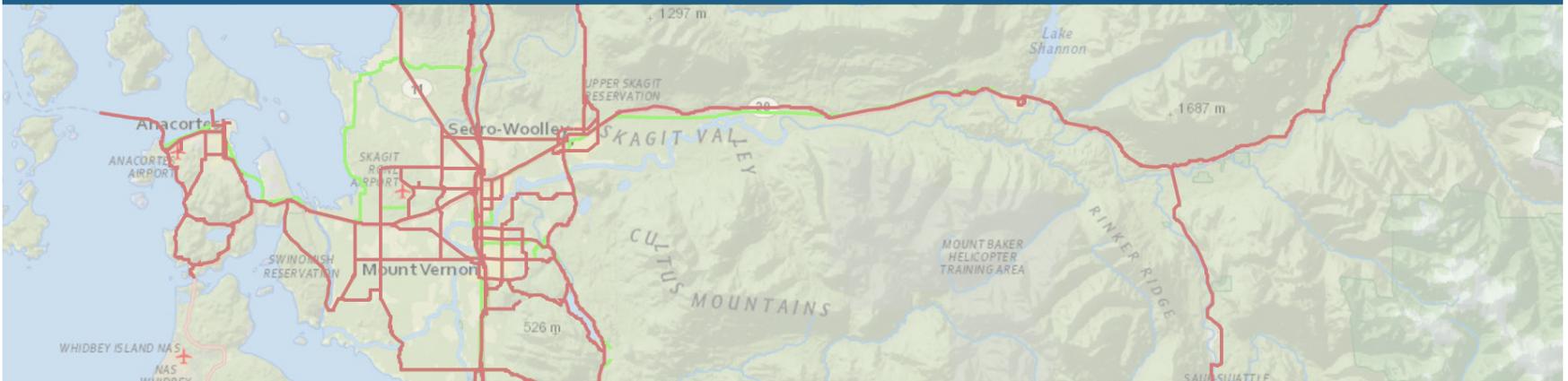


SKAGIT REGIONAL TRANSPORTATION PRIORITIES

December 16, 2020



Above: Skagit Regional Transportation Systems

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.

SCOG has identified a number of high priority transportation projects that further the Skagit 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.





WSDOT HIGHWAY SYSTEM NEEDS

Maintenance, preservation, safety, operations, seismic resilience, environmental retrofit and other needs are estimated at approximately **\$61 million per year** for the Skagit region. These needs are for Interstate 5 and state routes in Skagit County. Currently, **36%** of these needs are funded.

Environmental retrofits, principally to improve fish passage, are the highest estimated need.

HIGHWAY SYSTEM NEEDS ON I-5 AND STATE ROUTES ARE ESTIMATED AT AROUND \$61 MILLION PER YEAR





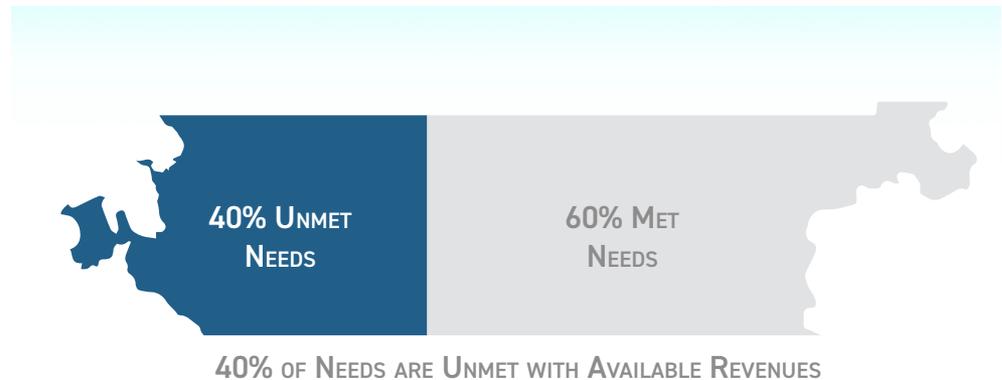
LOCAL ROADWAY SYSTEM NEEDS

The vast majority of the roadway network in the Skagit region is owned and maintained by local jurisdictions. Maintenance and preservation needs for these local facilities is estimated at **\$27 million** per year.

Of these local needs, nearly 60% are being met with available revenues (~\$16 million) and the other 40% are unmet needs (~\$11 million).

Transportation benefit districts have been utilized in recent years by local jurisdictions to provide funding for maintenance and preservation, but these districts have not provided the funding necessary to address all unmet needs.

Deferred maintenance due to these unmet needs are leading to further degradation of local roadways.



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.



Riders traverse counties on a regional connector transit route

PROJECT SPONSOR: SKAGIT TRANSIT

OPERATING FUNDS REQUESTED: \$1,700,000 PER YEAR

FRANCIS ROAD RECONSTRUCTION (SECTIONS 1,3 & 4)



Existing conditions on Francis Rd. Section 1

PROJECT SPONSOR: SKAGIT COUNTY

PROJECT COST: \$10,713,000

EXISTING FUNDING: \$5,609,013

FUNDING NEEDED: \$5,103,987

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 2021 and will begin where section 2 ended near De'bay-Isle Road, and will tie into the State Route 9 Roundabout. The remaining sections 3 & 4 will continue the realignment to decrease the radii of the curves and widen to current standards.

Section 3 has begun work on the Design Phase, and includes a survey of the existing roadway and area topography.

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. This route was used extensively during the 2013 Skagit River Bridge collapse to relieve pressure off of local city routes. Since that time volumes have increased from 3,300 vehicles a day to over 5,000 in 2019, a 34% increase in volume. When fully 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.

JONES/JOHN LINER/TRAIL ROAD CORRIDOR PROJECTS



PROJECT SPONSOR: CITY OF SEDRO-WOOLLEY

PROJECT COST: \$34,729,000

EXISTING FUNDING: \$1,075,000

FUNDING NEEDED: \$33,654,000

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 support the transition from the timber-based past to a modern technology based future.

The Jones/John Liner Road BNSF Railroad Undercrossing and Road Extension project is the vital first element to make this east-west corridor possible.

The city is partnering with the BNSF Railroad for design and construction of the undercrossing itself.

Legislative District 39

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.



I-5 and Cook Rd. Vicinity

PROJECT SPONSOR: WSDOT

PROJECT COST: \$6,453,307

EXISTING FUNDING: \$0

FUNDING NEEDED: \$6,453,307

Legislative District 40

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 Glostén of Seattle to design the new all-electric replacement ferry and coordinate the design of shore-side facilities. The County has been very aggressive in seeking funding to move forward with the construction of this project. The County was awarded \$7.5 million in funding through the County Road Administration Board and \$1.5 million in the State Capital Budget, and will continue to seek additional state and federal funding as opportunities arise.

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 2021.

Legislative District 40



Conceptual design for new electric ferry

PROJECT SPONSOR: SKAGIT COUNTY

PROJECT COST: \$19,000,000

EXISTING FUNDING: \$10,400,000

FUNDING NEEDED: \$8,600,000

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 for completion in 2021.

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 is an alternative route that is becoming more popular due to increased congestion on State Route 20 and at the interchange. As industry grows at the Port of Skagit, Skagit County anticipates increased volumes of both vehicles and trucks utilizing Josh Wilson Road as an alternative to SR 20.



Existing conditions on Josh Wilson Rd.

PROJECT SPONSOR: SKAGIT COUNTY

PROJECT COST: \$8,000,000 - \$10,000,000

EXISTING FUNDING: \$2,652,083

FUNDING NEEDED: \$5,347,917 - \$7,347,917

Legislative District 40

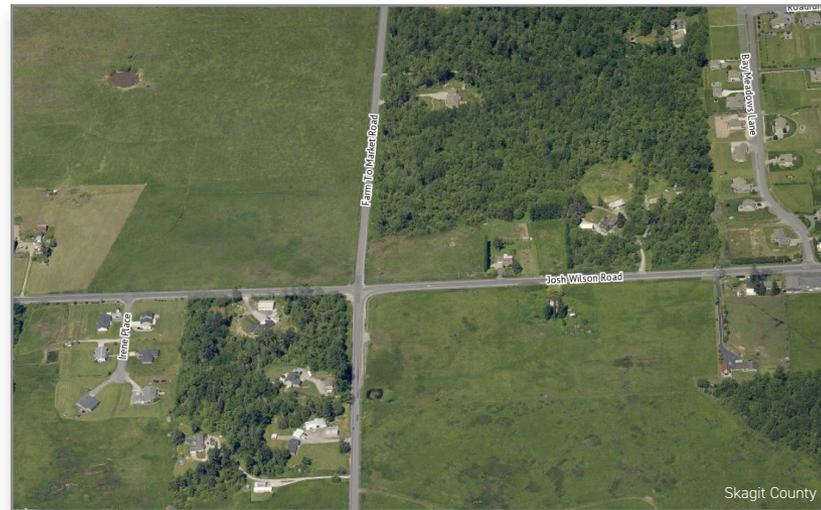
JOSH WILSON ROAD/FARM TO MARKET ROAD INTERSECTION IMPROVEMENTS

The Josh Wilson Road/Farm to Market Road Intersection Improvement Project has reviewed the intersection for countermeasures to improve overall safety and increase the level of service of the intersection.

Preliminary reviews of the intersection and data that includes crashes, volumes, and current and future traffic flows, indicate that the construction of a roundabout at this location would provide the best countermeasure to improve traffic safety, traffic flow, and accommodate future growth in the area.

Skagit County began design on the project in late 2019, and will be completing design of the roundabout in 2020. The project is scheduled to go to construction in early summer of 2021.

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.



Intersection at Josh Wilson / Farm to Market Rd.

PROJECT SPONSOR: SKAGIT COUNTY

PROJECT COST: \$1,600,000

EXISTING FUNDING: \$200,000

FUNDING NEEDED: \$1,400,000

Legislative Districts 10, 40

SOUTH COMMERCIAL AVENUE CORRIDOR PLAN

Commercial Avenue in Anacortes, Washington is a combination of a main street and a state highway spur leading to a WSDOT Ferry Terminal. The terminal services both the San Juan Islands and Sydney, B.C., in Canada.

The north end of Commercial Avenue, after the highway turns, is a city street and is vibrant with tourism and commerce; however, the state highway portion of Commercial Avenue, while serviceable and functioning, is **not friendly** for bicycle riders and pedestrians and also is not conducive to the wandering and exploring that tourists and locals both like to do.

This project proposes to **increase safety** for non-motorized users of the street by:

- widening sidewalks
- separating bicycle riders from the driving lanes
- creating and enhancing pedestrian crossing opportunities along the corridor
- creating more park-like spaces, encouraging physical activity
- calming traffic with narrower lanes (without compromising vehicular throughput)
- modernizing the stormwater facilities for water quality and water detention
- beautifying the corridor to draw pedestrian and bicycle scale businesses and thereby strengthening economic development.

Legislative District 40



Above: Current conditions Below: Proposed corridor



PROJECT SPONSOR: CITY OF ANACORTES

PROJECT COST: \$25,000,000

EXISTING FUNDS: \$1,621,188

FUNDING NEEDED: \$23,378,812

I-5/KINCAID INTERCHANGE VICINITY IMPROVEMENTS

Kincaid Street serves as a gateway to downtown Mount Vernon. Due to the close spacing of intersections and the presence of the Burlington Northern Santé Fe rail mainline, access to adjacent land uses, safety and mobility are significantly challenged.

This corridor improvement project will improve safety, mobility, circulation and economic vitality by focusing upgrades to the southbound and northbound Interstate 5 ramp intersections, and the intersection of Kincaid Street and Third Street.

These improvements will provide a long term solution 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 corridor will operate more efficiently and reduce Interstate 5 and State Route 536 congestion facilitating safer access to services and centers of trade in the Puget Sound region.



Locations of proposed improvements on Kincaid St.

PROJECT SPONSOR: CITY OF MOUNT VERNON

PROJECT COST: \$10,000,000

EXISTING FUNDING: \$0

FUNDING NEEDED: \$10,000,000

Legislative Districts 10, 40

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 purchased property sufficient to support current and future expansion of transit services - the project is ready to enter into phased construction activities.

Project construction will be accomplished in three phases, with the first phase under construction as of 2020.

Phase I - completion of the energy envelope of the south and east section of the facility, laying the foundation for the construction activities planned for the next phase.

Phase II - completion of the administrative, operations and public use areas of the facility.

Phase III - completion of the vehicle maintenance shop, ancillary facilities and site improvements.

Phases II and III will begin as funding is secured.



PROJECT SPONSOR: SKAGIT TRANSIT

PROJECT COST: \$37,500,000

EXISTING FUNDING: \$12,500,000

FUNDING NEEDED: \$25,000,000

Legislative District 10

SR 20/CAMPBELL LAKE ROAD INTERSECTION IMPROVEMENT

The State Route 20 corridor provides the primary access to Whidbey Island, as well as local Skagit County Fidalgo Island communities; serving over 19,000 vehicles and 1,000 trucks/buses a day in 2018. The intersection of State Route 20 and Campbell Lake Road has seen a **20% increase in traffic** over the past five years and is just southwest of recent corridor improvements at Sharpe's Corner and Gibraltar Road.

The Samish Indian Nation approached WSDOT about corridor improvements to maintain safe access to nearby tribal property between Gibraltar Road and Campbell Lake Road. The Samish Indian Nation partnered with WSDOT and Skagit County to develop a practical solution to improve safety and access. Several options were evaluated.

A feasibility/constructability analysis pointed to a **single-lane, three-legged roundabout** as the most practical solution at the intersection of State Route 20 and Campbell Lake Road.

This improvement will support development and existing property access, improve regional mobility and safety, reduce environmental impacts, right of way needs, and costs compared with the other options considered. It will also accommodate projected growth in the area and improve resilience of local and regional transportation networks; both for emergency preparedness and routine road construction.



Existing conditions on SR 20 and Campbell Lake Rd.

PROJECT SPONSOR: SAMISH INDIAN NATION

PROJECT COST: \$3,200,000

EXISTING FUNDING: \$1,520,000

FUNDING NEEDED: \$1,680,000

Legislative Districts 10, 40