital to maintain current levels of transit service and prepare the agency for Skagit County's transportation needs of the future. Skagit Transit services benefit Skagit County's low-income, youth, senior, veteran and disabled populations - providing safe, reliable transportation services to education opportunities, employment and other vital services that make for a better quality of life.

Skagit Transit serves Skagit County's four major population centers: Mount Vernon, Sedro-Woolley, Burlington and Anacortes. Their services also link Skagit County with Bellingham and Everett through their network of direct, expedient commuter bus operations - providing low-cost regional transportation to university students and employees commuting beyond Skagit County's borders.

The Skagit Council of Governments has identified the Maintenance Operations and Administration Facility project as a high-priority regionally significant project, with the project included in both the Skagit 2045 Regional Transportation Plan and 2024 regional list of high-priority transportation projects. The project is shovel ready and addresses barriers with the current facility by eliminating constraints in space for staff and equipment, removing the transit fleet from the Skagit River floodplain and maintaining a state of good repair.

The Skagit Council of Governments fully supports Skagit Transit services and recognizes the need for this vital facility, which will enable the transit system to support long-term growth and future transportation needs in northwest Washington state.

Sincerely,

DocuSigned by:

711DD13472BE409...

Kevin Murphy
Executive Director
Skagit Council of Governments

2024 OBLIGATION AUTHORITY PLAN

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

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

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

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

TOTAL EXPECTED STBG-TA-CR OBLIGATIONS¹: \$2,493,628
ESTIMATED OBLIGATION AUTHORITY TARGET: \$2,033,354

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

Extensions

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

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

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

TOTAL STBG-TA-CR EXTENSIONS: \$0

Appeals

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

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

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

TOTAL STBG-TA-CR APPEALS: \$0

Dates		Total Funding Available	FHWA (13.5%)	STBG (13.5%)	FTA (13.5%)	RTPO	Resilience Improvement Project (13.5%)
06/30/2023 Carryforward		\$ 379,041	\$ 181,529	\$ -	\$ 69,286	\$ -	\$ 128,226
RTPO	07/01/2023 - 06/30/2025	143,286	-	-	-	143,286	-
STBG	07/01/2023 - 06/30/2024	261,176	-	261,176	-	-	-
FHWA	10/01/2023 - 11/17/2023	34,521	34,521	-	-	-	-
FHWA	11/18/2023 - 01/19/2024	45,308	45,308				
		-					
Authorized		\$ 863,332	\$ 261,358	\$ 261,176	\$ 69,286	\$ 143,286	\$ 128,226
Expenditures							
July 2023		\$ 44,065	\$ 25,825	\$ 11,694	\$ 3,594.28	\$ 1,453	\$ 1,499
August		48,000	20,025	14,602	5,274	4,712	3,388
September		47,326	19,281	18,160	6,026	3,858	-
October		66,900	36,395	22,835	3,623	3,992	55
November		37,273	16,265	13,204	2,400	5,404	-
December		41,133	16,390	16,111	3,974	4,658	-
January 2024		-	-	-	-	-	-
February		-	-	-	-	-	-
March		-	-	-	-	-	-
April		-	-	-	-	-	-
May		-	-	-	-	-	-
June		-	-	-	-	-	-
Expenditures to Date		\$ 284,697	\$ 134,181	\$ 96,606	\$ 24,890	\$ 24,077	\$ 4,943
Balances							
		\$ 578,636	\$ 127,177	\$ 164,570	\$ 44,396	\$ 119,209	\$ 123,284