



# Planning & Development Services

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## Memorandum

To: The Skagit Board of County Commissioners  
From: Hal Hart, AICP / Planning Director and Stacie Pratschner, AICP / Senior Planner  
Re: Board of County Commissioner Deliberations for the Proposed Updates to the 2019 – 2024 Capital Facilities Plan and Transportation Improvement Program  
Date: November 29, 2018

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### Summary

Planning and Development Services (PDS) is providing this memorandum in advance of the December 3, 2018 Board of County Commissioners (BoCC or the Board) deliberations for the proposed updates to the 2019 – 2024 Capital Facilities Plan (CFP) and Transportation Improvement Program (TIP). The following sections provide the regulatory background for the CFP; a timeline of this year’s work on the updates; a summary of the Planning Commission’s Recorded Motion; and the Department’s analysis with requested action from the BoCC. The previous staff reports, citizen comments, public noticing documents, and other supporting materials concerning this year’s Docket are available at the following project webpage: [www.skagitcounty.net/cfp](http://www.skagitcounty.net/cfp).

## Background

The Washington State Growth Management Act (GMA), RCW 36.70A.020(12), provides that the County must “ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.” That goal is implemented in Skagit County planning documents, including Skagit County Code (SCC) Chapter 14.28, Concurrency, and through this proposal, an update of the Capital Facilities Plan.

The CFP document has two main parts: (1) county-owned or operated capital facilities, and (2) special purpose district capital facilities (**Attachment 1**). Figure 1 demonstrates the major components of capital facilities planning per the WAC 365-196-415.



**Figure 1. Components of Capital Facilities Planning.**

### County-Owned or Operated Capital Facilities

The County’s plan combines both an inventory of the County’s existing capital facilities and the required six-year financing plan for fulfilling unmet needs. The County’s transportation financing plan is a separate document called the Transportation Improvement Program (TIP), which is incorporated into the CFP by reference.

## Special Purpose District Capital Facilities

The Department aggregates information from the various special purpose districts throughout the County that provide services necessary for development (fire, water, sewer, etc.). The County does not have authority to manage or approve those inventories or plans, but the GMA requires that the County, in its role as a regional government, both acquire and present that information for use by the various special purpose districts in coordinating their own planning.

## Timeline of Updates

PDS begins outreach to other County departments and special purpose districts in the middle of the year, then follows the legislative procedures of Chapter 14.08 SCC for review and adoption of the proposed updates. Table 1 provides a summary of the approximately half-year process.

**Table 1. CFP and TIP Adoption Timeline.**

Date(s)	PDS/Planning Commission/Board	Action(s)
June to August 2018	PDS	Outreach to partner agencies and receipt of their updates.
September 2018	PDS	Complete redlines and narrative updates to CFP.
October 30, 2018	PDS	Release of strike-through draft, SEPA, and Commerce Notice of Intent.
November 20 and 27, 2018	Planning Commission	Public hearing and deliberations.
December 3, 2018	BoCC	Deliberations and potential adoption of updates.

## Summary of Planning Commission's Recorded Motion

The Planning Commission deliberated on the proposed CFP and TIP updates on November 27, 2018, subsequent to the public hearing held on November 20, 2018. The staff report can be viewed at: [https://skagitcounty.net/PlanningAndPermit/Documents/CFP/Complete%20Staff%20Rpt\\_CFP\\_TIP%20package.pdf](https://skagitcounty.net/PlanningAndPermit/Documents/CFP/Complete%20Staff%20Rpt_CFP_TIP%20package.pdf). **Attachment 1** and **2** include the CFP and TIP redlines, and **Attachment 3** includes the public comments submitted to the County concerning the updates. **Attachment 4** is the Recorded Motion from the Planning Commission recommending that the BoCC adopt the proposed amendments. The Planning Commission supports the financing strategy in the TIP for improvements to the Josh Wilson/Farm to Market intersection, and planning efforts to continually assess the impact of development on County roads. Per the Interlocal Agreement with the City of Anacortes, Contract # [C20180452](#), the County will also begin collecting transportation impact fees on behalf of the city (**Attachment 5**).

## **Department Analysis**

The Planning Commission recommended that the BoCC approve the proposed updates (**Attachment 4**). The motion carried 5-0-4-0. The Planning Department concurs with the Planning Commission's recommendation.

## **Requested Board Action**

The Department will present the Planning Commission Recorded Motion and this memo to the Board on Monday, December 3, 2018. The BoCC is authorized by SCC 14.08.090 to take the following actions concerning the proposed CFP and TIP updates:

1. Adopt the proposed updates.
2. Adopt the proposed updates with modifications. Per SCC 14.08.090(2)(b)(i-v), substantial changes to any of the proposals shall require an additional opportunity for public review prior to final action.
3. Decline to adopt any of the proposed updates.
4. Defer action on any of the proposed updates.

PDS will prepare a proposed ordinance for the Board's consideration. The ordinance will include the Board's action on the CFP and TIP updates.

## **List of Attachments**

1. Draft 2019 to 2024 Capital Facilities Plan (CFP)
2. Draft 2019 to 2024 Transportation Improvement Program (TIP)
  - a. Description of Projects
  - b. TIP
  - c. Summary of Updates
3. Public Comments
4. Recorded Motion, dated November 27, 2018
5. Draft Schedule of Impact Fees

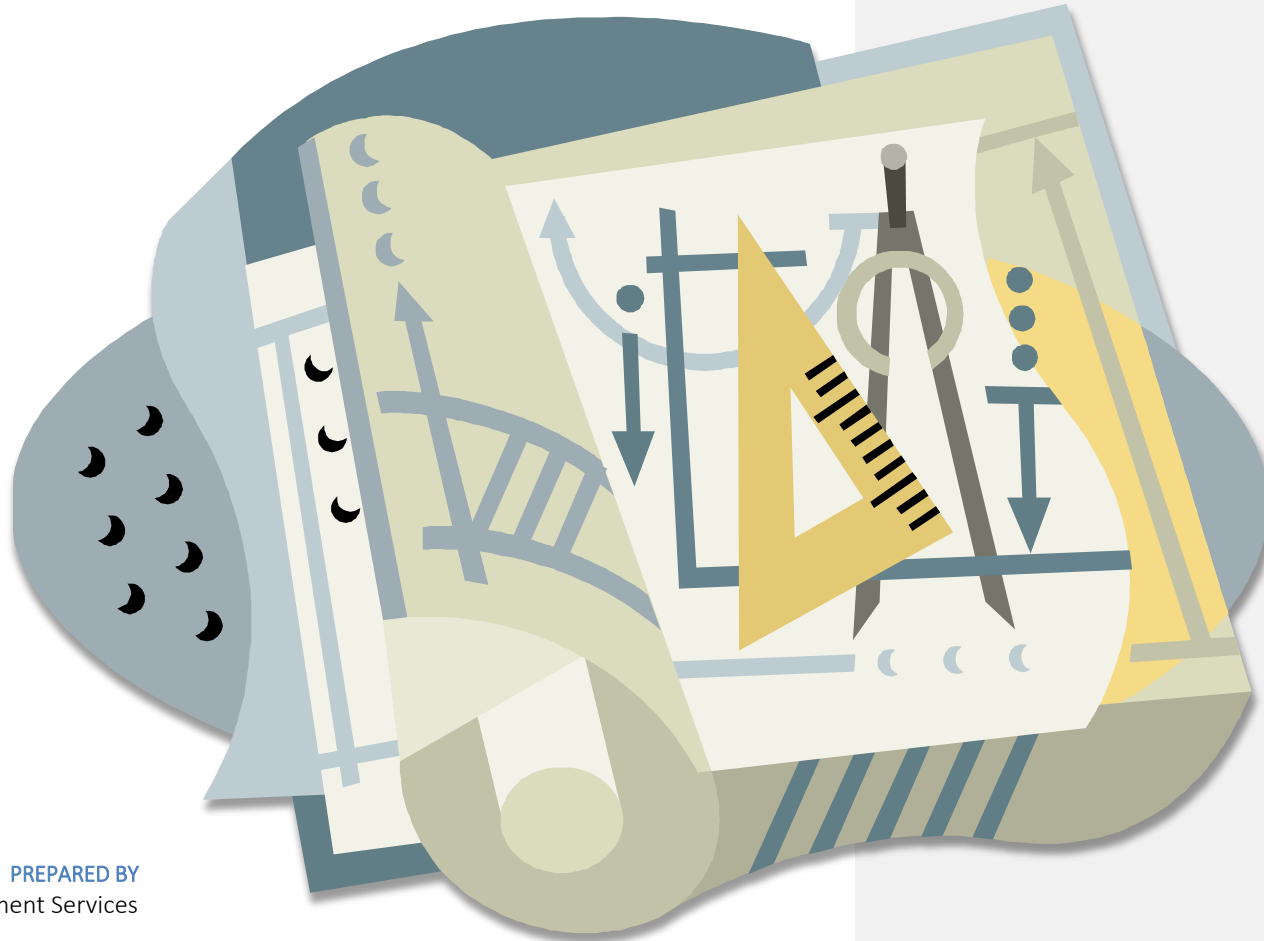


~~2018-2023~~ 2019-2024

# Capital Facilities Plan

*a technical appendix of the Comprehensive Plan*

Attachment 1



PREPARED BY  
Planning & Development Services

ADOPTED    /   /2017-2018 BY THE  
Board of County Commissioners  
through Ordinance O20178

AVAILABLE ON THE WEB AT  
[www.skagitcounty.net/cfp](http://www.skagitcounty.net/cfp)

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# About this Document

This document is a technical appendix to the Skagit County Comprehensive Plan. The Comprehensive Plan's [Capital Facilities Element](#) (Chapter 10) contains narrative explanations of capital facilities planning and the County's capital facilities planning goals and policies. Much of that text was moved from this annually updated document into the main body of the Comprehensive Plan during the 2016 Update.

Upon final adoption, this document will be reformatted to integrate with the Comprehensive Plan.

## Geographic Scope

This CFP addresses capital facilities planning within unincorporated areas of the County, but outside of the cities' Urban Growth Areas (UGAs). Pat Dugan, a writer for MRSC's Planning Advisor column, suggests the following:

Ideally, there should be one CFP plan for both a city and its affiliated urban growth areas. Since the GMA encourages cities to absorb adjacent UGAs, this CFP should be part of the city's comprehensive plan. This city CFP should include transportation, with the UGA portion of the transportation system planned in close consultation with the county public works department, who would remain responsible for roads and streets in the UGA until it is incorporated. Fortunately, there are many jurisdictions that have recognized the need for consistent CFP planning between a city and its UGA, and agreements have been made between cities and counties to allow the cities to prepare the CFPs for UGAs in consultation with the county. This should be considered the "best practice."<sup>1</sup>

Because [Bayview Ridge](#) is a non-municipal UGA, the County is solely responsible for its land use and capital facilities planning.

## Goals and Policies

Chapter 10 of the [Skagit County Comprehensive Plan](#) includes capital facilities planning goals and policies. The County usually does not update these policies in each CFP update.

## Relationship Between the CFP and TIP

Because the County's Transportation Technical Appendix includes an inventory, and the six-year [Transportation Improvement Program](#) ("TIP"), incorporated by reference, includes a financing plan, roads and non-motorized transportation (trail) projects that are included in those plans need not appear in the text of this CFP. Accordingly, trail projects other than those contained wholly within a park must be included in the TIP.

## LOS and Facilities Necessary for Development

GMA provides that a CFP must include each of the following:

- Explicit statements about which of the included public facilities are determined necessary for development. A facility *should* be identified as necessary for development if the need for the new facility is related to the impacts of development. A facility *must* be identified as necessary for development if the county imposes an impact fee as a funding strategy.<sup>2</sup>
- Clearly identified minimum Level of Service standards (not just guidelines or criteria) for all facilities determined necessary for development. Counties and cities are not required to set level of service standards for facilities that are not necessary for development.<sup>3</sup>
- For each of the facilities designated as necessary to support development, either a 'concurrency mechanism' or an 'adequacy mechanism' to trigger appropriate reassessment if service falls below the baseline minimum standard. Transportation facilities are the only facilities required to have a concurrency mechanism, although a local government may choose to adopt a concurrency mechanism for other facilities.<sup>4</sup>

<sup>1</sup> Pat Dugan, "Third Promise of GMA Revisited: the New Urban Growth Area Guidebook," *MRSC Planning Advisor*, August 2013.

<sup>2</sup> WAC 365-196-415(5)(a).

<sup>3</sup> WAC 365-196-415(2)(b)(ii)(C).

<sup>4</sup> Jody L. McVittie v. Snohomish County, CPSGMHB Case No. 01-3-0002), Final Decision and Order, July 25, 2001.



# County-Operated Capital Facilities

## Contents

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In this section, the County's own capital facilities are organized into the following groups:

- General Government
- Community Services
- Law and Justice
- Parks, Trails, and Recreation (including Fairgrounds)
- Sewer System
- Solid Waste
- Stormwater Management
- Transportation

Many services for residents of unincorporated Skagit County are provided by special purpose districts. Capital facilities owned by those service providers are discussed in the next section, Non-County Capital Facilities.

## Overview

Nearly all of Skagit County's functions serve both the incorporated or unincorporated populations of Skagit County in one way or another. Accordingly, the capital facilities that support those functions serve the County as a whole. For example, County Public Works builds and maintains roads only in unincorporated areas, but those roads are used by residents of both incorporated and unincorporated areas.

Table 1. Selected County functions and their service areas

County Function	Service Area
Auditor, Assessor, Treasurer	Countywide
Community Services	Countywide
Law Enforcement (Sheriff)	Unincorporated areas
Jail	Countywide
Prosecutor & Public Defense	Split (some functions countywide)
District Courts	Unincorporated plus some cities
Superior Courts	Countywide
Parks, Trails, Recreation	Countywide
Permitting	Unincorporated areas
Land Use Planning	Split (some functions countywide)
Solid Waste	Countywide
Surface Water Management	Drainage Utility service area
Transportation (Roads and Ferry)	Unincorporated areas

## General Government

This section consists largely of office buildings that are reconfigurable to serve a variety of needs, and support buildings like the data center. This office space is mostly fungible in order to accomplish necessary tasks. Single function facilities, like the solid waste stations or road shop, are included in later sections.

The Department of Facilities Managements completed a review of all general government County facilities in 2016 for a facilities needs analysis with a focus on development of the law and justice campus in downtown Mount Vernon. The County has incorporated the results of that analysis in this update of the CFP.

~~The charts that follow this section have been modified slightly from previous CFPs.~~ The Facilities Inventory Chart following this section now identifies the next six years of known maintenance needs in the last column, and the ~~The Proposed Projects & Financing Chart has been replaced by the~~ Master Planning Chart, and now includes projects and needs under consideration. No property sales are planned in the near future.

## Space Planning Goals

Skagit County has two goals for general government space planning:

### Goal 1: Eliminate Leased Office Space

Expansion of County offices to buildings on Continental Place and College Way has almost completely eliminated the ~~need for~~ leased office space. Construction of the Community Justice Center and planned repurposing of the old jail has also ~~promulgated~~ provided additional needed space for this goal.

### Goal 2: Consolidate Operations into Two Campuses

A larger facilities goal is to consolidate general government operations into two campuses: the downtown (Law and Justice) campus and the Continental Place campus. ~~The~~ The Continental Place / College Way campus is easily accessible to the public and provides greater flexibility for future County requirements.

## Energy Efficiency

Skagit County qualified for a Puget Sound Energy rebate in 2018 with installation of a more efficient variable speed fan in the Data Center's primary cooling system. Similar grants will be received in 2019 when upgrading and retrofitting the Public Safety Building boilers and Courthouse Annex HVAC systems.

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Skagit County completed a fourth phase of energy use and comfort enhancements in 2017 with the addition of a variable refrigerant flow (VRF) system in the Administration Building, which previously had no air conditioning. The County is now monitoring operation and performance of four building HVAC systems, with plans to phase out stand-alone HVAC controllers in the larger energy consuming buildings. This will enable more efficient control and identification of building environmental facilities inventory.

The County is using a Building Automation System to monitor performance and identify environmental anomalies in four buildings with plans to add the Courthouse Annex when that building receives its HVAC renewal.

OO = a building the County owns and occupies; LH = a building the County leases; OL = a building the County owns but leases to others.

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Common Name	Location	Own	Built	Value (\$)	Sq Ft	Uses	6 Yr Capital Facility Needs
<b>Reconfigurable Office Spaces</b>							
Ada Beane Building	1730 Continental Place, Mount Vernon	OO	1984	426,250	2,525	Parks and Recreation	None
Administration Building	700 S. 2nd Street, Mount Vernon	OO	1977	13,335,300	57,240	Auditor, Assessor, Facilities Management, Prosecuting Attorney, Public Health, Records Management, Treasurer	<del>Exterior trim and handra</del> painting, Bathroom improvements
Commissioners Administrative Building	1800 Continental Place, Mount Vernon	OO	1983	6,767,825	46,491	Commissioners, Facilities Management, Fire Marshall, HR/Risk, Planning, Public Works,	<del>Bathroom improvements</del>
Sagers Building	1700 Continental Place, Mount Vernon	OO	1984	920,000	4,196	Coroner's Office, Records Management Storage	Re-roof (2019)
Technology Center	1700 E. College Way, Mount Vernon	OO	1992	1,610,600	10,554	Information Service, Geographic Information Services	<del>Re-roof</del> , HVAC (2019), Bathroom improvements (2022)
<b>Law &amp; Justice</b>							
Community Justice Center	201 Suzanne Lane, Mount Vernon	OO	2017	43,000,000	100,754	Jail with a court room	None
Courthouse	205 W. Kincaid, Mount Vernon	OO	1923	9,109,600	35,758	Superior Court, Clerk, Assigned Counsel, Probation, Juvenile Public Defender, Law Library	<del>Exterior windows glazing and paint</del> , Bathroom improve
Courthouse Annex	605 Myrtle Street, Mount Vernon	OO	1965	2,309,300	13,612	Juvenile Detention, Prosecuting Attorney Criminal Division	HVAC - controls and package units, Bathroom improvements (2019), Interior - wall finishes (2020)
Larry E. Moller Public Safety Building	600 S. 3rd Street, Mount Vernon	OO	1983	25,018,600	68,871	Sheriff, and District Court	<del>New boiler, Security Fencing,</del> A&E Services
Office of Juvenile Court	611 S. 2nd St, Mount Vernon	LH	NA	NA	5,150	Offices of Juvenile Probation and Court Services (609, 611, 613)	None
Prosecutor Family Support Division	208 E. Blackburn, Ste #203, Mount Vernon	LH	NA	NA	1,660	Prosecutor Family Support Division	None
Public Defender	121 Broadway, Mount Vernon	OO	1978	529,200	4,128	Public Defender	HVAC (2019)

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<u>Pine Street Lease</u>	<u>304 Pine Street, Mount Vernon</u>	<u>LH</u>	<u>1893</u>	<u>NA</u>	<u>985</u>	<u>Public Defender</u>	<u>None</u>
<u>DOC Building</u>	<u>707 S 2<sup>nd</sup> Street, Mount Vernon</u>	<u>LH</u>	<u>1937</u>	<u>NA</u>	<u>1,778</u>	<u>Public Defender</u>	<u>None</u>
Search & Rescue Building	11525 Knudson Road, Burlington	OO	1992	472,903	3,985	Search And Rescue/Sheriff West Detachment; County owns bldg.; Port owns land	<del>None</del> <u>Re-roof (2019)</u>
Sheriff East Detachment	45672 Main Street, Concrete	LH	NA	NA	2,760	Sheriff East Detachment	None
Sheriff La Conner Detachment	204 S. Douglas Street, La Conner	LH	NA	NA	1,250	Sheriff La Conner Detachment	None

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**Community Services**

Behavioral Crisis Triage Center	201 Lila Lane, Burlington	OL	1988	895,700	4,820	16-bed facility for detox and stabilization	Exterior paint (partial)
Concrete Community Center	45821 Railroad Ave, Concrete	OO	1974	435,500	2,339	Skagit County Community Services	<del>Exterior Paint, Bathroom improvements, Interior finishes, Re-roof, Exterior doors</del> <u>paint (2020), Exterior windows</u>
Consolidated Communications Center	2911 E. College Way, Mount Vernon	OO	1998	1,282,310	9,824	Shared between Department of Emergency Management and Skagit 911	HVAC (2020), Re-roof (2020), Bathroom improvements (2022)
Mount Vernon Community Center	1401 Cleveland Street, Mount Vernon	OO	1937	201,230	8,275	Skagit County Community Services	None
Regional Food Distribution Center	220 Michael Street, Sedro Woolley	OL	1989	903,800	6,000	Leased to Skagit County Community Action	Roof - single-ply membrane (2020)
Skagit County Humane Society	18911 Kelleher Rd, Burlington	OL	2007	NA	11,600	Leased to Skagit County Humane Society	None
Ted W. Anderson East County Resource Center	45770 Main Street, Concrete	OO/OL	2003	572,000	4,421	Community Services via Community Action, Chamber of Commerce, and Upper Skagit Library District	<u>HVAC (2020)</u>
WSU Cooperative Extension	11768 Westar Lane Unit A, Burlington	LH	NA	NA	2,843	WSU Cooperative Extension	None

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Support Facilities							
Data Center	2915 E College Way, Mount Vernon	OO	2008	1,256,400	2,184	Information Services Data Center	<del>HVAC controls</del> , HVAC - package units (2023)
Records Management Storage	11768 Westar Lane Unit B, Burlington	LH	NA	NA	1,837	Records Management Storage	None
				109,046,518	<del>413,077</del>	<u>15,840</u>	

Facility Needs Financing Costs shown in thousands of dollars.

Building	Project	Funding/Cost	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	Total
Administration Building	Bathroom Improvements	General Fund	45.0						38,945.0
	RM HVAC Replacement	General Fund	90.0						15,090.0
	Transformer	General Fund	250.0						250.0
Commissioners Administrative Building	Bathroom Security Improvements	General Fund	15.0						12,215.0
	<del>HVAC - Package Unit (Suite 100)</del>	<del>General Fund</del>		93.0					
	A&E Services for repurposing	General Fund		150.0					
	Bathroom Improvements	General Fund					19.0		19.0
	HVAC - Terminal and package units	General Fund						81.0	81.0
Concrete Community Center	<del>Interior Finishes Bathroom Improvements</del>	General Fund	13.0	-					15,613.0
	<del>Re-roof-standing seam Exterior - Wall finishes</del>	General Fund	8.5						60,58.5
	<del>Exterior windows Exterior doors</del>	General Fund		6.3		12.9			6,312.9
	<del>Exterior windows Interior - Flooring</del>	General Fund		33.0		12.9			12,933.0
	<del>HVAC - Terminal and package units Interior - Wall finishes</del>	General Fund		340.0		15.6			340,915.6
	<del>Interior Finishes - Floor</del>	General Fund				40.5			40.5
Consolidated Communications Center	<del>Bathroom Improvements Remodel and Expansion</del>	General Fund State Grant	500.0	4,000.0	4,000.0	10.0			10,08,500.0
	Re-roof - Shingles	General Fund		49.5					49.5
Courthouse	<del>HVAC - Controls &amp; instrumentation Bathroom Improvements</del>	General Fund		-25.0					65,925.0
	<del>HVAC - Terminal and package units Interior - Wall finishes</del>	General Fund				25.0			340,925.0
Courthouse Annex	Interior - Wall finishes	General Fund		32.5		13.0			32,513.0
	Bathroom Improvements Exterior - Wall finishes	General Fund	13.0	5.0					13,05.0
	HVAC - Controls & instrumentation Equipment	General Fund	1,300.0						10,91,300.0
<del>Data Center</del>	<del>A&amp;E Services for repurposing</del>	General Fund	-	-	-	-			
-	<del>HVAC - Terminal and package units</del>	General Fund	35.0	-	-	-			
Larry E. Moller Public Safety Bldg	<del>Re-roof - Shingles &amp; membrane Boiler Replacement</del>	General Fund	35,0110.0						35,0110.0
	Security Fencing	General Fund	400.0						400.0
	Bathroom Improvements	General Fund		15.0					15.0

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	<u>Interior – Wall finishes</u>	<u>General Fund</u>				<u>50.0</u>			<u>50.0</u>
Public Defender Building	<del>Re-roof – Shingles</del> <u>HVAC – Terminal and package units</u>	General Fund	20.0						20.0
	<u>Interior – Wall finishes</u>	<u>General Fund</u>				<u>10.0</u>			<u>10.0</u>
Regional Food Distribution Center	Re-roof - Single-ply membrane	General Fund		<u>44.6</u>					<u>50,944.6</u>
Sagers Building	Re-roof – <del>Shingles &amp; Single-ply membrane</del>	General Fund	<u>65.0</u>	<u>44.6</u>					<u>44,665.0</u>
	<del>HVAC - Terminal and package units</del>	<u>General Fund</u>	<u>175.0</u>						
	<u>Morgue</u>	<u>General Fund</u>	<u>600.0</u>						
Search and Rescue Building	Re-roof - Shingles	General Fund		<u>20.0</u>					<u>20,920.0</u>
	<u>Lighting – Interior</u>	<u>General Fund</u>				<u>15.0</u>			<u>15.0</u>
<u>Skagit Evaluation and Treatment Center</u>	<u>New Construction</u>	<u>State Grant</u>	<u>820.0</u>	<u>7,000.0</u>	<u>7,000.0</u>				<u>14,820.0</u>
Technology Center	HVAC - Terminal and package units	General Fund	<del>275.0</del>		<u>350.0</u>				<u>275,0350.0</u>
	Bathroom Improvements	General Fund			<u>13.5</u>	<del>12.2</del>			<u>12,213.5</u>
Ted W. Anderson East County Resource Center	HVAC - Terminal and package units	General Fund		<u>70.0</u>		<u>85.0</u>			<u>70,085.0</u>
<b>Total</b>			<u>393,04,411.5</u>	<u>543,011,435.1</u>	<u>0,011,404.0</u>	<u>35,4211.5</u>	<u>66,9190.0</u>	<u>810.0</u>	<u>2,418,828,462.2</u>

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## Master Planning Considerations

Common Name	Location	Built	Sq Ft	Projects & Moves Under Consideration
<b>Reconfigurable Office Spaces</b>				
Ada Beane Building	1730 Continental Place, Mount Vernon	1984	2,525	None
Administration Building	700 S. 2nd Street, Mount Vernon	1977	57,240	Relocate Public Health to a TBD space/building Renovate 3rd floor for Prosecuting Attorney's Office consolidation Enclose and remodel 1st floor for Clerk's Office, District Court Probation, & Assigned Counsel Remodel 2nd floor for Facilities Management relocation
Commissioners Administrative Building	1800 Continental Place, Mount Vernon	1983	46,491	<del>None</del> <u>Potential space available if Public Works relocates to the property leased by Skagit Transit</u>
Sagers Building	1700 Continental Place, Mount Vernon	1984	4,196	<del>None</del> <u>The Coroner's office has requested a morgue be built.</u>
Technology Center	1700 E. College Way, Mount Vernon	1992	10,554	None
<b>Law &amp; Justice</b>				
Community Justice Center	201 Suzanne Lane, Mount Vernon	2017	100,754	None



Courthouse	205 W. Kincaid, Mount Vernon	1923	35,758	<del>Relocate Clerk's Office to Administration Building</del> Additional Superior Courtroom and Judge's Chambers is needed
Courthouse Annex	605 Myrtle Street, Mount Vernon	1965	13,612	Relocate Prosecuting Attorney to Administration Building Remodel First Floor for Office of Juvenile Court
Larry E. Moller Public Safety Building	600 S. 3rd Street, Mount Vernon	1983	68,871	Repurpose former jail spaces for expansion of Sheriff, District Court, and other departments
Public Defender	121 Broadway, Mount Vernon	1978	4,128	Relocate Public Defender for department consolidation in a TBD space or building Co-locate with Office of Assigned Counsel
Search & Rescue Building	11525 Knudson Road, Burlington	1992	3,985	None
<b>Community Services</b>				
Behavioral Crisis Triage Center	201 Lila Lane, Burlington	1988	4,820	None
Concrete Community Center	45821 Railroad Ave, Concrete	1974	2,339	None
Consolidated Communications Center	2911 E. College Way, Mount Vernon	1998	9,824	<del>None</del> Expansion and Remodel need to accommodate growing 911 operations and an Emergency Control Center.
Mount Vernon Community Center	1401 Cleveland Street, Mount Vernon	1937	8,275	Relocate Community Center to a City-owned facility
Regional Food Distribution Center	220 Michael Street, Sedro Woolley	1989	6,000	None
Ted W. Anderson East County Resource Center	45770 Main Street, Concrete	2003	4,421	None
<b>Support Facilities</b>				
Data Center	2915 E College Way, Mount Vernon	2008	2,184	Energy Efficiency Upgrades
Records Management Storage	11768 Westar Lane Unit B, Burlington	NA	1,837	Records Management Storage Consolidation
			<b>TOTAL</b>	<b>387,814</b>

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## Planned Property Sales

The County has no plans to dispose of County-owned facilities at this time.

## Capacity Analysis

Skagit County Law and Justice Services needs additional space in the downtown campus. Relocating the Public Health Department to another location and repurposing the recently vacated jail space are two planned solutions. Vacating jail space in the Public Safety Building following construction of the Community Justice Center provides progress toward obtaining extra space; however, significant alterations are required to maximize ~~these~~ this spaces potential.

Skagit County is using available technologies such as video court arraignments and electronic records storage to establish process and staff efficiencies, and will continually assess the impact of new technologies and practices on space requirements for all departments.

Skagit County has sufficient office space to serve its current and expected employee counts, although some reconfiguration, sales, and purchases may be expected to accommodate consolidated departments. The table below shows near-current employee counts. For comparison, Skagit County had an average of 514 full-time employees in 1995.

Table 2. County employment counts (July)

Classification	2015	2016	2017	2018
Full-Time, Benefited	574	586	605	<u>628</u>
Regular Part-Time, Pro-Rated Benefits	37	37	37	<u>27</u>
Temporary Part-Time/On Call, No Benefits	192	209	189	<u>192</u>
Elected Officials	16	17	17	<u>17</u>
Total	819	849	848	<u>864</u>

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## Public Health

The Department of Public Health is located primarily in Mount Vernon at 700 South Second Street, third floor. Public Health includes the ~~Operations Division, of Human Services~~, which oversees activities at two county owned sites:

- Concrete Community Center at 45821 Railroad Street, Concrete
- Mount Vernon Community Center at 1401 Cleveland Avenue, Mount Vernon

These buildings are managed by the Facilities Management Department.

The County also owns the Ted W. Anderson East County Resource Center at 45770 Main Street in Concrete. The County leases the building to Community Action of Skagit County, the Chamber of Commerce, and the Upper Skagit Library District. Public Health manages the contract for professional services delivered by Community Action in this building and the Community Centers.

### PROPOSED CAPITAL PROJECTS

As described above, Public Health is located at 700 South Second Street. This space is recognized as incompatible for the type and level of services provided. Staff work in offices which were previously labs, clinic areas, conference rooms, and storage areas, and these spaces are not congruent to the work performed. Skagit County Administration, Facilities Management, and the Director of Public Health are considering options for a facility that provides space that is adequate for departmental functions.

### FORECAST OF FUTURE CAPITAL FACILITIES

Public Health will be focusing efforts on continuing to develop, manage and contract for local, state and federal-funded programs and no additional building capacity is necessary to meet the population's needs through 2037. The lone exception involves location of all the department's services at a facility with the requisite space. Such a facility would not increase Public Health's capacity needs, but will change the locations on the inventory table.

## Sheriff's Office

The Sheriff's Department provides a full range of law enforcement services, including jail services, to Skagit County. The Department consists of 61 sworn deputies. 35 Sheriff/Jail employees require office space on a daily basis to perform their duties.

## Jail Facilities

All law and justice facilities are listed in the general government facilities inventory table above.

Cities in Skagit County do not operate municipal jails, in keeping with a 1980 agreement mandated before granting \$6.4 million in state funds to build the existing Skagit County Jail. By law, Skagit County is required to accept into the county jail all accused/convicted felons whose cases originate in local municipalities. Skagit County negotiated a long-term interlocal agreement with the cities of Anacortes, Burlington, Mount Vernon, and Sedro-Woolley to use the proceeds of a countywide three-tenths percent sales and use tax, as authorized under RCW 82.14.450, to fund construction of the new Community Justice Center. Voters approved the sales tax measure in August 2013.

### COMMUNITY JUSTICE CENTER

The newly constructed Community Justice Center began housing inmates in, ~~September~~ October 2017, with 400 inmate beds, administrative facilities, medical facilities to treat and house inmates with minor medical issues, inmate rehabilitation programs, and a courtroom. The new facility is located at 201 Suzanne Lane, Mount Vernon, and was designed to accommodate a future 400-bed expansion if necessary.

### District and Superior Courts

District Court is held in ~~two~~ three courtrooms in the Larry Moller Public Safety Building. Skagit County Superior Court is held in ~~four~~ three courtrooms and one hearing room in the County Courthouse. The numbers of cases and proceedings (trials and hearings) in Superior Court have declined since 2006, while the number of courtrooms and judges has remained constant. The Community Justice Center adds another ~~courtroom~~ hearing room to the County's inventory and video court arraignment capabilities for both courts to use.

Table 3. District and Superior Courts statistics

Year	District Court		Superior Court	
	Cases	Trials & Hearings	Cases	Trials & Hearings
2006	27,734	31,124	6,852	21,108
2007	32,701	31,831	7,743	23,672
2008	31,294	32,826	7,531	22,247
2009	30,221	32,886	7,069	19,324
2010	29,286	31,000	6,993	13,719

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Year	District Court		Superior Court	
	Cases	Trials & Hearings	Cases	Trials & Hearings
2011	29,133	28,740	7,056	13,716
2012	27,216	26,493	6,575	14,288
2013	30,036	24,720	6,272	14,313
2014	29,053	23,965	5,806	13,154
2015	25,128	21,875	5,806	13,255
2016	21,924	36,653	5,787	14,688
2017*	<del>24,888</del> <u>26,401</u>	<del>34,748</del> <u>41,723</u>	<del>6,138</del> <u>5,788</u>	<del>14,690</del> <u>15,200</u>
2018*	<u>26,795</u>	<u>44,765</u>	<u>5,664</u>	<u>15,372</u>

\* projected

### Juvenile Justice

The Office of Juvenile Court is composed of two departments at two sites:

- Offices of Juvenile Probation and Court Services are located at 611 S. Second Street Mount Vernon (5,000 square feet). This is a rented space.
- The Juvenile Detention Center is located on the second floor of the Courthouse Annex at 605 S. 3rd St, Mount Vernon (6,902 square feet and 19 beds).

The projected capital facilities level of service for the Office of Juvenile Court is represented by the current inventory of juvenile detention beds (19) divided by the projected 2012 countywide population (123,263). The projected level of service for 2017 based on current use patterns will not require additional capital facility expansion for the Juvenile Detention Center.

The Master Planning effort considers co-locating the Office of Juvenile Court, their programs, and the Juvenile Detention Center in the Courthouse Annex Building in close proximity to the Courthouse in the new downtown law and justice campus.

The Skagit County Juvenile Detention Center, built in 1966 and remodeled in 1995 is ~~one of~~ the oldest Detention Centers in the State of Washington. The facility is not conducive to the health and well-being of youthful offenders. It lacks ~~natural light~~, outdoor recreation, ~~adequate contact visitation rooms~~, ~~adequate medical rooms~~, ~~fingerprinting~~ and programming space. There is no secure, safe sally port for law enforcement to escort youth into the facility. Officers must ensure youth are compliant and able to walk up a flight of stairs and into the facility. Once in the facility, there is no intake area, only a hallway for Officers to complete the necessary intake paperwork. For Court appearances, youth must be escorted

down the stairs and across a public parking lot into the Court House. There is no safe, padded room for youth experiencing mental health crises. Youth are placed in a cement cell with a camera – or placed in a restraint chair until they are no longer a threat to themselves or others. Food and laundry services are provided via the County Jail. Skagit County increased natural light by adding skylights above the Dayroom in 2017, and additional improvements to the current facility will be considered.

Consolidated Communications Center: 911, DEM, and EMS  
Skagit County is entering into a Grant Contract with the State to design a new 911/ECC. Skagit County desires to design and expand a new 911 and ECC Building to be more resistant to domestic and terrorist threats. The intent is to design a facility of non-combustible construction and resistant to domestic and terrorist threats.

Expansion for the facility into the next 20 – 25 years needs to be planned for additional operators and staffing and other departmental needs.

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# Parks, Trails, and Recreation

## Parks & Trails Inventory

Facility	Acres	Location	County-Owned	Notes/Needs
Rail Corridor-Misc	45	SR 20 and vicinity	—	
Allen Community Park	17	9101 Avon Allen Rd, Bow	no	
Campbell Lake Boat Launch	3	5834 Campbell Lake Rd, Anacortes	no	
Lake Erie Boat Launch	1	13380 Rosario Rd, Anacortes	no	
Anne Wolford Park	33	8508 Robinson Rd, Sedro-Woolley	yes	
Big Rock Park	13	15050 SR 9, Mount Vernon	yes	
Burlington-Sedro Woolley Trail	7	Between Burlington & SW	yes	
Cascade River Park	41	Cascade River Rd, Marblemount	yes	
Cascade Trail	292	24700 SR 20, Sedro Woolley	yes	
Centennial Trail	77	S. Lake McMurray off Hwy 9	yes	
Clear Lake Beach	1	12925 S. Front Street, Clear Lake	yes	
Conway Park	4	18445 Spruce St, Conway	yes	
Conway Park Boat Launch	3	Below South Fork Bridge, Conway	yes	
Cleveland Park	1	1401 Cleveland Ave, Mount Vernon	yes	
Donovan Park	3	3494 Friday Creek Rd, Burlington	yes	
Frailey Mountain Park	400	Adjacent DNR Forest Lands/SE Skagit Co.	yes	
Grandy Lake Campground	22	43200 Bake Lake Rd, Concrete	yes	
Hansen Creek Park	3	Hansen Creek, Sedro Woolley	yes	
Howard Miller Steelhead Park	110.5	52804 Rockport Park Rd, Rockport	yes	
Marblemount Community Club	2	SR 20, Marblemount	yes	
Nichol's Bar Park	34	Robinson Rd, Sedro Woolley	yes	
Northern State Recreation Area	726	Helmick Rd, Sedro Woolley	yes	
Padilla Bay Shore Trail	6	11404 Bay View-Edison Rd, Mount Vernon	yes	
Pilchuck Forest	81	Near Centennial Trail, South Skagit Co.	yes	
Pomona Grange Park & Interpretive Trail	15	5625 Old Hwy 99 N. Rd, Burlington	yes	
Pressentin Park	78	60060 SR 20, Marblemount	yes	
Rexville Park	0.5	Between Mt. Vernon & La Conner	yes	
Rogers Park	10	E. College Way, West of 911 Center	yes	
Samish Beach Access	1	4645 Wharf St, Bow	yes	
Samish Island Park	2	10836 Halloran Rd, Samish Island, Bow	yes	
Sauk Campground	30	54569 Concrete-Sauk Valley Rd, Concrete	yes	
School House Park	4	5554 Edens Rd, Guemes Island, Anacortes	yes	

Facility	Acres	Location	County-Owned	Notes/Needs
Sharpe Park-Montgomery Duban Headlands	112	14692 Rosario Rd, Anacortes	yes	
Skagit Valley Playfields	30	2700 Martin Rd, Mount Vernon	yes	
Squires Lake Park & Trail	8	Old Hwy 99 N Rd (between Alger and S. Lake Samish Rd)	yes	
Swinomish Channel Boat Launch	3	SR 20 (under Berentson Bridge) Mt. Vernon	yes	
Tursi Trail Easement	2.5	South Fidalgo Island	no	
Young's Park	13	4243 Guemes Island Rd, Guemes Island, Anacortes	yes	
<b>Total</b>	2234.5			



## Parks and Trails: Proposed Projects & Financing

All amounts are in thousands of dollars.

Project	Funding Source	FY2019	FY20	FY21	FY22	FY23	FY24	FY25
Indoor Recreation Facilities (capacity)	Real Estate Excise Tax	5	5	5	5	5	5	<u>2530</u>
	Grant Funding	←0						
Outdoor Recreation Facilities (capacity)	Grant Funding	5	5	5	5	5	5	30
Skagit Valley Playfields	Real Estate Excise Tax	<del>1075</del>	10	10	10	10	10	<u>25</u> <del>200140</del>
	Grant Funding	0	0	0	0	0	0	<u>0</u> 0
Clear Lake Beach	Real Estate Excise Tax	<u>2510</u>	25	25	25	25	25	135
	Special Pathways	0	0	0	0	0	0	<u>0</u> 0
Howard Miller Steelhead Park	Real Estate Excise Tax	100	100	100	100	100	100	600
	Special Pathways	<u>2520</u>	25	25	25	25	25	<u>0</u> <del>150120</del>
Northern State Recreation Area	Real Estate Excise Tax	<del>50125</del>	50	50	50	50	50	<u>50</u> <del>500375</del>
	Special Pathways	25	25	25	25	25	25	<u>0</u> <del>150125</del>
	Grant Funding	<u>0500</u>	0	0	0	0	0	<u>0</u> 500
System-wide Park Amenities & Infrastructure	Real Estate Excise Tax	<u>7590</u>	75	75	75	75	75	<u>75</u> <del>460465</del>
	Special Pathways	<u>2550</u>	25	25	25	25	25	<u>25</u> <del>150175</del>
Cascade Trail	Special Pathways	<u>75100</u>	75	75	75	75	75	<u>75</u> <del>450475</del>
Padilla Bay Shore Trail	Special Pathways	25	25	25	25	25	25	<u>25</u> 150
Centennial Trail	Special Pathways	<u>50100</u>	50	50	50	50	50	<u>50</u> <del>300350</del>
Highway 20 Trail	Special pathways	10	10	10	10	10	10	<u>10</u> 60
Pressentin Park	Real Estate Excise Tax	<del>10100</del>	10	10	10	10	10	<u>10</u> <del>350150</del>
	Grant Funding	<del>02000</del>	0	0	0	0	0	<u>0</u> <del>3002000</del>
Fair	Real Estate Excise Tax	<u>7550</u>	75	75	75	75	75	<u>75</u> <del>500425</del>
	Grant Funding	<u>50</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u> 50
	Fund Balance	<u>300</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u> <u>300</u>
Bayview Ridge	Special Pathways	←0						
	Impact Fees	<u>05</u>	5	5	5	5	5	<u>5</u> 25
<b>Total</b>		<u><del>5953740</del></u>	595	595	595	595	595	<u>560</u> <del>66805040</del>

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## Fairgrounds: Facilities Inventory

The County Fairgrounds, at 1410 Virginia Street in Mount Vernon, consists of 14 acres of various building types and sizes totaling almost 47,000 square feet.

Facility	Sq Ft	Notes/Needs
Building A	2100	
Building B	2345	
Building C	4800	
Building D	8400	
Building E	5400	
Building F	5400	
Building G	2700	
Pavilion/Arena	6000	
2 Pavilion Attachments	9400	
ADA Restrooms	220	
Restrooms	450	
Horse Barn 1	5700	
Horse Barn 2	5700	
Exotics Building	900	Needs structural integrity evaluation
Arena/Grandstands	48180	
Stage	1345	
Tent Buildings	5760	
Feline Barn	450	
Ticket Booths	400	
Walter Street House	1212	
<b>Total</b>	<b>116,862</b>	<b>All: inspect siding; check for structural issues</b>

## Fairgrounds: Proposed Projects

### Fairgrounds

There are no new buildings anticipated for the fairground through 2021 unless a building is in need of replacement. A long period of deferred maintenance has led to a lot of necessary work to keep the fair buildings and fairgrounds infrastructure operational. Roofs are being replaced, sewer lines are being repaired, water lines are being fixed, electrical poles are being exchanged, structural improvements are being made, and a variety of other projects are being implemented. This funding is coming from cash reserve accounts for the fairgrounds. Many of the Park

improvements will come from a combination of real estate excise tax funds, cash reserve funds, and grants. None is anticipated from general funds.

## Capacity Analysis

### Parks

The practice of quantifying local levels of service to a national standard has not proven to be beneficial or justifiable by the National Recreation and Park Agency. Each city, county, or state's resources and needs are unique. Planning for parks services must arise from the abilities and goals of each individual jurisdiction. Because of this, the National Recreation and Park Agency has recently ceased publishing their level of service standards. There are many other factors contributing to priorities/need in Skagit County. The Skagit County need assessments are extrapolated using public input, survey results, and staff knowledge of "use patterns", as well as level of service comparisons of other Washington State Counties. A combination of these factors are weighed and ultimately ranked as to their overall degree of need. These results, along with current and forecasted population numbers, are used to determine existing capacity and future needs. See the 2013 Comprehensive Parks and Recreation Plan for a more thorough discussion of park and recreation facility needs assessments.

Most projects on the capital list could be construed more as "maintenance" projects. Most of the Park projects taken up in the past few years are based on building and infrastructural failure. For instance, a failing cinder block building was removed from Clear Lake and will be replaced in late 2017. Water and wastewater upgrades, electrical improvements, trail/roadway resurfacing, and other projects are generally prioritized by safety and health concerns. Other projects are occasionally prioritized by available resources, such as outside contributions of labor and/or funds. Projects can have a variety of funding sources, including real estate excise tax funds, special pathway funds, cash reserves, grants, partnership funds, volunteer labor, and other. We are in the process of exploring opportunities expanding our partnership with the Skagit Valley College to meet some of our needs, including the construction of shared facilities. These facilities may include maintenance and office buildings and playfields.

The existing park inventory, proposed capacity and non-capacity projects identified in the CFP will allow for improved park utilization and provide adequate total park capacity for the next six years.

## Fairgrounds

There are no standard national or regional levels of service recommended for fairgrounds. There are no additional facilities for the fairgrounds required through 2021, although the exotics building may need to be evaluated for structural integrity and considered for replacement. Parks staff will be peeling back siding and checking all buildings for structural issues.

## Edison Clean Water District (Edison Sewer System)

Skagit County formed this district in 1995 under RCW 90.72 to improve the quality of the nearshore shellfish growing areas by providing wastewater treatment to the unincorporated Town of Edison. The District utilizes two pump stations to transport waste.

E/FN	Location	Item	Value (\$)	Description
E	Pump Station 1	Pump #1	10,000	
E	Pump Station 1	Pump #2	10,000	
FN	Pump Station 1	Pump #1	15,000	Replace by 2023
FN	Pump Station 1	Pump #2	15,000	Replace by 2027
E	Treatment Plant – Pump 2	Pump #1	5,000	
E	Treatment Plant – Pump 2	Pump #2	5,000	
E	Treatment Plant – Pump 2	Pump #3	5,000	
E	Treatment Plant – Pump 2	Pump #4	5,000	
E	Treatment Plant – Pump 2	Pump #5	5,000	
E	Treatment Plant – Pump 2	Pump #6	5,000	
FN	Treatment Plant – Pump 2	Pump #3	5,000	Replace by 2020
FN	Treatment Plant – Pump 2	Pump #4	5,000	Replace by 2023
FN	Treatment Plant – Pump 2	Pump #5	5,000	Replace by 2027
FN	Treatment Plant – Pump 2	Pump #6	5,000	Replace by 2027
E	Treatment Plant – Pump 2	Computerized monitoring system	50,000	Replaced in 2016
E	Gravel Filter Area	Tarp covering device <u>&amp; system</u>	<del>5,000</del> 2,000	Installed in 2017
FN	Gravel Filter Area	Tarp covering device	5,000	Replace <u>tarp only</u> in 2022

## System Description and Capital Facility Needs

Skagit County formed the Edison Clean Water District in 1995 under RCW 90.72 to improve the quality of the nearshore shellfish growing areas by providing wastewater treatment to the unincorporated Town of Edison. To this end, a Large On-Site Septic System (LOSS) was constructed. The District is a closed-contribution system consisting of a total of no more than 73 approved connections including six commercial sites, the Edison Elementary School, 10 future residential connections, and the remainder being active single family home connections.

Each site has a 1,500 Septic Tank Effluent Pump (STEP) tank located on their lot and the commercial sites also have a 1,500 Grease Tank located on-site. Waste is

pumped to the treatment facility consisting of a screening device, ultraviolet disinfectant bay, gravel filter and a seven-acre drain field.

The system is monitored and controlled by a computerized system with performance data and alarm censoring information sent electronically to the Burlington School District Maintenance Facility. Both District administration and system maintenance is performed by private firms under contract with Skagit County. Personnel from Skagit County Planning and Permitting provide coordination between the ~~Clean Water~~Subarea Board and the County Commissioners.

All the STEP Tanks are owned and maintained by the District and except for routine maintenance and periodic replacement of the pumps located within the tanks, none of these assets are considered capital facilities for the County's Capital Facilities Plan. This also applies to the collection system (piping) that brings the waste from the sites to the treatment plant.

The District utilizes two pump stations to transport waste. The pumps within these stations are expected to be replaced within the next 10 years at a cost of approximately \$15,000 each.

There are six (6) pumps located at the treatment plant that moves the treated waste from the gravel filter to the drain field. Two of these pumps have been recently replaced (2015) and the other four (4) will need to be replaced within the next 10 years. Each pump will cost approximately ~~\$58,000~~ to replace, bringing the total replacement cost to ~~\$2032,000~~.

The computerized monitoring and reporting system was replaced in 2016 at a cost of \$50,000 and is expected to last approximately 10 years.

In 2017, a tarp covering device was installed over the gravel filter area to reduce the inflow of rainwater into the system. This covering will need to be replaced approximately every five (5) years at a cost of \$5,000 bringing the 10-year cost of replacement to \$10,000.



## Stormwater Management

Skagit County's drainage ~~issues and/or concerns~~ ~~problems~~ are often interrelated and ~~ongoing~~ ~~continue for a long period of time~~. Often, the source of a drainage ~~problem is from surface water or runoff that has traveled from other parts of the County~~ can be derived from large amounts of surface flow or uphill runoff that can be conveyed and managed with improved infrastructure.

### About the Drainage Utility

The Skagit County's Drainage Utility ~~funds, constructs, operates, and maintains~~ ~~many~~ will assist with or fully fund, construct, operate, and maintain a variety of water-related projects including ~~construction of pump stations, piping, tide gates, and ditching systems~~ ~~culvert installation, pump station construction and maintenance, buried piping systems, tide gates, and open conveyance systems~~.

Managing the County's drainage ~~problems~~ ~~issues and/or concerns~~ may be costly and wide spread. In many cases large capital improvement projects require watershed wide long-term solutions, involving not only the Drainage utility but also the local Drainage District. These partnerships can assist with the high costs, timely installations and mostly community wide resolutions. ~~can be very expensive, particularly if it involves capital improvements. Long term solutions are often too costly for individual Drainage Districts or property owners to bear alone, and are unfair, many say, because surface water from other parts of the County can contribute to localized problems. In addition, one problem can't always be solved without creating or affecting other drainage concerns — nearby or many miles away.~~ The Drainage Utility is a solution that ~~strives at~~ ~~addresses~~ ~~addressing~~ everyone's needs and shares the costs in an equitable manner.

### What areas does the Drainage Utility serve?

The Drainage Utility ~~Assessment boundary~~ encompasses ~~all most~~ areas ~~within in the greater Skagit County, except for existing drainage districts, incorporated cities and towns, and federal and reservation lands~~. Properties excluded from the assessment are located within ~~similar assessments managed by 13 separate Drainage Districts, incorporated cities and towns, and federal and reservation lands~~.

### What kinds of projects does the Drainage Utility fund?

Many ~~water related~~ ~~surface water/stormwater~~ projects, ranging from ~~construction of pump stations and piping to tide gates and ditching systems~~ ~~culvert installations, pump station construction and maintenance, buried piping systems, tide gate installation and maintenance and open conveyance systems~~ are eligible for Drainage Utility funding.

~~Other e~~Eligible projects may ~~deal with increased stormwater runoff from developed areas and the impacts of the increased runoff~~ ~~also include improved stormwater facilities, assisting with the handling of increased runoff within or near developed areas~~. While the Drainage Utility can address only drainage ~~issues and/or~~ concerns, water quality issues related to stormwater might be corrected by a Drainage Utility project. ~~Excessive sedimentation resulting from stormwater runoff could be corrected by a project that includes river and stream bank restoration to improve soil stability and reduce erosion and sediment transport. Often Drainage Utility will address water quality concerns related to sediment transport. These concerns can be resolved with the use of restorative practices such as large woody debris installation, planting native vegetative buffers or performing bank stability projects with the use of sloping or benching the existing banks.~~

### Will the Drainage Utility address all drainage ~~problems~~ ~~issues and/or concerns~~ in the County?

When ~~drainage or surface water/stormwater~~ ~~problems~~ ~~issues~~ are identified or reported, ~~all are~~ ~~they are quickly~~ evaluated and ~~assessed~~ ~~prioritized~~ ~~for prioritization~~ to ensure that the most urgent needs are dealt with in an expedient manner. Criteria to evaluate and prioritize projects will include such things as public safety, liability, cost, actual or potential property damage, number of people affected, wildlife habitat impacts, and environmental considerations. Given the large number of problems identified, and the fixed financial resources, correction of some of the lower priority ~~problems~~ ~~issues~~ may not be undertaken; ~~however the Drainage Utility staff will provide the proper technical advice to the landowner to alleviate their concern, but the County reviews and assesses every problem reported.~~

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### Drainage Planning

The Drainage Utility plans projects to mitigate for increased surface water/stormwater ~~runoff~~ from areas of anticipated future development. ~~Other evaluations can be within areas of frequent drainage issues and/or concerns in order to develop regional solutions. The Drainage Utility also evaluates areas of frequent drainage concerns to develop regional solutions. Basin-Watershed~~ Wide Management Plans are developed for these areas, ~~which~~ result in proposed capital facility projects, designed to adequately handle increased surface water/stormwater due to full future build-out and provide adequate capacity. with adequate capacity to handle stormwater for full future build-out, to ensure adequate capacity exists. CFP Capital Facilities Plan projects are further reviewed during the engineering and design process for consistency ~~with these~~ to the recommendations suggested in the drainage studies and plans.

## Drainage Utility Facilities Inventory

Facility	Type	Address/Location	Capacity	Value (\$)	Notes
South Burrows Bay Drainage Improvement	Storm Drain System	Biz Point Rd, Rosario Rd, Madrona Drive	NA	1,366,000	WAC7101 / WA40201-C
Edison Slough Drainage Improvement	Storm Drain System	Edison	NA	333,000	WAC7102 / WA40202-C
Whitecap Lane Drainage Improvement	Storm Drain System	Whitecap Lane	NA	196,000	WA402006
Yokeko Drive Drainage Improvement	Storm Drain System	Yokeko Drive	NA	13,000	WA402018
Hope Island/Snee-Oosh Drainage	Storm Drain System	Hope Island Road	NA	448,000	WA402017
Pringle Street Drainage Improvement	Storm Drain System	Pringle Street	NA	36,000	WA402023
Woodcrest Lane Drainage Improvement	Storm Drain System	Woodcrest Lane	NA	8,000	WA402026
Big Lake Outfall Drainage Project	Storm Drain System	N. Westview Road	NA	25,000	WA402035
Samish Island Drainage Project	Storm Drain System	Samish Island Road	NA	22,000	WA402020
Fredrickson Road Drainage Improvement	Storm Drain System	Fredrickson Road	NA	15,000	WA402027
Baker Lake Store Drainage Improvement	Storm Drain System	SR 20	NA	20,000	WA402044
Edison II	Box Culvert	W. Bow Hill Road	NA	268,000	WA402004
Guemes Island Road Drainage Improvement	Storm Drain System	Guemes Island Road	NA	9,000	WA402036
Lk Cavanaugh/Hawkins Drainage Improvement	Storm Drain System	S. Shore Drive	NA	6,000	WA402047
Edison Street Drainage Improvement	Storm Drain System	Edison	NA	199,000	WA402028
Quaker Cove	Storm Drain System	Gibralter Road	NA	45,000	WA402033
South Shore Culvert Improvement	Storm Drain System	S. Shore Drive	NA	11,000	WA402065
Thunder Creek	Bank Stabilization	SR 9	NA	18,000	WA402067
Eagle Street	Storm Drain System	Eagle Street	NA	10,000	WA402007
Emmanuel Lane	Storm Drain System	Emmanuel Lane	NA	177,000	WA402016

Facility	Type	Address/Location	Capacity	Value (\$)	Notes
Fruitdale Rd	Storm Drain System	Fruitdale Road	NA	224,000	WA402008
Sharpe Rd	Storm Drain System	Sharpe Road	NA	42,000	WA402034
Lk Cavanaugh /Searing	Storm Drain System	S. Shore Drive	NA	12,000	WA402057
Guemes Island Rd / Brown	Storm Drain System	Guemes Island Road	NA	26,000	WA402060
Valentine Rd Slide Repair	Bank Stabilization	Valentine Road	NA	16,000	WA402070
Bayview Edison Rd Culvert Replacement	Storm Drain System	Bayview Edison Road	NA	25,000	WA402076
Smiley Drive	Storm Drain System	Smiley Drive	NA	67,000	WA402053
West Guemes	Storm Drain System	W. Shore Drive	NA	15,000	WA402084
Campbell Lake Flood Project	Storm Drain System	Buttram Lane	NA	48,000	WA402038
Edison Town Pond	Detention Pond	Edison	NA	60,000	WA402050
Edison Tide Gate Replacement	Self-Regulating Tidegate	Edison	NA	192,000	WA402077
Day Creek Restoration	Channel Restoration	Day Creek	NA	9,000	WA402102
South Shore Drive Culvert	Storm Drain System	S. Shore Drive	NA	8,000	WA402095
Buchanan Street	Storm Drain System	Buchanan Street	NA	8,000	WA402089
Skiyou	Storm Drain System	Skiyou Slough	NA	116,000	WA402052
Edison Slough	Storm Drain System	Edison	NA	131,000	WA402059
Walker Valley Road	Storm Drain System	Walker Valley Road	NA	73,000	WA402085
McLean Road Culvert	Storm Drain System	McLean Road	NA	37,000	WA402086
Fish Creek Conveyance	Storm Drain System	Grassmere Road	NA	67,000	WA402087
Sterling Road	Storm Drain System	Sterling Road	NA	7,000	WA402094
Jackman Creek Project	Levee	Jackman Creek	NA	21,000	WA402104

Facility	Type	Address/Location	Capacity	Value (\$)	Notes
Maupin Rd Conveyance Improvement	Storm Drain System	Maupin Road	NA	8,000	WA402109
Blue Heron	Storm Drain System	Samish Island	NA	85,000	WA402012
Stevens Creek Culvert Replacement	Storm Drain System	Stevens Creek	NA	15,000	WA402110
Sunset Lane Drainage Conveyance	Storm Drain System	Sunset Lane	NA	16,000	WA402114
Collins Rd @ Hospital Dr Drng Conveyance	Storm Drain System	Collins Road	NA	22,000	WA402115
SR9 S. Of Brigham Ln Drng -Big Lk	Storm Drain System	Big Lake	NA	72,000	WA402116
N Green St Drainage Project	Storm Drain System	N. Green Street	NA	110,000	WA402119
Similk Beach Drainage Improvement	Storm Drain System	Satterlee Road	NA	123,000	WA402051
Baker Hts Road	Storm Drain System	Baker Heights Road	NA	56,000	WA402088
Daybreak Lane Interceptor Ditch	Storm Drain System	Daybreak Lane	NA	33,000	WA402120
Sauk City Road Culvert Replacement	Storm Drain System	Sauk City Road	NA	23,000	WA402130
Avon Allen/Bennett Rd Intersect Drainage	Storm Drain System	Avon Allen/Bennett Rd	NA	20,000	WA402132
No Name Sough Bypass Culverts	Storm Drain System	Bayview Edison Road	NA	24,000	WA402135
Edison Drainage Near Town Pond	Storm Drain System	Farm to Market Road	NA	88,000	WA402113
Carpenter Road Culvert Replacement	Storm Drain System	Carpenter Road	NA	341,000	WA402121
Farm To Market Rd Culvert Replacement	Storm Drain System	Farm to Market Road	NA	207,000	WA402134
Coal Creek Conveyance	Bridge	Coal Creek	NA	48,000	WA402096
Allen West Rd Culvert	Storm Drain System	Allen West Road	NA	64,000	WA402133
Colony Creek Twin Culvert Replacement	Storm Drain System	Colony Mountain Drive	NA	160,000	WA402148
Minkler Rd Drng Improvements	Storm Drain System	Minkler Road	NA	292,000	WA402158
Sauk Store Rd Culvert Replacement	Storm Drain System	Sauk Store Road	NA	23,000	WA402162





## Treatment and Flow Control Inventory

Treatment and Flow Control facilities include stormwater ponds, rain gardens, and dispersion trenches.

Parcel	Plat/Facility Name	Developer	Section Township Range	Address	Plans	Scheduled Maintenance
<b>Tract A</b>	Bay Hill Village Division I	Nolan Development	02-34-03	Peterson Rd/Bay Hill Rd, Mount Vernon	YES	Annually
<b>P83392</b>	Seaview Division I	McCorkle, George	15-35-01	Seaview Way/Rosario Rd, Anacortes	No	Annually
<b>P38211</b>	Burlington Road Shop Pond	Skagit County	32-35-04	550 County Shop Lane, Burlington	Yes	Annually
<b>P21274</b>	Transfer Station	Skagit County	09-34-03	14158 Ovenell Rd, Mount Vernon		Annually
<b>P36851/P36852</b>	Humane Society	Humane Society/Skagit County	18-35-04	18841 Kelleher Rd, Burlington	Yes	None
<b>P124613</b>	Edison Town Pond	Skagit County	32-36-03	No address (adjacent to 5852 Farm to Market Rd, Bow)	Yes	Annually
<b>P70969/P70970</b>	Concrete Shop	Skagit County	09-35-08	44510 Concrete Sauk Valley Rd, Concrete	Yes	None
<b>P25955</b>	Continental Site/Rain Garden	Skagit County	17-34-04	1800 Continental Pl, Mount Vernon	No	Annually
<b>P127553</b>	Ferry	Skagit County	13-35-01	500 Ave I, Anacortes	Yes	Unknown
<b>P38211</b>	Parks Op	Skagit County	32-35-04	500 County Shop Lane, Burlington	Yes	None
<b>P38211</b>	Skagit Transit	Skagit County	32-35-04	500 County Shop Lane, Burlington	Yes	None
<b>P37436</b>	Skagit Food Distribution Center	Skagit County	25-35-04	220 Michael St, Sedro-Woolley	Yes	None
<b>P99274</b>	Cascade Ridge	Johnson, Keith & Alison	34-04-04		Yes	Annually

# Transportation

## Facilities Inventory

In addition to the facilities described below, this Plan incorporates by reference the 2017 Fourteen-Year Ferry Capital Improvement Plan, which contains an inventory of ferries, ferry terminals, docks, parking, and other ferry facilities.

Facility	Type	Sq Ft	Address/Location	Capacity/Notes	Value (\$)
<b>Road Support Facilities (Burlington Complex)</b>					
West Truck Shed/Fuel Island/Main Office	Operations	7,800	201 E. Avon, Burlington	Administration, fueling station, truck storage	586,100
East Truck Shed	Storage	5,000	201 E. Avon, Burlington	Truck storage	13,144
Old Shop Building	Shop	6,720	201 E. Avon, Burlington	County surplus supply storage	3,644
New Wash Rack	Shop	900	201 E. Avon, Burlington	Vehicle wash area	50,000
Ferry Building	Storage	2,880	201 E. Avon, Burlington	Storage	250,000
Sign Shop	Shop	3,400	201 E. Avon, Burlington	Sign construction and storage	243,400
Mechanic Shop ER&R	Maintenance	12,450	201 E. Avon, Burlington	Vehicle maintenance and rental equipment	1,762,000
Sand and Salt Bunker	Storage	3,500	201 E Avon, Burlington	Storage	90,000
<b>TOTAL</b>					<b>2,998,288</b>
<b>Concrete Shop Facility (Concrete Shop)</b>					
Shop and Truck Shed Building	Shop / Storage	3,072	44510 Concrete-Sauk Valley Rd, Concrete	Equipment maintenance and storage	105,000
Sand and Salt Bunker	Storage	2,800	44510 Concrete-Sauk Valley Rd, Concrete	Storage of sand and salt	86,000
<b>TOTAL</b>					
<b>Ferry Facilities</b>					
M/V Guemes Vessel	Ferry	NA	NA	124', built 1979, 99 Passengers, 21 Cars	3,412,500
Anacortes Landing	Dock	NA	500 I Avenue, Anacortes	NA	1,368,182
	Transfer Span/Machinery	NA	500 I Avenue, Anacortes	NA	1,317,000
	Breakwater	NA	500 I Avenue, Anacortes	NA	200,000
	Dolphins/Wingwalls	NA	500 I Avenue, Anacortes	NA	1,100,000
	Head Frame and Towers	NA	500 I Avenue, Anacortes	NA	100,000
	Terminal Buildings(s)	2,800	500 I Avenue, Anacortes	Passenger waiting room, office, mechanic shop	778,316
	Parking Lots	48,913	500 I Avenue, Anacortes	74 parking spaces	1,067,948
	Walkway	NA	500 I Avenue, Anacortes	NA	68,481
Guemes Island Landing	Dock	NA	Guemes Island Road	NA	1,424,008
	Transfer Span/Machinery	NA	Guemes Island Road	NA	1,317,000

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Facility	Type	Sq Ft	Address/Location	Capacity/Notes	Value (\$)
	Dolphins/Wingwalls	NA	Guemes Island Road	NA	954,736
	Head Frame and Towers	NA	Guemes Island Road	NA	100,000
	Passenger Shelter	50	Guemes Island Road	NA	1,000
	Parking Lot	37,500	Guemes Island Road	100 parking spaces	150,100

## Proposed Projects & Financing

### Road Projects

In addition to the projects described below, this Capital Facilities Plan incorporates by reference the [Skagit County 2018-2023 Transportation Improvement Program \(“TIP”\)](#) proposed as part of the CFP update, required by [RCW 36.81.121](#) and [WAC 136-15](#). The Road Fund is funded primarily by the road levy and also includes grants, motor vehicle fuel tax, tax from timber sales, and other formulaically distributed revenues. Amounts are in thousands of dollars.

Project	Funding Source	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	Total	Notes/Description
Burlington Complex	Road Fund	0	<del>200</del>	<del>0</del>	0	0	<u>0</u>	200	Add equipment storage pole building
Concrete Shop Building	Road Fund	0	0	0	250	0	<u>0</u>	250	Remove shop building, build pole building
Concrete Shop Parking Lot	Road Fund	<del>150</del>	<del>0</del>	0	0	0	<u>0</u>	150	Pave 32,160 sq ft parking lot
<del>Marblemount Shop Complex</del>	<del>Road Fund</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>	<del>0</del>		
<b>Total</b>		<u>150</u>	<u>200</u>	<u>200</u>	250	0		<u>620</u>	

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### Non-Motorized Transportation Projects

[RCW 36.81.121](#) requires the TIP “include proposed road and bridge construction work...deemed appropriate,” but also “include **any new or enhanced** bicycle or **pedestrian facilities** identified pursuant to” the Comprehensive Plan transportation element, “or other applicable changes that promote nonmotorized transit.”

Moreover, [RCW 36.81.121\(2\)](#) requires that the TIP include “information as to how a county will expend its moneys, including funds...for nonmotorized transportation purposes” and subsection (3) requires that the TIP “contain information as to how a county shall act to preserve railroad right-of-way in the event the railroad ceases to operate in the county’s jurisdiction.”

The Board of County Commissioners has directed through [Skagit County Comprehensive Plan](#) Transportation Element policy 8A-6.3 that the TIP fully comply with the statute by including any capital project anticipated in the next six years that is for a trail intended for non-motorized transportation. Parks and Recreation Department capital projects for trails, other than those wholly within a park, must be included in the TIP.

### Anacortes-Guemes Ferry

Skagit County performs capital planning for the ferry between Anacortes and Guemes Island through the [Fourteen-Year Ferry Capital Improvement Plan](#) required by RCW 36.54.015 and already incorporated into this Capital Facilities Plan by reference. Improvements to the ferry system are also included in the Transportation Improvement Program.

Project	Funding Source	FY2019	FY2020	FY2021	FY2022	Formatted Table			
<b>Guemes Ferry Replacement Project #ESMVGUEMES</b>	Ferry Boat Discretionary & Local Funds								Design
<b>Guemes Ferry Replacement Project #ESMVGUEMES</b>	TBD – Federal Allocations/Federal or State Grants & Local Funds	10,200,000							Construction
<b>M/V GUEMES Re-Power</b>	TBD – Federal Allocations/Federal or State Grants & Local Funds				3,500,000				Re-Power Engine/Outdrive Packages if Ferry Replacement Project is not viable and funded.
<b>Transfer Span/Machinery – Guemes Island Landing</b>	TBD – Federal Allocations/Federal or State Grants & Local Funds					2,000,000			Replace Transfer Span Tower & Associated Machinery at Guemes Island Landing
<b>Total</b>		10,200,000			3,500,000	2,000,000		17,525,000	

## Capacity Analysis

### Roadways

The Growth Management Act requires level of service (“LOS”) standards for both highways and transit services. The GMA requires that each jurisdiction’s LOS standards be coordinated within the region and be supported by local ordinance, but the standards and the methods used are up to the local jurisdictions.

The Skagit County Transportation Systems Plan includes a methodology and set of standards for determining project priority. These standards represent a compilation of criteria derived from the following sources:

- Highway Capacity Manual
- Categories of Traffic Flow
- Road Segments
- Intersections

The standards will help determine concurrency (i.e., balance) between transportation and land use elements of the County’s Comprehensive Plan, as required by GMA. The County has four choices if it finds the standards cannot be met:

- Modify the land use plan, placing tighter controls on the amount and type of development to minimize traffic.
- Construct additional transportation facilities to support increased travel demand from new development.
- Implement Transportation Demand Management measures.
- Relax the level of service standards. The County can accept lower levels of service to encourage further growth and minimize the need for additional transportation facilities.

GMA requires the County to use level of service standards to prioritize transportation projects. The general focus of levels of service is on traffic problems and the alleviation of congestion. This is different from the traditional focus of the county’s priority Array, which emphasizes safety and the physical characteristics of the roadway. Because of the two legal requirements, Skagit County now uses both a LOS methodology and a priority Array methodology for road project programming. The use of these two types of methodologies provides a balanced approach.

## Anacortes-Guemes Ferry

The Guemes Island Ferry level of service standards are based on vessel carrying capacity criteria, which are described in the County's 2003 TSP.

## Conclusion

Skagit County Code 14.28.110 requires the County Engineer to annually produce a concurrency report for County roads. That report is made available at <https://www.skagitcounty.net/Departments/PublicWorksEngineering/programsmain.htm>. The 2015 report concluded that as of July 7, 2016, all Skagit County road segments and signalized intersections meet the current LOS standards as adopted in the Transportation Systems Plan and Comprehensive Plan.

The current County road inventory and CFP projects will enable the County road system to continue meeting the requirements for road standards found in SCC 14.28.060, Transportation Concurrency.

# Non-County Capital Facilities

## Overview

Adequate infrastructure, whether owned and controlled by Skagit County, or by non-County service providers, helps to promote economic development, support a high quality of life, and attract business investment.

Capital facilities and service levels for cities, towns, and the provision of water service, fire service, schools, sewer service, dikes, drainage facilities, hospitals, libraries, and port property development are the responsibility of other agencies that are outside the ownership and beyond the control of Skagit County. Even though the County does not own these facilities, it must include them in its Capital Facilities Plan.<sup>5</sup> (The County does not need to include those facilities owned by the cities.<sup>6</sup>)

Inclusion of non-County capital improvement projects in the County's Capital Facilities Plan helps provide:

- a regional context for the provision of capital facilities, and
- continuing coordination and cooperation among the many service providers in the county.

However, inclusion **does not imply**:

- County approval or disapproval of the plans or the levels of service, or
- County responsibility for providing these non-County capital facilities.

GMA requires the County to consider these other facility providers' plans and to recognize their facilities and service needs when adopting the County's Comprehensive Plan. If the County did not include those capital facilities owned by other public entities in its inventory, the County would be without the information necessary to assess whether the capital facilities are adequate.

Skagit County adopts many of the plans developed by special-purpose districts by reference. To complete this inventory, a county must do more than simply incorporate the capital facilities plans of all those publicly owned entities.<sup>7</sup> The County must "review the entire program in a coordinated manner to ensure consistency and achieve the goals and requirements of the Act."<sup>8</sup> When system plans or master plans from other service providers are adopted by reference, WAC 365-196-415(4) requires the county to do the following:

- (a) Summarize the information within the capital facilities element;
- (b) Synthesize the information from the various providers to show that the actions, taken together, provide adequate public facilities; and
- (c) Conclude that the capital facilities element shows how the area will be provided with adequate public facilities.

The County is **not** required to include location and funding plans for expansions of capital facilities that it does not own, but is required to include an inventory and assessment of future needs.<sup>9</sup>

Inclusion of certain capital improvement projects in the County's Capital Facilities Plan, or Overall Economic Development Plan is also a requirement of RCW 82.14.370, which authorizes a distressed county sales and use tax. The specific use of these funds must be capital in nature and should encourage economic development.

## Districts Not Included

Some notable special purpose districts are not included in this section of the CFP because they do not provide services *necessary for development*, e.g.:

- Port of Anacortes
- Port of Skagit
- Cemetery districts

## Cities and Towns

The following Capital Facilities Plans are incorporated by reference into this CFP as required for the County's collection of impact fees for development within municipal urban growth areas:

- [City of Anacortes 2016-2021 Anacortes Transportation Plan](#)
- City of Burlington 2013-2018 Capital Improvement Program
- City of Mount Vernon 2018-2023 Capital Improvement Plan
- City of Sedro-Woolley 2016 Comprehensive Plan Parks and Recreation Element
- City of Sedro-Woolley 2018-2023 Six Year Transportation Improvement Program

## Documents Available on Website

The documents from external agencies incorporated by reference into this CFP are available on the County's CFP website at [www.skagitcounty.net/cfp](http://www.skagitcounty.net/cfp).<sup>10</sup>

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## Maps

Maps in this plan were provided by the Skagit County Geographic Information Systems department. More maps are available online from the [GIS Map Gallery](#).

## Timing

Many public entities update their capital facility plans during the same time of the year as the County, concurrent with their own annual budget processes. This means that, often, updated non-County capital facilities plans are in draft form and not be available as final documents until after the County has released its own Capital Facilities Plan for public review, or after adoption of the plan. The County does what it can to coordinate the timing of capital facilities planning among these many public entities, but may not always be able to include the most up-to-date information available.

<sup>5</sup> RCW 36.70A.070(3)(a); Achen v. Clark County, WWGMHB 95-2-0067 (Final Decision and Order, Sept. 20, 1995); Durland v. San Juan County, WWGMHB 00-2-0062 (Final Decision and Order, May 7, 2001).

<sup>6</sup> If the city's facilities are included in a different comprehensive plan. Achen, 95-2-0067.

<sup>7</sup> Achen, 95-2-0067 (FDO 9/20/05).

<sup>8</sup> Id. See also Achen v. Clark County, WWGMHB 95-2-0067 (Compliance Order Dec. 17, 1997).

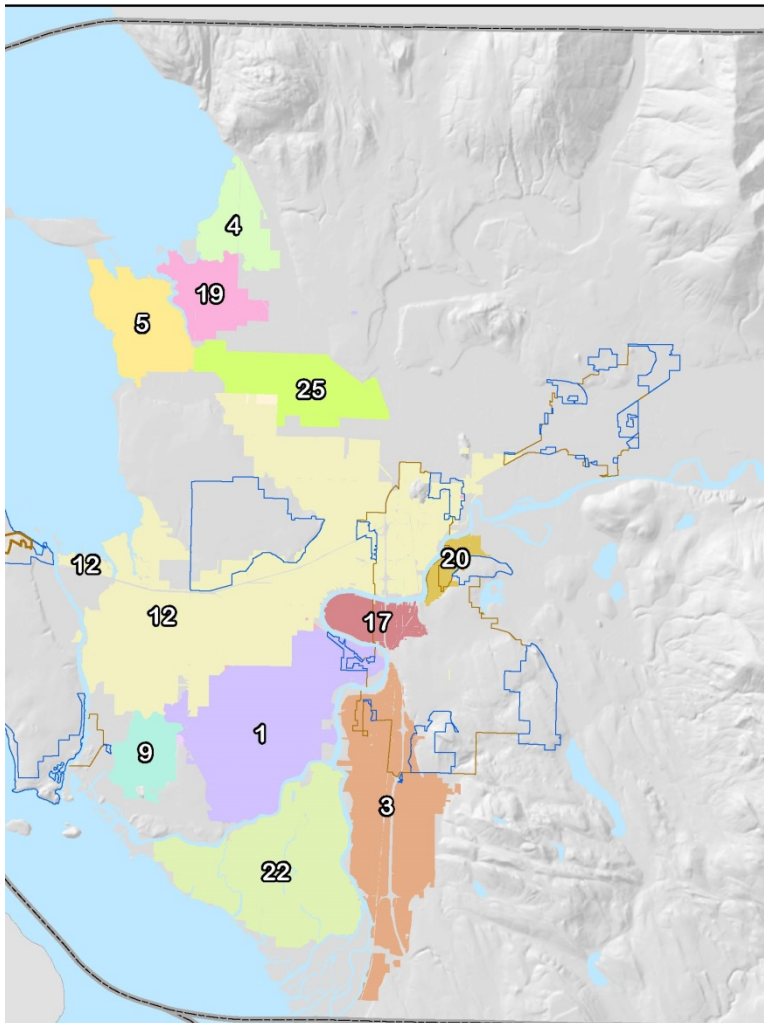
<sup>9</sup> Sky Valley, 95-3-0068c (FDO 3/12/96); Wenatchee Valley Mall Partnership, 96-1-0009 (FDO 12/10/96). See also Durland, 00-2-0062 (FDO 5/7/01).

<sup>10</sup> A "comprehensive plan should either contain the relevant information from non-county owned capital facilities or reference the information clearly so that it is accessible to the public." Skagit County Growthwatch v. Skagit County, Case No. 07-2-0002, FDO at 20 (Aug. 6, 2007)

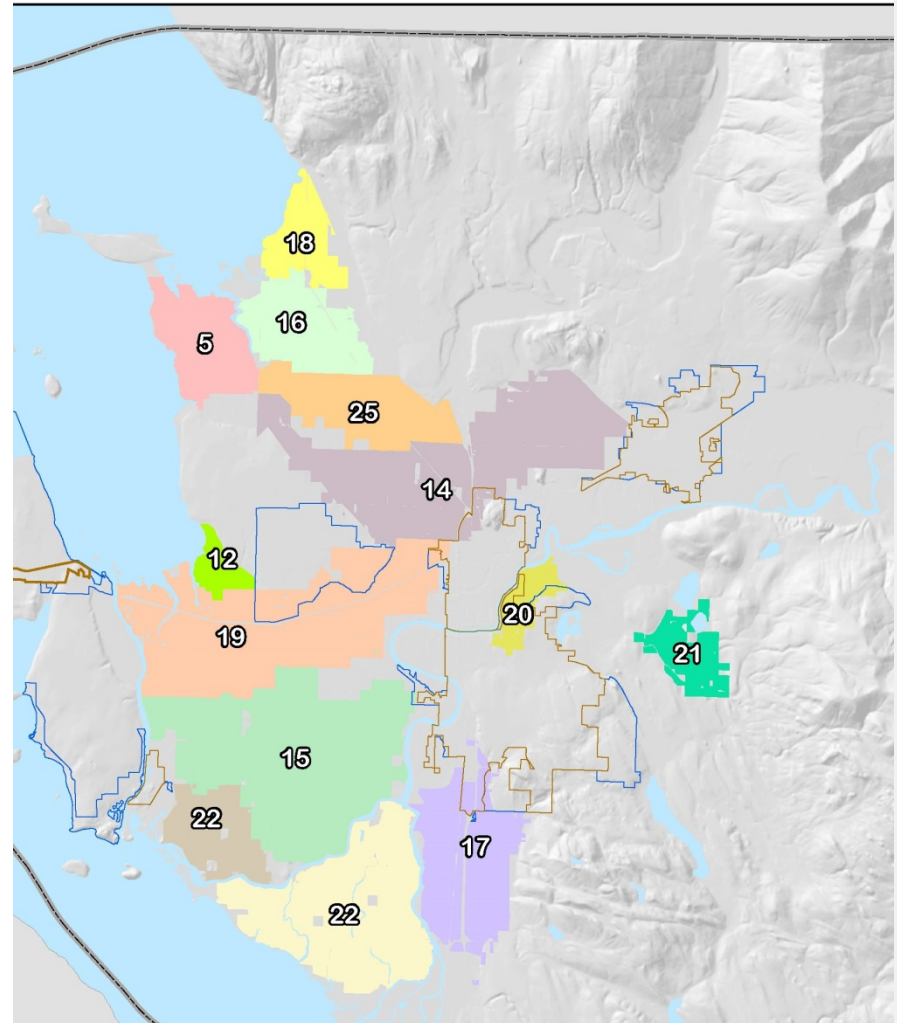
## Dike and Drainage Districts

Skagit County is served by a mix of special purpose districts that build and maintain dikes and drainage systems. Some districts overlap, or some perform both functions. On the map below, districts generally referred to as “drainage districts” appear on the left, and “dike districts” on the right.

**Skagit County**  
**Dike District Assessment Areas**



**Skagit County**  
**Drainage District Assessment Areas**





## Facilities Inventory

Dike District 8 and Drainage District 8 were both consolidated into Dike District 12 in November 2003 by [County Resolution R20030385](#). Dike District 25 has the same footprint as Drainage District 25. NA=data not available

In the second column, E=existing facility and FN=future need.

District	E/FN	Facility	Location	Value (\$)	Description
<b>Dike District 01</b>	E	Dike System	8.26 miles along the west bank of Skagit River from Avon to the North Fork	214,995,500	Currently operating at capacity for a 35-50 year flood event
	E	Dike Building	Behrens Millet Rd	125,000	Pole building
	E	Flood Fighting Equipment	Behrens Miller Rd	125,000	Inside dike building
	E	Building	Kamb Rd (Ken Browns)	20,000	Pole building
	FN	Seepage Berm	South end of Beavermarsh	35,000	Project will strengthen dike. Estimated completion 2018
	FN	Seepage Berm	Shane	300,000	Project will strengthen dike. Estimated completion 2017/18
	FN	Property Acquisition	Westside of Mt. Vernon on land side of dike system	500,000	Estimated completion 2017-2023
<b>Dike District 03</b>	E	Building	20890 Dike Rd	210,000	District headquarters
	E	Flood Return	North of levy at Fisher Slough	NA	Concrete structure
	E	Three Floodgates	Pioneer Hwy at Fisher Slough	NA	14"
<b>Dike District 04</b>	E	Dike	See map	NA	2.5 miles
<b>Dike, Drainage, and Irrig Dist 05</b>	E	Dike	Padilla Bay	NA	4 miles
	E	Dike	Samish Bay	NA	2 miles
	E	Levee	Samish River	NA	3 miles
	E	Pump	P1	NA	16" Cascade
	E	Pump	P2	NA	16" Cascade
	E	Tidegate	T36	NA	48"
	E	Tidegates	T37	NA	4-48"
	E	Flood Return	F38	NA	4-48"
	E	Tidegate	T40	NA	36"
	E	Tidegate	T42	NA	12"
	E	Drain Vault	V1	NA	4' x 4'
<b>Dike District 09</b>	E	Dike	Sullivan Slough	NA	NA
<b>Dike, Drainage, and Irrig Dist 12</b>	E	Levee	Along Skagit River	NA	7 miles

District	E/FN	Facility	Location	Value (\$)	Description
Dike, Drainage, and Irrig Dist 12	E	Valut/Flood Gate	Bennett and Pulver Rds	NA	Gages Slough outfall flap gate
	E	Sea Dike	Swinomish Channel	NA	1.5 miles
	E	Sea Dike	Big Indian Slough	NA	3 miles
	E	Sea Dike	Little Indian Slough	NA	1 mile
	E	Sea Dike	Telegraph Slough	NA	2 miles
	E	Sea Dike	Padilla Bay	NA	2 miles
	E	Pump Station	No Name Slough	NA	1-25 HP and 1-50hp
	E	Tide Gates	Telegraph Slough	NA	2 – 24"
	E	Tide Gates	Little Indian Slough	NA	2 – 30"
	E	Tide Gate	Little Indian Slough	NA	1 – 24"
	E	Tide Gate	Indian Slough, Ben Welton Property	NA	1 – 24"
	E	Tide Gates	T79, No Name Slough	NA	2 – 30"
	E	Tide Gate	T80, No Name Slough	NA	1 – 24"
	E	Tide Gate	T81, No Name Slough	NA	1 – 48"
	E	Pump Station	P44, Padilla Bay	NA	
	E	Flood Gate	Skagit River – City of Burlington	NA	32"
	E	Flood Gate	Skagit River – City of Burlington	NA	32"
	E	Tide Gates	T45	NA	4 gates
	E	Parcel 62853, bldg A&B	1317 Anacortes St.	1,711,500	Building A – 60' x 140'; Building B – 60' x 240'
	E	Parcel 70430	17132 Bennett Rd	407,300	1.46 acres
	E	Parcel 70412	17232 Avon St	217,900	0.35 acres
	E	Parcel 90568	17242 Avon St	115,700	0.49 acres
	E	Parcel 70414	17246 Bennett Rd	143,800	0.33 acres
	E	Parcel 21553	17376 Bennett Rd	124,900	0.33 acres
	E	Parcel 21555	17406 Bennett Rd #E	193,900	NA
	E	Parcel 21553	17376 Bennett Rd	124,900	0.33 acres
	E	Parcel 21554	17388 Bennett Rd	129,200	0.32 acres
	E	Parcel 21551	17464 Bennett Rd	118,300	0.91 acres
	E	Parcel 70456	17436 Bennett Rd	180,700	0.52 acres
	E	Parcel 21610	17032 Dunbar Rd	430,800	16.52 acres
	E	Parcel 21548	13678 Main St	72,200	0.42 acres
	E	Parcel 21550	13666 Main St	60,000	0.39 acres
E	Parcel 21552	NA	31,700	0.11 acres	

District	E/FN	Facility	Location	Value (\$)	Description
Dike, Drainage, and Irrig Dist 12	E	Parcel 70457	17460 Bennett Rd	30,000	0.11 acres
	E	Parcel 70462	NA	15,800	0.08 acres
	E	Parcel 70458	17494 Bennett Rd (A&B)	128,800	NA
	E	Parcel 70463	17536 Bennett or 13655 Main	255,500	NA
	E	Parcel 113526	NA	257,300	0.59 acres
	E	Parcel 70474	17598 Bennett Road (A&B)	265,700	0.29 acres
	E	Parcel 21589	17624, 17628 Bennett Rd	243,700	0.5 acres
	E	Parcel 21588	17602, 17608 Bennett Rd	156,300	0.6 acres
	E	Parcel 21571	17650 Bennett Rd	218,000	0.82 acres
	E	Parcel 21576	17662 Bennett Rd (A&B)	209,000	0.31 acres
	E	Parcel 21578	13555 King Lane	164,600	0.44 acres
	E	Parcel 21579	13573 King Lane	132,100	0.47 acres
	E	Parcel 21580	13582 King Lane	152,500	0.75 acres
	E	Parcel 106527	13572 River's Court	257,200	0.43 acres
	E	Parcel 206528	13573 River's Court	60,000	0.42 acres
	E	Parcel 82111	17866 Bennett Rd	260,600	1.1 acres
	E	Parcel 82112	NA	87,400	0.29 acres
	E	Parcel 82114	NA	87,400	0.31 acres
	E	Parcel 82116	NA	87,400	0.31 acres
	E	Parcel 82119	NA	87,400	0.31 acres
	E	Parcel 82121	NA	87,400	0.31 acres
	E	Parcel 82125	NA	71,400	0.31 acres
	E	Parcel 82123	NA	87,400	0.31 acres
	E	Parcel 21514	NA	128,800	0.58 acres
	E	Parcel 21515	NA	114,200	2.52 acres
	E	Parcel 116918	247 W Whitmarsh Rd	71,700	NA
	E	Parcel 23939	215 W Whitmarsh Rd	54,200	NA
	E	Parcel 23942	452 W Whitmarsh Rd	828,600	6 acres
	E	Parcel 24144	NA	522,900	NA
	E	Parcel 24157	NA	19,400	2.25 acres
	E	Parcel 24158	NA	10,300	1.08 acres
	E	Parcel 21667	14315 Avon Allen Rd	938,000	25.38 acres
	E	Loader	NA	98,000	2000 Cat 908
	E	Backhoe Loader	NA	107,057	2006 John Deer 410 G
E	Forklift	NA	18,000	Komatsu	

District	E/FN	Facility	Location	Value (\$)	Description	
Dike, Drainage, and Irrig Dist 12						
	E	Gator	NA	11,050	John Deere HPX 4x4 Diesel	
	E	Gator	NA	11,050	John Deere HPX 4x4 Diesel	
	E	Generator	NA	20,000	NA	
	E	Portable Base Station Radio	NA	60,000	NA	
	E	Forklift	NA	23,031	2005 Komatsu FG30HT 14	
	E	Crawler/Dozer	NA	222,500	2006 John Deere 750J	
	E	Excavator	NA	207,807	2008 John Deere 200D LC	
	E	Dozer	NA	159,203	2008 John Deere 705JLGP	
	E	Loader	NA	249,882	2007 John Deer 844J	
	E	Sandbagger	NA	NA	1998	
	E	Sandbagger	NA	NA	1998	
	E	Flatbed Truck	NA	NA	1995 Ford	
	E	Truck	NA	NA	1995 Ford	
	E	Flatbed Truck	NA	NA	1996 International	
	E	Flatbed Truck	NA	NA	2002 Ford F550	
	E	551/TM	NA	NA	2007	
	E	Trailer	NA	NA	2007 Trailmax	
	E	Vehicle	NA	NA	2005 International 7400	
	E	Excursion	NA	NA	2001 Ford	
	E	Truck	NA	NA	2007 Ford F150	
	FN	Parcel 132579	Walnut Street		130,000	Skagit River Levee Enhancement
	FN	Parcel 132580	Walnut Street		104,000	Skagit River Levee Enhancement
	FN	Parcel 24148	735 E Whitmarsh Road		252,000	Skagit River Levee Enhancement
	FN	Parcel 38304	Lafayette Road		15,000	Skagit River Levee Enhancement
	FN	<u>Replacement of tide gates</u>	<u>T79 No Name Slough</u>		<u>400,000</u>	<u>2020-existing tide gates and culverts failing; new side hinge gates approx. 4 ft x 6 ft</u>
	Drainage and Irrigation Dist 14	E	Drain Tube	Padilla Bay, P44	NA	1-25 HP, 1-50 HP
E		Culvert	Padilla Bay	NA	12-4' w/gates, 4' diameter, gravity outfall to Padilla Bay	
E		Culvert	Joe Leary Slough at D'arcy Rd	NA	16' dial by 30'	
E		Backflow Prevention Structure	At the Y on Joe Leary Slough	140,000	NA	

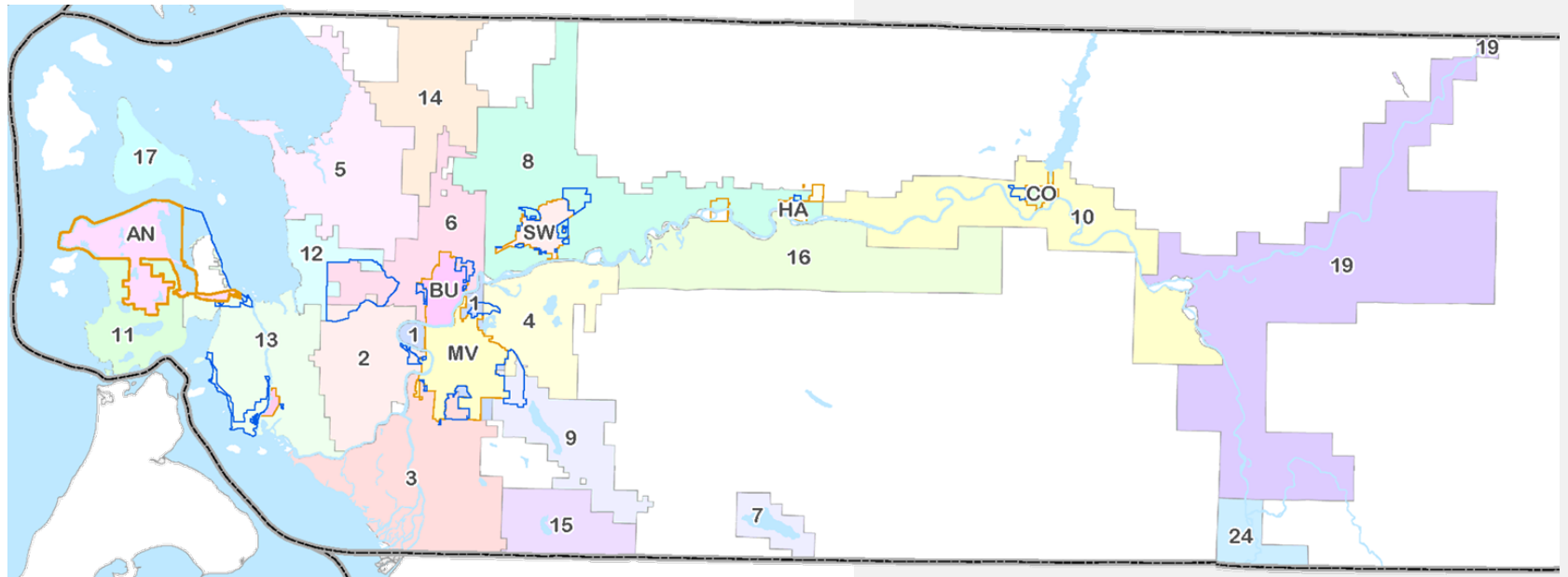
District	E/FN	Facility	Location	Value (\$)	Description
Drainage and Irrigation Dist 15	E	Pump Gate	F90	NA	1-24" and 1-26"
	E	Pump	P2, La Conner Pump Station	NA	3-36" tubes
	E	Pump	P89, Skagit River, Bradshaw Rd	NA	
	E	Tide Gate	T3, La Conner Marina	NA	4-6' gates
	E	Tide Gate	T5, West Shore Acres	NA	36"
Drainage and Irrigation Dist 16	E	Pump	5864 Farm to Market Rd	100,000	1-69 hp, 22" discharge & 1-25 hp, 15" discharge
	E	Tide Gate	5864 Farm to Market Rd	100,000	3-36"
	E	Tide Gate	T30 Edison Slough	150,000	4-48"
Dike District 17	E	Dike	Skagit River	56,000,000	6 miles
	E	Flood Gate	River Bend Road, south	200,000	NA
	E	Parcel 24201	405 Hoag Rd	245,000	1.1 acre, land/house
	E	Parcel 24219	407 Hoag Rd	540,000	1.1 acres, land/apartment
	E	Parcel 24197	519 Hoag Rd	320,000	1.2 acres, land/house
	E	Parcel 24208	601 Hoag Rd	140,000	1.1 acres, land/house
	E	Parcel 24217	825 Hoag Rd	215,000	1.2 acres, land/house
	E	Parcel 24213	811 Hoag Rd	240,000	.77 acres, land/house
	E	Parcel 24193	903 Hoag Rd	157,000	.82 acres, land
	E	Parcel 111192	917 Hoag Rd	158,000	.80 acres, land
	E	Parcel 111652	923 Hoag Rd	158,000	.80 acres, land
	E	Parcel 111653	929 Hoag Rd	157,000	.80 acres, land
	E	Parcel 111654	1001 Hoag Rd	215,000	1.2 acres, land/house
	E	Parcel 24210	1007 Hoag Rd	264,000	1.2 acres, land/house
	E	Parcel 24024	109 Stewart Rd	105,000	2.5 acres, headquarters/shop
	E	Parcel 23932	River Bend Rd	725,000	4.2 acres, land
	E	Parcel 24025	Stewart Rd	247,800	.3 acres, Land/building
	E	Parcel 02423	121 Stewart Rd	151,600	1.24 acres, land/building
	E	Parcel 21673	River Bend Rd	12,500	4,1 acres, Levy
	E	Parcel 23935	14178 Stewart Rd	165,000	.3 acres land/house
	E	Parcel 24218	Hoag Rd	1,000	.14 acres, road
	E	Parcel 24216	827 Hoag Rd	211,000	1.0 acres, land/building
	E	<u>Parcel 24209</u>	<u>1111 Hoag Rd</u>	<u>190,000</u>	<u>1.0 Acre land/building</u>
	E	<u>Parcel 121425</u>	<u>701 Hoag Rd</u>	<u>112,500</u>	<u>0.80 Acres land</u>
	E	<u>Parcel 121427</u>	<u>613 &amp; 615 Hoag Rd</u>	<u>250,000</u>	<u>0.80 Acres land/building</u>
E	<u>Parcel 112779</u>	<u>609 &amp; 611 Hoag Rd</u>	<u>320,000</u>	<u>0.82 Acres land/building</u>	

District	E/FN	Facility	Location	Value (\$)	Description
Dike District 17	E	Levy	See Map	56,000,000	6 Linear miles
	FN	Levee layback project	I-5 Corridor	40,000,000	Increase flood risk management
	E	Parcel 24220	Hoag Road	1,000	.5 acres, levy
Drainage and Irrigation Improvement Dist 17	E	Flood gate	F26, Skagit River		
	E	Flood gate	F87		P88
	E	Pump	Skagit River		P91, 3-75 HP, 14,000 gpm
	E	Siphon	Fischer Slough		4x4 wing wall
Drainage and Irrigation Dist 18	E	Tide Gate	T31	NA	1-42" and 1-48", plastic
	E	Tide Gate	T33	NA	1-48", plastic
	E	Pump	P32	NA	25 hp
Dike District 19	E	Dike	Samish Bay, Samish River	NA	6 miles
Drainage and Irrig Imp Dist 19	E	Pump House	13299 Bayview-Edison Rd	93,089	NA
	E	2016 Tractor	NA	70,677	Case
	E	2017 Mower Attachment	NA	71,749	NA
	E	1991 Trash Rack	NA	44,563	1991
	E	1991 Water Pump	NA	19,099	1991 30 HP
	E	1993 Water Pump	NA	31,829	1993 50 HP
	E	Ditches		3,200,000	50 miles
	E	3 Pumps		200,000	
	E	18 Tide Gates		90,000	
Dike and Drainage District 20	E	Dike	Nookachamps Creek	NA	NA
	E	Dike	Skagit River < .25 miles north of Hoag Rd	NA	NA
	E	Flood Gate	F96, < .25 miles north of Hoag Rd	50,000	NA
Drainage District 21	E	Drainage Channels	See map	NA	No facilities other than drainage channels.
Consolidated Dike District 22	E	Dike	Circumference of Fir island	300,000	20.7 miles. Fir Island and North Fork of Skagit River dike designed for 50-year flood.
	E	Flood Gate	F90	NA	1-24" and 1-26"
	E	Pump	P8 to Skagit Bay	100,000	1-12"
	E	Pump	P18 to Skagit River	100,000	1-18"
	E	Tide Gate	T7 to Skagit Bay	NA	1-48"
	E	Tide Gate	T9 to Skagit Bay	50,000	1-36"
	E	Tide Gate	T10 to Skagit Bay	50,000	1-30"

District	E/FN	Facility	Location	Value (\$)	Description
<b><u>Consolidated Dike District 22</u></b>	E	Tide Gate	T11 to Browns Slough	NA	1-36"
	E	Tide Gate	T12 to Browns Slough	400,000	3-48"
	E	Tide Gate	T13 to Browns Slough	55,000	1-48"
	E	Tide Gate	T14 to Skagit Bay	65,000	1-48"
	E	Tide Gate	T15 to Skagit Bay	250,000	2-48"
	E	Tide Gate	T16 to Skagit Bay	50,000	1-36"
	E	Tide Gate	T17 to Skagit Bay	500,000	6-48"
<b>Drainage District 22</b>	E	Pumps	P6, 12343 Staffanson Lane	50,000	4 pumps
<b>Dike, Drainage &amp; Irrigation Improvement District 25</b>	E	Dike	Samish River	NA	15 miles
	E	Drain Tube	A65	NA	Large with flap
	E	Drain Tube	A72	NA	Large with flap
	E	Drain Tube	A74	NA	Large with flap
	E	Drain Tube	A75	NA	Large with flap
	E	Flood Gate	F63	NA	Flap gate
	E	Flood Gate	F64	NA	Flap gate
	E	Flood Gate	F66	NA	Flap gate
	E	Flood Gate	F67	NA	Flap gate
	E	Flood Gate	F68	NA	Flap gate
	E	Flood Gate	F69	NA	Flap gate
	E	Flood Gate	F70	NA	Flap gate
	E	Flood Gate	F71	NA	Flap gate
	E	Flood Gate	F73	NA	Flap gate

## Fire Districts

More than twenty fire districts serve unincorporated Skagit County, as shown on the map below. Fire District 1 serves a very small area of the County outside the Mount Vernon UGA, does not have a station, and relies on apparatus from the City of Mount Vernon.





## Fire Stations (All Districts)

In the second column, E=existing facility and FN=future need.

Dist	E/FN	Station Name	Address	City/Town	Admin (sf)	Bays (sf)	Total (sf)	Value (\$)	Notes
2	E	Station 1 McLean Road	15452 Beavermarsh Rd	Mount Vernon	2016	3,600	5,616	1,300,000	Remodel
	E	Station 2 State Route 536	15271 State Route 536	Mount Vernon	1330	3160	4490	968,400	
3	E	Conway, Station 1	210 Greenfield St	Conway	1480	2,304	4,200	390,200	NA
	E	Cedardale, Station 2	19746 East Hickox Rd	Conway	2000	3,500	5,500	348,400	NA
4	E	Clear Lake, Station 1	23624 Jackson Street	Clear Lake	2205	2,205	4,410	2,450,000	NA
	E	Clear Lake, Station 2	14800 SR 9	Clear Lake	NA	540	540	65,890	NA
	E	Clear Lake, Station 3	23627 Jackson St.	Clear Lake	NA	1,728	1,728	250,000	NA
5	E	Edison	14304 West Bow Hill Rd	Bow	1,500	4,000	5,500	NA	NA
	E	Allen	9061 Avon Allen Road	Bow	NA	NA	4,150	NA	NA
	E	Samish Island	10367 Halloran Rd	Bow	1,200	2,000	3,200	NA	NA
	E	Chuckanut Ridge	1904 Chuckanut Ridge Dr	Bow	0	1,152	1,152	NA	NA
6	E	Bayridge	16220 Peterson Rd	Burlington	NA	NA	7,179	1,106,600	at or near capacity
	FN	North/East Side	Unknown	Burlington	NA	2,400	3,500	950,000	Future Station/2019
7	E	Lake Cavanaugh, 150 Radio Tower/HCB Bldg	33673 N Shore Drive	Mount Vernon	NA	NA	NA	73,000	NA
	E	Boat House	34951 E Shore Drive,	Mount Vernon	NA	NA	NA	43,431	NA
	E	Fire Station	35058 S Shore Dr	Mount Vernon	1,560	1,170	2,730	347,447	NA
	FN	Fire Station	<del>Unknown</del> 33673 North Shore Dr.	Mount Vernon	0	2400	2400	200,000	To be completed by June <del>2018</del> 2019
8	E	Hickson	20464 Prairie Road	Sedro-Woolley	NA	3,000	4,500	816,000	at or near capacity
	E	Punkin Center	34041 SR 20	Sedro-Woolley	NA	5,500	5,500	856,000	
	E	Prairie	34041 SR 20	Sedro-Woolley	NA	2,300	5,723	1,200,000	New addition/2017
	E	Sedro-Woolley	220 Munro St	Sedro-Woolley	NA	NA	NA	NA	
	E	Lyman	8334 S. Main Street	Lyman	NA	1,000	NA	NA	NA
	FN	Lyman	Unknown/Hwy 20	Lyman	NA	3,500	4,200	1,500,000	Future Station/2022
9	E	Main	16818 West Big Lake Blvd	Mount Vernon	3,000	10,000	13,000	1,552,600	NA
	E	Old Station 1	16822 West Big Lake Blvd	Mount Vernon	1,200	1,680	2,880	121,100	NA
	E	Erlich	19547 SR 9	Mount Vernon	NA	2,000	2,000	164,400	NA
	E	Finn Settlement	27955 Lake Cavanaugh Rd	Mount Vernon	NA	1,200	1,200	98,000	NA
10	E	Grassmere	44654 SR 20	Concrete	800	1,800	2,600	<u>198,000</u>	NA
	E	Birdsview	8391 Russell Road	Birdsview	NA	NA	NA	<del>NA</del> 750,000	NA
	E	Training Grounds	44872 SR 20	Concrete	NA	NA	NA	250,000	Future training grounds
	FN	Training Grounds	44872 SR 20	Concrete	NA	NA	NA	300,000	Improvements and additions

Dist	E/FN	Station Name	Address	City/Town	Admin (sf)	Bays (sf)	Total (sf)	Value (\$)	Notes	
11	E	Station 1, Dewey Beach	14825 Deception Rd, Bldg 1	Anacortes	NA	5,000	5,000	600,000	District 11 collects \$.45 per \$1,000	
	E		Bldg 2, West Addition	NA	NA	NA	2,400	NA		<del>No information received</del>
	E		Bldg 3, North Addition	NA	NA	NA	NA	1,250	NA	
	<u>Fn</u>		<u>Remodel bldgs. 1, 2 and 3</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>1,500,000</u>	<u>Cost of remodel project</u>
	E		Bldg 4, 2-Story House	NA	NA	NA	NA	950	NA	
	<u>FN</u>		<u>Remove Bldg 4 and shed</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<b>Formatted: Font: Bold</b>
	E		Bldg 5, Old Fire Station	NA	NA	NA	NA	1,300	NA	
	E		Bldg 6, Community Hall	NA	NA	NA	NA	1,400	NA	
E	Station 2, Marine Drive	4214 Wildwood Ln	Anacortes	NA	NA	4,086	300,000			
12	E	Bayview	12587 C Street	Mount Vernon	NA	NA	3,250	NA	NA	
13	E	Summit Park 1	8652 Stevenson Rd	Anacortes	1,080	4,545	5,625	700,000	NA	
	E	Summit Park 2	17433 Snee-Oosh Rd	La Conner	1,800	6,000	7,800	900,000	NA	
	<u>FN</u>	Summit Park 3	<del>12142 Chilberg Rd</del>	<del>La Conner</del>	<del>1,800</del>	<del>6,600</del>	<del>8,400</del>	<del>600,000</del> <u>900,000</u>	NA	
	E	Training Center	8652 Stevenson Rd	Anacortes	NA	NA	NA	600,000	NA	
	E	Sleeper Unit	17431 Snee-Oosh Rd	La Conner	NA	NA	NA	150,000		
<u>FN</u>	<del>Station 3</del>	<del>Unknown/TBD</del>	<del>TBD</del>	<del>TBD</del>	<del>TBD</del>	<del>TBD</del>	<del>900,000</del>			
14	E	Alger, Station 1	18726 Parkview Lane	Burlington	840	5,640	6,480	634,442	NA	
	E	Hobson, Station 2	5231 Hobson Rd	Bow	NA	NA	1,680	134,502	NA	
15	E	Lake McMurray	22790 Front Street	Mount Vernon	NA	NA	2,280	387,000	No information received.	
16	E	Day Creek	31693 South Skagit Highway	Sedro-Woolley	1800	1,935	3,735	NA	NA	
17	E	Guemes Island	6310 Guemes Island Rd	Anacortes	NA	NA	NA	314,000	Running at 100% capacity	
	FN	Guemes Island	Unknown	Guemes Island	NA	NA		800,000		
19	E	Marblemount	60157 SR 20	Marblemount					<del>No information received.</del>	
	E	Rockport	10914 Alfred Street	Rockport					<del>No information received.</del>	
	FN	Rockport	10914 Alfred Street	Rockport		5,500	5,500	900,000	Need a new station	
24	E	Station 38	30020 Swede Heaven Rd	Arlington	0	3	1,800	90,800	Updated values not included in update	
	E	Station 39	1115 Seemann St	Darrington	500	7	NA	500,000	Owned by Town of Darrington	
	E	White Horse Community Center	30020 Swede Heaven Rd	Arlington	NA	NA	NA	154,000	NA	
	E	Cloer Pump Station	31010 Sauk Prairie Rd.	Darrington	NA	NA	NA	10,000	Pump house and stationary water tank	

### Fire Apparatus (All Districts)

Dist	E/FN	Station	Type	Year	Make	Number	Quantity (gall)	GPM	Value (\$)
2	E	McLean Rd Fire Station 1	Engine/Pumper	1988	Western States	E2-62	1,000	1,200	147,700

Dist	E/FN	Station	Type	Year	Make	Number	Quantity (gall)	GPM	Value (\$)	
	E		Tender/Pumper	1997	H&W	T2-65	2,800	1,000	199,000	
	E		Ladder Truck	2005	E-One	L2-15	800	1,500	458,500	
	E		Heavy/Rescue	2001	International	R2-17	NA	NA	171,600	
	E		Command Vehicle	2016	Chevrolet	C2-10	NA	NA	31,500	
	E		Mass Casualty Trailer	1997	Wells Cargo	NA	NA	NA	6,100	
	FN		Engine/Pumper	2019			1,000	1,500	450,000	
	E	State Route 536 Fire Station 2	Engine/Pumper	1993	Freightliner	E2-61	1,000	1,500	184,200	
	E		Engine/Pumper	2016	Pierce	E2-11	1,000	1,500	400,000	
	3	E	Conway, Station 1	Pumper	2007	HME	E-311	1,000	1,250	408,200
		E		Pumper	1991	International	E-312	2,500	250	113,600
		E		Rescue	1999	International	E-317	NA	NA	147,700
		E		Tender	2004	Kenworth	T-316	3,400	250	284,700
		E		Utility	1994	Ford	U-318	NA	NA	16,100
		E		Command Vehicle	2015	Ford	B-3	NA	NA	45,000
E		Command Vehicle		2002	Ford	C-301			24,700	
E		Aid		2003	Ford	A-319	NA	NA	75,000	
E		Cedardale, Station 2	Pumper	2007	HME	E-321	1,000	1,250	397,800	
E			Pumper	1986	Ford	E-322	850	1,000	31,781	
E			Rescue	2004	International	R-327	NA	NA	198,900	
E			Brush	2009	Ford	B-324	250	300	25,000	
E										
4	E	Clear Lake Station 1	Command Vehicle	2012	Ford	410	NA	NA	45,000	
	E		Contender Pumper	2010	Pierce	411	750	1,500	NA	
	E		Tender	2006	Kenworth	416	3,000	350	NA	
	E		Pumper	2016	Pierce	412	750	1,500	420,396	
	E		Ambulance	2006	FMC	419	NA	NA	37,500	
	E	Clear Lake Station 2	Pumper	1991	Spartan	<del>412</del> 421	1,000	1,500	NA	
	E	Clear Lake Station 3	Brush Truck	2006	International	414	600	125	NA	
	E		Utility Vehicle	1992	Chevrolet	417	NA	NA	NA	
5	E	Edison	Engine/Pumper	2014	Pierce	511	750	1,250	NA	
	E		Engine/Pumper	2008	Darley	512	300	750	NA	
	E		Tanker/Tender	2002	Freightliner	516	4,000	750	NA	
	E		Medium Duty Rescue	2007	Pierce	517	NA	NA	NA	
	E	Allen	Pumper	2008	Darley	521	1,000	1,250	NA	
	E		BLS	2003	E350	529	NA	NA	NA	
	E		Pumper	1997	Darley	522	750	1,000	NA	

Dist	E/FN	Station	Type	Year	Make	Number	Quantity (gall)	GPM	Value (\$)
	E	Samish Island	Engine/Pumper	2001	Darley	531	750	1,200	NA
	E		Tanker/Tender	1991	GMC	536	1,500	750	NA
	E		BLS	2008	E350	539	NA	NA	NA
6	E	Burlington	Engine/Pumper	2002	Pierce	<del>611612</del>	750	1,500	211,000
	FN		Engine/Pumper	2026		<del>611612</del>	750	1,500	575,000
	E		Engine/Pumper	<del>1998</del> 2015	<del>Seagrave</del> Rosenbauer	<del>612611</del>	<del>1,000</del> 750	1,500	<del>147,840</del> 400,000
	FN		Engine/Pumper	<del>2022</del> 2035		<del>612611</del>	750	1,500	<del>500,000</del> 550,000
	E		Engine/Pumper	1991	E-One	621	500	1,000	158,400
	FN		Engine/Pumper	2019		621	500	1,000	<del>200</del> 350,000
	E		Heavy Engine/Rescue/Pumper	<del>1999</del> 2017	<del>Spartan</del> W.S. Darley	617	<del>NA</del> 350	<del>NA</del> 1,500	<del>227,040</del> 333,000
	FN		Engine/Rescue/PumpeHeavy-Rescue	<del>2019</del> 2037		617	NA	NA	<del>185,000</del> 400,000
	E		Ambulance	1998	Ford	619	NA	NA	10,000
	FN		Ambulance	2020		619	NA	NA	<del>185</del> 200,000
	E		Command Unit	1999	Ford 150	B6	NA	NA	5,000
	FN		Command Unit	2019		B6	NA	NA	50,000
	E		Command Unit	2016	Chevy Tahoe	601	NA	NA	50,000
	FN		Command Unit	2026		601	NA	NA	50,000
	E		Command Unit	2016	Ford F250	602	NA	NA	40,000
FN	Command Unit	2026		602	NA	NA	60,000		
	<del>E</del>		<del>Tender/Pumper</del>	<del>1980</del>	<del>Seagrave</del>	<del>616</del>	<del>2,300</del>	<del>1,500</del>	<del>20,000</del>
7	E	Lake Cavanaugh	Fire Automobile	1992	Ford	719	NA	NA	25,000
	E		Tanker	2011	Kenworth	716	3,000	750	205,200
	E		Pumper	2010	Pierce	711	1,000	1,000	250,000
	E		Light Rescue	2016	Ford	717	NA	NA	97,000
8	E	Hickson	Tender	1999	Freightliner	826	3,000	500	200,811
	FN		Tender	2023		826	3,500	500	250,000
	E		Aid Vehicle	1992	Ford F 350	829	NA	NA	35,000
	E		Command Vehicle	2008	Ford 250	801	NA	NA	30,000
	FN		Command Vehicle	2018		801	NA	NA	26,000
			Engine/Pumper	1999	Darley	851	1,000	1,500	381,308
	E		Engine/Pumper	2000	Darley	821	1,000	1,500	381,308
	E		Engine/Pumper	2013	H&W	852	1,000	1,500	300,000
	FN		Engine/Pumper	2025		821	1,000	1,500	330,000
	E		Punkin Center	Tender	1998	Freightliner	856	3,000	500
	FN	Tender		2025		856	3,500	500	278,000

Dist	E/FN	Station	Type	Year	Make	Number	Quantity (gall)	GPM	Value (\$)
	E		Aid Vehicle	1998	Ford 450	859	NA	NA	15,000
	FN		BLS/Aid Vehicle	2021		859	NA	NA	150,000
	E		Engine/Pumper	1999	Darley	831	1,000	1,500	381,308
	E	Prairie	Engine/Pumper	2013	H&W	832	1,000	1,500	300,000
	FN		BLS/Aid Vehicle	2020		830	NA	NA	150,000
	E		Quick Attack/Rescue	2008	General Fire	837	300	NA	130,000
	FN		Rescue Attack Vehicle	2031		837	500	500	150,000
	E		Command Vehicle	2012	Chevy SUV	802	NA	NA	31,000
	E		Command Vehicle	2019		802	NA	NA	27,000
	FN		Pumper	2024		832	1,000	1,500	275,000
	E	Sedro-Woolley	Tender	2005	International	5516	3,000	750	215,000
	E		Engine/Pumper	2006	GMC	841	1,000	1,500	100,000
	FN	Lyman	Pumper	2022		848	1,000	1,500	275,000
	FN		Aid Vehicle	2022		849	NA	NA	145,000
	E		Quick Attack/Rescue	2006	F350	847	300	NA	120,000
	FN		Rescue Attack Vehicle	2030		847	500	500	150,000
	E		Command Vehicle	2005	F250	803	NA	NA	21,779
	FN		Command Vehicle	2025		803	NA	NA	29,000
9	E	Main	Brush Tank	2000	Ford	912	250	NA	50,000
	E		Ambulance	2007	MedTec	919	NA	NA	50,000
	E		Engine	2006	Pierce	911	750	1,250	270,406
	E		Command Vehicle	2001	Ford	Battalion 9	NA	NA	28,404
	E		Command Vehicle	2012	Ford	910	NA	NA	45,000
	E		Ladder	1994	Pierce	915	NA	NA	40,000
	E		Super Tanker	2003	Kenworth	916	3,000	350	122,302
	E	Erlich	Engine	2001	Pierce	921	750	1,250	179,105
<del>10</del>	<del>E</del>	<del>Grassmere</del>	<del>Engine</del>	<del>1988</del>	<del>International</del>	<del>10-21</del>	<del>1,200</del>	<del>1,250</del>	<del>60,000</del>
10	E	Grassmere	Tanker/Tender	2014	Kenworth	10-26	3,000	750	285,000
	<del>E</del>		<del>Engine</del>	<del>1982</del>	<del>Ford</del>	<del>10-22</del>	<del>750</del>	<del>1,000</del>	<del>10,000</del>
	FN		Engine	2018	Kenworth	10-21	1,000	1,500	330,000
	<del>E</del>		<del>Rescue</del>	<del>2018</del>	<del>Ford</del>	<del>10-27</del>	<del>300</del>	<del>250</del>	<del>200,000</del>
	E	Birdsview	Engine	2013	International	10-11	1,000	1,250	240,000
	E		Command Vehicle	2001	Ford	10-18	NA	NA	NA
	E		Engine	<del>1984</del> 1989	<del>Ford</del> International	10-12	<del>1,000</del> 1,250	<del>1,000</del> 1,250	<del>20,000</del> 100,000
	<del>FN</del>		<del>Rescue</del>	<del>2017</del>	<del>Ford</del>	<del>10-24 or 10-27</del>	<del>300</del>	<del>NA</del>	<del>200,000</del>

Dist	E/FN	Station	Type	Year	Make	Number	Quantity (gall)	GPM	Value (\$)
<u>10</u>	FN		<del>Engine</del> Engine	2023	Kenworth	10-11	1,000	1,500	<del>330</del> 350,000
11	E	Station 1, Dewey Beach	Engine, Type 1	<del>2-0</del> 14	Spartan	<del>NA</del> 11-21	NA	NA	500,000
	E		Water Tender, Type 2	2004	Kenworth	<del>NA</del> 11-16	NA	NA	200,000
	E		Light Rescue	2015	F550	<del>NA</del> 11-17	NA	NA	250,000
	E		Brush Truck, Type 6	1992	Becker/Chevy	<del>NA</del> 11-14	NA	NA	100,000
	E		Crew Cab Truck	2016	Ford F250	<del>NA</del> 11-18	NA	NA	40,000
	E	Station 2, Marine Drive	Engine, Type 1	2000	Spartan/Darley	<del>NA</del> 11-22	NA	NA	350,000
	<u>FN</u>		<del>Engine, Type 1 replacement</del>	<u>TBD</u>	<u>TBD</u>	<u>NA</u>	<u>NA</u>	<u>NA</u>	<u>550,000</u>
	E		Engine, Type 6	2016	Ford/Fouts Bros	<del>NA</del> 11-24	NA	NA	150,000
	E		Engine, Type 1	1996	Spartan/Darley	<del>NA</del> 11-12	NA	NA	350,000
12	E	Bayview	Pumper	1992	NA	NA	NA	NA	NA
	E		Pumper/Tanker	1996	NA	NA	NA	NA	NA
	E		Fire Utility Truck	2003	NA	NA	NA	NA	NA
	E		Medical Van	1997	NA	NA	NA	NA	NA
13	E	Summit Park	Engine	2001	Central States	13-11	1,000	1,500	352,640
	E		Engine	1988	Ford	13-12	1,000	1,500	204,863
	E		Aerial	1970	Ford	13-15	400	500	59,929
	E		Ambulance	2000	Freightliner	13-19	NA	NA	150,000
	<u>FN</u>		Engine	TBD	TBD		1,000	TBD	420,000
	<u>FN</u>		<del>Ambulance</del> Brush	TBD	TBD		<del>NA</del> 400	<del>NA</del> tbid	<del>150,000</del> 50,000
	E		Ambulance	2001	Freightliner	<del>13-29</del> BLS13	NA	NA	150,000
	E		Engine	1996	Freightliner	13-21	1,000	1,500	<del>352,640</del> 400,000
	E		Brush	1996	Ford	13-24	400	500	75,000
	E		Tender	1990	Ford	13-26	3,000	1,500	200,000
	E		Utility	1987	F250 Ford	13-28	NA	NA	25,000
	E		Command Vehicle	2011	Ford	13-00	NA	NA	34,000
	E		Command Vehicle	1992	GMC	<del>13-04</del> 17	NA	NA	120,000
	<u>FNE</u>		<del>Engine</del> Air Refill	<u>TBD</u>	<u>TBD</u>	<u>Air-13</u>	<del>1,000</del> NA	<del>TBD</del> NA	<del>420,000</del> 50,000
	E		Engine	1997	Freightliner	13-31	1,000	1,500	<del>332,000</del> 352,640
	E		Rescue	1995	International	19-21	NA	NA	25,000
	E		Ambulance		Freightliner	<del>13-39</del> 29	NA	NA	150,000
14	E	Alger, Station 1	Engine	2009	International	1417	500	1,000	230,000
	E		Engine	1988	Ford	1411	1,000	1250	156,750
	E		Aid Unit	995	Ford	1419	NA	NA	50,000
	E		Tender	2011	Kenworth	1416	3,000	1,000	311,120

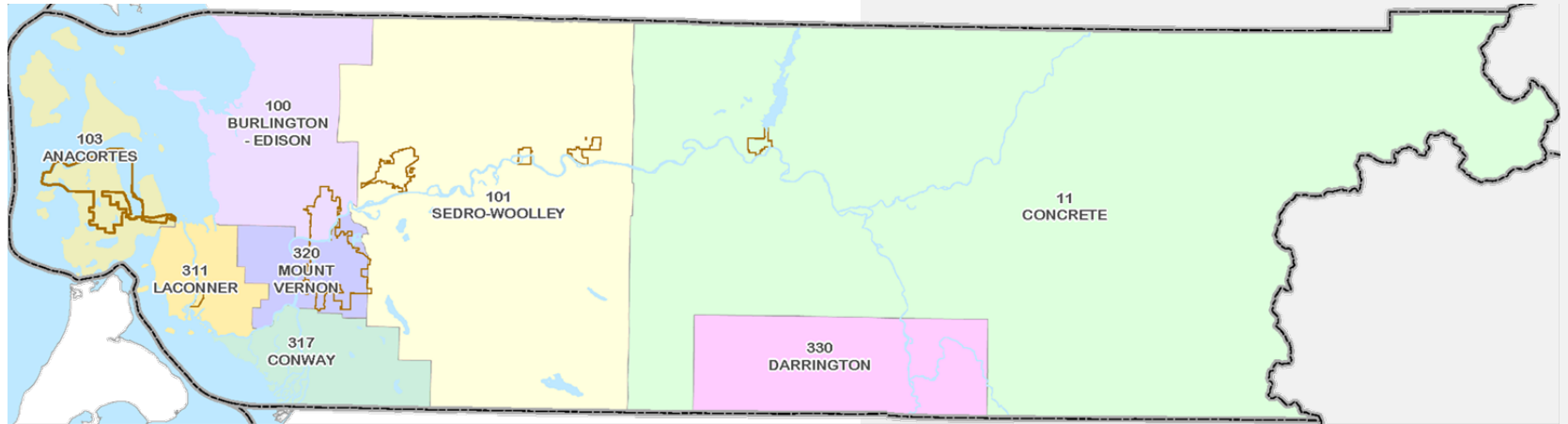
Dist	E/FN	Station	Type	Year	Make	Number	Quantity (gall)	GPM	Value (\$)
	E		Brush Truck	1994	Ford	B1414	230	100	50,100
	E	Hobson, Station 2	Engine	1995	International	1421	1,000	1,250	151,750
	E		Tender	1990	International	1426	2,000	500	63,610
	E		Aid Unit	1989	Ford	1429	NA	NA	50,100
<b>15</b>	E		Lake McMurray	Engine/Pumper	1990	Pierce	1511	500	1,500
	E	Tender		1989	International	1516	2,000	500	90,000
	E	Rescue Vehicle		1990	Chevrolet	1517	NA	NA	40,000
	E	Aid Vehicle		2003	Ford	1519	NA	NA	40,000
	E	<del>Aid Vehicle</del>		<del>1990</del>	<del>Ford</del>		<del>NA</del>	<del>NA</del>	<del>5,000</del>
	<u>FN</u>	<u>Rescue Vehicle</u>				<u>1519</u>	<u>NA</u>	<u>NA</u>	<u>50,000</u>
<b>16</b>	E	Day Creek	Engine/Pumper	2003	International	1611	1,000	1,250	150,000
	FN		Pumper/Tender		Unknown	1616	3,000	750	280,000
	E		Engine/Pumper	1995	Seagrave	1612	750	1,250	40,000
	E		Tanker/Tender	1987	Kenworth	1616	5,000	250	10,000
	E		Aide Unit	1994	Ford	1618	NA	NA	20,000
	E		Command Unit	2001	Ford	1610	NA	NA	10,000
<b>17</b>	E	Guemes Island	Truck/Pumper	2005	Pierce	1711	750	1,250	150,000
	E		Truck/Tanker	2006	Freightliner	1716	4,000	200	90,000
	E		Brush Truck	2009	Ford	1714	200	150	125,000
	E		Ambulance	2001	MedTec	1719	NA	NA	40,000
	E		Water Rescue	1995	Apex	1717	NA	NA	15,000
	E		Truck/Pumper	1991	Seagrave	1712	500	1,250	20,000
	E		Trailer/Air Refill	2017	Forest River/Eagle Air	Air-17	NA	NA	28,000
	FN		Truck/Pumper			1712			200,000
<b>19</b>	E	Marblemount	No information received						
<b>24</b>	E	Darrington	Engine 39	1997	Freightliner	3902	1,000	1,250	250,000
	E		Engine 39A	1980	Ford	3905	1,000	1,250	56,000
	E		Engine 38	2016	Rosenbauer	3808	1,000	1,250	280,000
	E		Tender 38	1998	Freightliner	3802	1,500	750	183,000
	E		Squad 39	2000	Ford	3801	300	150	45,000
	E		Brush 39	2001	Ford	3901	300	150	70,000
	E		Tender 39	1988	International	3904	3,000	750	15,000
	E		Utility 39-Command	2004	Ford Expedition	3916	NA	NA	10,000
	E		Hovercraft 38	2009	HOV POD	3806	NA`	NA	15,000
	E		Aid Car 38	2017	Ford	3811	NA	NA	200,000

Dist	E/FN	Station	Type	Year	Make	Number	Quantity (gall)	GPM	Value (\$)
	E		Aid Car 39	2004	Ford	3804	NA	NA	10,000
	E		ATV 39	2016	John Deere	3919	NA	NA	20,000
	E		Aid Car 39A	1990	Ford	3912	NA	NA	5,000
	E		Utility 38/Command Vehicle	2013	Chevy	3810	NA	NA	25,000





## School Districts



Skagit County is served by seven public school districts, special units of government created by the State of Washington that are operated and governed by locally elected school boards. Darrington School District is not included in this document because it supports only a very small population in Skagit County.

## Impact Fees

The County collects and imposes impact fees for schools under the authority provided by RCW 82.02.050-.090, which allows fees to be imposed on new development to be used to provide new schools that are reasonably necessary due to new development and that will provide benefits to new development. Impact fees generally cannot be used to address existing deficiencies.

SCC Chapter 14.30 allows the County to collect impact fees for a school district only if that district has submitted its Capital Facilities Plan and impact fee calculations to the County, and when that plan has been incorporated into the County's Comprehensive Plan. The County must ensure that the requirements of RCW Chapter 82.02 are met, that any impact fees collected are for public facilities, and that the administration requirements of RCW 82.02.070 are followed, including retaining in special interest bearing account, expending within 10 years, and other requirements. See also WAC 365-196-850.

School districts typically discuss existing deficiencies in terms of the ability of the school district to accommodate students in permanent facilities at each grade level. Each individual school capital facility plan contains a section on existing deficiencies and describes (in their capital improvement programs) the specific future needs that fees will be used to address.

## Analysis

Skagit County has reviewed each school district's adopted plans as required by WAC 365-196-415(4) and summarized the school districts' inventories of school capacities and enrollment, as reported in their most current capital facilities plans. The table provides information on "permanent" capacity in permanent school buildings, not home school students or portable classroom capacity. Most of the county's school districts make extensive use of "portable" classrooms to provide additional interim capacity for students when the permanent capacity in a school is exhausted.

Skagit County finds that several school districts are not providing sufficient permanent capacity to support development throughout the County. Mount Vernon School District and Burlington-Edison School District (BESD) are currently supporting their populations through large numbers of portable classrooms. BESD requires at least one new school. Mount Vernon also plans to build a new elementary school, renovations of Madison Elementary, and expansion of Mount Vernon High School.

## Facilities Inventory & Capacity Analysis

The school district capital facility plans below are incorporated into this document by reference and available on the County [website](#). Data shown is capacity figures as of the date of the district's Capital Facilities Plan. Enrollment figures are ~~2016~~ 2017 school year data from OSPI and capacity data is supplied by the district.

Table 4. Summary of school district capacities and needs

District	SD#	CFP	Elementary (K-6/8)			Middle Schools			High Schools			District Totals			Notes and Needs
			#	Cap	Enroll	#	Cap	Enroll	#	Cap	Enroll	Cap	Enroll	Diff	
Anacortes	103	2014	4	1584	1502	1	581	422	1	994	834	3159	2758	401	Anacortes has a Study & Survey instead of a CFP.
Burlington-Edison	100	2016	5	2700	1951	0	0	0	1	1225	1129	3150	3646	-496	BESD has 43 portable classrooms.
Concrete	11	—	1	840	289	1	330	90	1	420	177	1590	556	1034	Concrete doesn't have a CFP.
Conway	317	2014	1	520	417	1	0	0	0	0	0	520	417	103	High school students go to MVHS.
La-Conner	311	2013	1	314	279	1	214	103	1	390	191	918	571	347	LC has a Study & Survey instead of a CFP.
Mount Vernon	320	2017	6	2930	3043	2	1100	940	1	1596	2271	5626	6678	-1052	
Sedro-Woolley	101	2014	7	2016	2075	1	735	946	2	1425	1365	4176	4386	-210	
<b>Total</b>			25	10299	10800	7	2960	2501	7	5775	5753	19034	19052	-18	

District	SD#	Most Current CFP	Elementary (K-6/8)			Middle Schools			High Schools			District Totals			Notes and Needs
			# of schools	Cap	Enroll	# of schools	Cap	Enroll	# of schools	Cap	Enroll	Cap	Enroll	Diff	
Anacortes	103	2014	4	1584	1476	1	650	615	1	994	869	3228	2960	268	Anacortes has a Study & Survey instead of a CFP.
Burlington-Edison	100	2016	5	2200	2496	0	0	0	1	950	1078	3150	3574	-424	BESD has 43 portable classrooms.
Concrete	11	—	1	840	296	1	330	68	1	420	175	1590	539	1051	Concrete doesn't have a CFP.
Conway	317	2014	1	575	449	0	0	0	0	0	0	575	449	126	High school students go to MVHS.

<u>La Conner</u>	<u>311</u>	<u>2013</u>	<u>1</u>	<u>314</u>	<u>309</u>	<u>1</u>	<u>214</u>	<u>96</u>	<u>1</u>	<u>390</u>	<u>199</u>	<u>918</u>	<u>604</u>	<u>314</u>	<u>LC has a Study &amp; Survey instead of a CFP.</u>
<u>Mount Vernon</u>	<u>320</u>	<u>2017</u>	<u>6</u>	<u>2930</u>	<u>3676</u>	<u>2</u>	<u>1100</u>	<u>929</u>	<u>1</u>	<u>1596</u>	<u>2178</u>	<u>5626</u>	<u>6783</u>	<u>-1157</u>	<u>MVSD has 73 portable classrooms.</u>
<u>Sedro-Woolley</u>	<u>101</u>	<u>2014</u>	<u>7</u>	<u>2016</u>	<u>2425</u>	<u>1</u>	<u>735</u>	<u>644</u>	<u>2</u>	<u>1425</u>	<u>1353</u>	<u>4176</u>	<u>4422</u>	<u>-246</u>	<u>SWSD has 16 portable classrooms.</u>
<b><u>Total</u></b>			<u>25</u>	<u>10442</u>	<u>11127</u>	<u>6</u>	<u>2960</u>	<u>2318</u>	<u>7</u>	<u>5775</u>	<u>5852</u>	<u>19177</u>	<u>19297</u>	<u>-18</u>	<u>.</u>

## Miscellaneous Services

### Electric Power

Electricity service to Skagit County is provided by Puget Sound Energy, a privately held utility.

### Parks and Recreation

The entirety of Skagit County is served by park and recreation facilities provided by the County Parks Department, which are [described earlier in this document](#). There is also one independent park district in Skagit County: the entirety of Fidalgo Island is served by the Fidalgo Parks and Recreation District, which operates a pool and fitness center in Anacortes. Fidalgo Parks and Recreation District indicated it intends to develop a CFP during ~~2017~~ [late 2018-2019](#).

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## Public Sewer Providers

The County does not usually plan for sewer service in rural areas as GMA does not allow sanitary sewer service to be extended to rural areas except in limited circumstances.

The County reviews all plans involving facilities in the unincorporated area, with particular attention being given to the growth forecasts that the districts use to project future wastewater flows. The comprehensive sewer plans are also reviewed to ensure the following: 1) the district's planning area boundaries are consistent with UGA boundaries and 2) to make sure an urban area has adequately planned for future service. Each of the plans is available on the [County's CFP website](#).

MRSC maintains [information on water and sewer districts statewide](#). Note that Sewer District #3 (Campbell Lake) was dissolved by [Resolution 18290](#) on June 26, 2001.

### Sewer District #1 (La Conner)

Sewer District #1 provides sewer services primarily to residential La Conner, as well as a few seasonal businesses that operate in rural La Conner. The district's service area encompasses the Snee-oosh Beach area, on the west side of Skagit Bay (Hope Island area). Sewer District #1 is a member of the Washington Association of Sewer and Water Districts.

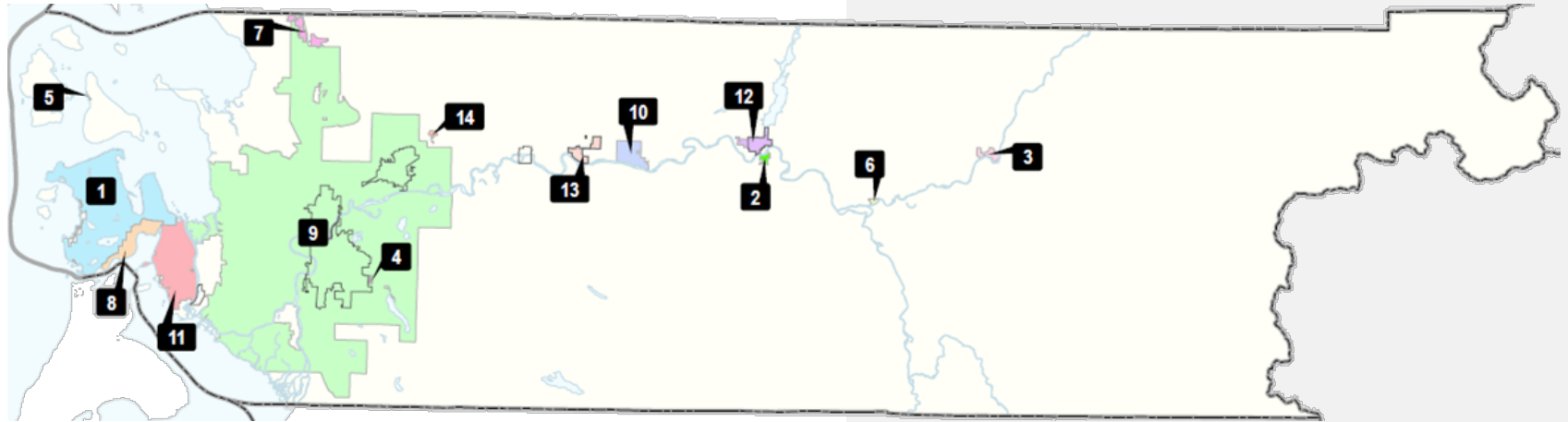
## Sewer District #2 (Big Lake)

The Comprehensive Sewer Plan for Sewer District No. 2 was submitted to Skagit County and adopted by the Board of County Commissioners through [Resolution R20080160](#) on March 25, 2008, and is incorporated by reference.

## Sewer District #4 (Bullerville Utility District)

In February 2017, Skagit County formally dissolved the district through [ordinance 20170001](#) .

## Public Water Providers



5 SKAGIT CO PUD - POTLATCH BEACH DIV 1	7 SKAGIT COUNTY PUD - ALGER	4 SKAGIT CO PUD - MOUNTAIN VIEW	13 TOWN OF HAMILTON
1 CITY OF ANACORTES	2 SKAGIT CO PUD - CEDARGROVE	6 SKAGIT CO PUD - ROCKPORT	14 UPPER SKAGIT TRIBAL COMMUNITY
8 SKAGIT COUNTY PUD - FIDALGO	9 SKAGIT COUNTY PUD - JUDY RESERVIOR	10 SKAGIT COUNTY WATER DISTRICT NO.1	
11 SWINOMISH TRIBAL COMMUNITY	3 SKAGIT CO PUD - MARBLEMOUNT	12 TOWN OF CONCRETE	

Skagit County is served by several publicly owned water utilities and many private water associations. The two largest providers are the City of Anacortes and Skagit PUD. Skagit PUD operates several remote systems outside of its main Judy Reservoir service area. Water service planning is documented in the [Skagit County Coordinated Water System Plan—Regional Supplement 2000](#).

The Public Water System Coordination Act and Department of Health implementing regulations ([WAC Chapter 246-293](#) and specifically [WAC 246-290-100](#)) require that certain water purveyors prepare a Water System Plan identifying their proposed program for compliance with and implementation of responsibilities defined in the Coordinated Water System Plan. Skagit County does not itself provide water service to any area of the County, but it reviews all plans involving facilities in the unincorporated area, including municipal activities outside corporate boundaries, for consistency with the County's Comprehensive Plan and the Coordinated Water System Plan.

Due to the volume and complexity of information contained in these plans, inventory and financing information is not repeated in this Capital Facilities Plan. Copies of approved Water System Plans are kept on file with the Skagit County Health Department, and are considered part of the Skagit County Coordinated

Water System Plan. Skagit County Comprehensive Plan Chapter 9, Utilities Element, contains additional information on County water systems.

Water System Plans are available on the CFP website for the publicly owned water providers when shown in the table below. The Alger Water District was formed in February 1996 but dissolved in 2001 and turned over to Skagit PUD.

Table 5. Public water providers

Water System	Plan	Governance	ERUs	Service Area (generally)	Water Source (generally)
City of Anacortes	2011	City of Anacortes	9,545 ERU	City and much of Fidalgo Island	Skagit River
Skagit PUD No. 1	2014	Three-member board of commissioners	45,939 ERU	Both incorporated and unincorporated Skagit County from east of Big Lake to the Swinomish Channel and more through remote systems	Skagit River/Judy Reservoir + eight remote systems
Swinomish Tribal Community	2011	Swinomish Tribe	<del>482</del> -650 ERU	Swinomish Reservation	City of Anacortes
Town of Concrete	2012	Town of Concrete	506 ERU	Town of Concrete and UGA	Grassmere Spring on Burpee Hill
Town of Hamilton	2013	Town of Hamilton	120 ERU	Town of Hamilton and UGA, Sections 11-14 in Township 35 North, Range 6	One groundwater well
Town of La Conner	2009	Town of La Conner	1964 ERU	Town of La Conner north to Highway 20	City of Anacortes
Town of Lyman	2013	Town of Lyman	221 ERU	Town of Lyman and outlying rural areas along the Town's existing distribution system	Two groundwater wells within the town boundaries
Upper Skagit Public Utility	—	Upper Skagit Tribe	—	Upper Skagit Reservation	Did not receive water plan for this CFP update
Water District No. 1	2006	Three-member board of commissioners	142 ERU	Highway 20 near Birdsvew, the Town of Concrete, and the Rasar State Park area	Two wells two miles east of Hamilton

ERU = Equivalent Residential Unit, used to equate non-residential or multi-family residential water usage to a specific number of single-family residences. Anacortes's total ERUs excludes the refineries (pg 4-15).



# Bayview Ridge UGA

## Overview

As the County's only non-municipal Urban Growth Area, the County is responsible for planning for capital facilities within the Bayview Ridge UGA. This chapter is intended to fully describe capital facilities planning for Bayview Ridge.

- Policies and background information for Bayview Ridge capital facilities are contained within the Bayview Ridge Subarea Plan Capital Facilities chapter.
- Frequently updated information (inventory, needs assessment, and analysis) are contained within this chapter or the rest of this CFP.

## County-Operated Capital Facilities

### County Parks

There are no county-owned parks located in the subarea. The Port of Skagit has a 10.4-mile trail system. The trails are gravel surfaced and approximately 8 feet in width. The trails connect to Josh Wilson and Farm to Market Roads with a future connection to SR 20 planned. This trail system augments and connects to future trails through the residential and community center areas. Regional facilities outside the Subarea include Bayview State Park, Padilla Bay National Estuarine Research Reserve, the county-leased Padilla Bay dike trail, and several ball fields.

### Level of Service (LOS) & Capacity Analysis

The following discussion of LOS standards for parks is adapted from the Skagit County Parks and Recreation Plan update adopted in 2013. A Level of Service analysis has traditionally been included in park and recreation plans as a useful way to inventory park and recreation facilities and to measure services to specific standards. Historically, a LOS value was calculated for each park and facility category based on population and then compared to a national standard. The practice of quantifying local levels of service to a national standard has not proven to be beneficial or justifiable. Each city, county or state's resources and needs are unique. Planning for parks services must arise from the abilities and goals of each individual jurisdiction. Because of this, the National Recreation and Park Agency ceased publishing their LOS standards.

Although LOS standards give an indication as to the degree of facilities and programs comparable Washington State counties provide their citizens, there are

many other dynamic factors contributing to priorities/need in Skagit County. Skagit County need assessments are developed using public input, survey results, observed “use patterns,” as well as LOS comparisons of other counties. A combination of these contributory factors are weighed and ultimately ranked as to their overall degree of need. These results, along with current and forecasted population numbers, are used to determine an existing and future need statement.

The Skagit County Parks and Recreation (SCPR) department uses a four-pronged approach to assess facility and park needs. LOS standards are part of the formula used when establishing recreational needs. The formula has the following components:

- LOS standards, which provide service levels from other Washington State Counties and provide guidance in establishing LOS standards in Skagit County;
- Public input, which provides fundamental information from those who use or oversee facilities and programs in Skagit County and indicate facility or program need;
- Use patterns, which provides information from those who use or oversee facilities and programs in Skagit County and indicate facility or program need;
- Surveys, which provide a statistically valid means of distinguishing the needs of Skagit County residents.

The “level of service” standards are derived from an average of three Washington State counties. The counties used for comparison are Whatcom, Snohomish, and Spokane. Level of Service (LOS) standards are often derived by the number and size of facilities without accounting for the facility conditions. The condition of facilities becomes important for making proper comparisons in service levels. It is one of the reasons SCPR is incorporating several other factors into the equation when determining priorities.

#### DEFICIENCIES & PROPOSED IMPROVEMENTS

The 2013 Parks and Recreation Plan recognizes that the Bayview Ridge UGA is being developed at a higher density than other surrounding unincorporated lands. To provide park service to this area, a community park site and trails are proposed. The timeline of development for this park will parallel the timeline for other Bayview Ridge UGA infrastructure. Trail corridors connecting to the Port of Skagit’s trail system are highly recommended.

## Solid Waste

### SYSTEM DESCRIPTION

Waste collection in Bayview Ridge is provided by Waste Management Northwest on a voluntary basis. Waste Management Northwest provides weekly collection of both solid waste and recyclables. Collected waste is hauled to the county's main transfer station located within the Subarea at the intersection of Ovenell and Farm to Market Roads. Residents and businesses within unincorporated Skagit County may also choose to self-haul solid waste and recyclables to the transfer station.

### LEVEL OF SERVICE (LOS) & CAPACITY ANALYSIS

The LOS for solid waste is defined as six pounds per person per day. This LOS is used to determine the volume that must be accommodated within the transfer stations. The Skagit County Public Works Department Solid Waste Division reports that there are no current deficiencies or anticipated improvements. The Division anticipates adoption of an updated Solid Waste Management Plan in early 2018.

## Non-County Capital Facilities

### Fire Protection

Three fire protection districts, operating out of three fire stations, now serve the Bayview Ridge Subarea. The extent of development within the Subarea and the designation of the Port of Skagit property as a UGA have prompted on-going planning efforts between the fire districts to determine how to best serve the area. Currently, fire protection services are provided as follows:

- Fire Protection District No. 2 is a volunteer district serving the area south of SR 20 and a majority of the Bayview Ridge Heavy Industrial area. The District No. 2 station is located south of SR 20 and has been expanded by the addition of one more bay in anticipation of meeting future demand. The signalization of the SR 20/Farm to Market Road intersection enables emergency vehicles from the District to pass easily across SR 20 by triggering a red light. The majority of District No. 2's protection area lies outside the Bayview Ridge Subarea.
- Fire Protection District No. 12, also a volunteer district, provides fire protection services to the area north of Josh Wilson Road and west of Farm to Market Road, as well as the PACCAR Technical Center (within the Bayview Ridge Subarea). The District 12 station is located in the community of Bayview, north and west of the Bayview Ridge Subarea.

- Fire Protection District No. 6, serving the majority of the Subarea, is co-located with the Burlington Fire Department, and serves an area extending west from Burlington to include the Bayview Ridge residential area and Country Club, the 1800-plus-acre Port of Skagit ownership, and all private UGA acreage previously within Fire District No.12 north of Ovenell Road (excluding the PACCAR Technical Center).

Fire District No. 6 serves an approximate 29-square mile area. The District contracts with the City of Burlington Fire Department and the two entities essentially operate as one department. Fire District No. 6, itself, has no full or part time employees. The City of Burlington employs six full time personnel and has approximately 37 part-time, paid on-call volunteer personnel. These city employees, using a combination of city and Fire District fire fighting vehicles, provide service within the City of Burlington and, by contract, to the Fire District.

Fire District No. 6 constructed a new fire station in 2005 on a donated 60,000-square-foot parcel on Peterson Road within the Bayview Ridge Subarea. The 7,000-square-foot station is manned under a residential fire fighter program supplemented by part-time and volunteer firefighters. The Fire District purchased one new fire engine in 2015 and is expecting delivery in December. Two engines, rescue truck, and an aid care are housed at the Bay Ridge Station. One engine, a salvage truck, and either a tender or second fire engine are housed at the new station.

The Bayview Ridge UGA must meet LOS requirements for urban level fire protection service. These requirements are specified in the Countywide Planning Policies. Based on Countywide Planning Policy No. 1.7, the LOS standard for UGAs is an ISO grading of five or better. ISO ratings measure the level of fire service protection available within a fire district. The ratings are based on a number of factors, including training, equipment, water availability, and response capability. Ratings fall within a scale of one to ten, with the lower number being better. An "A" next to a rating stands for tanker credit, which means that the district can provide a certain amount of water in a continuous flow for a specified time.

### Deficiencies & Proposed Improvements

Long-range fire protection needs will require increases in equipment, training, and manpower to maintain an effective level of protection. Fire District No. 6 will experience the greatest increase in demand for service. With increased development of the Bayview Ridge UGA, increased full-time employment, as opposed to volunteer service, can be expected to occur.

Fire hydrant placement in industrial development must be adequate to provide sufficient volume and pressure for firefighting needs. These needs can be met through adoption and enforcement of development standards.

Fire District No. 6 identified the need to retrofit the rescue truck with an on-board compressor to allow filling SCBA bottles at the scene of a fire and was identified by staff and Commission last year, and has submitted a grant application through FEMA to assist with the purchase. With projected growth and rise in service calls through 2025, District No. 6 sees the need to build a satellite fire station east of Burlington by 2018.

Fire District No. 2's Capital Improvement Plan for 2013 includes a second replacement at station 2 for \$450,000 from bank reserves in 2018.

Skagit County has no updated capital facilities information for 2018 from Fire District No. 12.

## Public Water

### System Description

Public water service within the Bayview Ridge Subarea is provided by Skagit Public Utility District No. 1 (Skagit PUD). The majority of the Subarea is served by public water, although a few single-family homes are still served by private wells.

Skagit PUD has certificated and pending water rights to 35.8 million gallons per day of source water per year. Skagit PUD provides water service to new developments and, together with the City of Anacortes, serves the County's urban areas. Skagit PUD infrastructure is recorded on maps and in individual project files in the District's office.

**Water Supply.** Skagit PUD obtains its primary water supply from the Cultus Mountain watershed. A portion of the waters of Gilligan, Salmon, Mundt, and Turner Creeks are diverted to Judy Reservoir. This reservoir is created by two dams and stores 1,450-million gallons at water surface elevation 465 feet. A new pump station and pipeline from the Skagit River to Judy Reservoir provides a more reliable alternative source of supply. A large portion of the unincorporated County population is served by the Judy Reservoir system. The Bayview Ridge area is currently served by interties with the City of Anacortes. Skagit PUD has long-term plans to provide service to Bayview Ridge from the Judy Reservoir through a series of projects scheduled to be completed by the year 2020. With its 1996 Skagit River Memorandum of Agreement, Skagit PUD does not anticipate any shortage of supply before 2050.

**Treatment and Storage.** Water is pumped from Judy Reservoir to the water treatment plant. The treatment plant has been expanded to 30 MGD peak flow. Treated water flows from the treatment plants to 4.2 million gallon storage tanks that supply the transmission system by gravity.

**Transmission and Distribution.** The transmission and distribution pipelines of the Judy Reservoir system consist of over 595 miles of water mains, and over 31 million gallons of potable water storage capacity.

### Level of Service (LOS) & Capacity Analysis

The Skagit County Coordinated Water Supply Plan has adopted levels of service shown in the table below. The adopted 2000 standards represent a decrease from previous years due to public awareness and water conservation methods.

Table 6. Water demand standards

Per Capita Consumption Per Day	LOS 2000
Urban	135
Rural	90
Urban Peak Day to Avg Day	2:1
Rural Peak Day to Avg Day	2.6:1

Water demand projections for the years 2000, 2010, 2020, 2030, 2040, and 2050 have been made using the water demand standards along with the population, commercial, and industrial growth projections for the PUD No. 1 water service area. Year 2050 peak day demand for the District's service area is forecasted in the 2000 Skagit County Coordinated Water System Plan to be 70.2 MGD.

#### BAYVIEW RIDGE SUBAREA

Water system improvements in the Bayview Ridge Subarea have responded to the needs of the Skagit Regional Airport, industrial development, and the residential subdivisions located in the eastern portion of the Subarea. The Subarea is currently served by PUD No. 1 through an intertie with the City of Anacortes. Distribution lines in Bayview Ridge range from 3 to 18 inches in diameter. There were 586 residential and commercial meters in 1994, and approximately 726 meters in 2000. One of the district's top ten high demand customers, Sierra Pacific Industries mill, is located in the subarea.

The PUD's water system plan anticipates urban development of the full Urban Growth Area (UGA) and includes a series of projects that will provide service to the UGA from the Judy Reservoir system by the year 2020. A new 2.9 million gallon storage reservoir for the Bayview Ridge area was constructed in 1999. This

reservoir was sized to accommodate increased storage and to reduce reliance on the intertie with the Anacortes system. Available reservoir storage is dependent on the topography of the area served so as to maintain minimum pressure. However, it is expected that the tank could serve 8,290 Equivalent Residential Units (ERUs) at build-out for this Subarea.

A portion of Ovenell Road does not have public water installed. This section of line will be installed by the developer when property in the area is further developed.

## Wastewater

### System Description

The City of Burlington provides sewer service to the industrial area and existing residential subdivisions within Bayview Ridge. Burlington's sanitary sewer system consists of a wastewater treatment plant and numerous collection system facilities and sewer mains.

Burlington's sewer system service area includes the area within the city limits, as well as surrounding unincorporated areas. The service area is divided into the western (including Bayview Ridge) and eastern service areas. Burlington purchased the Port of Skagit's sanitary sewer collection system in 2000, after expiration of the original interlocal agreement for service. Port tenants are Burlington city sewer customers.

### Level of Service (LOS) & Capacity Analysis

Adequate design of wastewater treatment and conveyance facilities requires the determination of the quantity and quality of wastewater generated from each of the contributing sources. Increases in wastewater flows can be attributed to a variety of sources: population and commercial growth in sewer areas, extension of sewer service to areas previously on septic systems, and increases in infiltration and inflow. The majority of flow increases to the western service area will be generated by extension of sewer service into the Bayview Ridge residential area and general growth within the UGA.

The flow design standards established in the City of Burlington Wastewater Comprehensive Plan (2010 to 2030) are summarized below. “GPCD” means gallons per capita per day; “GPAD” means gallons per acre per day.

**Table 7. Wastewater flow standards**

Average Dry Weather Flow	LOS
Residential (gpcd)	70
Commercial (gpac)	1,200
Industrial – West Service Area (gpac)	500
Industrial – East Service Area (gpac)	1,200

The table below shows the wastewater flow projections for the years 2007-8 and 2025. Projections were made using the flow design standards along with the population, commercial, and industrial growth projections for the City of Burlington sewer service area.

**Table 8. Wastewater flow projections**

Flow (MGD)	2007-8	2025
Avg. Dry Weather Flow	1.37	3.73
Avg. Annual Flow	1.6	4.48
Max. Monthly Flow	1.94	5.05
Peak Daily Flow	2.16	8.84

### Deficiencies & Proposed Improvements

The City of Burlington wastewater treatment plant expansion was completed in 2001. This expansion to 3.79 million gallons per day provides treatment capacity through 2025. The City of Burlington Wastewater Comprehensive Plan (2010

Numerous improvements to the sewer collection system have been made in the last decade to serve the growing industrial area. For example, pump station #8 was added at Peterson and Avon Allen Roads in order to provide an independent pressure flow from the base of the hill to the sewer treatment plant. Further upgrades will need to be made, most notably along Peterson Road, and these improvements will be financed by developers of adjacent properties.



## Schools

### System Description

The Burlington-Edison School District has five elementary schools and one high school. The Bayview Ridge Subarea is served by Bay View Elementary, located adjacent to the subarea on the north side of Josh Wilson Road, and Burlington-Edison High School, located in the City of Burlington. According to the School District's 2016 six-year Capital Facilities Plan, the District's permanent capacity is 3,150, whereas the full-time equivalent enrollment in 201~~5~~7-201~~6~~8, was 3,~~699~~574. The School District is using portable classrooms to house students until new permanent facilities become available.

### Level of Service (LOS) & Capacity Analysis

The district's standard of service is a class size of 25 students per classroom. Portable classrooms used to house the excess enrollment "are not included in the calculation of the District's permanent capacity." Furthermore, the standard may need to be adjusted as the student population changes, according to the district's capital facilities plan.

The District's 2016 Capital Facilities Plan forecasts an enrollment increase of 2.8 percent, or approximately 106 students, in the next six years.

### Deficiencies & Proposed Improvements

The School District relates projections of new dwelling units to the number of new K-12 students. Because the Bayview Ridge Subarea Plan no longer anticipates significant residential growth within the UGA, there will be minimal impact on the school district.

## Drainage

### SYSTEM DESCRIPTION

Existing surface drainage within the Bayview Ridge Subarea is accommodated by drainage systems (primarily open ditches) in the developed areas and by sheet flow in undeveloped areas. No natural channelized systems exist within the Subarea. Higgins Slough flows along the southeast corner of the Subarea. The southeastern and southwestern portions of the Subarea lie within Drainage District 19; the remainder of the Subarea lies within the Skagit County Drainage Utility and Drainage District No. 14. Downstream, drainage from Bayview Ridge flows to sloughs which outlet to Padilla Bay and to drainage ditches constructed and maintained by Drainage Districts No. 14 and 19, Dike and Drainage District No. 12, and the Skagit County Drainage Utility.

As the Bayview Ridge Subarea has developed, the increased impervious surfaces have resulted in increased volumes of surface water runoff and increased peak flow rates. The increased runoff can impact the low-lying farmlands, which are typically within one of the Drainage Districts. Some stormwater detention and water quality facilities have been constructed within the Subarea, including within the Port of Skagit ownership. Although detention facilities have been constructed within the residential area, these facilities are not always adequately maintained, and, in some instances, this results in little or no detention capability.

In July 1995, Drainage District No. 19 entered into an agreement with the Port of Skagit to accept runoff from Port property. The Port compensates the District for capital costs associated with improvements to the District's drainage system that are required to accommodate the additional runoff. The District is not responsible for the Port's stormwater system outside of the District's boundary.

Downstream recipients of stormwater runoff from the Bayview Ridge Subarea include Drainage Districts 14, and 19, and Dike and Drainage District 12. For Districts 12 and 14, the downstream drainage district ditch systems are at capacity, and runoff from the Subarea can increase flooding of farmland near the base of the hill. The individual Districts have different drainage facilities and consequently, different approaches to accommodating upland drainage. Stormwater discharge to downstream drainage district facilities has historically not been coordinated.

In 2007, Skagit County completed the Bay View Watershed Stormwater Management Plan for the Bayview sub-basin to determine the impacts of the increased stormwater discharge due to development within the Subarea.

#### LEVEL OF SERVICE (LOS) & CAPACITY ANALYSIS

Drainage District 19 maintains all drainage facilities within the Indian Slough Basin, which is divided into the Little Indian Slough Basin and the Big Indian Slough Basin. This drainage basin encompasses most of the designated Urban Growth Area. Because of its trend toward urbanization, many stormwater treatment and conveyance systems already exist within this drainage basin, including a pump station at the outlet. Flooding in Big Indian Slough appears to be concentrated near the confluence of the runoff from the Urban Growth Area, including Skagit Regional Airport, and the main stem of Big Indian Slough. Widening of the Big Indian Slough channel is proposed by the Bay View Watershed Stormwater Management Plan to alleviate the flooding in this area. To mitigate for flooding in Little Indian Slough, the County has replaced the Farm-to-Market Road culvert and obtained a flood easement for the parcel near the outlet, just upstream of Bayview-Edison Road.

Dike and Drainage District No. 12, adjoining the Subarea on the west, utilizes a system of pumps and tide gates to discharge water to Padilla Bay at No Name Slough. There are few ponds or stormwater detention facilities within the No Name Slough basin. One primary detention facility is located on the PACCAR property. Pursuant to the Bay View Watershed Stormwater Management Plan – Phase 2 report issued in 2010, increased pumping capacity is proposed to reduce the flooding in the slough’s lowland areas. In addition, replacement of several undersized culverts is recommended.

Drainage District 14 lies northeast of the Subarea. A drainage analysis was prepared by the District in 2002 (Letter Report, January 29, 2002, Semrau Engineering) which analyzed the capacity of the District’s ditches and outfalls. That portion of the Bayview Ridge Subarea that drains to District No. 14, drains to the South Spur Ditch, which flows into the Joe Leary Slough system. The outfall of the Joe Leary Slough is dependent on tidal fluctuations. The County Drainage Utility has worked with District No. 14 to increase the capacity of the South Spur Ditch and Joe Leary Slough. A backflow prevention structure will be constructed by District No. 14 in the South Spur Ditch to minimize the impact of backwater effects near its confluence with Joe Leary Slough. As with the other drainage basins in the Bay View Watershed area, flooding in Joe Leary Slough is largely driven by the tidal cycle. The Bay View Watershed Stormwater Management Plan recommends several alternatives, such as construction of a slough bypass, conveyance modifications to allow additional storage near the outlet, and a pump station at the outlet.

#### DEFICIENCIES & PROPOSED IMPROVEMENTS

As Bayview Ridge continues to grow, the increased development will result in additional surface water runoff.

The majority of drainage from the Port of Skagit ownership discharges to a Drainage District No. 19 ditch crossing Higgins Airport Way, just north of SR 20. This ditch eventually discharges into Big Indian Slough and Padilla Bay.

The 2013 Port of Skagit Stormwater Management Program addresses existing and potential drainage problems within the Port ownership. The drainage system consists of roadside ditches, detention/ retention ponds, culverts, and conveyance pipes. The Skagit Regional Airport Stormwater Management Plan includes a detailed storm drainage capital improvement program and to date, improvements have been constructed as proposed. Within the Bayview Business Park, stormwater detention is provided on a regional basis, but water quality treatment is the responsibility of individual properties. Water treatment facilities are included in detention facilities for the Airport, however.

Runoff from privately held industrial lands (i.e. outside the Port ownership) will be required to meet County surface water/drainage requirements contained in SCC 14.32. Both detention and water quality treatment will be provided on a lot-by-lot basis as development occurs.

The Stormwater Management Plan for the Bayview Sub-basin addresses issues such as a capital facilities program and financing plan which recognizes the interrelationship and overlap between the County Drainage Utility and Dike and Drainage District No. 12 and Drainage Districts 14 and 19. Agreements have been developed between the County Drainage Utility and Drainage Districts 12 and 14 to coordinate discharge to the downstream drainage facilities; a future agreement will be developed with District 19. Project developers will provide drainage infrastructure at the time of development that will be consistent with the standards and BMPs presented in the Department of Ecology 2012 Stormwater Management Manual.

For stormwater projects related to Bayview Ridge, see [Stormwater Management](#) in this plan.

# Revenue & Capacity Analysis

## Overview

A key feature of the CFP is providing public facility capacity to meet current demand based on capacity assumptions and population trends. The CFP should relate to the adopted land use plan, should utilize the same or compatible population growth and distribution projections, and should share the same planning horizon (currently 2025) to achieve consistency.

GMA requires the CFP include a *requirement to reassess the land use element* if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. This section analyzes the foregoing inventory, needs, and levels of service, along with the expected revenues and expenditures within the next six-years, to determine if reassessment is necessary.

## Assumptions

### Population Growth Assumptions

Estimated capital facilities needs for this plan are based on the population projections in Countywide Planning Policy 1, amended in 2016.

The Capital Facilities Plan is part of the Comprehensive Plan, and GMA requires that all parts of the Comprehensive Plan be internally consistent. The Capital Facilities Plan must continue to use the population projections that have been adopted by the County (and cities) as part of the Countywide Planning Policies and the Comprehensive Plan.<sup>11</sup>

This Capital Facilities Plan plans for growth in unincorporated Skagit County outside of urban growth areas. The Bayview Ridge UGA is not included in these figures. Planning for capital facilities for the Bayview UGA is contained in the Bayview Ridge Subarea Plan.

## Conclusion

Each of the needs identified in the County-owned capital facilities chapter has a planned project and a reasonable expected funding source for projects within the next six years.

The existing inventory of County capital facilities, plus the projects listed in the CFP, will enable the County to accommodate existing needs and provide adequate public facilities for the County's expanding population. No reassessment of the land use element is therefore required.

<sup>11</sup> Internal consistency requires all elements of a comprehensive plan to be based upon the same planning period and the same population projections. *Evergreen Islands v. Skagit County* 00-2-0046c (FDO, 2-6-01).

## Attachment 2a     **2019-2024**

### **SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

#### **THESE NEW PROJECTS ARE BEING CONSIDERED FOR INCLUSION ON THE 2019-2024 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

##### **ADA Transition Plan**

Per the American Disability Act, Skagit County Public Works is required to create an ADA Transition Plan to address barriers that will identify non-complaint ADA issues within Public Works right of way. The plan will identify and evaluate barriers that will include strategies to prioritize and remove them, and meet ADA requirements in the future.

(Pg 2)

##### **Government Bridge (Paint)**

This project will clean and paint the Government Bridge over the Sauk River on Concrete Sauk Valley Road. There is currently no secured funding, however a Federal Bridge Grant will be available in 2019 that Public Works will apply for.

(Pg 18)

##### **Guemes Ferry Terminal (Girder Replacement)**

This project will design and replace the 3 most eastern girders on the Guemes Island Ferry Terminal's Anacortes side. This is an important step to replace the deteriorating girders prior to retro-fitting the terminal and constructing the battery bank storage area for the new all-electric Guemes Island Ferry.

(Pg 22)

##### **Hansen Creek Bridge (Fish Passage)**

This project will replace an undersized culvert with a bridge to improve fish passage and conveyance. The majority of funding for this project is through the Salmon Recovery Funding Board. With some contributions from PSE and Skagit River Systems Cooperative.

(Pg 24)

##### **Little Mountain Road (Drainage & Reconstruction)**

Improve and replace failing culverts, improving drainage and restore the road base on Little Mountain Road from the intersection of Amick Road to West Big Lake Blvd.

(Pg 30)

##### **March's Point Road (Stabilization & Repair)**

This project will stabilize and repair the failing road base along the eastern side of March's Point. The road is failing in numerous locations from North Texas Road to the north end of the road due to tidal influence.

(Pg 31)

##### **Peterson Road Shared Use Trail**

This project will construct a shared use trail connecting the Bayview Ridge Community with the Port of Skagit trail system. Efforts will be made construct the trail within the existing right-of-way.

(Pg 34)

### **Prevedal / Pipeline Permanent Emergency Access Road**

This project will research and plan the best route to provide a permanent emergency access road for future road failures on both of these dead-end roads. Once that plan/route is determined, a design, right of way needs, and construction/improvements will be vetted with the community.

(Pg 36)

### **Skagit River Marblemount Bridge (Paint)**

This project will clean and paint the Skagit River Marblemount Bridge on Cascade River Road. There is currently no secured funding, however a Federal Bridge Grant will be available in 2019 that Public Works will apply for.

(Pg 38)

## **THESE PROJECTS ARE ANTICIPATED TO REMAIN ON THE 2019-2024 TRANSPORTATION IMPROVEMENT PROGRAM**

### **Active Warning Signs**

This project will install active warning signs for icy road conditions on Alger Cain Lake Road and South Skagit Highway, where there are a high number of crashes that can be contributed to ice on roadway. Design started in 2018, and construction is scheduled for 2019

(Pg 1)

### **Bay View Edison Joe Leary Slough Bridge**

This project will be seeking funding through the Federal Highways Bridge Program to replace/repair the bridge deck and make minor repairs to the bridge. Currently the majority of the bridge deck is in condition state 2 (patched) or condition state 3 (loss of material or delaminating).

(Pg 3)

### **Bow Hill Road Reconstruction**

The County received \$2.3 Million from the Rural Arterial Program (RAP) funding from the State County Road Administration Board. We have completed design in 2018 and construction is currently scheduled for 2020, due to ongoing bridge projects in the vicinity.

(Pg 4)

### **Bradshaw Road Rehabilitation**

This work will improve the shoulders and roadway between McLean Road and Summers Drive followed by applying a cap over the existing concrete panels to improve and stabilize the road surface. Design of the project is scheduled for 2020 and is anticipated to go to construction in 2021.

(Pg 5)

### **Centennial Trail (Big Rock to Clear Lake) – (On Regional TIP)**

This project will design a non-motorized path from Big Rock to Clear Lake as part of the connection or portion of the Centennial Trail the currently runs through Snohomish County. Survey was completed in 2016 and the County was awarded \$215,250 in Federal funding to complete the design phase of the project. We will be seeking additional funding for the construction phase through various grant programs as they become available.

(Pg 6)



### **Concrete Sauk Valley Road (Milepost 13.0)**

The Sauk River is eroding land and has encroached on Concrete Sauk Valley Road. Preliminary counter measures were installed in 2013, but the County will need to determine a permanent repair to stabilize the bank and stop the erosion into Concrete Sauk Valley Road. The County has hired the firm Natural System Design in 2018 to provide Public Works with three alternative repairs and bring the selected one to a 30% design. This will help in obtaining grant funding for construction.

(Pg 7)

### **Cook Road / Interchange / Old Hwy 99 (short term)**

This intersection is a chronic issue due to backups from train traffic at the grade crossing. Skagit County, Washington State Department of Transportation, Sedro-Woolley, Burlington, and The Skagit Council of Governments have partnered to come up with low cost improvements that can become part of the bigger solution to improve traffic flow and relieve backups.

(Pg 8)

### **Farm to Market / Josh Wilson Intersection Improvements**

This project will be seeking Highway Safety Improvement Program (HSIP) funding to make safety improvements at the intersection of Farm to Market Road and Josh Wilson Road. Public Works as begun evaluations of the intersection to determine the best solution and will begin pre-liminary design work in 2018

(Pg 14)

### **Francis Road Section 1, milepost 5.05 to 5.66 – (On Regional TIP)**

This project will reconstruct, widen, and address drainage concerns on this section of Francis Road to current standards and improve safety. This section of Francis Road that intersects with State Route 9 has been awarded grant funding through the States Rural Arterial Preservation (RAP) program for \$900,000. In addition, the County was awarded \$250,000 in Federal Surface Transportation Program funding to help with design. Public Works goal is too constructed in 2018 at the same time as the State project on SR 9 and Francis Road. Staff will work with WSDOT to coordinate projects and try to reduce impacts to the public traveling this roadway.

(Pg 15)

### **Francis Road Section 3, milepost 2.75 to 3.75 – (On Regional TIP)**

This project will reconstruct, widen and re-align the roadway, and remove a functionally obsolete bridge and re-align the road. We were award Federal Surface Transportation Program funding of \$480,075 to start design and right-of-way acquisition. We will continue to seek funding through CRAB and other viable funding sources.

(Pg 16)

### **Francis Road Section 4, milepost 1.48 to 2.75**

This project will reconstruct, widen and re-align the roadway, and widen the existing bridge to current standards. We will seek funding for this section of road through CRAB and other viable funding sources.

(Pg 17)

### **Green Road Rehabilitation**

This work will improve the shoulders, roadway and drainage between Cook Road and Kelleher Road by applying a cap over the existing concrete panels to improve the road surface.

(Pg 19)

### **Guardrail (Installation and Upgrades)**

This project will install and/or upgrade guardrail at locations on Bow Hill Road and South Skagit Highway to protect vehicles from run off the road crashes.

(Pg 20)

### **Guemes Ferry Trail**

This project was vetted by the Guemes Ferry Trail Committee on Guemes Island. It will include the design and construction of a multi-use path from the Guemes Island Ferry Terminal to the Schoolhouse Park. The trail will use Guemes Island Road right-of-way where available to construct the trail. There is currently no Skagit County funding budgeted for the trail at this time. However, the trail committee is collecting donations and along with Skagit County, is seeking grant funding for the design and construction cost of this trail.

(Pg 23)

### **Josh Wilson Road Phase 1 – (On Regional TIP)**

This project will stabilize and reconstruct the failing road base and will include improvements to the roadway. The project limits are from the intersection of Avon Allen Road to Jensen Lane. The County has received \$285,000 in grant funding from the Surface Transportation Program (STP) for design in 2016 and 2017. In addition, we were awarded \$1,057,552 for construction through STP that is programed for 2019. The County was also recently awarded funding through the Rural Arterial Preservation Program of \$87,000 and is in line to get additional funding in 2019 of up to \$930,000. While this project was scheduled to go to construction in 2019, it has been pushed out to 2020 due to budgetary reasons and other project scheduling.

(Pg 26)

### **Josh Wilson Road Phase 2**

This project will stabilize and reconstruct the failing road base and will include bringing the roadway up to current design standards. The project limits are from SR 11 to Avon Allen Road.

(Pg 27)

### **Josh Wilson Road Phase 3**

This project will stabilize and reconstruct the failing road base and will include bringing the roadway up to current design standards. The project limits are from Jensen Lane to Emily Lane.

(Pg 28)

### **Josh Wilson Road Phase 4**

This project will stabilize and reconstruct the failing road base and will include bringing the roadway up to current design standards. The project limits are from Higgins Airport Way to Farm To Market Road.

(Pg 29)

### **North Fork Skagit Bridge Replacement (#40037)**

A Type, Size, and Location Study was completed in 2011. This bridge connects Fir Island to the western county and is an important route carrying freight and farming traffic. It is also a detour route for I-5 due to emergency closures and overweight and size loads. The bridge is not load restricted at this time, but is a fracture critical bridge and is functionally obsolete. The current estimated replacement cost for this bridge is \$25-Million. We will continue to perform maintenance and repairs on the bridge, while seeking funding for replacement.

(Pg 32)

### **North Fruitdale/Kalloch Road Arterial Improvements**

This project will seek grant funding to widen and reconstruct Fruitdale Road and Kalloch Road in cooperation with the City of Sedro-Woolley and the business park development on the Northern State Property.

(Pg 33)

### **Peterson Road (Urban)**

This project will seek funding through the Transportation Improvement Board (TIB) to bring Peterson Road up to urban standards with curb, gutter, and sidewalks to match existing to the east. The project will connect the Bayview neighborhood to the Port of Skagit and their trail system

(Pg 35)

### **Sinclair Island Marine Access (# 40160)**

This project is to determine viable options for the replacement of the dock facility; staff is currently seeking grant funding for this project.

(Pg 37)

### **South Shore Road (Guemes Island)**

This project is to continue to explore ways to stabilize and route South Shore Road.

(Pg 39)

### **South Skagit Highway (Fish Habitat Improvements, Mill Creek Area)**

This project originally studied the feasibility to realign South Skagit Highway to improve fish habitat and reduce bridge maintenance issues at Mill Creek. The study found the cost to be somewhat prohibitive and is now focusing on improving water flows on the existing alignment that may include bridge replacement and culvert improvements. The funding for the study was grant funded by the Salmon Recovery Fund Board (SRFB) and Seattle City Light. They are currently seeking additional funding for construction.

(Pg 40)

### **Thomas Creek Bridge (Old Hwy 99 N)**

This project will seek funding to replace the Thomas Creek Bridge. This bridge is one of a few remaining timber structure bridges in the County.

(Pg 41)

### **Upper Finney Creek Bridge (Strengthening)**

This project is seeking grant funding to strengthen the Upper Finney Creek Bridge on Finney Creek Road to increase the "Load Capacity" of the bridge that would allow it to accommodate loaded logging trucks or other mining activities that are currently restricted from using it.

(Pg 42)

## **GUEMES ISLAND FERRY PROJECTS**

### **Guemes Ferry Boat Replacement (Electric) (On Regional TIP)**

To replace the current Guemes Island Ferry or to modify as needed to meet present and future needs of the ferry service.

(Pg 21)

### **Guemes Ferry Terminal (Girder Replacement)**

(SEE NEW PROJECTS)

## **EMERGENT / MISCELLANEOUS PROJECTS FOR 2019-2024**

### **Emergent Fish Passage & Culvert Projects**

These are emergent projects for water conveyance and fish passage projects.

(Pg 9)

### **Emergent Non-Motorized Projects**

These projects are for emergent non-motorized type project.

(Pg 10)

### **Emergent Safety Improvement Projects**

These projects are for emergent safety projects.

(Pg 11)

### **Emergent School Safety Projects**

These projects are for emergent school safety projects, school zones, school bus stops.

(Pg 12)

### **Emergent Slope Stabilization Projects**

These projects are for emergent slope stabilization projects.

(Pg 13)

### **HMA (Hot Mix Asphalt) Overlay Project**

This program reviews pavement rating data in conjunction with Operations Division input on a yearly basis to determine which asphalt roadways to resurface. The tentative overlay project for 2019 is to overlay a portion of Mclean Road, from Milepost 3.25 (Beaver Marsh Road) to Milepost 5.47 (Mount Vernon City Limits).

(Pg 25)

## **THESE PROJECTS WILL BE DELETED FROM THE 2019-2024 SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM**

*The following projects or studies were determined to be complete, or scheduled for completion, or are no longer required in 2019*

### **Friday Creek Bridge (Old Hwy 99)**

This project has received \$360,000 funding through the Federal Highways Bridge Program to replace/repair the bridge deck and make repairs to the bridge. The design phase was completed in 2018 and is scheduled to begin construction in 2018-2019.

### **Guemes Ferry Parking Lot Improvements (Guemes Island)**

This project was down grade to minor improvements and no longer includes paving. It will install a new fence along the western border of the property. This work will take place in 2019.

### **Illabot Creek Alluvial Fan Restoration**

This project is a salmon habit project that restored the historic channels of Illabot Creek by removing levees and constructing two new bridges on Rockport Cascade Road. This project was awarded Salmon Recovery Funding Board funding and Skagit County has been working with the Skagit River System Cooperative to administer the bridge construction portion of this project. Design was started in 2017 and construction will be completed in 2018.

### **Peterson Road**

This project was seeking funding and partners to improve/widen Peterson Road to urban standards from the Bayview Ridge neighborhood to the Higgins Airport Way. We will seek improvements through the development of the area for road improvements. As for pedestrian and bicycle use, we have added a new project to design and construct a shared use path that connects the residential area to the Port Trail System.

### **River Bend Road Improvements**

This project was removed as it was originally thought to be part of the Bridge Mod funding. However, it was determined that the monies would be used in other areas of greater need. The County will continue to work with the local dike district to maintain and make improvements as needed along River Bend Road.

### **Samish River Bridge Repair (Old Highway 99 N.)**

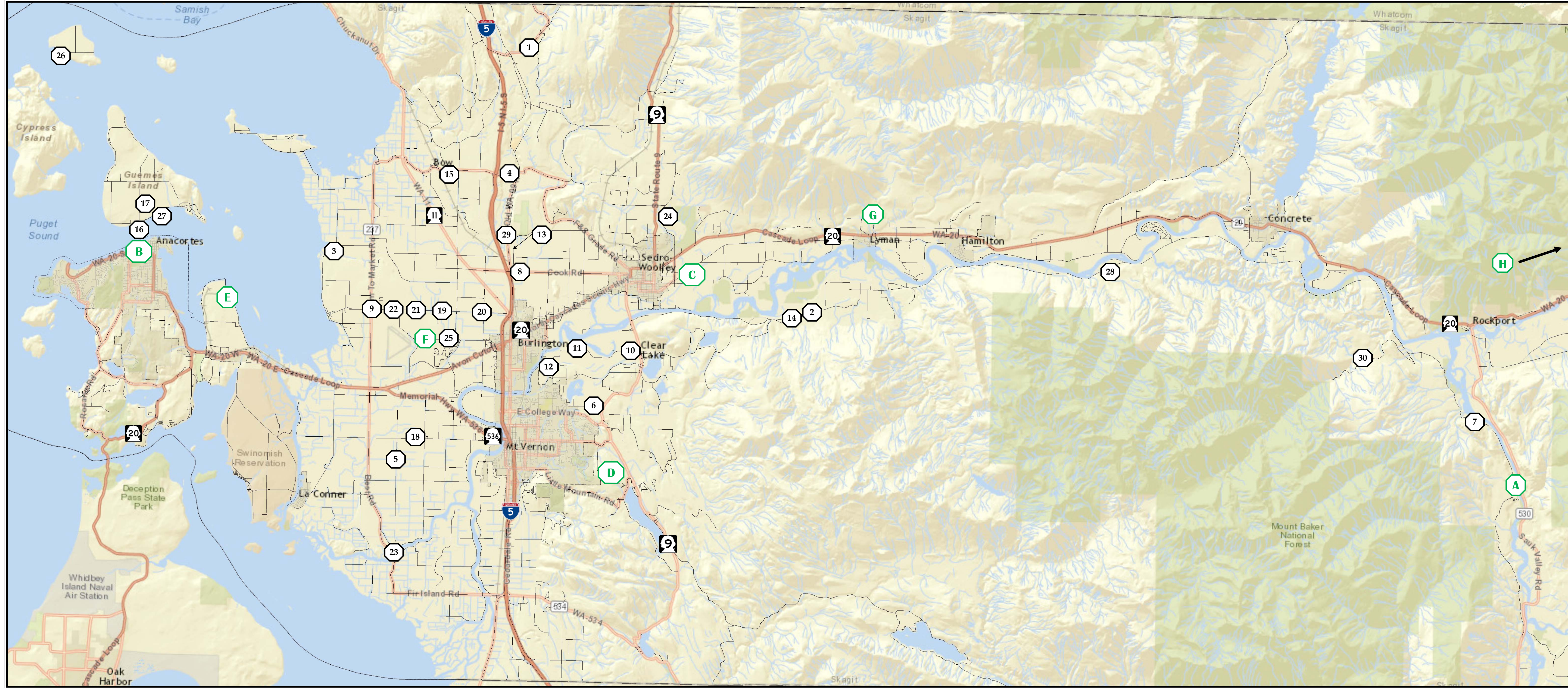
This was awarded grant funding of \$832,000 through the Federal Highways Bridge Program to replace/repair the bridge deck and make repairs to the bridge. The design was completed in 2018 and repairs will begin in 2018-2019.

### **Skagit River Bridge Modification & Interstate Highway Protection Project**

Skagit County has initiated planning and preliminary engineering on flood risk reduction projects that complement levee improvements in the project area, including outreach, mapping, surveying, design, and engineering. The modification and improvement of the existing system of levees, drainage and transportation systems to reduce the flood risk to these areas, including I-5, SR 20, SR 536, Bennett Road, and others as determined in addition to the BNSF RR. Design is completed for the projects and fund obligation and construction will begin in 2019.



# 2019–2024 TRANSPORTATION IMPROVEMENT PROGRAM



PROJECTS ADDED TO THE TIP	
MAP I.D.	PROJECT NAME
N/A	ADA Transition Plan
A	Government Bridge (Paint)
B	Guemes Ferry Terminal (Girder Replacement)
C	Hansen Creek Bridge (Fish Passage)
D	Little Mountain Road (Drainage & Reconstruction)
E	March's Point Road (Stabilization & Repair)
F	Peterson Road Shared Use Trail
G	Prevedal / Pipeline Permanent Emergency Access Road
H	Skagit River Marblemount Bridge (Paint)

PROJECTS ON THE TIP	
MAP I.D.	PROJECT NAME
1	Active Warning Signs (Alger Cain Lake Road)
2	Active Warning Signs (South Skagit Highway)
3	Bay View-Edison Joe Leary Slough Bridge (Deck Overlay)
4	Bow Hill Road Reconstruction
5	Bradshaw Road Rehabilitation
6	Centennial Trail (Big Rock to Clear Lake)
7	Concrete Sauk Valley Road (Milepost 13.0)
8	Cook Road / Interchange / Old Hwy 99 (Short Term)
9	Farm to Market / Josh Wilson Intersection Improvements
10	Francis Road Section 1, milepost 5.05 to 5.66
11	Francis Road Section 3, milepost 2.75 to 3.75
12	Francis Road Section 4, milepost 1.48 to 2.75
13	Green Road Rehabilitation
14	Guardrail (South Skagit Highway)

PROJECTS ON THE TIP	
MAP I.D.	PROJECT NAME
15	Guardrail (Bow Hill Road)
16	Guemes Ferry Boat Replacement or Overhaul/Modifications
17	Guemes Ferry Trail
18	HMA (Hot Mix Asphalt) Overlay - McLean Road
19	Josh Wilson Road Phase 1
20	Josh Wilson Road Phase 2
21	Josh Wilson Road Phase 3
22	Josh Wilson Road Phase 4
23	North Fork Skagit Bridge Replacement (#40037)
24	North Fruitdale / Kalloch Road Arterial Improvements
25	Peterson Road (Urban)
26	Sinclair Island Marine Access (# 40160)
27	South Shore Road (Guemes Island)
28	South Skagit Highway (Fish Habitat Improvements, Mill Creek Area)

PROJECTS ON THE TIP	
MAP I.D.	PROJECT NAME
29	Thomas Creek Bridge (Old Hwy 99 N)
30	Upper Finney Creek Bridge (Strengthening)
31	
	Emergent Fish Passage & Culvert Projects
	Emergent Non-Motorized Projects
	Emergent Safety Improvement Projects
	Emergent School Safety Projects
	Emergent Slope Stabilization Projects







# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		ACTIVE WARNING SIGNS (Install Active Warning Signs) 53540 & 07000 Varies to Varies Project would install Active Warning Signs for Icy Road Conditions on Alger Cain Lake Road and South Skagit Highway.	WA-10727	11/20/17	12/04/17		R20170227	21		0.100	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2019	HSIP	90,000		0	0	90,000
<b>Totals</b>				<b>90,000</b>		<b>0</b>	<b>0</b>	<b>90,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	90,000	0	0	0	0
<b>Totals</b>	<b>90,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SMPO

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		ADA TRANSITION PLAN  to ADA Transition Plan (Identify, document, and develop)	WA-11623					18			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	50,000	50,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>50,000</b>	<b>50,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	10,000	10,000	10,000	20,000
<b>Totals</b>	<b>0</b>	<b>10,000</b>	<b>10,000</b>	<b>10,000</b>	<b>20,000</b>





# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		BAY VIEW-EDISON JOE LEARY SLOUGH BRIDGE (DECK OVERLAY) Bay View Edison Road 5.80 to 5.82 Replace the Bridge Deck	WA-09548  8240900					47	C	0.020	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	STP(BR)	60,000		0	12,000	72,000
P	CN	2021	STP(BR)	400,000		0	80,000	480,000
<b>Totals</b>				<b>460,000</b>		<b>0</b>	<b>92,000</b>	<b>552,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	72,000	0	0	0	0
CN	0	480,000	0	0	0
<b>Totals</b>	<b>72,000</b>	<b>480,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		/ T290(001) BOW HILL ROAD 21200 0.00 to 0.61 Reconstruct sloughing portion of Bow Hill Road from Old Hwy 99 and North Darrk Lane.	WA-01134					06		0.610	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2020		0	CRAB	2,253,745	1,898,309	4,152,054
<b>Totals</b>				<b>0</b>		<b>2,253,745</b>	<b>1,898,309</b>	<b>4,152,054</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	4,152,054	0	0	0
<b>Totals</b>	<b>0</b>	<b>4,152,054</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09		BRADSHAW ROAD REHABILITATION 44410 0.00 to 3.81 Rehab and Resurface Concrete Roadway - Summers Drive to McLean Road	WA-04190					06		3.810	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	150,000	150,000
P	CN	2021		0		0	1,500,000	1,500,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>1,650,000</b>	<b>1,650,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	150,000	0	0	0
CN	0	0	1,500,000	0	0
<b>Totals</b>	<b>0</b>	<b>150,000</b>	<b>1,500,000</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		/ 2029(049) CENTENNIAL TRAIL (Big Rock to Clear Lake) Centennial Trail Big Rock to Clear Lake Build a pedestrian/bicycle trail that will link into the Centennail Trail from Big Rock to Clear Lake.	WA-06321					28		3.500	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2023		0	Ped/Bike Program	2,201,000	0	2,201,000
<b>Totals</b>				<b>0</b>		<b>2,201,000</b>	<b>0</b>	<b>2,201,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	0	0	0	2,201,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,201,000</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		CONCRETE SAUK VALLEY ROAD STABILIZATION 08000 13 to 13.5 Bank stabilization and culvert along the Sauk River	WA-03595					44		0.500	EIS	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	OTHER	305,000	0	305,000
P	CN	2020		0	OTHER	1,570,000	200,000	1,770,000
<b>Totals</b>				<b>0</b>		<b>1,875,000</b>	<b>200,000</b>	<b>2,075,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	305,000	0	0	0	0
CN	0	1,760,000	0	0	0
<b>Totals</b>	<b>305,000</b>	<b>1,760,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		COOK ROAD / INTERCHANGE / OLD HWY 99 (IMPROVEMENTS) 63000 1.75 to 1.97 Cook Road / Interchange / Old Hwy 99 (Short Term Improvements) from Interstate 5 through Old Hwy 99 N intersection to Green Road in partnership with WSDOT.	WA-01137					03	C G O P S T W	0.220	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	STP(R)	1,000,000	OTHER	500,000	250,000	1,750,000
P	RW	2021	STP(R)	400,000	OTHER	250,000	100,000	750,000
P	CN	2023	DEMO	7,500,000	OTHER	4,500,000	1,500,000	13,500,000
<b>Totals</b>				<b>8,900,000</b>		<b>5,250,000</b>	<b>1,850,000</b>	<b>16,000,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	1,750,000	0	0	0
RW	0	0	709,000	0	0
CN	0	0	0	0	13,024,040
<b>Totals</b>	<b>0</b>	<b>1,750,000</b>	<b>709,000</b>	<b>0</b>	<b>13,024,040</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		EMERGENT FISH PASSAGE & CULVERT PROJECTS Various Locations to Culvert Replacement (Fish Passage and Water Conveyance)	WA-01168					44			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0		0	30,000	30,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>30,000</b>	<b>30,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	5,000	5,000	5,000	5,000	10,000
<b>Totals</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>10,000</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		EMERGENT NON-MOTORIZED PROJECTS  to Emergent Non-Motorized Project(s)	WA-01219					28			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0		0	12,000	12,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>12,000</b>	<b>12,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,000	2,000	2,000	2,000	4,000
<b>Totals</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>4,000</b>





# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		EMERGENT SAFETY IMPROVEMENT PROJECTS Various Locations to Emergent Safety Projects - PE	WA-01235					21			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0		0	12,000	12,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>12,000</b>	<b>12,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,000	2,000	2,000	2,000	4,000
<b>Totals</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>4,000</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		EMERGENT SCHOOL SAFETY PROJECTS Various Locations to School Zone, School Bus, Pedestrian Safety projects etc.	WA-01237					21			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0		0	12,000	12,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>12,000</b>	<b>12,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	2,000	2,000	2,000	2,000	4,000
<b>Totals</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>2,000</b>	<b>4,000</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		EMERGENT SLOPE STABILIZATION PROJECTS Various Locations various to various Various slope locations	WA-01248					44			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0		0	30,000	30,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>30,000</b>	<b>30,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	5,000	5,000	5,000	5,000	10,000
<b>Totals</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>5,000</b>	<b>10,000</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		FARM TO MARKET / JOSH WILSON INTERSECTION IMPROVEMENTS 31010 & 33000 Varies to Varies Reconfigure Intersection to Improve Safety	WA-10728					01	P W	0.750	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019	HSIP	210,776		0	23,420	234,196
P	RW	2019	HSIP	27,000		0	3,000	30,000
P	CN	2020	HSIP	1,927,971		0	0	1,927,971
<b>Totals</b>				<b>2,165,747</b>		<b>0</b>	<b>26,420</b>	<b>2,192,167</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	234,196	0	0	0	0
RW	30,000	0	0	0	0
CN	0	1,927,971	0	0	0
<b>Totals</b>	<b>264,196</b>	<b>1,927,971</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		FRANCIS ROAD Section 1 79000 5.050 to 5.660 Rehilitate and widen Francis Road to current standards to improve safety and stabalize the road base.	WA-01171					03		0.610	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2019		0	CRAB	860,106	1,278,829	2,138,935
<b>Totals</b>				<b>0</b>		<b>860,106</b>	<b>1,278,829</b>	<b>2,138,935</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	2,138,935	0	0	0	0
<b>Totals</b>	<b>2,138,935</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		FRANCIS ROAD Section 3 79000 2.75 to 3.75 Reconstruct this section of Francis Road. Includes bridge replacement.	WA-01192  40004					03		1.000	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	RW	2021	STP(R)	75,000		0	10,125	85,125
P	CN	2023	HSIP	2,168,200	CRAB	900,000	90,000	3,158,200
<b>Totals</b>				<b>2,243,200</b>		<b>900,000</b>	<b>100,125</b>	<b>3,243,325</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	0	85,125	0	0
CN	0	0	0	0	3,152,525
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>85,125</b>	<b>0</b>	<b>3,152,525</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		FRANCIS ROAD Section 4 79000 1.48 to 2.75 Reconstruct this section of Francis Road. Includes bridge widening.	WA-01193  40003					03		1.280	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	OTHER	450,000	45,000	495,000
P	RW	2022		0	OTHER	70,000	7,000	77,000
P	CN	2024		0	OTHER	3,500,000	350,000	3,850,000
<b>Totals</b>				<b>0</b>		<b>4,020,000</b>	<b>402,000</b>	<b>4,422,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	495,000	0	0
RW	0	0	0	77,000	0
CN	0	0	0	0	3,850,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>495,000</b>	<b>77,000</b>	<b>3,850,000</b>

# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		GOVERNMENT BRIDGE - Sauk River (Paint) Concrete Sauk Valley Road 16.66 to 16.72 Clean and Paint the Government Bridge	WA-11801  08414100					47		0.060	EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	BR	120,903		0	13,434	134,337
P	CN	2021	BR	2,104,617		0	0	2,104,617
<b>Totals</b>				<b>2,225,520</b>		<b>0</b>	<b>13,434</b>	<b>2,238,954</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	134,337	0	0	0
CN	0	0	2,104,617	0	0
<b>Totals</b>	<b>0</b>	<b>134,337</b>	<b>2,104,617</b>	<b>0</b>	<b>0</b>





# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09		GREEN ROAD REHABILITATION 61410 0.000 to 1.215 Rehab and Resurface Concrete Roadway - Kelleher Road to Cook Road	WA-04192					06		1.210	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	50,000	50,000
P	CN	2021		0		0	450,000	450,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>500,000</b>	<b>500,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	50,000	0	0	0
CN	0	0	450,000	0	0
<b>Totals</b>	<b>0</b>	<b>50,000</b>	<b>450,000</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		GUARDRAIL (Installation / Upgrade Various Locations) 07000 & 21200 Varies to Varies Install and/or upgrade guardrail on Bow Hill Road and South Skagit Highway.	WA-10726					21		0.560	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2019	HSIP	485,000		0	0	485,000
<b>Totals</b>				<b>485,000</b>		<b>0</b>	<b>0</b>	<b>485,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	485,000	0	0	0	0
<b>Totals</b>	<b>485,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		GUEMES FERRY BOAT REPLACEMENT (ELECTRIC) NA NA to NA Replace the current Guemes Island Ferry with a new electric powered ferry that will include shore side facilities to meet present and future needs of the ferry service.	WA-01265					26		0.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2020	Discretionary	10,000,000	CRAB	7,500,000	2,650,000	20,150,000
<b>Totals</b>				<b>10,000,000</b>		<b>7,500,000</b>	<b>2,650,000</b>	<b>20,150,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	0	10,075,000	10,075,000	0	0
<b>Totals</b>	<b>0</b>	<b>10,075,000</b>	<b>10,075,000</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SMPO

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		GUEMES FERRY TERMINAL (GIRDER REPLACEMENT) Anacortes Ferry Dock to Replace three most eastern girders at Guemes Island Ferry Terminal (Anacortes)	WA-11616  08151100					14			EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0		0	25,000	25,000
S	CN	2020		0		0	475,000	475,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>500,000</b>	<b>500,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,000	0	0	0	0
CN	0	475,000	0	0	0
<b>Totals</b>	<b>25,000</b>	<b>475,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		GUEMES FERRY TRAIL  0.00 to 1.50  Design and construct a multi-use trail from the Guemes Island Ferry Landing to the School House Park.	WA-09551					28		1.500	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	Ped/Bike Program	100,000	0	100,000
P	RW	2020		0		0	25,000	25,000
P	CN	2021		0	Ped/Bike Program	1,200,000	0	1,200,000
<b>Totals</b>				<b>0</b>		<b>1,300,000</b>	<b>25,000</b>	<b>1,325,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	100,000	0	0	0	0
RW	0	25,000	0	0	0
CN	0	0	1,200,000	0	0
<b>Totals</b>	<b>100,000</b>	<b>25,000</b>	<b>1,200,000</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		HANSEN CREEK BRIDGE Minkler Road 0.30 to 0.40 Project will replace an undersized culvert with a bridge to improve fish passage and conveyance.	WA-11697					08	P T W	0.100	EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	CN	2019		0	OTHER	1,968,500	0	1,968,500
<b>Totals</b>				<b>0</b>		<b>1,968,500</b>	<b>0</b>	<b>1,968,500</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN	1,968,500	0	0	0	0
<b>Totals</b>	<b>1,968,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		HMA OVERLAY PROJECT (2019) McLean Road (#44000) 3.25 to 5.47 Hot Mix Asphalt (HMA) Overlay on various county roads TBD.	WA-07268					05		2.220	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2019		0		0	40,000	40,000
S	CN	2019		0	CRAB	668,000	0	668,000
<b>Totals</b>				<b>0</b>		<b>668,000</b>	<b>40,000</b>	<b>708,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	40,000	0	0	0	0
CN	668,000	0	0	0	0
<b>Totals</b>	<b>708,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06		/ 7318(001) JOSH WILSON ROAD Phase 1 33000 1.80 to 2.90 Reconstruct and Stablize Josh Wilson Road to current road standards	WA-06522					04		1.100	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	CN	2020	STP(R)	1,057,552	CRAB	87,221	1,081,427	2,226,200
<b>Totals</b>				<b>1,057,552</b>		<b>87,221</b>	<b>1,081,427</b>	<b>2,226,200</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
CN		2,226,200	0	0	0
<b>Totals</b>		<b>2,226,200</b>	<b>0</b>	<b>0</b>	<b>0</b>





# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06		JOSH WILSON ROAD Phase 2 33000 0.00 to 1.83 Reconstruction and Stabilize to current road standards.	WA-07317					04	G P T W	1.830	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	CRAB	252,900	28,100	281,000
P	RW	2022		0	CRAB	90,000	10,000	100,000
P	CN	2023		0	CRAB	3,420,000	380,000	3,800,000
<b>Totals</b>				<b>0</b>		<b>3,762,900</b>	<b>418,100</b>	<b>4,181,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	281,000	0	0
RW	0	0	0	100,000	0
CN	0	0	0	0	3,786,210
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>281,000</b>	<b>100,000</b>	<b>3,786,210</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06		JOSH WILSON ROAD Phase 3 33000 2.88 to 3.75 Reconstruct and widen to current road standards	WA-07318					04	P T W	0.870	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023	STP(R)	97,740		0	15,000	112,740
P	RW	2023	STP(R)	50,000		0	6,750	56,750
P	CN	2024		0	CRAB	1,369,791	152,199	1,521,990
<b>Totals</b>				<b>147,740</b>		<b>1,369,791</b>	<b>173,949</b>	<b>1,691,480</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	112,740
RW	0	0	0	0	56,750
CN	0	0	0	0	1,521,990
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,691,480</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06		JOSH WILSON ROAD Phase 4 33000 3.85 to 4.87 Reconstruct and widen to current road standards.	WA-07319					04	P T W	1.020	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023		0	CRAB	115,470	12,830	128,300
P	RW	2023		0	CRAB	45,000	5,000	50,000
P	CN	2024		0	CRAB	1,558,800	173,250	1,732,050
<b>Totals</b>				<b>0</b>		<b>1,719,270</b>	<b>191,080</b>	<b>1,910,350</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	128,300
RW	0	0	0	0	50,000
CN	0	0	0	0	1,732,050
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,910,350</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SMPO

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
17		LITTLE MOUNTAIN ROAD (DRAINAGE & RECONSTRUCTION) 72000 0.00 to 0.46 Improve/replace failing culvert, improving drainage, and restore road base.	WA-11624					06	P W	0.460	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0	TIB	300,000	50,000	350,000
P	CN	2020		0	TIB	2,800,000	350,000	3,150,000
<b>Totals</b>				<b>0</b>		<b>3,100,000</b>	<b>400,000</b>	<b>3,500,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	350,000	0	0	0	0
CN	0	3,150,000	0	0	0
<b>Totals</b>	<b>350,000</b>	<b>3,150,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SMPO

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		MARCH'S POINT ROAD REPAIRS 16610 3.70 to 5.10 Reinforce and repair roadway to past condition	WA-11615					07		1.400	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0	TIB	250,000	25,000	275,000
P	RW	2021		0	TIB	15,000	1,500	16,500
P	CN	2022		0	TIB	1,500,000	150,000	1,650,000
<b>Totals</b>				<b>0</b>		<b>1,765,000</b>	<b>176,500</b>	<b>1,941,500</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	275,000	0	0	0
RW	0	0	16,500	0	0
CN	0	0	0	1,650,000	0
<b>Totals</b>	<b>0</b>	<b>275,000</b>	<b>16,500</b>	<b>1,650,000</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		NORTH FORK BRIDGE REPLACEMENT 44010 6.10 to 6.40 Replace the North Fork Bridge over the Skagit River on Best Road	WA-01221  40037					08		0.300	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022	BR	2,470,000		0	100,000	2,570,000
P	RW	2023		0		0	100,000	100,000
P	CN	2024	BR	17,480,000		0	4,850,000	22,330,000
<b>Totals</b>				<b>19,950,000</b>		<b>0</b>	<b>5,050,000</b>	<b>25,000,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	2,570,000	0
RW	0	0	0	0	100,000
CN	0	0	0	0	22,330,000
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,570,000</b>	<b>22,430,000</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		NORTH FRUITDALE/KALLOCH ROAD ARTERIAL IMPROVEMENTS 91050 2.65 to 3.5 Reconstruct and make road and safety improvements on Fruitdale Road to use as a second route/access to Northern State Business Park.	WA-08545					03		0.850	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	Discretionary - STP	250,000		0	33,750	283,750
P	RW	2021	Discretionary - STP	50,000		0	6,750	56,750
P	CN	2022	Discretionary - STP	1,700,000		0	229,500	1,929,500
<b>Totals</b>				<b>2,000,000</b>		<b>0</b>	<b>270,000</b>	<b>2,270,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	283,750	0	0	0
RW	0	0	56,750	0	0
CN	0	0	0	1,929,500	0
<b>Totals</b>	<b>0</b>	<b>283,750</b>	<b>56,750</b>	<b>1,929,500</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		PETERSON ROAD (Shared Use Trail) 32400 0.00 to 0.972 Construct a separated shared use path.	WA-07256					28		0.970	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0	Ped/Bike Program	150,000	50,000	200,000
P	RW	2020		0	Ped/Bike Program	60,000	0	60,000
P	CN	2021		0	TIB	250,000	25,000	275,000
<b>Totals</b>				<b>0</b>		<b>460,000</b>	<b>75,000</b>	<b>535,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	200,000	0	0	0
RW	0	60,000	0	0	0
CN	0	0	275,000	0	0
<b>Totals</b>	<b>0</b>	<b>260,000</b>	<b>275,000</b>	<b>0</b>	<b>0</b>





# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
16		PETERSON ROAD (Urban) 32400 0.00 to 0.97 Widen Peterson Road from the Bayview Housing Development to Higgins Airport Way (Port of Skagit) to meet urban standards.	WA-11739					03	C P T W	0.970	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0	TIB	430,000	64,500	494,500
P	CN	2021		0	TIB	2,900,000	505,500	3,405,500
<b>Totals</b>				<b>0</b>		<b>3,330,000</b>	<b>570,000</b>	<b>3,900,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	494,500	0	0	0
CN	0	0	3,405,500	0	0
<b>Totals</b>	<b>0</b>	<b>494,500</b>	<b>3,405,500</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		PREVEDAL / PIPELINE PERMANENT EMERGENCY ACCESS ROAD N/A Prevedal Road to Pipeline Road Plan, design, acquired right of way, and construct a permanent emergency access between Prevedal Road and Pipeline Road.	WA-11709					21	P T	1.000	CE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2019		0		0	25,000	25,000
P	RW	2020		0		0	25,000	25,000
P	CN	2020		0		0	150,000	150,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>200,000</b>	<b>200,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	25,000	0	0	0	0
RW	0	25,000	0	0	0
CN	0	150,000	0	0	0
<b>Totals</b>	<b>25,000</b>	<b>175,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
00		SINCLAIR ISLAND MARINE ACCESS  to Determine Replacement of Dock Facility	WA-01246					44			EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2020		0		0	75,000	75,000
P	CN	2021		0	OTHER	2,000,000	200,000	2,200,000
<b>Totals</b>				<b>0</b>		<b>2,000,000</b>	<b>275,000</b>	<b>2,275,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	75,000	0	0	0
CN	0	0	2,200,000	0	0
<b>Totals</b>	<b>0</b>	<b>75,000</b>	<b>2,200,000</b>	<b>0</b>	<b>0</b>

# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		SKAGIT RIVER MARBLEMOUNT BRIDGE (Paint) Cascade River Road 0.03 to 0.16 Clean and paint the Marblemount Bridge	WA-11800  08228800					47		0.130	EA	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	BR	353,520		0	39,280	392,800
P	CN	2021	BR	6,153,840		0	0	6,153,840
<b>Totals</b>				<b>6,507,360</b>		<b>0</b>	<b>39,280</b>	<b>6,546,640</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	392,800	0	0	0
CN	0	0	6,546,640	0	0
<b>Totals</b>	<b>0</b>	<b>392,800</b>	<b>6,546,640</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
08		SOUTH SHORE ROAD (GUEMES ISLAND) PE 19000 0.20 to 1.56 Preliminary Engineering to relocate/reconstruct due to bluff erosion at numerous locations along the bluff.	WA-01254					15		1.360	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020		0		0	75,000	75,000
<b>Totals</b>				<b>0</b>		<b>0</b>	<b>75,000</b>	<b>75,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	75,000	0	0	0
<b>Totals</b>	<b>0</b>	<b>75,000</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		SOUTH SKAGIT HIGHWAY (Fish Habitat Improvement)  17.00 to 20.00  Study to determine the feasibility to realign South Skagit Highway to improve fish habitat and improve bridge maintenance issues at Mill Creek Bridge. PE/Planning started in 2014 with SRFB funding by Seattle City Light - \$248,200	WA-06298					44		3.000	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	RW	2020		0	OTHER	500,000	0	500,000
P	CN	2022		0	OTHER	2,000,000	0	2,000,000
<b>Totals</b>				<b>0</b>		<b>2,500,000</b>	<b>0</b>	<b>2,500,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
RW	0	500,000	0	0	0
CN	0	0	0	2,500,000	0
<b>Totals</b>	<b>0</b>	<b>500,000</b>	<b>0</b>	<b>2,500,000</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07		THOMAS CREEK BRIDGE (OLD HWY 99 N) 50510 2.90 to 2.95 Replace Thomas Creek Bridge	WA-01225  40113					08			CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021	BR	90,000		0	10,000	100,000
P	CN	2022	BR	1,500,000		0	400,000	1,900,000
<b>Totals</b>				<b>1,590,000</b>		<b>0</b>	<b>410,000</b>	<b>2,000,000</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	100,000	0	0	0
CN	0	0	1,900,000	0	0
<b>Totals</b>	<b>0</b>	<b>100,000</b>	<b>1,900,000</b>	<b>0</b>	<b>0</b>



# Six Year Transportation Improvement Program From 2019 to 2024

Agency: Skagit Co.

County: Skagit

MPO/RTPO: SCOG

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09		UPPER FINNEY CREEK BRIDGE (Strengthening) 06120 4.60 to 4.70 Strengthen the Bridge to add "Load Capacity".	WA-08577  08050200					13		0.100	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2020	Discretionary - PLH	144,000		0	14,400	158,400
P	CN	2021	Discretionary - PLH	1,413,000		0	141,300	1,554,300
<b>Totals</b>				<b>1,557,000</b>		<b>0</b>	<b>155,700</b>	<b>1,712,700</b>

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	158,400	0	0	0
CN	0	0	1,554,700	0	0
<b>Totals</b>	<b>0</b>	<b>158,400</b>	<b>1,554,700</b>	<b>0</b>	<b>0</b>

**TOTALS FOR ALL PROJECTS BY SOURCE:**

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Skagit Co.	59,854,119	48,890,533	20,458,153	129,002,805

















**2019 -2024 TIP  
 SUMMARY OF  
 COMMENTS RECEIVED**

**Attachment 3**

DATE REC.	PERSON	ADDRESS	COMMENT SUMMARY	PAGE(S)
10/13/2018	Sue Harrington	11290 Walker Rd. Mount Vernon, WA 98273	Need to improve the intersection of Josh Wilson and Farm To Market - Slow traffic on Farm To Market from Highway 20 to Rector Road to 35 MPH. Include rumble bumps to slow traffic - also flashing slow sings until roundabout it built (Or undo the right turn Lane)	1
10/13/2018	Jeff Ottesen	13504 Rector Road Mount Vernon, WA 98273	I along with most of my neighbors advocate for both short term (Immediate) and long term 1-3 year improvements o intersection of Josh Wilson / Farm To Market.	1
10/13/2018	Linda Walsh	21710 Prairie Road Sedro-Woolley, WA	If allowing new developments of industrial uses - Make necessary road structure improvements BEFORE ALLOWING NEW uses. Comp Plan 4D Follow policy to require road improvements before. Add Grip/Prairie Road, F&S Grade / Prairie Road, and Old Hwy 99 / Prairie Road Intersections to the TIP.	1
10/13/2018	Kathy & Robert Reim	23262 Meadow View	I believe that Prairie and Grip and the entire road (Prairie) from 9 to I-5 needs to be placed on this TIP Now. Safety issues: need pull-offs for slow traffic, lost RV's, etc. Signage regarding safety.	1
10/13/2018	Theresa Trebon	10619 Sterling Rd. Sedro-Woolley	We need a solution for Josh Wilson / Farm To Market <u>now</u> . 4 way stop. Reduce Speed limit, <u>Now</u> . That does not cost money that the County can't afford. One north fatality there is one too many. Act Now!! <u>Please</u> .	1
10/13/2018	Sue Russell	12343 Bay View Cemetery Rd. Mount Vernon, WA	Please fund the Josh Wilson Farm To Market Roundabout. Stop the injures & deaths. Don't let a school bus be the next fatality. At the very least <u>remove</u> the right turn truck lane & widen the curve for the truck to turn <u>Please!</u>	1
10/13/2018	June Barber	3817 West 4th St Anacortes, WA 98221	Roundabout at Josh Wilson and Farm To Market Road. In the meantime alter the northbound turning lane (or get ride of it) to make the intersection less deadly.	1
10/13/2018	June Barber	3817 West 4th St Anacortes, WA 98221	There is a scary section on Reservation Road that I'd love to see a guardrail on, it is obvious, there is a super big drop-off on either side. Any mistake could result in a slight change in lane, and death. Guardrail <u>Please!</u>	1
10/13/2018	Anne Middleton	12694 Josh Wilson Rd Bay View 98273	I urge Public Works and our County Officials to locate EMERGENCY FUNDS to construct a roundabout at the Josh Wilson / Farm To Market intersection. This is the deadly intersection where Karen Wolf, a GIS technician for Skagit River Systems Cooperative, and Alyssa (Aly) Fell, a swimmer-athlete for Burlington-Edison High School each lost their life. This intersection is used by commuters, PACCAR trucks, logging trucks, oversized commercial vehicles, as well as 14 school buses a day from the Burlington Edison District, and 8 to 10 field trip school buses a week headed to Padilla Bay Reserve for fall and spring field trips.	1
10/13/2018	Anne Middleton	12694 Josh Wilson Rd Bay View 98273	In Preparation for and until the roundabout is completed I advocate that the County: Eliminate the dangerous view-blinding right (east) turn lane from the north-bound lane - Lower the speed limit east/west from Michael Place to Bay View Lane to 35 mph. - install rumble strips all 4 directions approaching the intersection - East/west install extra-large "STOP" signs with surrounding solar flashing lights - North/south install solar flashing "YOUR SPEED IS" signs reflecting reduced speed - Severely trim brush on all 4 corners to open views of approaching traffic	1

**From:** [Ryan Walters](#)  
**To:** [PDS comments](#); [Forrest Jones](#)  
**Cc:** [Nora Pederson](#); [Stacie Pratschner](#)  
**Subject:** Comments on proposed 2019-2024 Capital Facilities Plan and Transportation Improvement Program  
**Date:** Wednesday, November 21, 2018 2:46:44 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)

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The Samish Indian Nation supports the County's proposed 2019 Capital Facilities Plan and Transportation Improvement Program. We offer the following comments related to these plans:

1. We request that the County add the WSDOT-proposed SR20/Campbell Lake Road roundabout to its 6-year TIP or the 20-year transportation program (Appendix C, Transportation Element Technical Appendix, of the County's Comprehensive Plan) at the next earliest opportunity. This WSDOT project would remedy existing deficiencies both at this accident-prone intersection and throughout the SR20 corridor that abuts tribal properties. While we have included the project in our TIP, WSDOT has indicated to us that including the project in the County's plans would make it more likely to obtain state and federal funding.
2. As part of Samish traditional territory, the Samish Indian Nation strongly supports access to Guemes Island and the proposed replacement of the M/V *Guemes* with an electric ferry. We have included the ferry route in our tribal transportation plans and inventory, which may make it eligible for grants and other funding sources that are available exclusively to Indian tribes, including disaster recovery funding, and we have been watching for applicable grant opportunities for the last few months. We offer to meet with County staff to attain a full understanding of the ferry project and tribal funding sources that the County has accessed in the past, and to brainstorm potential approaches to non-traditional funding sources.

Thank you for your consideration of our comments. Please don't hesitate to contact us if you have any questions.

**Ryan Walters, JD** | Planning and Community Development Director - Samish Indian Nation  
PO Box 217, 8327 Summit Park Road | Anacortes, WA 98221-2738  
Office: 360-726-2781 | [www.samishtribe.nsn.us/departments/planning](http://www.samishtribe.nsn.us/departments/planning)

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**THIS MESSAGE IS FROM AN EXTERNAL EMAIL ADDRESS**  
**Please be careful opening links and attachments.**  
**Thank you, Skagit County Information Services**

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**Attachment 4**

**Skagit County Planning Commission's Recorded Motion Regarding the 2019-2024  
Capital Facilities Plan**

<b>Proposal publish date:</b>	November 1, 2018 & November 13, 2018
<b>Proposal name:</b>	2019-2024 Capital Facilities Plan
<b>Documents available at:</b>	<a href="http://www.skagitcounty.net/cfp">www.skagitcounty.net/cfp</a>
<b>Public hearing body:</b>	Skagit County Planning Commission
<b>Public hearing date:</b>	Tuesday, November 20, 2018, at 6 p.m.
<b>Written comment deadline:</b>	Friday, November 23, 2018, at 4:30 p.m.
<b>PC deliberations:</b>	Tuesday, November 27, 2018
<b>BoCC deliberations:</b>	Monday, December 3, 2018

After considering the written and spoken comments and considering the record before it, the Planning Commission enters the following findings of fact, reasons for action, and recommendations to the Board of County Commissioners.

**Findings of Fact and Reasons for Action**

1. RCW 36.70A.070 (3) requires that a Comprehensive Plan include a capital facilities planning element that provides an inventory of publicly owned capital facilities, forecast of future needs, identification of the location and capacity of expanded or new facilities, a six-year financing plan for additional projects necessary to support development, and a requirement to reevaluate the land use element if the financing falls short of meeting existing needs. The statute further provides that park and recreation facilities must be included in the capital facilities plan element.
2. WAC 365-196-415(2)(a)(iv) recommends a jurisdiction "periodically" review and update its inventory, at least at every periodic comprehensive plan update.
3. WAC 365-196-415(2)(c)(ii) recommends a jurisdiction update its six-year financing plan at least biennially.
4. Skagit County's most recent update of its Capital Facilities Plan was the 2018-2023 documents.
5. The proposed Skagit County 2019-2024 Capital Facilities Plan improves upon the 2018-2023 plan with an updated inventory, needs assessment, and six-year financing plan, and by incorporating the most-recent draft of the Transportation Improvement Program.

6. The proposed Plan appears consistent with GMA requirements for capital facilities planning described in RCW 36.70A.070, the Skagit County Comprehensive Plan, and the Countywide Planning Policies, and supports the requirements of SCC Chapter 14.28, Concurrency.
7. RCW 36.81.121 requires a County to adopt a “comprehensive transportation program for the ensuing six calendar years” consistent with the comprehensive plan that “shall include any new or enhanced bicycle or pedestrian facilities identified pursuant to RCW 36.70A.070 (6) or other applicable changes that promote non-motorized transit.”
8. The Transportation Improvement Program is incorporated by reference into the Capital Facilities Plan to fulfill the requirement for the CFP to address transportation.
9. The proposed Plan includes the County’s best efforts to incorporate capital facilities information from special purpose districts throughout the County.
10. The role of the Planning Commission in reviewing the Capital Facilities Plan (and its Transportation Improvement Program component) is to help the county plan for capital facilities and public services to be provided to support development at the time development occurs.
11. The Planning Commission supports the Public Works Departments financing strategy to improve safety at the Josh Wilson / Farm to Market intersection.
12. The Planning Commission recommends that the County carefully consider citizen concerns about the cumulative impact of continued development on both Levels of Service (LOS) and safety on County-owned roads.

Findings of Fact and Reasons for Action

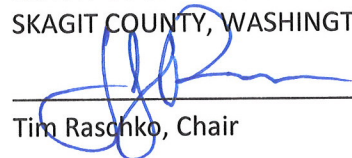
Recommendation

The Planning Commission recommends that the Board of County Commissioners **approve** the proposal.

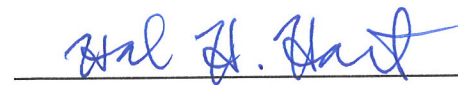
**This recorded motion approved** November 27, 2018:

Commission Vote	Support	Oppose	Absent	Abstain
Tim Raschko, Chair	✓			
Kathy Mitchell, Vice Chair	✓			
Josh Axthelm			✓	
Tammy Candler			✓	
Hollie Del Vecchio	✓			
Amy Hughes			✓	
Annie Lohman	✓			
Mark Lundsten			✓	
Martha Rose	✓			
Total	5	0	4	0

SKAGIT COUNTY PLANNING COMMISSION  
SKAGIT COUNTY, WASHINGTON

  
\_\_\_\_\_  
Tim Raschko, Chair

11-27-2018  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Hal Hart, Secretary

11-27-2018  
\_\_\_\_\_  
Date

## Attachment 5



# Planning & Development Services

1800 Continental Place ▪ Mount Vernon, Washington 98273  
 office 360-416-1320 ▪ pds@co.skagit.wa.us ▪ www.skagitcounty.net/planning

## Schedule of Impact Fees

*Skagit County Ordinance 020160010, 020180006, 02018xxxx  
 updated ~~December 3, 2018~~ May 8, 2018*

This schedule of impact fees is effective on the date of adoption of the ordinance and replaces all previously adopted impact fees. Applicants must pay adopted impact fees at the time required by code; applications do not vest to previously adopted impact fee schedules.

Per SCC 14.30, the County can collect impact fees on behalf of any district (including a city or town within their municipal UGAs) only if that district's Capital Facilities Plan is incorporated by reference into the County's Capital Facilities Plan. The County will stop collecting impact fees at the end of the last year of the district's latest Capital Facilities Plan incorporated by reference into the County's comprehensive plan.

District (including city or town)	Type	Residential (per unit)		Commercial/ Non-Residential	Collection Expires
		Single- Family	Multi- Family		
Mount Vernon School District	school	\$9,421	\$1,134	n/a	2023
Sedro-Woolley School District	school	\$1,678	\$847	n/a	2020
City of Mount Vernon (UGA)	parks	\$855	\$789	n/a	2022
	streets	See attached schedule for all MV traffic impact fees.			2022
City of Sedro-Woolley (UGA)	parks	\$1500 per unit	\$1500 per unit	n/a	2022
	streets	See attached map and rate schedule for <b>non-residential</b> impact fees.		See attached map and rate schedule for <b>non-residential</b> impact fees.	2022
<u>City of Anacortes (UGA)</u>	<u>streets</u>	<u>See attached schedule for all Anacortes traffic impact fees.</u>			<u>2021</u>

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**Administration fee:** Per SCC 14.30.020, the County may also collect an administration fee whenever impact fees are required. The County's collection of an administration fee, pursuant to SCC 14.30.020, is in addition to any impact fees collected for a district. The County will not collect a district's own administration fees.

The administration fee is:



## Planning & Development Services

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1800 Continental Place ▪ Mount Vernon, Washington 98273  
office 360-416-1320 ▪ pds@co.skagit.wa.us ▪ www.skagitcounty.net/planning

- (a) for residential development: \$35 per dwelling unit;
- (b) for non-residential development: 1% of the impact fee or \$35, whichever is more.



# Planning & Development Services

1800 Continental Place ▪ Mount Vernon, Washington 98273  
 office 360-416-1320 ▪ pds@co.skagit.wa.us ▪ www.skagitcounty.net/planning

## City of Anacortes

### Traffic Impact Fees Updated January 2018

Transportation Impact Fee Rate Schedule		
Rates Effective 1/1/2018		
Land Uses	Unit of Measure*	Rate
<b>Cost per New P.M. Trip Generated</b>		<b>\$2,641.40</b>
<i>Transportation Impact fee rate adopted via Ord. 3011</i>		
<i>Rate Basis: 2016 Comprehensive Plan Transportation Element</i>		
<b>Residential</b>		
Single family (detached)	Dwelling	\$ 2,641.40
Apartment (rental, low/med/high rise)	Dwelling	\$ 1,637.67
Low-Rise Apartment (rental, 1-2 levels)	Dwelling	\$ 1,532.01
Mid-Rise Apartment (rental, 3-10 levels)	Dwelling	\$ 1,030.15
High-rise (rental, more than 10 levels)	Dwelling	\$ 924.49
Residential condominium/townhouse (ownership units) with at least 1 other owned unit in structure)	Dwelling	\$ 1,373.53
Low-rise res. condo/townhome	Dwelling	\$ 2,060.29
High-Rise Residential Condo/Townhome	Dwelling	\$ 1,003.73
Mobile Home	Dwelling	\$ 1,558.43
<b>Commercial - Services</b>		
Bank (drive-in)	sq. ft. / GFA	\$ 64.19
Day Care	sq. ft. / GFA	\$ 32.17
Hotel/Motel	room	\$ 1,584.84
Gasoline/Service Station	fueling position	\$ 36,636.22
Gasoline/Service Station w/ Convenience Mart	fueling position	\$ 35,685.31
Quick Lubrication Vehicle Stop	servicing position	\$ 13,708.87
Marina	berth	\$ 501.87

**Notes:**

- Transportation impact fee rates are increased annually by the treasurer using the Engineering News Record Construction Index (CCI) as a basis for the increase.
- P.M. peak hour trips are determined by using the latest version of the ITE Trip Generation Manual published by the Institute of Transportation Engineers (ITE) for the land use(s) that are the subject of the permit. PM peak hour is the sixty minute period between 4:00 p.m. and 6:00 p.m. with the greatest sum of traffic volumes on a roadway segment or passing through the area of a transportation improvement project. Other trip generation rate sources approved by the City may be used where ITE data are based on a limited survey base or where there may be special trip generating characteristics of the proposal.
- If the land use does not fit into any of the categories specified in the land use table in the ITE Trip Generation Manual, the City Engineer may use the most directly comparable type of land use.

*Review Fee for independent fee calculation: \$500 + additional staff time spent in the review and cost of consultant services if the City deems these services to be necessary.*

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# Planning & Development Services

1800 Continental Place ▪ Mount Vernon, Washington 98273  
 office 360-416-1320 ▪ pds@co.skagit.wa.us ▪ www.skagitcounty.net/planning

<i>Institutional</i>		
Elementary School	student	\$ 396.21
Middle School	student	\$ 422.62
High School	student	\$ 343.38
Church	sq. ft. / GFA	\$ 1.45
Hospital	sq. ft. / GFA	\$ 2.46
Assisted Living, Nursing Home, Group Home	bed	\$ 766.01
<i>Industrial</i>		
Light Industry/Manufacturing/Industrial Park	sq. ft. / GFA	\$ 2.56
Warehousing/Storage	sq. ft. / GFA	\$ 0.85
Mini Warehouse	sq. ft. / GFA	\$ 0.69
<i>Restaurant</i>		
Restaurant	sq. ft. / GFA	\$ 19.78
Fast Food Restaurant (w/ drivethrough)	sq. ft. / GFA	\$ 86.24
Coffee/Donut Shop with Drive-Through Window	sq. ft. / GFA	\$ 113.05
Coffee/Donut Shop without Drive-Through Window	sq. ft. / GFA	\$ 107.64
<i>Commercial - Retail</i>		
Specialty Retail Center (small strip shopping center)	sq. ft. / GFA	\$ 7.16
Apparel Store	sq. ft. / GFA	\$ 10.12
Automobile Sales	sq. ft. / GFA	\$ 6.92
Auto Parts Sales	sq. ft. / GFA	\$ 15.80
Supermarket	sq. ft. / GFA	\$ 25.04
Convenience Market (open 24 hrs)	sq. ft. / GFA	\$ 138.44
Furniture Store	sq. ft. / GFA	\$ 1.19
Nursery/Garden Center	sq. ft. / GFA	\$ 18.33
Pharmacy/Drugstore (w/ drivethrough)	sq. ft. / GFA	\$ 26.18
Hardware/Building Materials Store	sq. ft. / GFA	\$ 11.86
Discount Merchandise Store (Free Standing)	sq. ft. / GFA	\$ 13.15
<i>Commercial - Office</i>		
General office building (multiple tenants)	sq. ft. / GFA	\$ 3.94
Single tenant office building	sq. ft. / GFA	\$ 4.60
Medical/Dental Office Building	sq. ft. / GFA	\$ 9.43
*For uses with a standard of measure in square feet, trip rate is given as trips per 1,000 square feet, and impact fee is dollars per square foot.		

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