



SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING

August 2, 2018 - 1:30 PM

Skagit Council of Governments Conference Room

[315 South Third Street, Suite 100, Mount Vernon, WA 98273](#)

AGENDA

1. Call to Order and Roll Call
2. Approval of [July 5, 2018 Technical Advisory Committee Meeting Minutes](#)
3. [August Regional Transportation Improvement Program Amendments](#) – *Mark Hamilton*
4. [TAC Bylaws](#) – *Mark Hamilton*
5. [List of Regional High Priority Projects](#) – *Kevin Murphy*
6. 2019-2024 Regional Transportation Improvement Program – *Mark Hamilton*
7. Obligation Authority Target – *Mark Hamilton*
8. Roundtable and Open Topic Discussion
9. Next Meeting: September 6, 2018
10. Adjourned

Please contact [Mark Hamilton](#) at (360) 416-7876 if there are any other items that need to be brought up for discussion.

[Meeting Packet](#)



TECHNICAL ADVISORY COMMITTEE MEMBERSHIP AND VOTES

VOTING MEMBERS

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

NON-VOTING MEMBERS

Skagit PUD

QUORUM REQUIREMENT

A quorum consists of half the total votes (5), with Skagit County consisting of one seat toward the quorum calculation. Formal recommendations to the Transportation Policy Board can only be made when a quorum is present.

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

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

SKAGIT COUNCIL OF GOVERNMENTS TECHNICAL ADVISORY COMMITTEE MEETING MINUTES

Thursday, July 5, 2018
SCOG Conference Room
Mount Vernon, WA

AGENCIES REPRESENTED

- Anacortes..... Tim Holmes
- La Conner..... Scott Thomas
- Mount Vernon Mike Love
- Sedro-Woolley Mark Freiberger
- Skagit County Forrest Jones
- Skagit Transit..... Brad Windler
- Washington State Department of Transportation Elizabeth Sjostrom

STAFF PRESENT

- Kevin Murphy Executive Director
- Mark Hamilton..... Senior Transportation Planner
- Rose Howe Assistant Planner

MINUTES

1. Call to Order: 1:30 PM
2. Approval of May 3, 2018 Technical Advisory Committee (TAC) Meeting Minutes: Mike Love moved to approve the May 3, 2018 meeting minutes, and Scott Thomas seconded the motion. The motion carried unanimously.
3. Procedures for TAC Meeting Cancellation: Mark Hamilton reported Cody Hart was going to lead this agenda item as he asked that it be placed on the agenda, but he was not present at the meeting. Mr. Hamilton noted he will discuss Mr. Hart’s comments during the discussion of the next agenda item.
4. TAC Bylaws: Mark Hamilton stated the Transportation Policy Board approved the current TAC by-laws in 2014. Mr. Hamilton reported he reviewed the bylaws, but did not find information about meeting cancellation. Mr. Hamilton said writing a meeting cancellation procedure into the bylaws will help staff maintain consistent processes after any employee turnover at SCOG.

Mr. Hamilton suggested the TAC consider updating the bylaws to include a few minor changes, such as updating SCOG’s address and simplifying quorum language. Mr. Hamilton said changes to the bylaws would need come forth as recommendations by the TAC to the Transportation Policy Board.

Mark Freiberger commented that polling TAC members by email about whether they will attend the meeting works well. Mr. Hamilton stated he will draft a procedure for potential inclusion in the TAC Bylaws, to email TAC members if a meeting may be cancelled and allowing time for TAC members

to respond to the request to cancel the TAC meeting.

5. 2019–2024 Regional Transportation Improvement Program (RTIP): Mark Hamilton explained that SCOG staff updates the RTIP every year, to be consistent with the Statewide Transportation Improvement Program. Mr. Hamilton presented the timeline of RTIP update milestones that staff expects to work on moving forward. Mr. Hamilton reported TAC members should send project submissions to SCOG by August 10, 2018.

Brad Windler summarized the timeline for Skagit Transit’s Transit Development Plan, explaining that only draft versions of the Transit Development Plan will be available by August 10. Mike Love also reported the City of Mount Vernon is working with a similar timeline for their Capital Improvements Plan, which contains their transportation projects. Mark Hamilton told TAC members to send staff draft materials by the submission date and SCOG staff will coordinate with members on projects that have not yet been included in approved plans/programs.

Mr. Hamilton then introduced a new proposed policy change for the 2019-2024 RTIP. If a project programmed in the first year of the RTIP does not obligate funding by August 1, then the project will be de-programmed. Additionally, if the project sponsor knows the project will not be able to obligate by the deadline, the project sponsor can apply for an extension before July 1 of that year. The projects affected by the proposed policy are projects awarded Surface Transportation Block Grant Program or Transportation Alternatives Program funding through SCOG.

Mr. Hamilton reported staff has internally discussed this policy change, and seeks TAC member’s comments. Mr. Hamilton reminded the TAC that the current policy gives project sponsors a second year to obligate their project, if the project is not obligated in the first year.

TAC members voiced opposition to the proposed RTIP policy, explaining it would add complexity to an already complicated process. Kevin Murphy responded the policy is not intended to add a layer of complexity. If the region loses funds because a project does not obligate by August 1, projects that have been awarded funds and were waiting to obligate in the following year will have to be delayed. Mr. Murphy also explained that the Puget Sound Regional Council and the Spokane Regional Transportation Council have instituted similar policies, and neither organization has since had problems with obligation. Mr. Murphy said staff is also recommending the policy change because project schedules and expanded staff effort this year in tracking projects has not produced meaningful change in projects obligating earlier in the year.

SCOG staff and TAC members discussed projects programmed in the next four years and SCOG’s ability to meet its obligation authority target.

6. List of Regional High Priority Projects: Mr. Murphy stated the Transportation Policy Board has requested that the TAC update the List of Regional High Priority Projects each year in December. However, this year, the list will need to be prepared earlier. The Joint Transportation Committee has requested Mr. Murphy present the Skagit region’s transportation priorities during their meeting in Skagit County on October 11, 2018.

Mr. Murphy asked TAC members to review the list and provide feedback on what needs to be included on the list. Mr. Murphy also asked TAC members to provide updated financial information

about the cost of maintenance and preservation, as well as updated financial information for the list’s projects.

Mr. Murphy explained the list acts as a guide, so each jurisdiction conveys a consistent message about Skagit County’s regional transportation priorities when talking to Washington state legislators. Mr. Murphy reported that the Transportation Policy Board will discuss the list at their August meeting, and then the list will be an action item at their September meeting.

7. Status Updates on STP Project Obligation: Mark Hamilton presented a table displaying 2018–2023 Surface Transportation Program Block Grant programming. The table listed projects capable of obligating this year. Mr. Hamilton reminded TAC members that, ideally, SCOG will obligate an amount between its one-year (\$1.73 million) and two-year (\$3.46 million) obligation authority targets. TAC members then gave updates on their projects, recorded in the table below. No representative of the City of Burlington attended the meeting, so the status of Burlington’s George Hopper Interchange Improvements Phase II project is not included in the table.

Agency	Project	Status
Mount Vernon	College Way (SR 538) @ I-5	Submitted to Local Programs
Mount Vernon	Freeway Drive (Cameron Way to College Way)	Has not been submitted, priority given to College Way project
SCOG	SCOG Admin 2018-2021	Submitted to Local Programs
SCOG	Household Travel Survey	Submitted to Local Programs
Sedro-Woolley	Jones/John Liner/Trail Road Corridor Scoping Study	Submitted to Local Programs
Sedro-Woolley	SR20/SR9-Township Intersection Improvement	Obligated in June
Sedro-Woolley	SR20/Cascade Trail West Extension Phase 2A	Obligated in June
Skagit County	Francis Road Section 3	Submitted to Local Programs
Skagit County	Centennial Trail (Big Rock to Clear Lake)	Submitted to Local Programs
Skagit County	Francis Road Section 1	Obligated in February
Skagit Transit	Bus Stop Design Standards	Submitted to Local Programs
Skagit Transit	Bus Shelters Purchase	Submitted to Local Programs
Skagit Transit	Bus Stop Re-Construction	Submitted to Local Programs

8. Roundtable and Open Topic Discussion: TAC members gave updates on their current projects.
9. Next Meeting: August 2, 2018
10. Adjourned: 3:08 PM



Attest:

Mark Hamilton
Skagit Council of Governments

Date_____

DRAFT

ACTION ITEM X.X. – APPROVE AUGUST 2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM AMENDMENTS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	8/2/2018	Recommendation	Mark Hamilton	(360) 416-7876
Transportation Policy Board	8/15/2018	Action	Mark Hamilton	(360) 416-7876

RECOMMENDED ACTION

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

- Skagit Transit
 - Operating Funds
 - Maintenance, Operations and Administration Facility Phase 1

FISCAL IMPACT

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

- [Current financial feasibility table](#)
- [Proposed financial feasibility table](#)

PUBLIC PARTICIPATION

A public comment period began on July 26 and ended on August 3, 2018.

DISCUSSION

PROPOSED RTIP AMENDMENTS

- Skagit Transit
 - Operating Funds: This amendment would deprogram Federal Transit Administration (FTA) 5307 operating funds and local match from 2018. The \$1,764,771 in deprogrammed 5307 funds are proposed for programming in the following project.
 - Maintenance, Operations and Administration Facility Phase 1: This amendment would add a new project to the RTIP. As noted above \$1,764,771 of FTA 5307 funds would be programmed to this project from the Operating Funds project. Additionally, FTA 5339 funds would be programmed for this project totaling \$1,497,607. The 5339 funds were

awarded from FTA earlier this year (\$1,375,000) and supplemented with an award of WSDOT state-managed 5339 funds (\$122,607). Total programmed federal funds would be \$3,262,378. The local match to the federal funds is provided as an in-kind contribution that was already expended. It was used to purchase the land for the Maintenance, Operations and Administration Facility.

DRAFT

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 NA

Begin Termini NA

End Termini NA

Total Project Length 0.00

Improvement Type Transit

Functional Class No Functional Classification

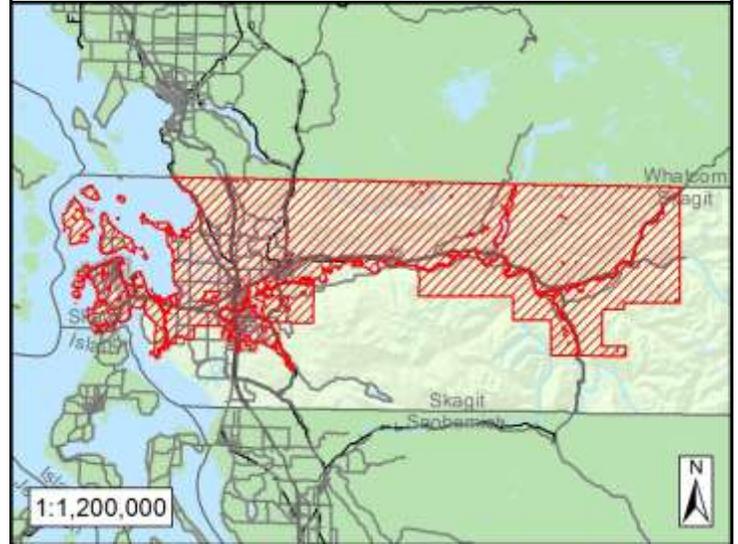
Environmental Type Categorically Exempt

Priority Number 1

Amendment Number

Amendment Date

Total Project Cost \$50,397,162



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

STIP ID WA-07306

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date 8/16/2017

Adoption Date 8/16/2017

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	FederalFunds	State Fund Code	StateFunds	LocalFunds	Total	Date Programmed
ALL	2019	5307	\$2,018,880		\$0	\$10,854,775	\$12,873,655	10/18/2017
ALL	2020	5307	\$2,079,446		\$0	\$11,397,514	\$13,476,960	10/18/2017
ALL	2021	5307	\$2,079,446		\$0	\$2,079,446	\$4,158,892	10/18/2017
Total			\$6,177,772		\$0	\$24,331,735	\$30,509,507	

Agency Skagit Transit

Project Title Skagit Transit's Maintenance Operations and Administration Facility Phase 1

Description Construction phase 1 of the new MOA facility.

Road Name

Begin Termini N/A

End Termini N/A

Total Project Length 0.00

Improvement Type Transit

Functional Class No Functional Classification

Environmental Type Documented Categorical Exempt

Priority Number

Amendment Number

Amendment Date

Total Project Cost \$4,077,970



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

STIP ID WA-11566

WSDOT PIN

Federal Aid Number

SCOG ID

Agency ID

Hearing Date

Adoption Date 7/18/2018

Resolution Number

Phase Obligation Schedule

Phase	Phase Start	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total	Date Programmed
CN	2019	5307	\$1,764,771		\$0	\$441,191	\$2,205,962	8/15/2018
CN	2019	5339	\$1,497,607		\$0	\$374,401	\$1,872,008	8/15/2018
Total			\$3,262,378		\$0	\$815,592	\$4,077,970	

Financial Feasibility Table

Funding Program	Carryover	2018			2019			2020			2021			4-Year Allocation	4-Year Programmed	4-Year Difference
		Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed	Estimated Allocation	Available	Pro-programmed			
SCOG-Managed Funds	-\$96	\$1,819	\$1,723	\$2,304	\$1,819	\$1,237	\$1,225	\$1,819	\$1,831	\$1,592	\$1,819	\$2,057	\$1,797	\$7,178	\$6,919	\$259
STP	\$173	\$1,675	\$1,849	\$2,304	\$1,675	\$1,220	\$1,225	\$1,675	\$1,670	\$1,571	\$1,675	\$1,775	\$1,564	\$6,875	\$6,664	\$211
TAP	-\$269	\$143	-\$126	\$0	\$143	\$17	\$0	\$143	\$160	\$22	\$143	\$282	\$234	\$303	\$255	\$48
State-Managed Funds	\$0	\$23,227	\$23,227	\$23,227	\$9,950	\$9,950	\$9,950	\$7,525	\$7,525	\$7,525	\$5,399	\$5,399	\$5,399	\$46,101	\$46,101	\$0
5307	\$0	\$0	\$0	\$0	\$3,784	\$3,784	\$3,784	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$2,079	\$7,943	\$7,943	\$0
5309	\$0	\$1,180	\$1,180	\$1,180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,180	\$1,180	\$0
5339	\$0	\$0	\$0	\$0	\$1,498	\$1,498	\$1,498	\$0	\$0	\$0	\$0	\$0	\$0	\$1,498	\$1,498	\$0
HSIP	\$0	\$3,075	\$3,075	\$3,075	\$1,239	\$1,239	\$1,239	\$0	\$0	\$0	\$0	\$0	\$0	\$4,314	\$4,314	\$0
NHPP	\$0	\$8,341	\$8,341	\$8,341	\$2,288	\$2,288	\$2,288	\$3,202	\$3,202	\$3,202	\$0	\$0	\$0	\$13,831	\$13,831	\$0
STP(BR)	\$0	\$1,053	\$1,053	\$1,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,053	\$1,053	\$0
STP(S)	\$0	\$6,028	\$6,028	\$6,028	\$1,141	\$1,141	\$1,141	\$2,243	\$2,243	\$2,243	\$3,270	\$3,270	\$3,270	\$12,682	\$12,682	\$0
CRAB	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50	\$50	\$50	\$50	\$50	\$0
Ped/Bike Program	\$0	\$800	\$800	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800	\$800	\$0
TIB	\$0	\$2,750	\$2,750	\$2,750	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,750	\$2,750	\$0
Federally-Managed Funds	\$0	\$3,498	\$3,498	\$3,498	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$4,698	\$4,698	\$0
DEMO	\$0	\$2,699	\$2,699	\$2,699	\$1,200	\$1,200	\$1,200	\$0	\$0	\$0	\$0	\$0	\$0	\$3,899	\$3,899	\$0
FBP	\$0	\$799	\$799	\$799	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$799	\$799	\$0
Locally-Managed Funds	\$0	\$6,683	\$6,683	\$6,683	\$13,607	\$13,607	\$13,607	\$12,565	\$12,565	\$12,565	\$2,537	\$2,537	\$2,537	\$35,392	\$35,392	\$0
Local	\$0	\$6,683	\$6,683	\$6,683	\$13,607	\$13,607	\$13,607	\$12,565	\$12,565	\$12,565	\$2,537	\$2,537	\$2,537	\$35,392	\$35,392	\$0
Total	-\$96	\$35,226	\$35,131	\$35,712	\$26,575	\$25,994	\$25,982	\$21,908	\$21,920	\$21,682	\$9,755	\$9,993	\$9,733	\$93,368	\$93,109	\$259

DISCUSSION ITEM X.X. – TECHNICAL ADVISORY COMMITTEE BYLAWS

Document History

MEETING	DATE	TYPE OF ITEM	STAFF CONTACT	PHONE
Technical Advisory Committee	8/2/2018	Review	Mark Hamilton	(360) 416-7876
Transportation Policy Board	8/15/2018	Discussion	Mark Hamilton	(360) 416-7876

DISCUSSION

The Skagit Council of Governments (SCOG) Technical Advisory Committee (TAC) has bylaws that were adopted on July 14, 2014 by the Transportation Policy Board (TPB). The TAC is an advisory committee to the TPB.

In 2018, SCOG staff reviewed the TAC bylaws and noticed several areas that could be revised. The review was necessitated by a move of SCOG offices and the TAC’s recommendation to formalize the way TAC meetings are cancelled.

Bullets summarizing [proposed revisions to the TAC bylaws](#) follow:

- Changes to the letterhead reflecting SCOG’s new office address and change in TAC meeting location to the new conference room;
- Addition of language describing the process for TAC meeting cancellation;
- Elimination of elected officials potentially serving on the TAC - this change is consistent with the Non-Motorized Advisory Committee (NMAC) bylaws and reflects the direction from the TPB when the NMAC bylaws were being created in 2015 & 2016;
- Clarifying the quorum language; and
- Adding a proposed amendment date.

NEXT STEPS

Any revision to the TAC bylaws is expected by SCOG staff to come before the TAC for a recommendation at their meeting on September 6th with potential action by the TPB on September 19th.



SKAGIT-SCOG TAC BYLAWS

The Skagit Council of Governments (SCOG) Technical Advisory Committee (TAC) serves as an advisory committee to the ~~Skagit Council of Governments (SCOG)~~ Transportation Policy Board (TPB). Its primary function is to provide technical recommendations regarding ~~Transportation Policy Board~~ TPB action items.

MEETINGS

TAC meetings generally occur on the first Thursday of every month at 1:30 PM. They will generally be in the ~~basement meeting~~ conference room at the SCOG offices. Meeting dates, times, and locations can be changed to better suit the needs of the TAC. ~~SCOG will inform the TAC of any meeting changes in a timely manner.~~

Meeting agendas and packets will be distributed to TAC members one week prior to TAC meetings via email. SCOG staff will notify the TAC about the potential for any TAC meeting cancellation via email one day prior to when any meeting agenda and packet would have been distributed. TAC members have 24 hours after the potential meeting cancellation notice is sent by SCOG staff to register their objection by phone or email to SCOG staff. If any TAC member objects to meeting cancellation, the meeting will not be cancelled and will commence as planned. The TAC will be notified of any meeting cancellation one week prior to the scheduled meeting.

MEMBERSHIP

The TAC membership shall consist of representatives from SCOG member agencies and TPB ~~voting~~ member agencies. TAC representatives can be any ~~elected official or full-time~~ employee of the TAC member agency or another non-elected representative designated by the member agency.

TAC Membership:

Anacortes	Mount Vernon	Skagit PUD
Burlington	Port of Anacortes	Skagit Transit
Concrete	Port of Skagit	Swinomish Tribal
La Conner	Samish Indian Nation	Community
Lyman	Sedro-Woolley	WSDOT
Hamilton	Skagit County	

VOTING

The votes granted to each member agency are displayed below:

- Anacortes1
- Burlington.....1
- Mount Vernon.....1



- Ports.....1
 - Port of Anacortes
 - Port of Skagit
- Sedro-Woolley.....1
- Skagit County.....3
- Skagit PUD0
- Skagit Transit1
- Towns.....1
 - Concrete
 - Hamilton
 - La Conner
 - Lyman
- Tribes.....1
 - Swinomish Tribal Community
 - Samish Indian Nation
- WSDOT1
- **Total****12**

The votes of entity groups (ports, towns, tribes) shall be determined by the majority of the entity group representatives present. Tie votes within the representatives of the entity group will be counted as a null vote.

QUORUM

A quorum of the TAC ~~shall consist of half of its~~ consists of half of the total ~~weighted~~ votes (5), with Skagit County counting as one seat towards the quorum calculation. When a quorum is present, formal recommendations can be made to the TPB. When a quorum is not present, the issue may still go before the TPB without formal TAC recommendation. In such cases, the TPB will be made aware that the item does not have formal TAC recommendation.

Adopted: July 16th, 2014

Amended: [September 19, 2018](#)

TPB Chair

LIST OF REGIONAL HIGH PRIORITY PROJECTS

SEPTEMBER 19, 2018

The Skagit Council of Governments (SCOG) is the Metropolitan Planning Organization and Regional Transportation Planning Organization in Skagit County. SCOG works cooperatively with local governments, the Washington State Department of Transportation (WSDOT), Skagit Transit and other stakeholders to plan for all modes of transportation within the county.

SCOG has identified a number of high priority transportation projects that further the region's plans. The projects are organized below into either countywide projects or projects that occur in a particular legislative district. Project order does not necessarily indicate the level of priority.

COUNTYWIDE PROJECTS

1. (PLACEHOLDER AWAITING M&O NEEDS FROM JURISDICTIONS)

2. REGIONAL CONNECTOR TRANSIT SERVICES

Regional Connector transit services continue to relieve congestion and improve mobility by providing commuter-based transit services. This effort will meet increasing demand for public transportation options between Island, Skagit, and Whatcom counties with the Seattle metropolitan region. With the recent addition of mid-day trips during the week and new weekend service, the Regional Connector is able to assist the public in reaching critical services in the Seattle area.

This includes Skagit Transit Routes 80X and 90X which connect Bellingham and Mount Vernon to Everett seven days a week.

Project sponsor: Skagit Transit

Operating funds requested: \$1,200,500 per year

LEGISLATIVE DISTRICT 39 PROJECTS

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

Francis Road Reconstruction began in 2012 with the reconstruction of section 2 to current standards (12 foot lanes and 8 foot shoulders). Section 1 is scheduled for construction in 2019 and will begin where section 2 ended near De'bay-Isle Road, and will tie into the State Route 9 Roundabout project being constructed in 2018. The remaining sections 3 & 4 will continue the realignment to decrease the radii of the curves and widen to current standards. In addition, sections 3 & 4 have two bridges that will need to be addressed by replacement, widening, or removal, once the alignment is determined.

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

Project sponsor: Skagit County

Project cost: \$10,713,000

Existing funding: \$1,921,265

Funding needed: \$8,791,735

4. JONES/JOHN LINER /TRAIL ROAD CORRIDOR PROJECTS

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

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

Project sponsor: City of Sedro-Woolley

Project cost: \$21,450,000

Existing funding: \$200,000

Funding needed: \$21,250,000

LEGISLATIVE DISTRICT 40 PROJECTS

5. I-5/COOK ROAD INTERCHANGE VICINITY IMPROVEMENTS

Drivers experience long delays and backups during peak commute times at the Interstate 5/Cook Road interchange. Ramp traffic routinely backs up onto the 70 mph lanes on Interstate 5, increasing the risk for collisions involving inattentive drivers.

This practical solution will widen the northbound off-ramp to two lanes, signalize both the southbound and northbound ramp intersections and integrate these new signals with the existing Cook Road/Old Hwy 99 signal and BNSF rail-crossing signal. The project will also add an additional eastbound lane on Cook Road beginning at the Interstate 5 northbound ramp intersection and extending a few hundred feet past Green Road.

This project will reduce the potential for traffic backups on this busy off-ramp; reduce travel times; and improves traffic flow – particularly for trucks headed to local businesses and Sedro-Woolley industrial areas.

These improvements are intended to be mid-term practical solution and forward compatible with the ultimate concept for the interchange. The improved safety and traffic flow will also benefit travel times for commuter transit service on Interstate 5. The project is scalable and, though not as efficient, could be broken up into phases.

Project sponsor: WSDOT

Project cost: \$6,000,000

Existing funding: \$0

Funding needed: \$6,000,000

6. GUEMES ISLAND FERRY REPLACEMENT

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

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

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

Project sponsor: Skagit County

Project cost: \$21,704,000

Existing funding: \$7,500,000

Funding needed: \$14,204,000

7. JOSH WILSON ROAD RECONSTRUCTION (PHASE 1, 2, 3, 4)

Josh Wilson Road reconstruction design began in 2017 on phase 1 of the project from Avon Allen Road to Jensen Lane (1.10 miles). Construction of the project is scheduled to start in 2019. The projects will include the reconstruction of phase 1-4 to current standards (12 foot lanes and 8 foot shoulders). Phase 1 will also address a failing culvert at the western end of the project limits.

Josh Wilson Road is a major collector and truck route that provides an alternate access to the Port of Skagit County and Interstate 5, the community of Bayview, and a list of growing industries in the area. The remaining phases 2, 3, and 4 will continue with the reconstruction of the failing road base and widening to current standards.

Josh Wilson provides an alternate route for State Route 20 during collisions and roadwork that require closures, and relieve backups at the interchange at the State Route 20/Interstate 5 Interchange.

Project sponsor: Skagit County

Project cost: \$8,000,000 - \$10,000,000

Existing funding: \$1,600,000

Funding needed: \$6,400,000 - \$8,400,000

8. JOSH WILSON ROAD/FARM TO MARKET ROAD INTERSECTION IMPROVEMENTS¹

The Josh Wilson Road/Farm to Market Road Intersection Improvements will review the intersection for countermeasures to improve overall safety and increase the level of service of the intersection. Preliminary reviews of crash data and volumes entering and exiting the intersection indicate that there are countermeasures available that would improve traffic safety and traffic flow.

Josh Wilson Road/Farm to Market Road Intersection was added to Skagit County's Strategic Risk-Based Assessment - Safety Plan in 2017.

This intersection provides a direct route to State Route 11 and Interstate 5 to the east, and State Route 20 to the South. This is a vital link to the Port of Skagit and businesses along its western and northern borders.

Project sponsor: Skagit County

Project cost: \$2,200,000

Existing funding: \$70,000

Funding needed: \$2,130,000

¹ This project is in both Legislative District 40 & 10

9. UPPER FINNEY CREEK BRIDGE REHABILITATION

The Upper Finney Creek Bridge Rehabilitation Project will strengthen the existing bridge and retro-fit it with seismic elements. This work will add load capacity to the bridge that is currently rated for 30 tons. The bridge in its current state greatly limits its use by the logging industry, preventing the use by a typical logging truck. This has a major impact to the logging industry and thereby threatens good paying jobs and the economic vitality of eastern Skagit County.

This bridge provides access to over 100,000 acres of federal and private timber lands. Timber sales planned within the next 10 years include 10 million board feet that would have to find or use longer haul routes that would affect and increase operations costs dramatically for local companies and haulers.

Additionally, this would impact Skagit County revenues due to the potential loss of timber harvest revenues. Based on prior years, Skagit County receives approximately one million dollars annually from harvest tax and timber sales.

Project sponsor: Skagit County

Project cost: \$1,700,000

Existing funding: \$0

Funding needed: \$1,700,000

LEGISLATIVE DISTRICT 10 PROJECTS

10. I-5/KINCAID INTERCHANGE VICINITY IMPROVEMENTS²

This corridor improvement project will install three roundabouts at the southbound and northbound Interstate 5 ramp intersections, and at Kincaid Street and Third Street on State Route 536.

These improvements will provide a long term solution to provide improved access and reduced congestion on a state route that serves an existing multimodal train/bus terminal, a planned \$26 million dollar community center, city library, multilevel parking facility and a planned six-acre mixed use development in downtown Mount Vernon.

When completed, the interchange will operate more efficiently and reduce Interstate 5 and State Route 536 congestion to facilitate safer access to services and centers of trade in the Puget Sound region.

Project sponsor: City of Mount Vernon

Project cost: \$9,000,000 - \$10,000,000

Existing funding: \$0

Funding needed: \$9,000,000 - \$10,000,000

11. CONSTRUCTION OF NEW MAINTENANCE, OPERATIONS AND ADMINISTRATION FACILITY

Skagit Transit's current facility is inadequate to support ongoing and future transit service support activities. The facility was completed in 1998, the facility did not include sufficient room for growth, and the addition of commuter services (vanpool and commuter bus) were not envisioned at the time the facility was designed.

Skagit Transit recently completed the purchase of property sufficient to support current and future expansion of transit services - design and engineering activities for the new facility are in process.

The project will be ready for construction bid and award by April 2019, or as soon as the final piece of construction funding is secured.

Project sponsor: Skagit Transit

Project cost: \$37,500,000

Existing funding: \$12,500,000

Funding needed: \$25,000,000

² This project is in both Legislative District 10 & 40