



Next Ord:2098-25
Next Res:1161-25

CITY COUNCIL STUDY SESSION AGENDA

April 2, 2025

6:00 PM

**Sedro-Woolley Municipal Building
Council Chambers
325 Metcalf Street**

- a. Call to Order**
- b. Pledge of Allegiance**
- c. Roll Call**
- d. Introduction of Special Guests and Presentation**
 1. Skagit Tourism Bureau CEO Kristen Keltz
 2. Manager of Puget Sound Energy for Skagit and Snohomish County Robert Knoll
- e. Unfinished Business**
- f. New Business**
 1. Skagit Council Regional Call for Projects - John Liner Arterial Improvement Project & F&S Grade Road Improvements Phase 1 Project
- g. Public Comments**

Please keep comments to three minutes or less. Because State law prohibits the use of city facilities for the purpose of supporting or opposing a campaign or ballot proposition, we respectfully request that public comment not make reference to such matters.

Written comments will be accepted by letter or via email at finance@sedro-woolley.gov Attn: 'Public Comment' until 4:30pm the day before the meeting.
- h. Executive Session**
 1. Discussion with Legal Counsel About Current or Potential Litigation (RCW 42.30.110(1)(i))
- i. Adjournment**

Next Meeting(s) City Council and Public Works Committee - April 9, 2025

The City of Sedro-Woolley complies with applicable Federal civil rights laws and does not discriminate on the basis of race, color, national origin, limited English proficiency, age, disability, or sex. The City of Sedro-Woolley doesn't exclude people or treat them differently because of race, color, national origin, limited English proficiency, age, disability, or sex.

The City of Sedro-Woolley also complies with applicable state laws and doesn't discriminate on the basis of creed, gender, gender expression or identity, sexual orientation, marital status,

religion, honorably discharged veteran or military status, or the use of a trained dog guide or service animal by a person with a disability.

Join Zoom Meeting:

<https://zoom.us/j/91786850179?pwd=Vys0Y29XalZmQTRmemJBM2txVDIUQT09>

or dial by location at:

- +1 253 215 8782 US (Tacoma)
- +1 669 900 6833 US (San Jose)
- +1 346 248 7799 US (Houston)
- +1 929 205 6099 US (New York)
- +1 301 715 8592 US (Washington DC)
- +1 312 626 6799 US (Chicago)

Meeting ID: 917 8685 0179

Passcode: 091845



City Council Agenda Item

Agenda Item No.: d.1.

Date: April 2, 2025

From:

Subject: Skagit Tourism Bureau CEO Kristen Keltz

RECOMMENDED ACTION:

ISSUE:

BACKGROUND/SUMMARY INFORMATION:

FISCAL IMPACT, IF APPROPRIATE:

ATTACHMENTS:

1. FINAL Presentation #magicskagit



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OUR TEAM



Kristen Keltz
CEO



Elizabeth Tyler
VP, Marketing & Operations



Cody Hurd
Sports Development Manager



Genesi Funston
PR & Marketing Intern



BOARD OF DIRECTORS

Andy Mayer, Chair

Mount Vernon Chamber of Commerce

Monique Brigham, Vice Chair

Sedro-Woolley Chamber of Commerce

Lennart Bentsen, Treasurer

Point Forward Hospitality Management

Katie Hayton, Secretary

The La Conner Inn/LaConner Channel Lodge

John Sternlicht, Past Chair

Economic Development Alliance Skagit County

Jeremy Akers

The Hub Tavern

Nicole Roozen

Skagit Valley Tulip Festival

Terry Gifford

Willowbrook Manor English Tea

Blake Van Roekel

Genuine Skagit Valley

Christi Kinney

City of Burlington

Matthew Rosenthal

Hotel Services Group

Kevin Meenaghan

Lazy Squirrel Nut Farm

Jesica Kiser

Anacortes Chamber of Commerce

Luke Everest Baugh

Triad River Tours

Ali Bertelsen

Bertelsen Winery



ABOUT US

SKAGIT TOURISM BUREAU

- 2008 Stakeholder group started process with hoteliers to petition county to assess Tourism Promotion Area fee.
- 2020 vote by Skagit County Commissioners to pass the inter-local agreement to create the TPA paving the way for creation of STB. EDASC incubated Skagit Tourism Bureau until 2021 when the STB was officially formed and hired 1st CEO.
- Funded with a contract with Skagit County to receive Tourism Promotion Area (TPA) funds, and one time contract from Lodging Tax (LTAC) funds.
- Focus cohesive branding and marketing to increase tourism to the Skagit County region as a whole, while working collaboratively with chambers/cities in each community to attract overnight stays.

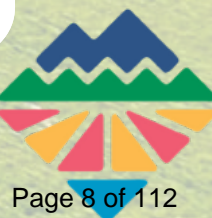


MISSION STATEMENT

Skagit Tourism is dedicated to sharing Skagit Valley's authentic story with reverence and pride. We celebrate and preserve the integrity of our vibrant communities, where all visitors are welcome to experience our charm and wonder. We are the leader in all tourism related activities and support economic growth through sustainable tourism. We promote the Skagit Valley for overnight stays and unforgettable experiences while maintaining our quality of life for residents and protecting our natural resources.

VISION STATEMENT

To be a premier, diverse destination with a robust tourism economy, strong and vibrant communities, and excellent year-round visitor experiences.





FUNDING FOR TOURISM



LODGING TAX ADVISORY COUNCIL (LTAC)

- ESTABLISHED BY RCW
- CHARGED BY CITIES AND COUNTIES
- FUNDS TOURISM

TOURISM PROMOTION AREA (TPA)

- ESTABLISHED VIA INTERLOCAL AGREEMENT
- ESTABLISHES TOURISM PROMOTION BOARD. DIVERSE STAKEHOLDERS INCLUDING LODGING PARTNERS, REPS. FROM CITIES

Spend time in Skagit Valley and you almost won't believe your eyes.

Here, the unspoiled natural views are truly amazing to behold, with colorful fields of flowers stretching endlessly into the distance.

Seaside sunsets dancing hypnotically over gentle waves.

And tree-covered mountains rising majestically to the heavens.

Not to mention countless other sights, sounds, smells, and flavors certain to surprise and delight your senses.

How did Mother Nature do this? How did she manage to put so much beauty into one place – where it can be explored, experienced, and enjoyed by all?

Far be it from us to reveal her secrets. It's up to you to

DISCOVER THE MAGIC OF SKAGIT



**2024
MARKETING
&
ADVERTISING
INITIATIVES
RECAP**

13.8M IMPRESSIONS SERVED

450,000 EMAILS SENT

14K+ EXPEDIA ROOM NIGHTS BOOKED

\$2.2M EXPEDIA GROSS BOOKINGS

\$3.6M EPSILON IN-MARKET VISITOR SPEND



**SKAGIT
VALLEY**

DISCOVER *the* MAGIC
of SKAGIT



2024 MARKETING & ADVERTISING CAMPAIGN

HIGHLIGHTS

EPSILON DIGITAL MARKETING

EXPEDIA DIGITAL MARKETING

DIGDEV DIGITAL AND EMAIL MARKETING

NORTHWEST TRAVEL & LIFE MAGAZINE PRINT/DIGITAL ADS

LAST CHANCE PRODUCTIONS OTT DIGITAL ADS

VANCOUVER MAGAZINE

CANADIAN NATIONAL GEOGRAPHIC MAGAZINE

ADVENTURES NORTHWEST MAGAZINE

WATERSIDE MAGAZINE

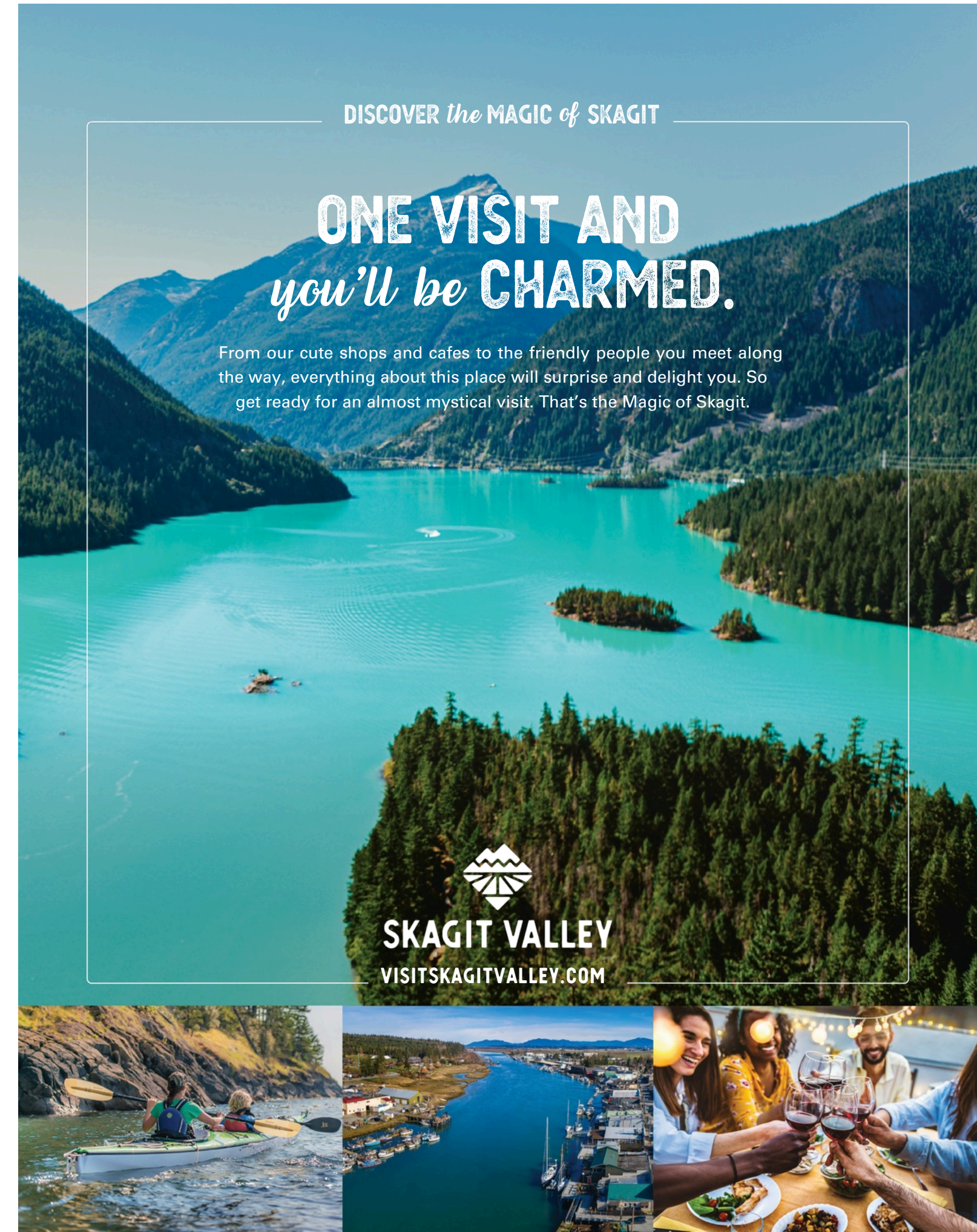
WASHINGTON STATE VISITORS GUIDE

CASCADE LOOP TRAVEL GUIDE PRINT/DIGITAL ADS

SCENIC WASHINGTON TRAVEL GUIDE

THE SEATTLE TIMES

1889



Campaign Metrics

Measurement Window: July 01, 2024 - January 30, 2025

Epsilon



Campaign: Visit Skagit Valley Campaign May-Dec 2024



Display Ads

Ad Spend	Impressions	Clicks	CTR	Revenue	ROAS
\$19,988	984,782	839	0.09%	\$1,322,101	66.1

Ad Spend under "Other Display" may include Social, Email, Creative Partnerships and Landing Page. Impressions, Clicks, CTR, Reach and Frequency are all linked to Social.

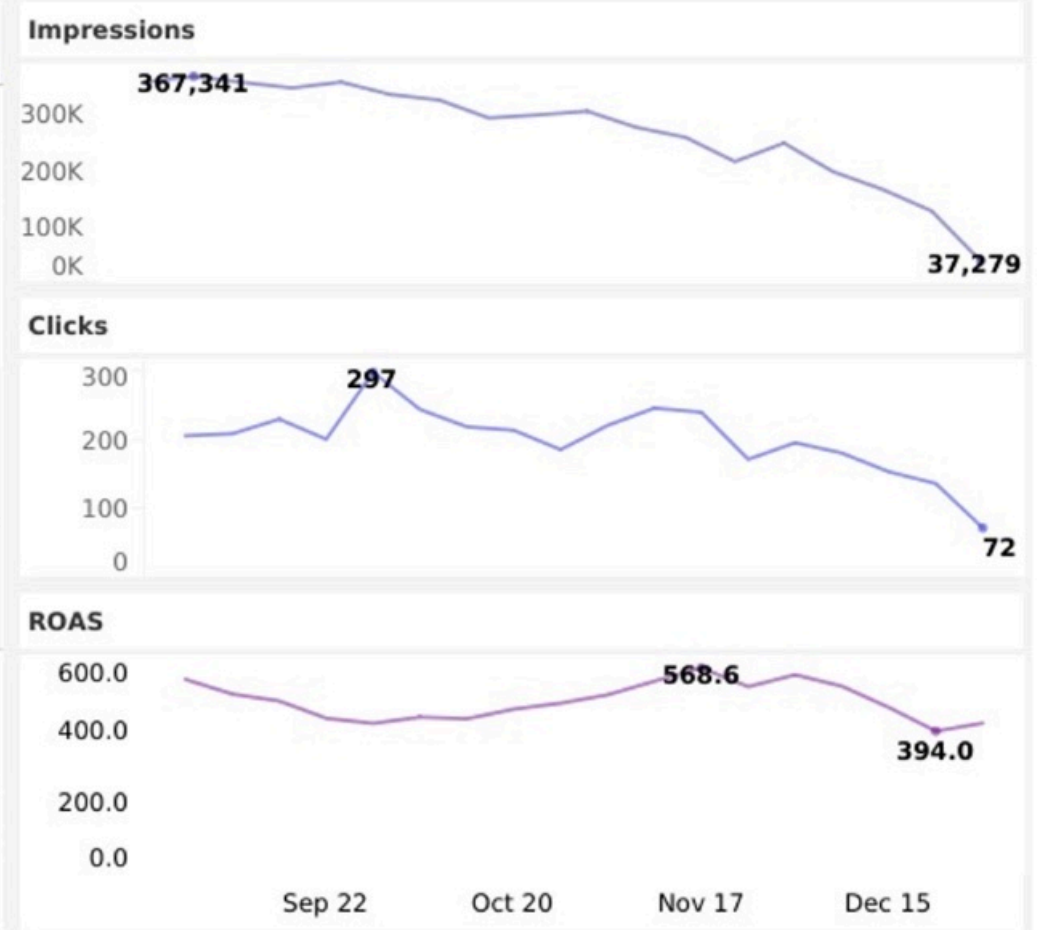
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Display Performance Summary - State of Washington Tourism

Impressions	Clicks	CTR	Ad Spend	Room Nights	VR Nights	Air Tickets	Travelers	Car Rentals	Activity Tickets	Revenue	ROAS
4,864K	3,609	0.07%	\$164K	256,387	0	120,744	407,713	0	0	\$78,557K	479.7

POS Name	Impressions	Clicks	CTR	Revenue	ROAS	ADR - Lodging	LOS - Lodging	Room Nights
ExpediaPlus US	4,710K	3,344	0.07%	\$73,211K	468.6	\$165	1.7	226,337
Hotels.com US	154K	265	0.17%	\$5,346K	710.3	\$175	1.7	30,050
Grand Total	4,864K	3,609	0.07%	\$78,557K	479.7	\$167	1.7	256,387



Reporting Period: 9/1/2024 - 12/31/2024

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SKAGIT VALLEY GROSS BOOKING \$902,488



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SEA Seattle-Tacoma International Airport

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**SEATAC TOURISM SPOTLIGHT PROGRAM
BILLBOARD Q4 2024 & Q1 2025
CONCOURSE C**



VANCOUVER
MAGAZINE

TASTE DRINK CITY GO STYLE CONTESTS

Discover the Magic of Skagit Valley

Spend time in Skagit Valley reveling in natural landscapes, outdoor adventure, eco-tourism and farm-to-table agricultural experiences—you almost won't believe your eyes.

By Jessica Kirby / June 25, 2024

In Skagit Valley, the unspoiled natural views are truly amazing to behold. Just a short skip from Vancouver into the northwestern corner of Washington State, [Skagit Valley](#) is renowned for its gorgeous natural landscapes, sustainable agriculture and robust outdoor recreation. Picture colorful fields of flowers stretching endlessly into the distance. Stunning seaside sunsets dancing hypnotically over gentle waves. Tree-covered mountains rising majestically to the heavens. Everything about this part of the Pacific Northwest will enchant you.

PUBLIC RELATIONS

Integrated content calendar in partnership with K Public Relations - coordinated seamlessly with social media, paid advertising, and PR efforts.

Partnership with State of WA to continue to host and respond to all travel writer requests. Pitches.

STB hosted travel influencer bloggers, FabWA and Victoria Times travel writers recently!

Coverage highlights: Seattle Magazine, 425 magazine, Victoria Times, Wall Street Journal, Travel & Leisure, Buzzfeed and more!



WELCOME TO *Skagit Valley*



SKAGIT VALLEY

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PLAN YOUR TRIP



SEASONAL



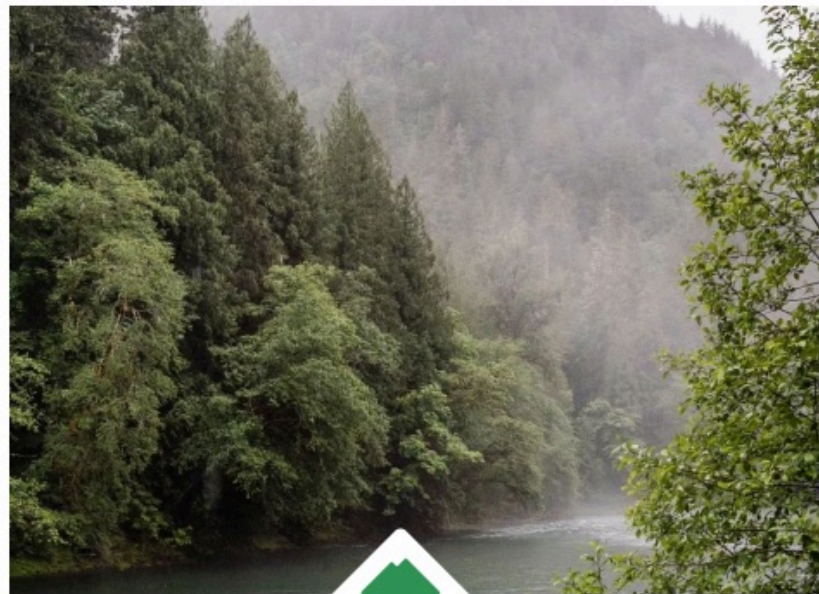
DINING



DISCOVER PLACES TO STAY

**BRAND NEW WEBSITE
FEATURING**

**STAKEHOLDER LANDING PAGES
EVENT CALENDAR
INTERACTIVE MAP
ITINERARY BUILDER
CUSTOM PLANNING AI CHAT
RESOURCES**



THINGS TO DO



EVENTS & FESTIVALS

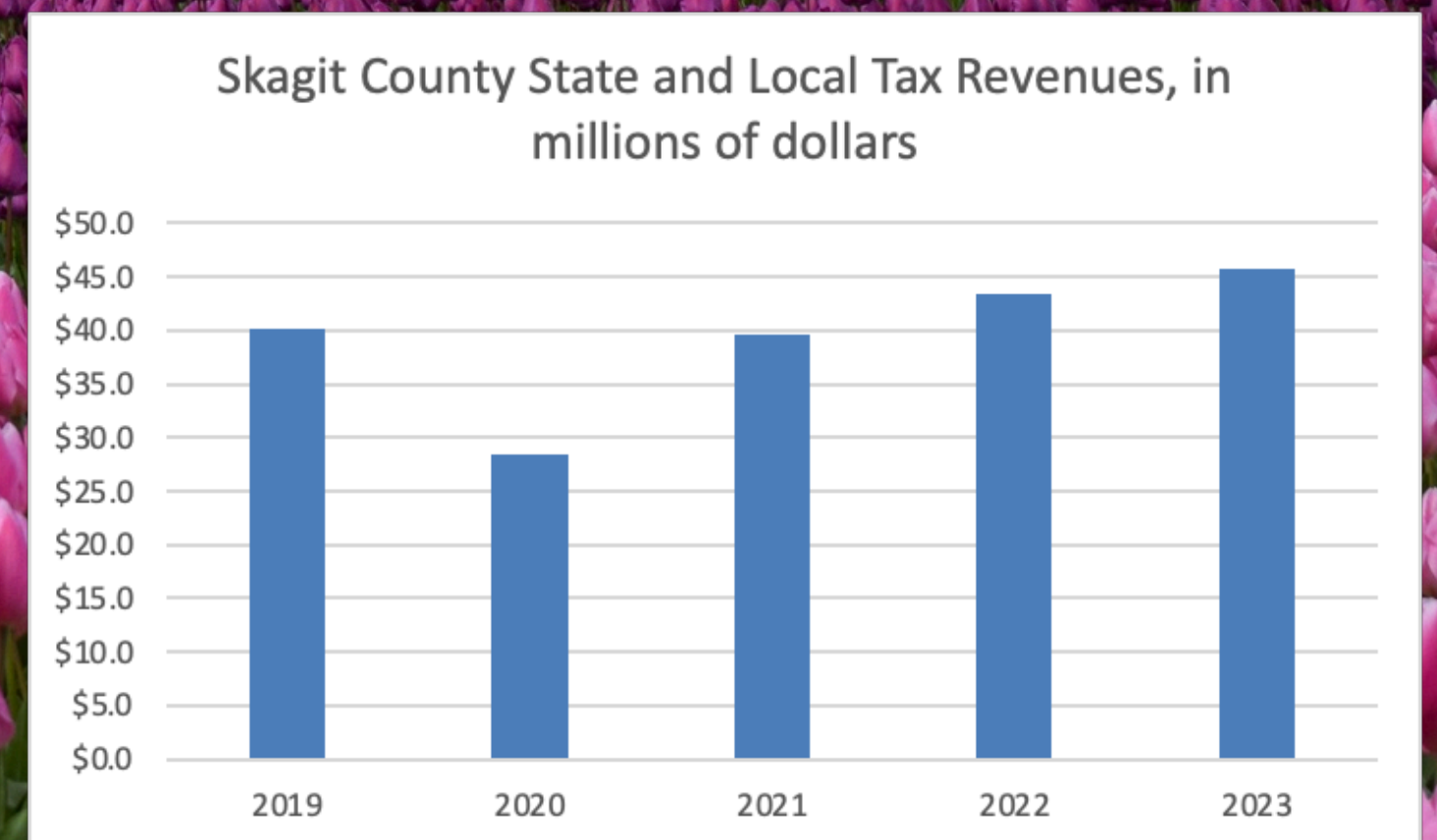
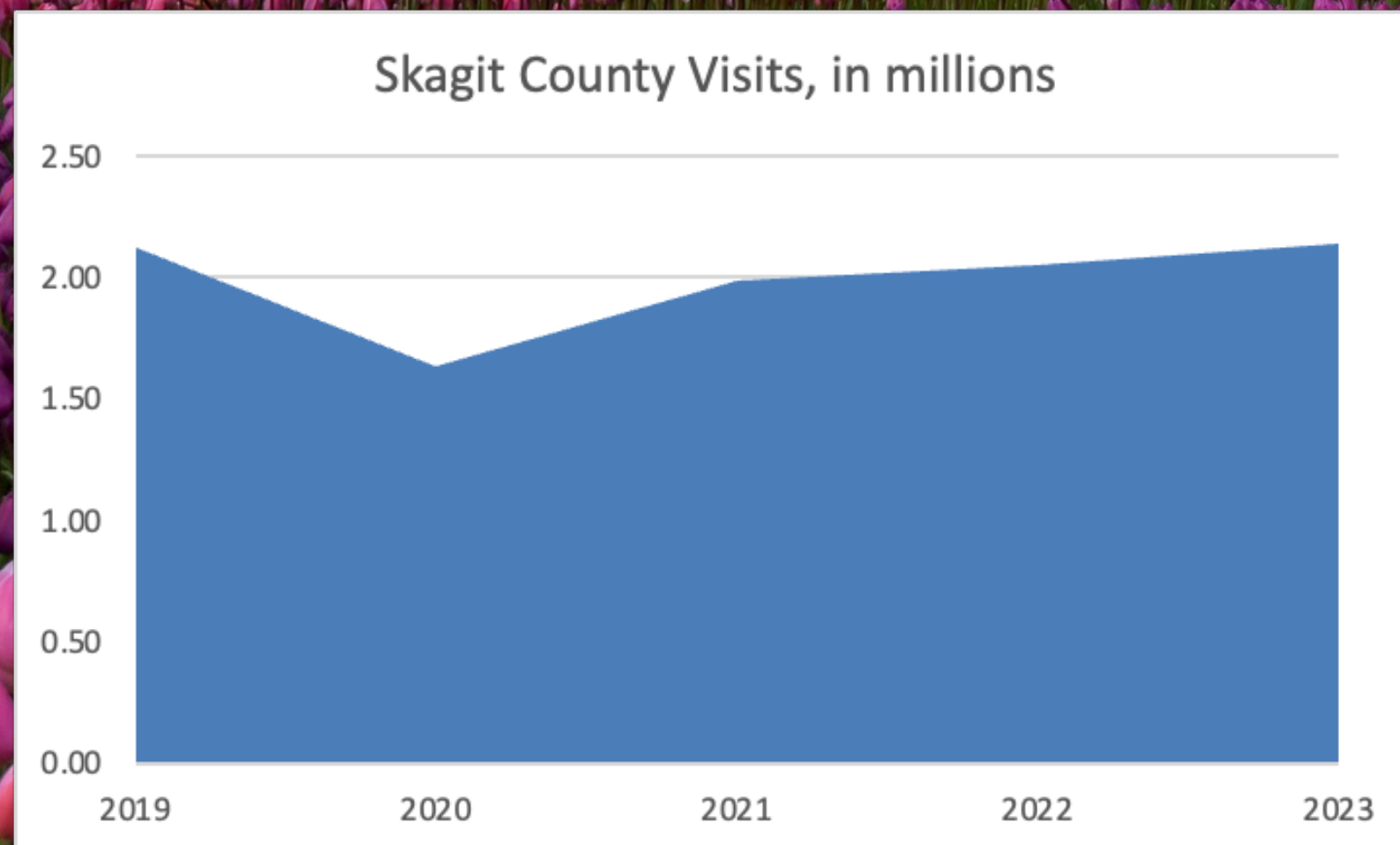
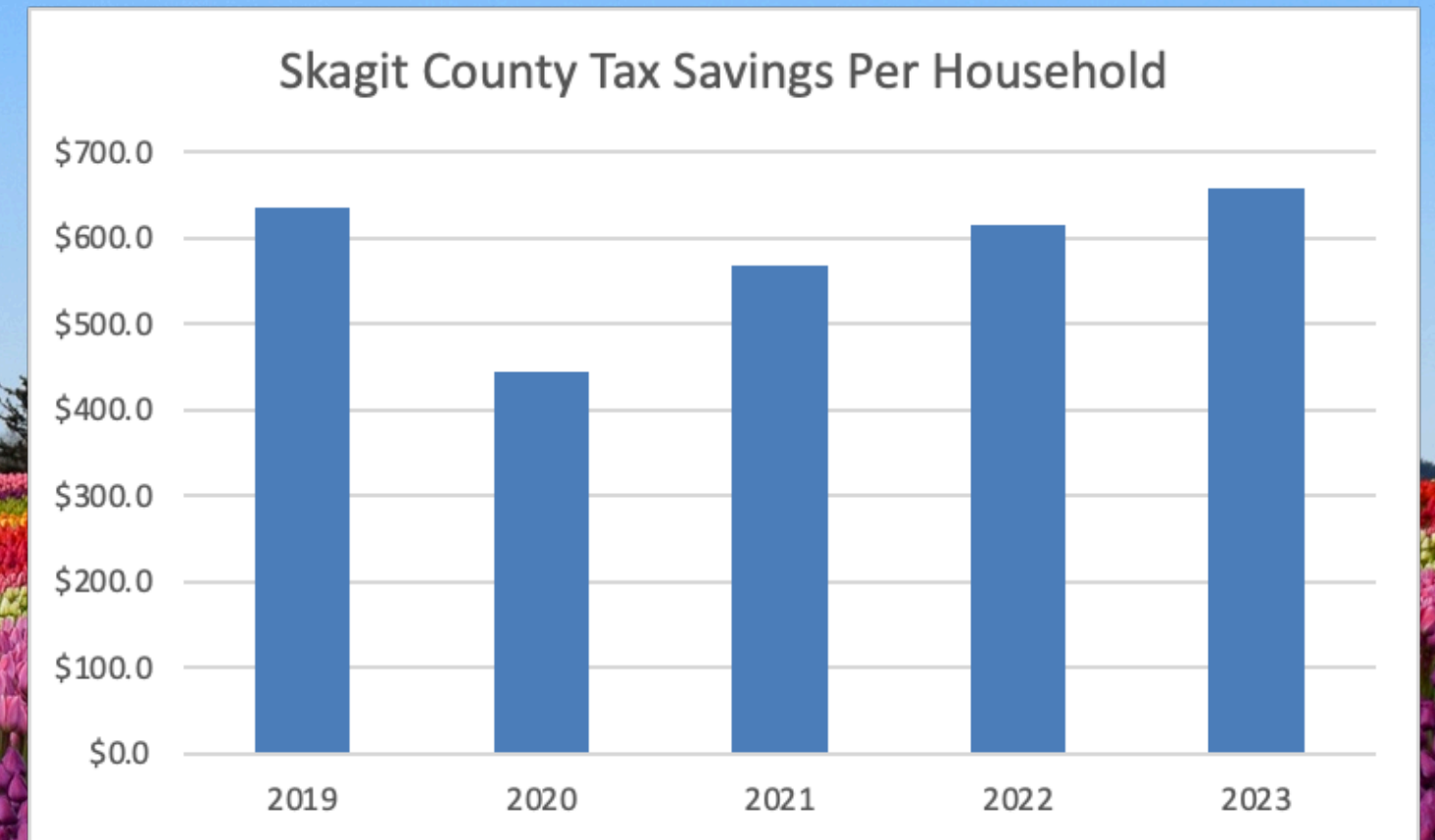
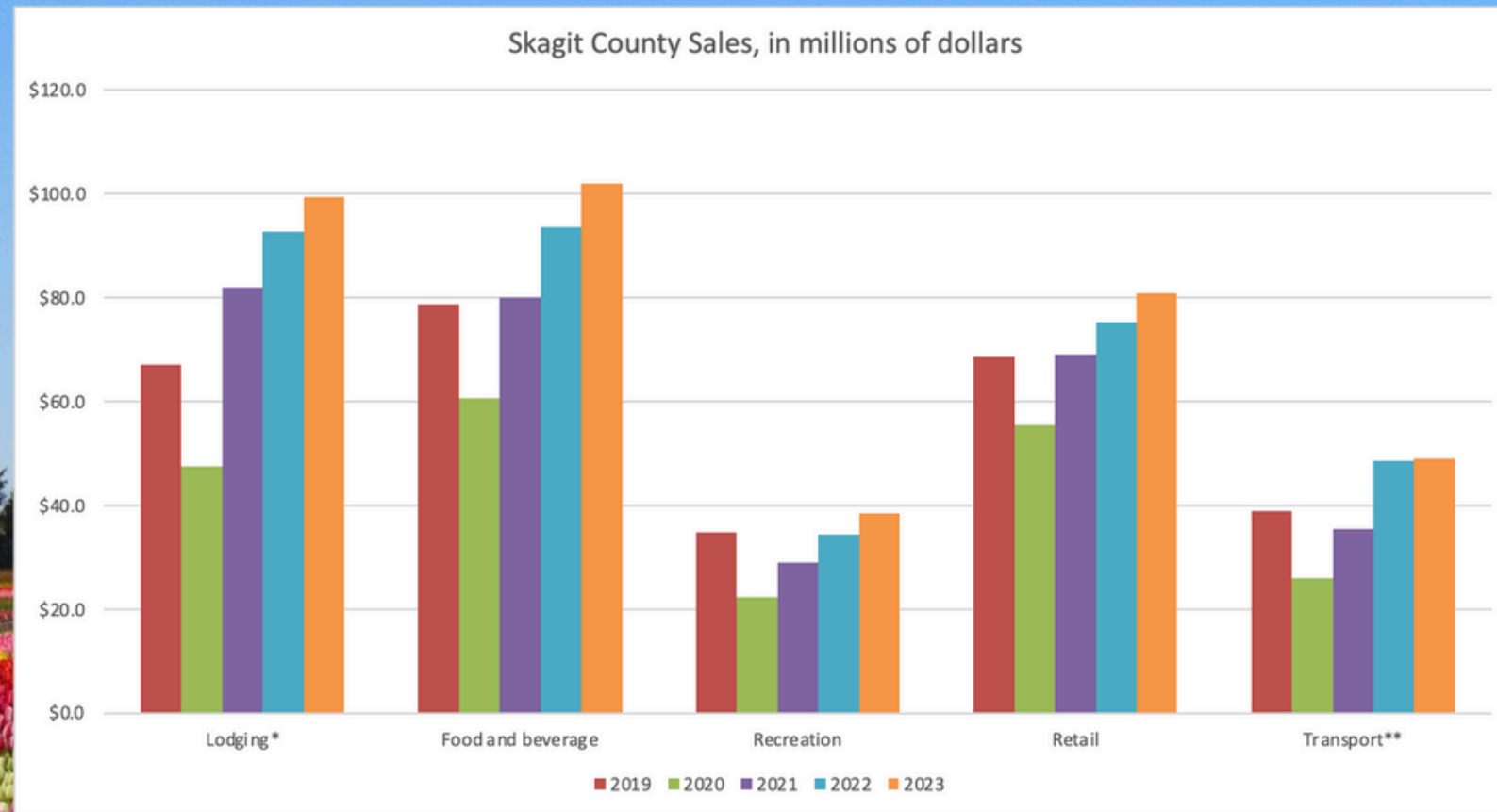


EXTRA CTA





TOURISM ECONOMICS DATA





GRANT PROGRAMS



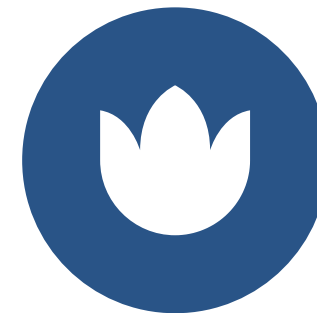
STATE OF WASHINGTON TOURISM

Rural Tourism Marketing & Production
Grant - Video Asset Library 2024 \$22k
2025 \$25k



STATE OF WASHINGTON TOURISM

Rural Tourism Research & Data Grant
2024 \$20k Research Analysis
2025 \$20k Sports Economic Impact



RURAL TOURISM SUPPORT

Partnership with State of WA Tourism for
Destination Development



PORT OF SEATTLE

Tourism Spotlight Program - SEATAC
Billboard



SKAGIT VALLEY SPORTS COMMISSION

- Focus on enhancing our region's capacity to host sports tournaments, promoting Skagit Valley as a premier sports destination
 - Hired new Sports Development Manager
 - SPORTS ETA
 - Play Easy
 - FIFA
 - Tournaments
 - Ultimate Frisbee D1 & D3



Name	Type	Dates	Hotels Enabled	Active	Have Access
LAX FEAST	Tournament	Sat, Jul 12th - Sun, Jul 13th, 2025	✓	✓	✗
The Great Northwest Safari	Tournament	Sat, May 17th - Sun, May 18th, 2025	✓	✓	✗
Top Tier Cardinal Classic	Tournament	Thu, May 29th - Sun, Jun 1st, 2025	✓	✓	✗
Northwest D-1 College Women's Regionals	Tournament	Sat, May 3rd - Sun, May 4th, 2025	✓	✓	✗
Northwest D-1 College Men's Regionals	Tournament	Sat, May 3rd - Sun, May 4th, 2025	✓	✓	✗
Tulip Tussle 2025	Tournament	Fri, Apr 25th - Sun, Apr 27th, 2025	✓	✓	✗
Nick Whiton Memorial Tournament	Tournament	Sat, Jul 12th - Sun, Jul 13th, 2025	✓	✓	✗
Rally in the Valley Junior Tournament	Tournament	Fri, Jun 20th - Sun, Jun 22nd, 2025	✓	✓	✗
2nd Annual Border Battle	Tournament	Sat, Jun 28th - Sun, Jun 29th, 2025	✓	✓	✗
Schools Out Invite	Tournament	Sat, Jun 14th - Sun, Jun 15th, 2025	✓	✓	✗

Search by name

- Hotel Star Rating
- Pet Friendly
- Breakfast Included
- Virtual Tour
- Popular Amenities
 - Pool
 - Gym
 - Laundry
 - Restaurant

Hotel Partners

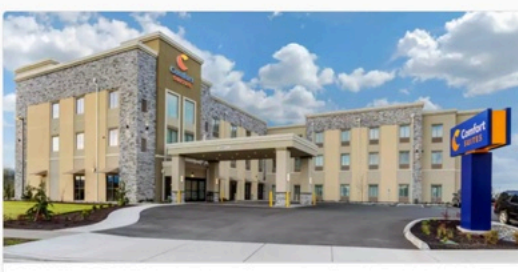
61 hotels found



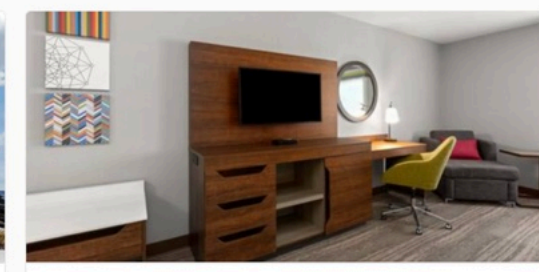
Fidalgo Country Inn
 7645 State Rte 20, Anacortes, WA 98221, USA
 2 Star Hotel
[SEE MORE INFORMATION](#)



La Quinta Inn & Suites by Wyndham Burlington
 1670 S Burlington Blvd, Burlington, WA 98233, USA
 2.5 Star Hotel
[SEE MORE INFORMATION](#)



Comfort Suites
 500 E George Hopper Rd, Burlington, WA 98233, USA
 2.5 Star Hotel



Hampton Inn & Suites Burlington
 1860 S Burlington Blvd, Burlington, WA 98233, USA
 2.5 Star Hotel



Skagit Tourism Bureau, Skagit Valley Sports Commission

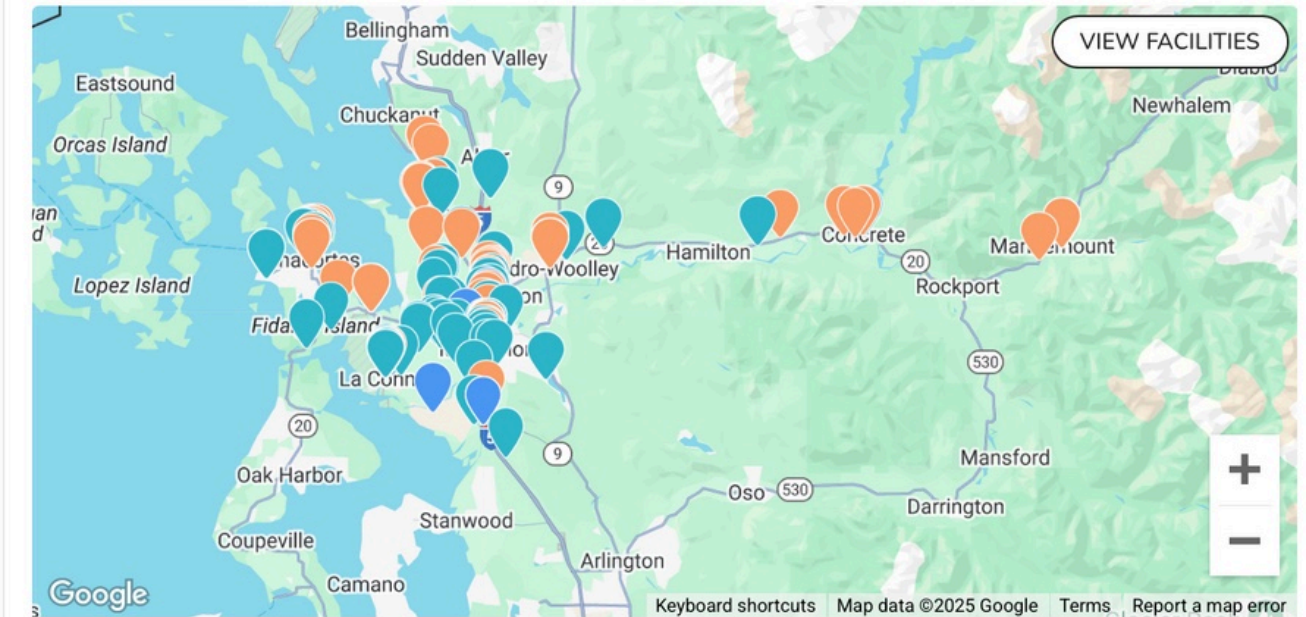
Destination Management Organization

FOLLOWING

Gold member

- HOME
- FACILITIES
- HOTELS
- ATTRACTIONS
- EVENTS
- SKYNAV
- PHOTOS
- POSTS
- EVENT HISTORY

About Skagit Tourism Bureau, Skagit Valley Sports Commission



- FOOD & DRINK
- ENTERTAINMENT
- SHOPPING
- TRANSPORT
- SERVICES

CONNECT WITH US

Quick Links

- Share this Destination
- View QR Code Card
- Visit Website

Featured & Upcoming Events



Fri, Apr 4th - Sun, Apr 6th, 2025
Tulip Festival Tournament
 Youth & High School Volleyball Tournament





TRADE SHOWS & CONFERENCES 2025

- Go West Summit - International Tourism Marketing
- IITA - International Inbound Travel Association
- IPW - U.S. Travel Association International Pow Wow
- NTA - National Tour Association
- Travel & Words - Travel Writer Conference



WASHINGTON FILMWORKS

SKAGIT TOURISM BUREAU IS THE OFFICIAL LIAISON FOR WASHINGTON FILMWORKS IN SKAGIT COUNTY!

**LIST YOUR PROPERTY ON THE REEL SCOUT LOCATION DATABASE FOR A CHANCE TO HAVE A FILM SCOUT
IDENTIFY YOUR LOCATION!**

**WE WILL BE HOSTING TEN LOCATION SCOUTS IN NOVEMBER 2025 IN CONJUNCTION WITH WASHINGTON
FILMWORKS.**

Location Categories

Enter or select categories

Location Name / ID

Location Name

Location ID

Rural Qualified Location

Geographic Area

Select Region

Skagit

Select City/Town

Zip Code

Proximity

Any Distance

City/Town, State, Zip Code

Architecture Style

Enter or select styles

Keywords

Enter Keyword



The Saltbox on Fir Island



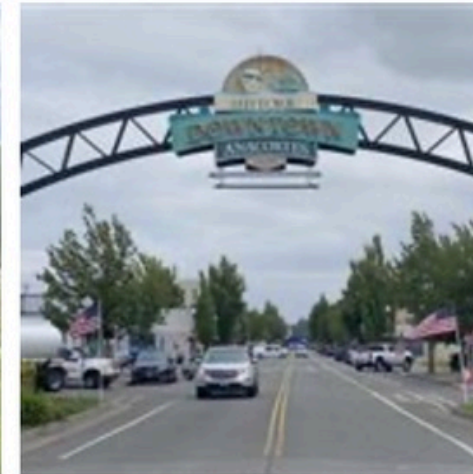
Lake Sixteen Retreat



Terramar Brewstillery



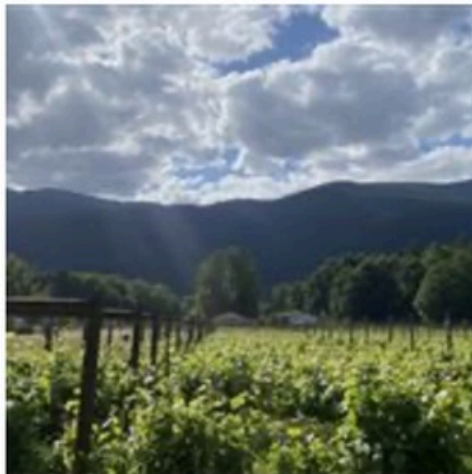
Willowbrook Manor



Anacortes Historic Downtown



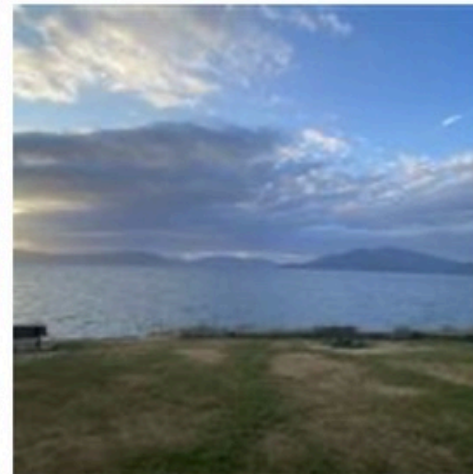
Concrete, WA



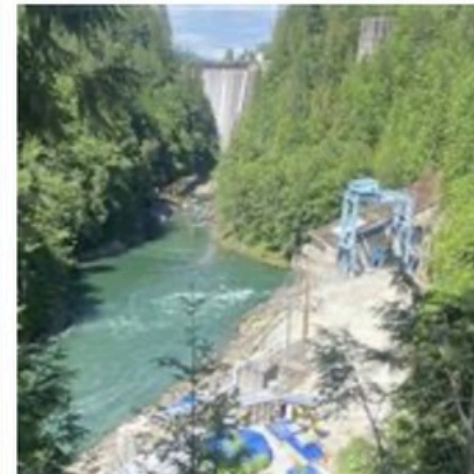
Glacier Peak Winery



The Conway Muse



Washington Park



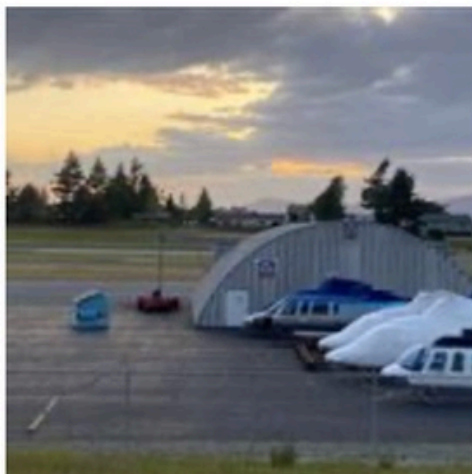
Lake Shannon



Concrete Sauk Valley Bridge



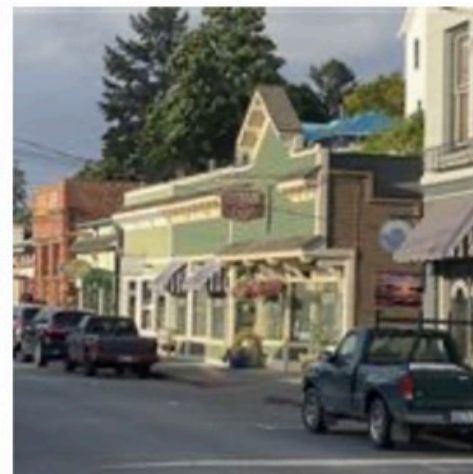
Skagit County



Anacortes Regional Airport



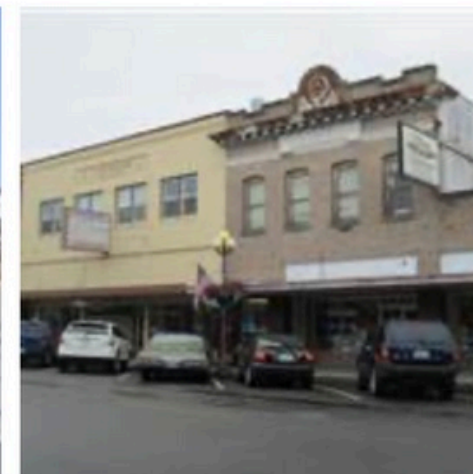
Anacortes Ferry & Terminal



La Conner Downtown Area



La Conner Waterfront



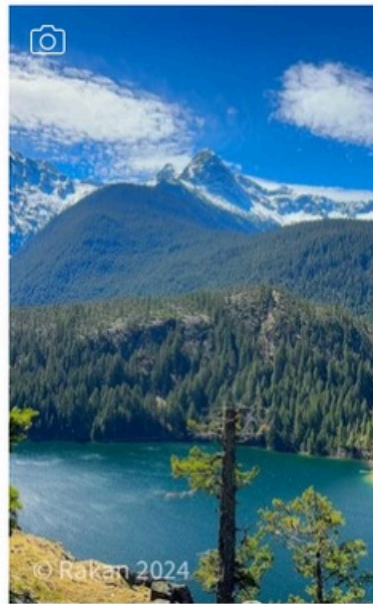
Sedro Woolley



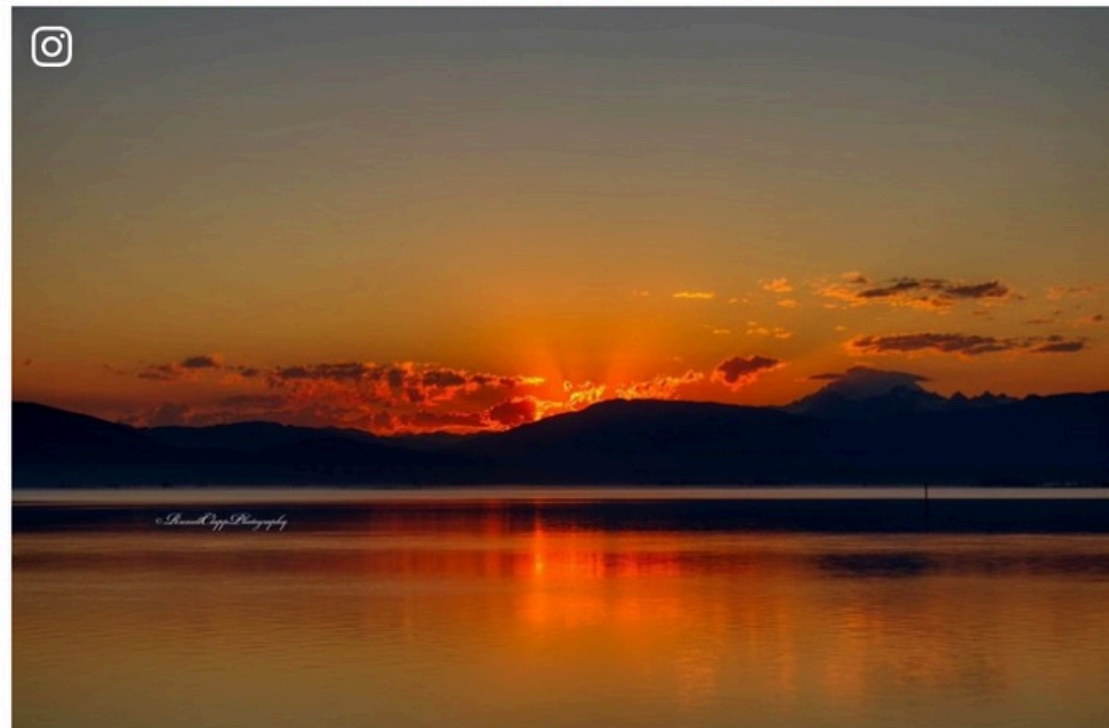
Concrete



DIGITAL ASSET MANAGEMENT



Skagit Tourism Bureau maintains a digital asset library of graphics, photography, and video to utilize in all advertising and publications.



We also utilize digital assets to engage with stakeholders, media, and in press releases/pitches.



TREAT 'EM RIGHT

**COMPLIMENTARY ONLINE CUSTOMER
SERVICE TRAINING AVAILABLE TO
EMPLOYERS THROUGHOUT SKAGIT COUNTY.**

CONTACT US TO GET STARTED!





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MAY 15TH, 2025

REGISTRATION *now* OPEN

2025 INAUGURAL TOURISM SUMMIT

5/15/25 | 3:00PM-5:30PM

MOUNT VERNON LIBRARY COMMONS

Location sponsored by the City of Mount Vernon

Registration fee: \$25.00



INDUSTRY UPDATES & TOURISM TRENDS

David Blanford, CEO of State of Washington Tourism

Steve Halasz, CEO of Blue Room Research

Anthony Anton, CEO of the Washington Hospitality Association





CONNECT WITH US

CONTACT INFORMATION



360-610-7111



www.visitskagitvalley.com



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Cody Hurd, Sports Development Manager
Cody@visitskagitvalley.com

Genesi Funston, PR & Marketing Intern





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THANK YOU

FOLLOW US ON SOCIAL MEDIA

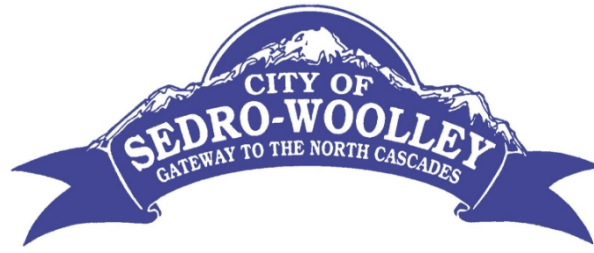


@visitskagitvalley



@visitskagitvalley

#magicskagit



City Council Agenda Item

Agenda Item No.: d.2.

Date: April 2, 2025

From:

Subject: Manager of Puget Sound Energy for Skagit and Snohomish County Robert Knoll

RECOMMENDED ACTION:

ISSUE:

BACKGROUND/SUMMARY INFORMATION:

FISCAL IMPACT, IF APPROPRIATE:

ATTACHMENTS:

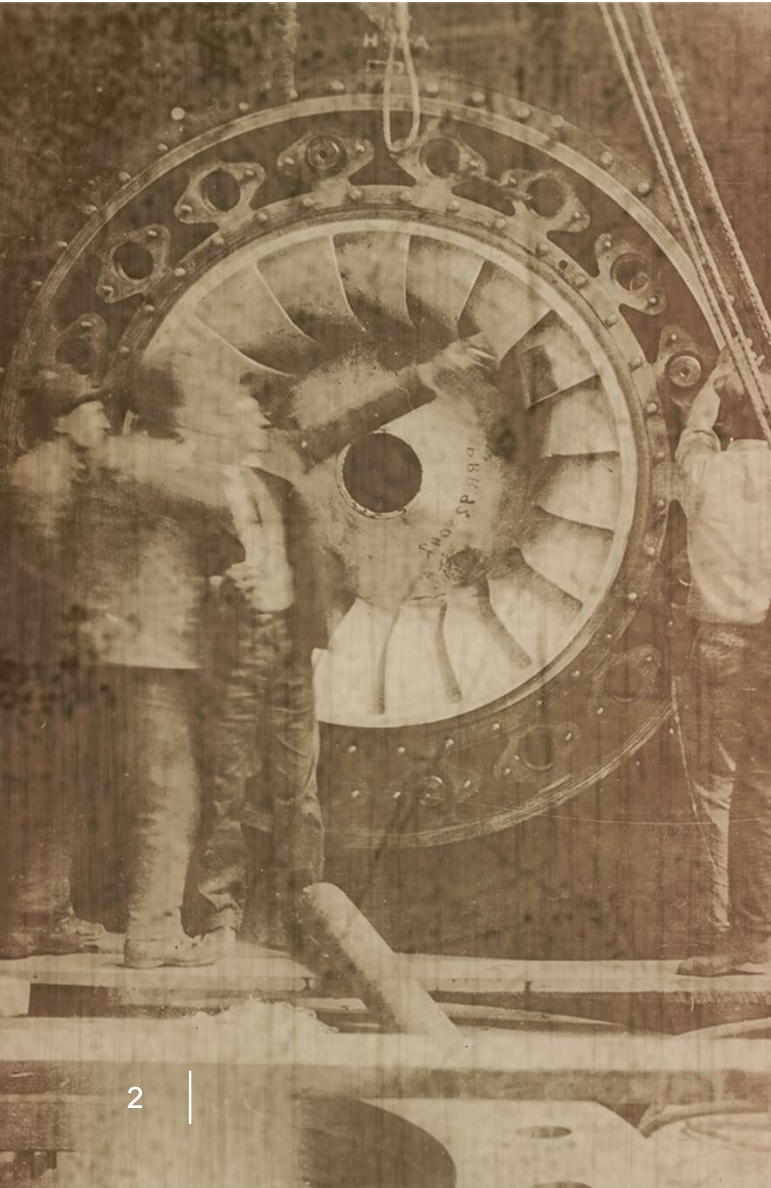
1. PSE Presentation

PSE's Transformation to Cleaner Energy

City of Sedro Woolley
Council Work Session
April 2, 2024

Robert Knoll
Government Affairs



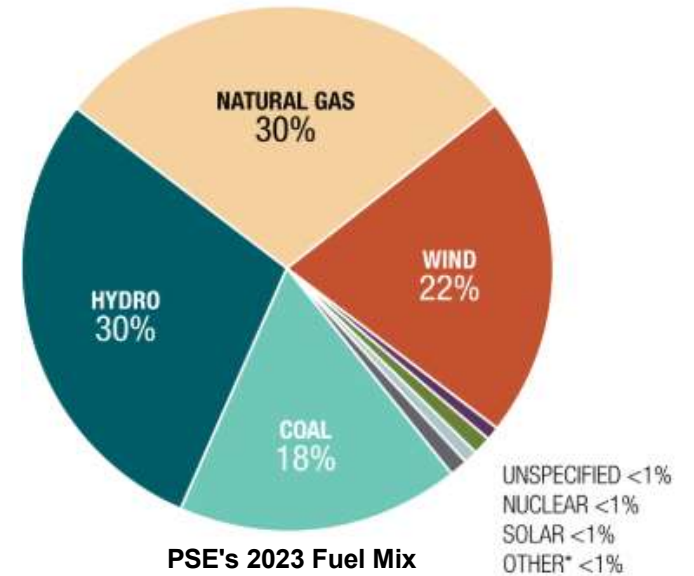


Fueling the growth of local communities for over 150 years

- We're Washington's largest and oldest utility, **serving 1.5 million customers** in 10 counties.
- We're undergoing the most **significant transformation** in our history as we strive to meet some of the most ambitious **clean energy laws** in the nation.
- Our core purpose is the **safe and reliable** delivery of energy to our customers, under all conditions.

About PSE

- ◆ Washington state’s **oldest and largest utility**
- ◆ Regulated investor-owned utility serving **1.24M electric customers and 881K gas customers** in 10 counties located primarily in Western Washington
- ◆ **Undergoing the most significant transformation in our 150+ year history** as we strive to meet some of the most ambitious clean energy laws in the nation



6.5 GW
Generating capacity
(owned & contracted)

33,763
Miles of electric
transmission and
distribution lines

28,077
Miles of natural
gas pipeline and
service lines

3,257
Full-time equivalent
employees

Washington has enacted some of the most ambitious climate policies in the country

Clean Energy Transformation Act (SB 5116)

Passed in 2019 and commits WA state to a carbon-neutral electric supply by 2030 and 100% clean electricity by 2045

Clean Buildings Act (HB 1257)

Passed in 2019 and adopts a new energy performance standard for existing commercial buildings over 50,000 sq. ft.

Climate Commitment Act (SB 5126 – “Cap and Invest”)

Passed in 2021 and establishes a program aimed at capping and reducing GHGs from the largest emitting sources and industries, to work towards the state's greenhouse gas limits set in state law

Clean Fuel Standard (HB 1091)

Passed in 2021 to curb pollution from the transportation sector, which accounts for almost 45% of state GHG emissions

Decarbonization bill (HB 1589)

Passed in 2024, it streamlines planning processes, supporting the future energy choices of our customers in alignment with the state's clean energy goals

2025 is a significant year for compliance with Washington's Clean Energy Transformation Act



Coal-free electricity

- PSE will eliminate coal-fired resources from PSE's allocation of electricity to Washington retail electric customers by 2025, **750 MW total capacity removed**



Carbon-neutral electric supply

- PSE is committed to achieving a **net zero carbon emissions** electric supply for our customers by 2030, consistent with Washington State's CETA



100% clean electricity supply

- PSE is committed to achieving a **100% non-emitting electric supply** by 2045, consistent with Washington State's CETA



We're making progress towards these goals

- Since 2019, we've procured more than **3,800 MW** of **renewable energy resources**.
- We're **aggressively pursuing** renewable energy resources, from large generation projects to energy produced locally in our neighborhoods and communities.
- We issued a request for proposals in July 2024 to supply up to **2.3 million annual megawatt hours of non-emitting resources**—the largest RFP in the company's history



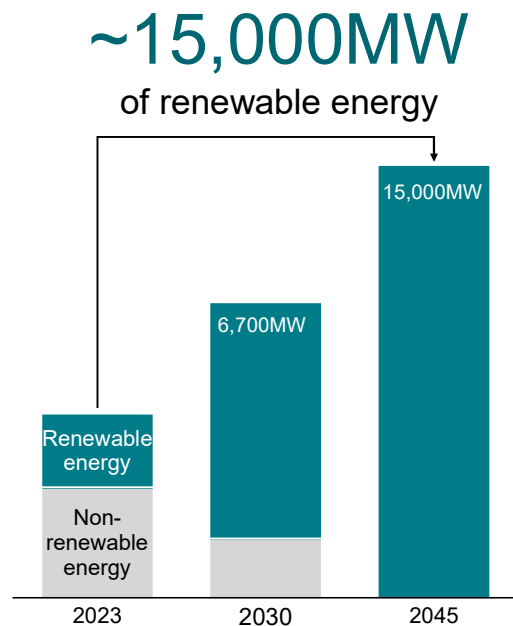


The path to a cleaner energy future is complex and not without challenges

- The **scale and pace** at which we need to acquire new, cleaner energy resources is **unprecedented**.
- The **demand** for electricity is expected to **increase significantly**
- **Cleaner energy technologies** that can replace reliable and dispatchable generation currently provided by coal and natural gas are **not commercially available** yet.
- Commercially available **renewable resources**, such as wind and solar, are **intermittent** in nature and lead to more volatile and **unpredictable power markets** and **reliability challenges**.
- The **electric grid** needs to be **expanded and modernized** to support the transition to cleaner energy.
- We have to balance this accelerated transformation with the need for **affordability and equity**.



We need to acquire cleaner energy at an unprecedented pace and scale



Nameplate capacity required in Resource Plan (in MW)

For scale – that is equivalent to

- 700K** residential solar panel systems
- + 50K** residential battery storage systems
- + 8** peaking plants
- + 1,250** wind turbines
- + 45** solar plants
- + 15** hybrid generation & storage plants
- + 10** battery storage plants
- + 1,250** MW savings from conservation, demand response



PSE's Frederickson generating station is an example of a dispatchable energy resource



PSE's Wild Horse wind facility is an example of an intermittent/variable energy resource

There's a need for on-demand, clean energy resources to replace carbon emitting resources

- After 2025, our resource portfolio will no longer include nearly 750 MW of traditional coal-fired **baseload generation**.
- We need to replace this energy that acts as an **on-demand, easily dispatched** resource, serving customers when the sun isn't shining or the wind isn't blowing.
- **Emerging technologies** that could fill this gap will likely not be **commercially available** for some time.
- In the near term, the large amounts of **variable resources**, including wind and solar, being added to the system poses a **reliability risk** and **hybrid thermal peaking resources** may be needed to **bridge the gap**.

Slide 9

PA0 Should we mention Grays Harbor agreement on slide or in notes?
Papar, Amreen, 2025-02-10T20:22:57.723

DC0 0 Let's put it in notes
Donegan, Christina, 2025-02-11T17:35:07.703

DC1 750 MW...
Donegan, Christina, 2025-02-11T17:34:42.843

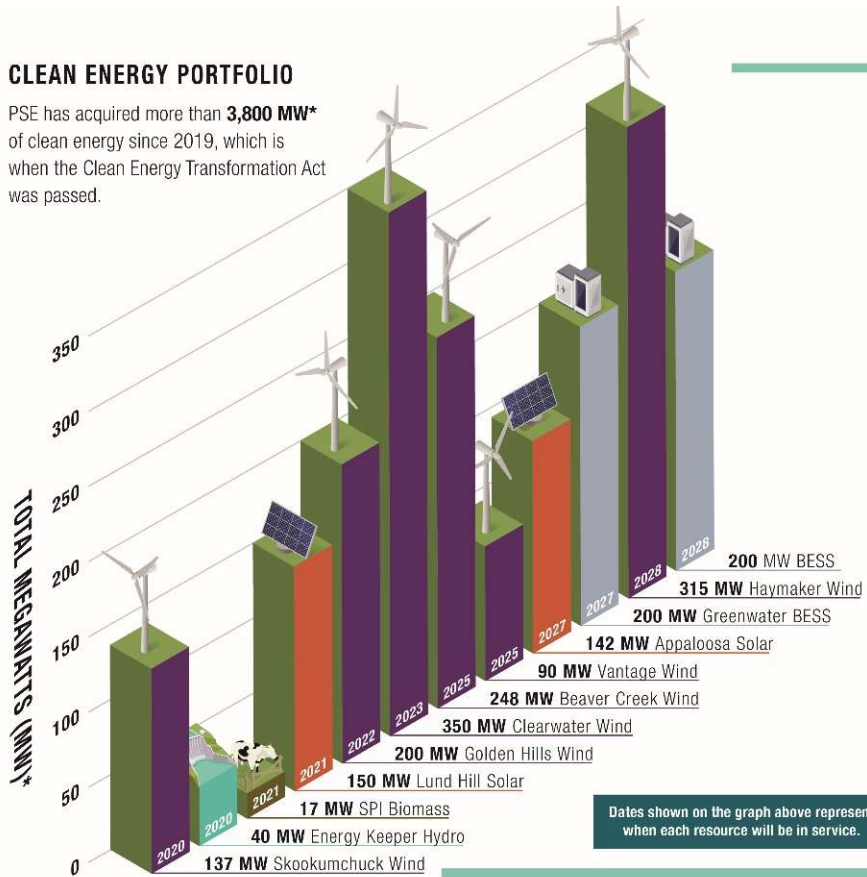


We're pursuing an “all of the above” strategy to address this critical reliability gap

- We're supporting **early project development** activities for an advanced **small modular nuclear** reactor facility.
- We're adding **utility-scale battery storage** solutions to our portfolio and exploring newer technologies for longer duration energy storage.
- We're playing an active role in the **Pacific Northwest Hydrogen Hub**

CLEAN ENERGY PORTFOLIO

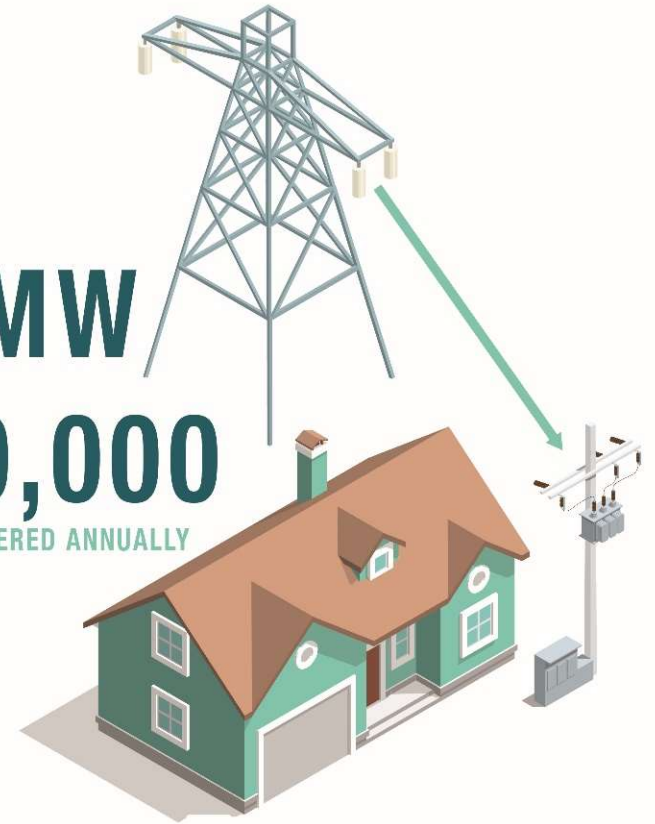
PSE has acquired more than **3,800 MW*** of clean energy since 2019, which is when the Clean Energy Transformation Act was passed.



3,800 MW

530,000

HOMES POWERED ANNUALLY



*Illustration above does not include short-term market purchases



Battery storage systems play a critical role in accelerating our transition to clean energy

- Battery storage systems allow us to get the **most value from existing renewables** and **offset the need to build additional generation resources** that are used only at times of high demand.
- We estimate we will need approximately **1,500 MW of storage by 2030** (DER, hybrid, utility-scale combined).
- We're exploring a mix of **PSE and developer-owned agreements** for battery storage projects.



At the same time, demand for electricity is rising rapidly

- According to PSE's current forecasts, **energy consumption** is likely to **increase by a third (~34%)** in 20 years.
- **Electric vehicle charging** is forecasted to be **25%** of our total **system load** in 20 years.
- Upward trend in new, **large customer load requests > 3MW.**

Electric loads are increasing

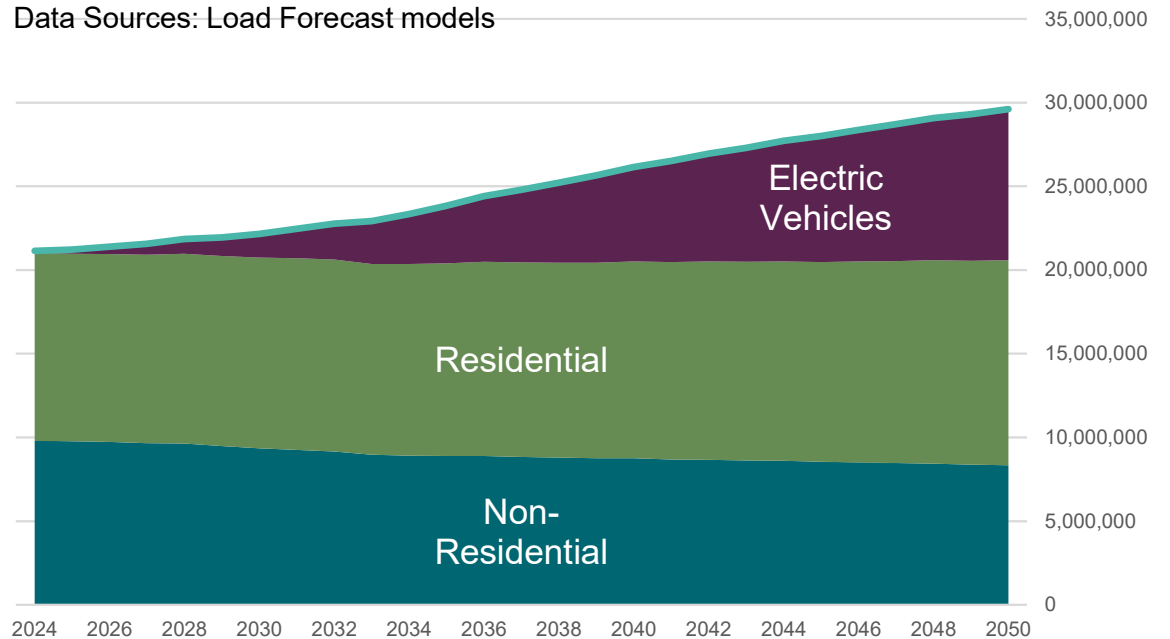
PSE GROWTH TRENDS

- Electric load is forecasted to grow at an average annual rate of 1.4% over the next 20 years.
- Energy consumption from electric vehicle charging grows 25% annually, growing from about 6% of total system load in 2030 to about 25% of system load in 2045.

System Level Electric: Forecast of Delivered Load

Units: MWh

Data Sources: Load Forecast models



Customers will play a pivotal role in enabling the transition to cleaner energy



Distributed energy resources and microgrids



Demand response



Transportation electrification



Distributed energy resources (DERs)

- Customer adoption of **DERs** (rooftop solar panels, batteries, EVs and other smart appliances) is **growing rapidly**.
- DERs promote **two-way flows of energy** and offer opportunities for utilities and customers to **work together** and innovate to meet rising demand.
- PSE envisions its role in this new landscape as a **“conductor”** within the energy ecosystem, empowering customer choice and flexibility, enhancing controls and automation, and optimizing interactions to achieve our clean energy targets.

(Left) Community Solar sites like these will play an important role along with utility-scale energy resources.





Demand response (DR)

- **Conservation** has long been a **key strategy** for utilities, and requests to save energy when demand is predicted to be high are becoming the new normal.
- Our DR programs **incentivize customers** to reduce or shift their energy usage during periods of **peak demand**, like during a cold snap or heat wave.
- DR programs not only help **reduce strain on the grid**, they **offset** the amount of **large, utility-scale generation** we need to procure.

(Left) Nearly 300,000 customers are enrolled in PSE's suite of demand response programs.





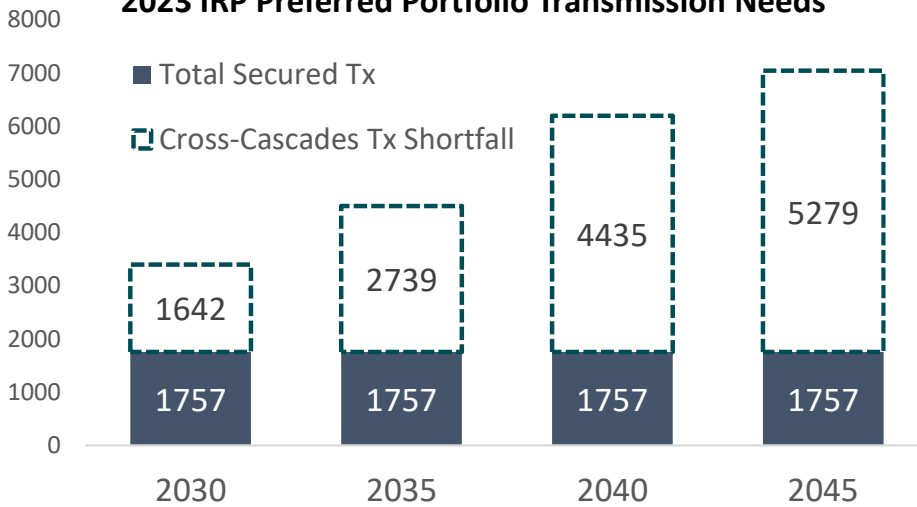
We need to expand and modernize the electric grid to support the transition to clean energy

- The vast majority of **renewable energy resources** in the state are located **east of the Cascade mountains**.
- To bring this energy to PSE's service area, we need to **expand and modernize** the existing **transmission and distribution infrastructure**.
- We **continually invest in our system** to maintain customer and public safety, meet customer growth and service needs, and modernize and automate the grid.

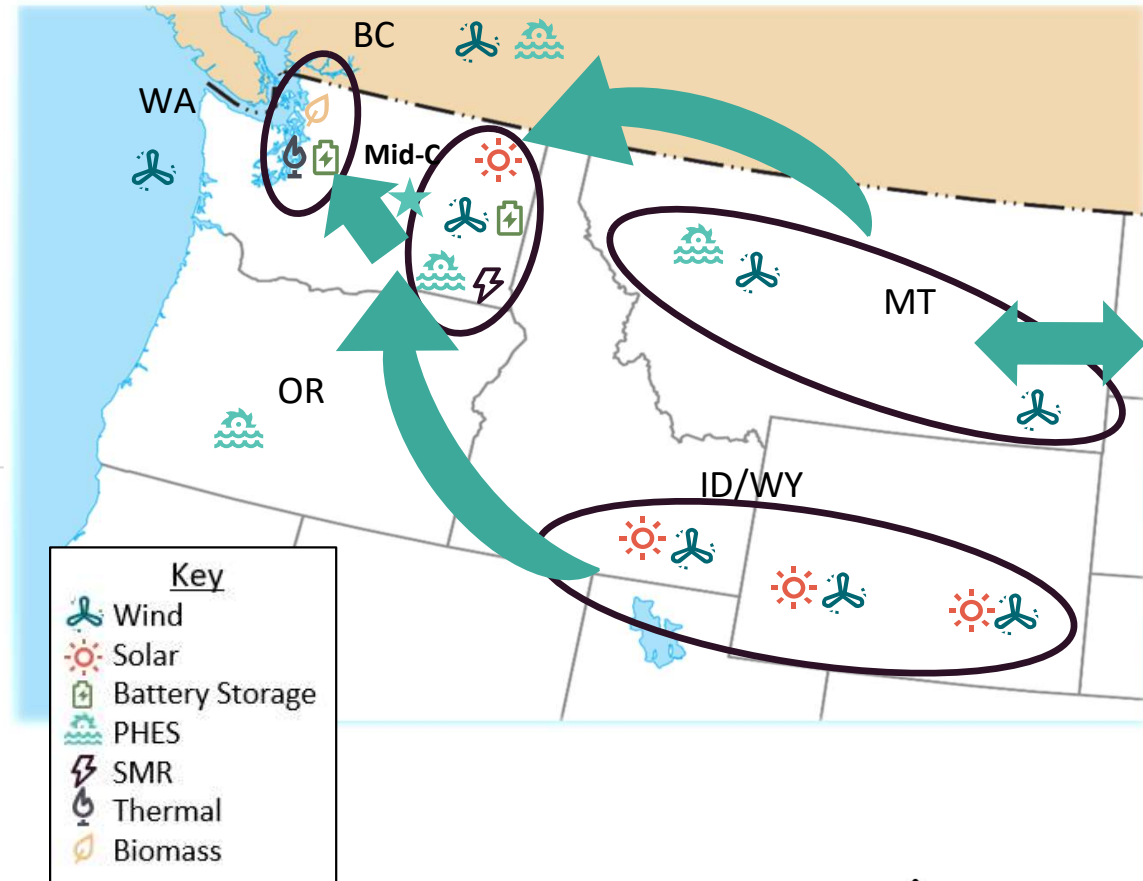


Transmission expansion is needed to deliver clean energy beyond 2030

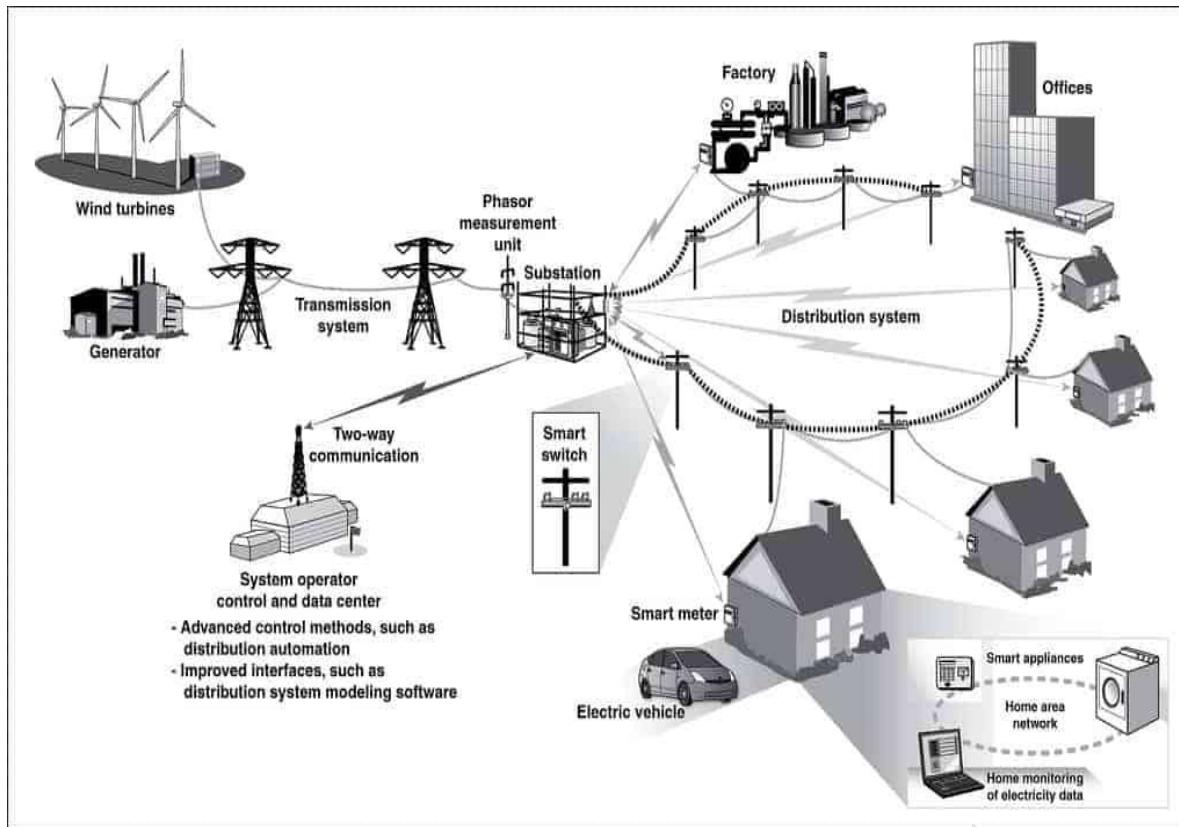
2023 IRP Preferred Portfolio Transmission Needs



- Additional transmission capacity to deliver **clean energy** to PSE’s customers will require **transmission expansion** across multiple segments.
- Transmission investments will help **enhance our energy resilience** and enable a robust **clean energy pathway** for the future.



Modern Electric Delivery System



Source: GAO analysis.

THE FUTURE OF THE GRID

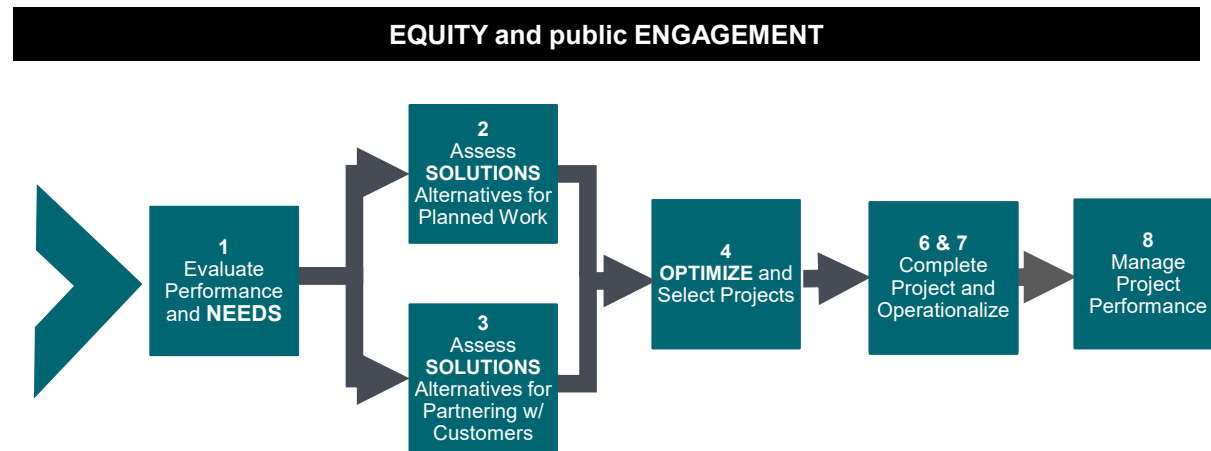


Energy Delivery System Planning Process

Energy Delivery System Planning (DSP) Operating Model

Triggers:

- Safety issues
- Customer capacity requests and partnerships
- Equity concerns
- Fuel Switching
- Transportation Electrification
- Delivery system modernization
- Asset health
- Asset reliability
- Asset integrity
- Compliance
- Proactive resource integration including customer partnerships



PSE in Skagit County



Customers



10,142

Electric Commercial

65,557

Total

55,415

Electric Residential

Partnerships

GRIP Grant – Upper Skagit

EPA Grant – Port of Anacortes

Samish Island Battery & Microgrid



EPA CLEAN PORTS PROGRAM - GRANT PARTNERS



PSE awarded \$45M grant to help improve reliability and resiliency in parts of Skagit River Valley - October 18, 2024

PUGET SOUND
BUSINESS JOURNAL



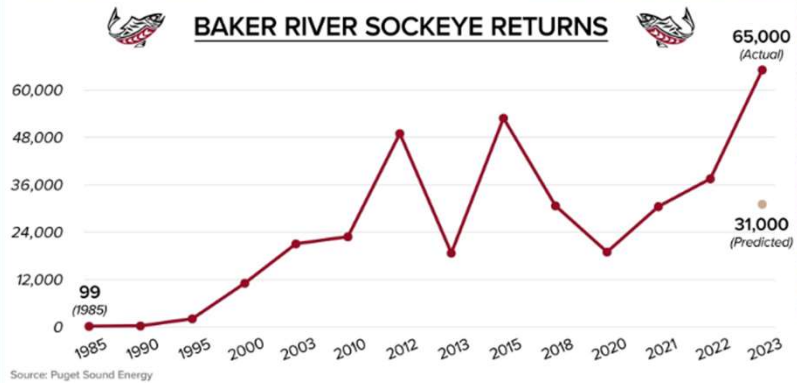
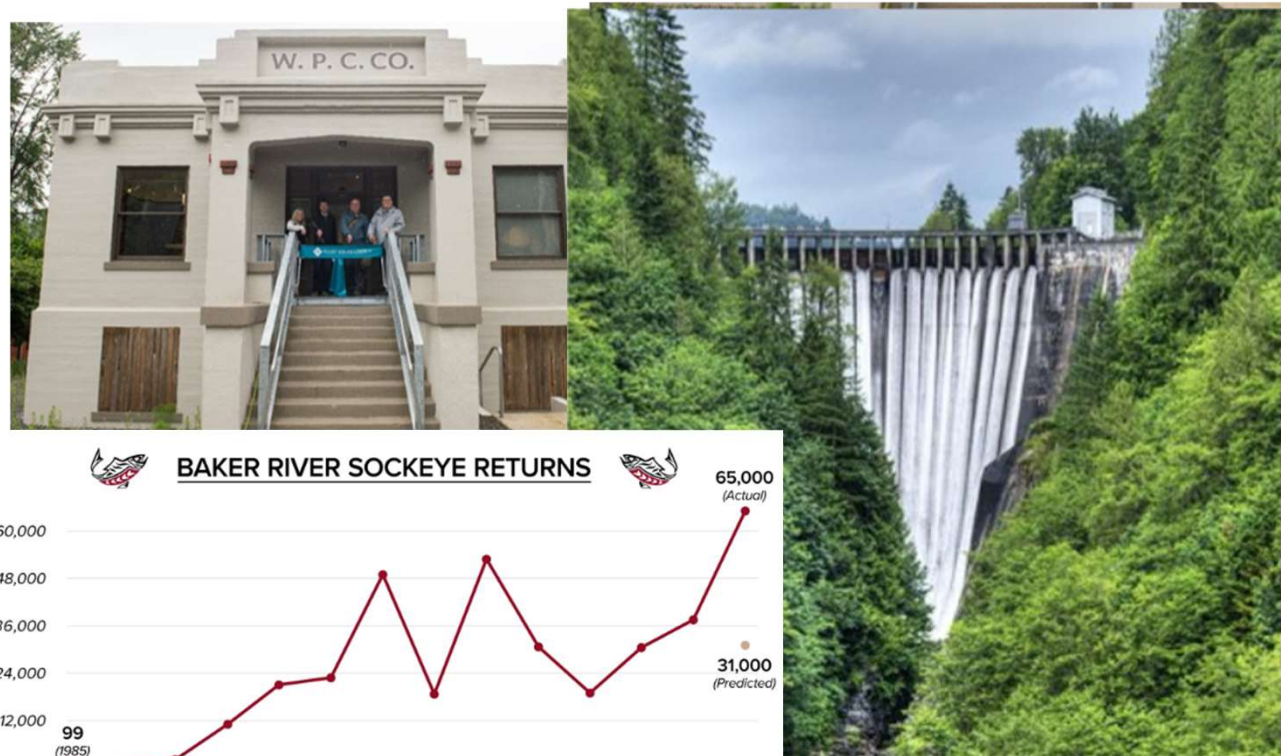
Baker Hydro Success

Lake Shannon Day Use Park and Boat Ramp

Baker Club House and Visitor Center

Dam Safety Projects

Baker River Fish Passage



“Washington's Baker River sockeye salmon run smashes record, despite hydroelectric dams”

- October 27, 2023



The path forward is complex – we have a lot to do, we must account for a variety of needs and our planet cannot wait.

We're committed to building a cleaner, safer, and more reliable energy future.

pse.com/poweringgenerations

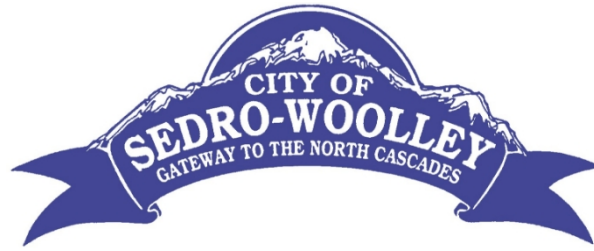
Questions?

Robert Knoll

Government Affairs

robert.knoll@pse.com

425.418.0987



City Council Agenda Item

Agenda Item No.: f.1.

Date: April 2, 2025

From: Kyle Anderson, Assistant Engineer

Subject: Skagit Council Regional Call for Projects - John Liner Arterial Improvement Project & F&S Grade Road Improvements Phase 1 Project

RECOMMENDED ACTION:

1. Motion to approve an additional commitment of \$321,215 in local funding for match for STPUS federal funds grant for the John Liner Arterial Improvements Project.
2. Motion to authorize Mayor Johnson to sign the attached Project Endorsement Form for the Surface Transportation Block Grant Program through Skagit Council of Governments for the John Liner Arterial Improvements Project with an estimated project cost of \$2,980,091.
3. Motion to approve commitment of \$52,110 in local funding for match for STPUS federal funds grant for the F&S Grade Road Improvements Phase 1 Project.
4. Motion to authorize Mayor Johnson to sign the attached Project Endorsement Form for the Surface Transportation Block Grant Program through Skagit Council of Governments for the F&S Grade Road Improvements Phase 1 Project with an estimated project cost of \$2,740,500.

ISSUE:

BACKGROUND/SUMMARY INFORMATION:

Annually, the Skagit Council of Governments (SCOG), calls for projects to receive Surface Transportation Block Grants. SCOG issued their call for projects on March 21, 2025. In order to apply before April 4th, 2025, Council will need to approve the additional local funding matches and for Mayor Johnson to sign the Project Endorsement forms.

The John Liner Arterial Improvements project is the next segment of the John Liner/Jones Road Corridor. This project is federally funded and extends from the future SR 9 roundabout slated for construction in 2025 to Reed Street. The design will generally consist of a two-lane road with curb, gutter and sidewalk on the south side and curb, gutter and a shared use path on the north side, new storm drainage system, and illumination. Due to additional design requirements and inflation, additional funds are to be used to cover costs of Preliminary Engineering and Construction.

Current project funding:

PE = \$226,111/\$35,289 match

R/W= \$210,089/\$32,788 match
Cons= \$617,956/\$96,444 match

The F&S Grade Road Improvements Phase 1 Project is scheduled to be placed on the 2025-2031 Six Year Traffic Improvement Program. The proposed improvements would reconstruct F&S Grade Road from an existing 24' wide HMA roadway without drainage, curbs and sidewalks to an 62' wide Minor Arterial Street with curbs, gutters, drainage, HMA Pavement, a 5' sidewalk on North side, a 10' multi-modal path on South side, and 5' buffer on each side, pavement markings and street lighting upgrades.

FISCAL IMPACT, IF APPROPRIATE:

Additional local funding match requirements for the John Liner Arterial Project are \$321,215.

Additional local funding match requirements for the F&S Grade Road Improvements Phase 1 Project are \$52,110. Total local funding match requirements for both projects is \$373,425.

ATTACHMENTS:

1. ProjectApplicationForm_John-Liner Arterial Improvements
2. ContingencyListProjectApplicationForm_F&S Grade Rd Ph1

PROJECT APPLICATION FORM

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

TRANSPORTATION ALTERNATIVES SET-ASIDE

CARBON REDUCTION PROGRAM

Project Title:

GENERAL PROJECT INFORMATION

Date of Submittal:

Organization:

Applicant Name, Title:

Applicant Phone Number:

Applicant Email Address:

PROJECT INFORMATION

Accurately describe project. If selected for funding, SCOG will ensure project descriptions programmed in the Regional Transportation Improvement Program are consistent with this application, and any additional project materials submitted as part of this project selection process. All eligibility criteria must be met at the time of application. Projects that do not meet eligibility criteria under any of the federal programs considered for this project selection will be removed from consideration.

Project Location:

Is the project sponsor requesting Urban Area or Rural Area funding? Urban Area Rural Area
(use this [map](#) to determine applicable geography)

Federal Functional Classification (use this [map](#)):

Beginning Termini:

Ending Termini:

Project Length (in miles):



Has the project been submitted to SCOG in the web based STIP software? Yes
STIP ID:

Project Description

Include the project scope, purpose, and brief comparison of existing and proposed conditions (5,000 characters maximum).

PLANNING & PUBLIC INVOLVEMENT

Is this project included in the project sponsor’s long-range plan? Yes No

Project ID: Provide hyperlink to document: Page number:

If no hyperlink is available, provide plan in email attachment with application materials.

Is this project identified in the project sponsor’s six-year comprehensive transportation program, capital improvement program, or equivalent? Yes No

Project ID: Provide hyperlink to document: Page number:

If no hyperlink is available, provide plan in email attachment with application materials.

Date of public meeting(s) in which the documents identified above were approved by the project sponsor’s governing body:

What project in the [Skagit 2045 Regional Transportation Plan](#) (pages 66-73) is this project implementing, if any? ID #:

PROPOSED SCHEDULE

PE/PL/ Other	RW	CN
-----------------	----	----

Earliest possible obligation date (mm/yyyy)

Estimated completion date (mm/yyyy)

ATTACHMENTS

Applicant has included:

- Vicinity Map
- Signed [Project Endorsement Form](#)
- Cost Estimate
- Typical Section (if applicable)
- Written Concurrence (if project is within or connects to right of way of another organization)
- Written acknowledgment from Skagit Transit (if project is located on fixed-route transit line)

COST SUMMARY

A. Previous obligations (all fund sources, all phases)	\$	Federal funding is requested for the following phases (check all that apply):
Fund Source:	\$	
Fund Source:	\$	
Fund Source:	\$	
B. Requested federal funds	\$	<input type="checkbox"/> Preliminary Engineering/Design <input type="checkbox"/> Right-of-way <input type="checkbox"/> Construction <input type="checkbox"/> Other (planning, etc.)
C. Other secured federal funds. Source:	\$	
D. Other secured state funds. Source:	\$	
E. Secured local funds (minimum 13.5%). Source:	\$	
F. Secured private funds. Source:	\$	
G. Other planned phases	\$	
H. Total estimated project cost (all phases).	\$	

Describe funding request for each phase, including federal amount requested for each phase from SCOG and match for each phase.

Additional cost summary notes (optional, 1,000 characters):

Describe the commitment of secured matching funds and the status of obtaining any unsecured funds. (Note: Matching funds must be available at the time of fund obligation. 1,000 characters)

ECONOMIC VITALITY 10 MAXIMUM

CONSISTENCY WITH ECONOMIC DEVELOPMENT PLAN 2

Is project consistent with an adopted economic development/revitalization plan or other plan with an economic development component? If so, cite the plan and page number applicable to this project.

Hyperlink to plan: _____ Page number: _____

If no hyperlink is available, provide plan in email attachment with application materials.

FREIGHT NETWORK 5

Is the project located on, or intersect with, the Freight and Goods Transportation System?
 (use this [map](#))

- T-1.....5
- T-2.....4
- T-3.....3
- T-4.....2
- T-5.....1

- R-1.....5
- R-2.....4
- R-3.....3
- R-4.....2
- R-5.....1

- W-15
- W-24
- W-33
- W-42
- W-51

PRIVATE PARTNER FUNDS 2

Have private partners pledged funding to this project? If so, how much? \$

(1 point per 2% of total amount of federal funds requested.)

Note: this does not include traffic impact fees and/or any funds identified as local match.

To receive points in this category, project sponsor must include signed pledge sheet from private partner(s) with pledged funding level.

ENVIRONMENTAL JUSTICE 4

- Is project within 100 feet of low-income census tract? (SCOG will perform this analysis)2
- Is project within 100 feet of minority census block? (SCOG will perform this analysis)2
- Does this project meet an identified need of an Environmental Justice minority or low-income protected population? This must be demonstrated by a formal letter of support by a service provider of Environmental Justice protected population(s). (Include letter of support with application)4

EXISTING AND FUTURE DEVELOPMENT (SCOG WILL PERFORM THIS ANALYSIS) 4

Project is located in area of significant existing employment or future employment growth. For the 2018 measure, submitted projects will be divided into thirds based on highest rate of existing employment per acre in the transportation analysis zones the project is within. For the 2045 measure, submitted projects will be divided into thirds based on the number of new jobs per acre in the transportation analysis zones the project is within. Project will receive points for the highest point-value geography it is within. Scores will not be combined; the project will receive the highest score from 2018 Employment Density or the 2045 Employment Growth Density.

2018 Employment Density

- Low Density0
- Medium Density2
- High Density4

2045 Employment Growth Density

- Low Density0
- Medium Density2
- High Density4

SAFETY 25 MAXIMUM

SAFETY PLANS 5

- Is the project included in an adopted local road safety plan?5

If so, cite the plan and page number applicable to this project.

Hyperlink to plan:

Page number:

If no hyperlink is available, provide plan in email attachment with application materials.

Is the project included in an adopted transit safety plan?5

If so, cite the plan and page number applicable to this project.

Hyperlink to plan:

Page number:

If no hyperlink is available, provide plan in email attachment with application materials.

Is the project included in another adopted safety plan?5

If so, cite the plan and page number applicable to this project.

Hyperlink to plan:

Page number:

If no hyperlink is available, provide plan in email attachment with application materials.

Note: to receive credit for the safety countermeasures listed below, they must be included in the project description submitted in SecureAccess Washington, the web based STIP software.

FEDERAL HIGHWAY ADMINISTRATION PROVEN SAFETY COUNTERMEASURES 20

List each [Federal Highway Administration proven safety countermeasure](#) the project includes (up to five total excluding safety plans, which are included in a previous safety subsection):

-4
-4
-4
-4
-4

NON-ROADWAY SAFETY COUNTERMEASURES 20

For non-roadway projects, list each [bicycle safety](#) and [pedestrian safety](#) countermeasure the project includes (up to five total excluding safety plans, which are included in a previous safety subsection):

-4

- 4
- 4
- 4
- 4

MOBILITY 15 MAXIMUM

NETWORK DEVELOPMENT

- Does this project improve a route that is proximate and parallel to regional network corridor? This must be demonstrated by a formal traffic study. (Include traffic study with project submittal.)2
- Does this project improve transit access and/or amenities on a current or planned Skagit Transit fixed route? (Include letter from transit agency to verify.).....3
- Does this project include provisions for data collection (e.g. transit ridership, vehicular counts, bicycle counts, pedestrian counts)?2

Note: to receive credit for the features listed below, they must be included in the project description submitted in SecureAccess Washington, the web based STIP software.

- Does this project include bicycle wayfinding?2
- Does this project include a paved, separated trail?.....4
- Does this project add or improve sidewalks/walkways for at least 50% of the total project length?2
- Does this project include bicycle lanes for at least 50% of the total project length (must include clear designation such as signage and/or pavement markings)?2
- Does this project include a signal or roundabout at an existing unsignalized intersection?.....6

REGIONAL NATURE 10 MAXIMUM

REGIONALLY SIGNIFICANT PROJECTS 10

- Is this project included in the Skagit 2045 Regional Transportation Plan (use this [map](#))?10

NON-REGIONALLY SIGNIFICANT PROJECTS 10

- Is this project located on the regional transportation system (use this [map](#))?.....10

PROJECT READINESS & FUNDING 15 MAXIMUM

PROJECT READINESS 8

- Environmental permits approved or categorically excluded (include applicable documentation)....2
- PS&E package complete or unnecessary (include applicable documentation)3
- Right-of-way acquisition complete or unnecessary (include applicable documentation)3

PROJECT FUNDING (SCOG WILL SCORE THIS SUBSECTION) 7

- Other secured or previously obligated funding
 (other than required match and private investment, 1 point per source)0-4
- More than 13.5% local match (1 point per additional 5%)0-3

PRESERVATION & MAINTENANCE 15 MAXIMUM

IMPROVEMENT TYPE 5

For roadway projects, what is the project’s improvement type in SecureAccess Washington, the web based STIP software? (100 characters maximum, SCOG will score)0-5

For non-roadway projects, describe maintenance and preservation components of the project. (100 characters maximum, SCOG will score).....0-5

PRESERVATION 5

- Does this project improve or sustain the condition of an existing transportation facility, restoring it to a state of good repair?.....5

MAINTENANCE 5

- Does this project include routine or preventative maintenance of a transportation facility?5
- Does this project extend the useful life of an existing transportation facility?5

Does this project implement an element of the organization’s adopted asset management plan, or other adopted maintenance-related plan, program or strategy?.....5

If so, cite the plan and page number applicable to this project.

Hyperlink to plan:

Page number:

If no hyperlink is available, provide plan in email attachment with application materials.

TECHNICAL ADVISORY COMMITTEE PRIORITY 10 MAXIMUM

The TAC will rank the submitted projects relative to each other based on the anticipated regional benefit of each project. The top ranked project will receive 10 points; the second ranked project will receive 9 points, etc. Projects not ranked in the top 10 will receive zero points.

PROJECT DELIVERY BONUS +5 POINTS

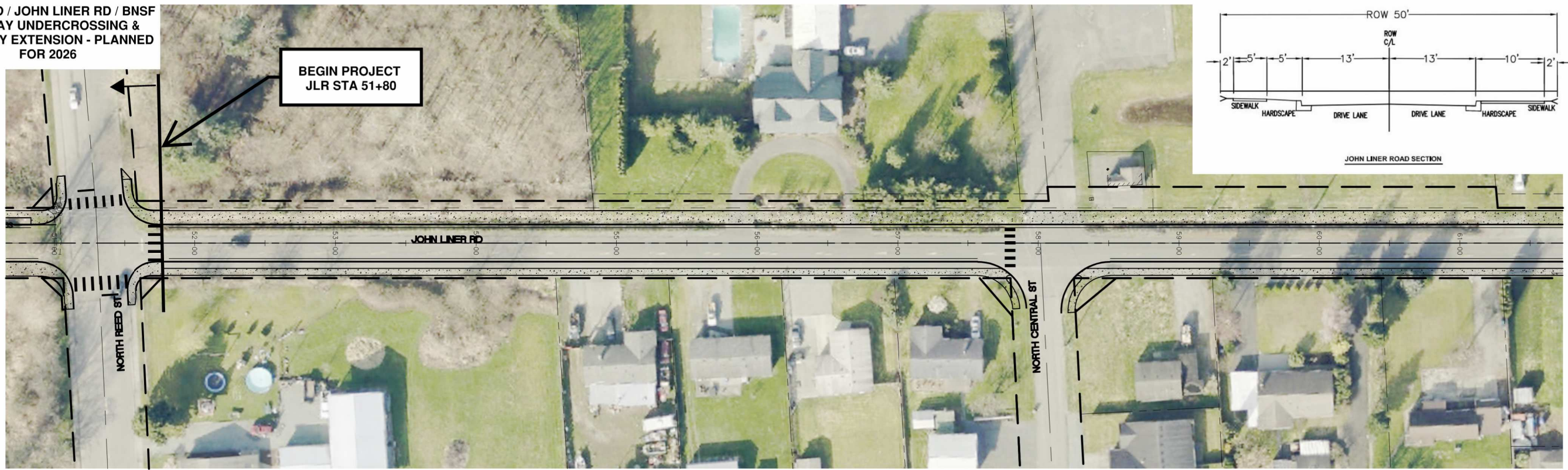
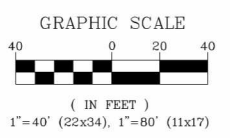
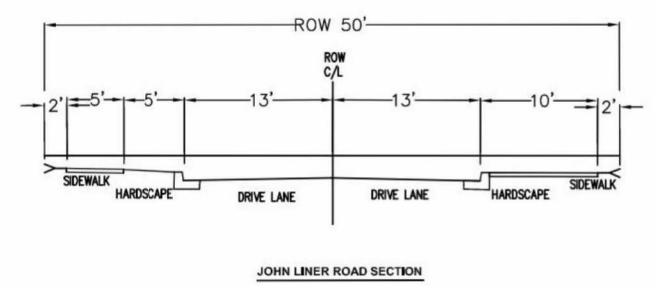
This criterion is consistent with adopted SCOG Regional Transportation Improvement Program Procedures for the Obligation Authority Process.

PROJECT DELIVERY BONUS (SCOG WILL SCORE THIS SECTION) 5

In 2023 or 2024, did the project sponsor move a project forward using Gap Strategy #1 or #2 from the SCOG Obligation Authority Process, and obligate the project’s federal funding by July 1 of the respective calendar year?5

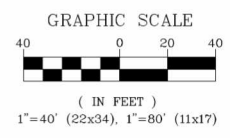
JONES RD / JOHN LINER RD / BNSF RAILWAY UNDERCROSSING & ROADWAY EXTENSION - PLANNED FOR 2026

BEGIN PROJECT
JLR STA 51+80



END PROJECT
JLR STA 69+28.39

TOWNSHIP STREET (SR 9) AND JOHN LINER RD / MCGARIGLE RD INTERSECTION IMPROVEMENTS - 2024



JOHN LINER ROAD ARTERIAL IMPROVEMENTS PROJECT
VICINITY MAP & ROADWAY SECTION



EXHIBIT

DESIGNED BY
OAM
DRAWN BY
OAM/LMH
CHECKED BY
NZ

R&E Reichhardt & Ebe ENGINEERING INC
P.O. Box 978 | 423 Front Street
Lynden, WA 98264 (360) 354-3687

NO.	DATE	DESCRIPTION	BY

CITY OF SEDRO WOOLLEY
325 METCALF STREET
SEDRO WOOLLEY, WA 98284

JONES / JOHN-LINER RD
CID - JOHN-LINER ROAD ARTERIAL IMPROVEMENTS

DWG 18002.7 PLOT
JOB# 18002.7

SCALE
H: 1"=40' v: N/A

DATE 3/15/22
SHEET 2 of 2

PROJECT ENDORSEMENT FORM

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

TRANSPORTATION ALTERNATIVES SET-ASIDE

CARBON REDUCTION PROGRAM

Project Title:

The attached project application reflects established funding priorities consistent with adopted plans and/or programs.

The project described is financially feasible, local match revenue is available and will be committed to the project if it receives requested federal funding.

Costs identified in the application represent accurate estimates needed to accomplish the work described herein. Any cost overruns are the responsibility of the project sponsor. All features claimed in the project application will be included in the final project.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this organization.

Name of Organization

Name and Title of Authorized Representative

Signature of Authorized Representative

Date



423 Front Street
 Lynden, WA 98264
 Phone: (360) 354-3687

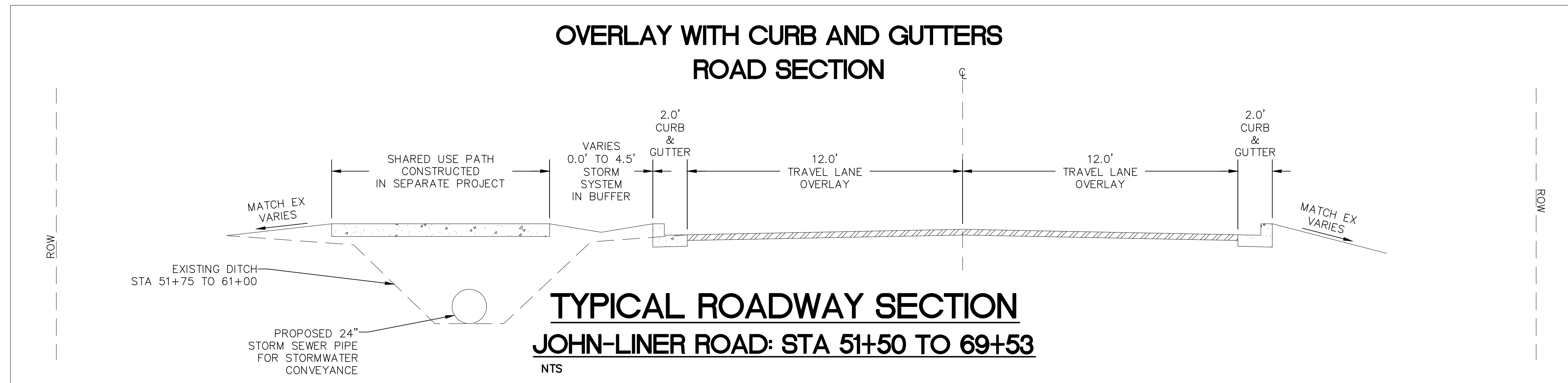
Called By:	City of Sedro-Woolley				
For:	John Liner Road Arterial Improvements 325 Metcalf St. Sedro-Woolley, WA 98284				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Olivia Moseley, P.E. March 25, 2025				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 135,000.00	\$ 135,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Project Temporary Traffic Control	1	LS	\$ 20,000.00	\$ 20,000.00
4	Flaggers	1,800	HR	\$ 75.00	\$ 135,000.00
5	Other Traffic Control Labor	180	HR	\$ 75.00	\$ 13,500.00
6	Clearing and Grubbing	1	LS	\$ 40,000.00	\$ 40,000.00
7	Removal of Structures and Obstructions	1	LS	\$ 30,000.00	\$ 30,000.00
8	Gravel Borrow Incl. Haul	2,620	TON	\$ 30.00	\$ 78,600.00
9	Water	40	M GAL.	\$ 75.00	\$ 3,000.00
10	Shoring or Extra Excavation Class B	10,750	SF	\$ 1.50	\$ 16,125.00
11	Crushed Surfacing Top Course	150	TON	\$ 50.00	\$ 7,500.00
12	HMA Cl. 1/2" PG 64-22	740	TON	\$ 140.00	\$ 103,600.00
13	Planing Bituminous Pavement	6,210	SY	\$ 10.00	\$ 62,100.00
14	Bioretention Cell	1	LS	\$ 30,000.00	\$ 30,000.00
15	Solid Wall PVC Storm Sewer Pipe 8 In. Diam.	335	LF	\$ 70.00	\$ 23,450.00
16	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	1,850	LF	\$ 90.00	\$ 166,500.00
17	Corrugated Polyethylene Storm Sewer Pipe 24 In. Diam.	930	LF	\$ 100.00	\$ 93,000.00
18	Catch Basin Type 2 48 In. Diam.	8	EA	\$ 5,500.00	\$ 44,000.00
19	Catch Basin Type 1	27	EA	\$ 2,500.00	\$ 67,500.00
20	Adjustments to Finished Grade	1	LS	\$ 7,500.00	\$ 7,500.00
21	ESC Lead	30	DAY	\$ 100.00	\$ 3,000.00
22	Check Dam	300	LF	\$ 20.00	\$ 6,000.00
23	Inlet Protection	27	EA	\$ 100.00	\$ 2,700.00
24	Silt Fence	1,900	LF	\$ 5.00	\$ 9,500.00
25	Erosion/Water Pollution Control	1	EST	\$ 5,000.00	\$ 5,000.00
26	Landscape Restoration	1	EST	\$ 5,000.00	\$ 5,000.00
27	Cement Conc. Traffic Curb and Gutter	3,975	LF	\$ 40.00	\$ 159,000.00
28	Cement Conc. Driveway Entrance Type 1	445	SY	\$ 100.00	\$ 44,500.00
29	Cement Conc. Driveway Entrance Type 3	800	SY	\$ 100.00	\$ 80,000.00
30	Street Lights - Cobrahead on Existing Pole	9	EA	\$ 800.00	\$ 7,200.00
31	Street Lights - New Wood Pole	4	EA	\$ 4,500.00	\$ 18,000.00
32	Permanent Signing	1	LS	\$ 10,000.00	\$ 10,000.00
33	Paint Line	3,250	LF	\$ 2.00	\$ 6,500.00
34	Plastic Line	1,560	LF	\$ 2.00	\$ 3,120.00
35	Plastic Stop Line	82	LF	\$ 20.00	\$ 1,640.00
36	Plastic Crosswalk Line	540	SF	\$ 12.50	\$ 6,750.00
37	Pothole Existing Underground Utility	10	EA	\$ 500.00	\$ 5,000.00
38	Repair Existing Public and Private Facilities	1	EST	\$ 20,000.00	\$ 20,000.00
Subtotal					\$ 1,470,285.00
Contingency (25%)					\$ 367,571.25
Construction Total					\$ 1,837,856.25

Right of Way Acquisition				
Parcel No.	Property Owner		Acquisition Area (SF)	Amount
P76869	Lawrence H. Bates		129	\$ 16,828.00
P108246	Skagit Valley View Mobile Home Park LLC		112	\$ 15,454.00
Right of Way Acquisition Total				\$ 32,282.00

Professional Services	
Design Completion	\$ 357,204.09
Construction Management (15%)	\$ 275,678.44
Professional Services Total	\$ 632,882.53

TOTAL PROJECT COST	\$ 2,503,020.78
---------------------------	------------------------

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



EXHIBIT

DESIGNED BY
OAM
DRAWN BY
OAM
CHECKED BY
NJZ

R&E Reichhardt & Ebe
ENGINEERING INC
P.O. Box 978 | 423 Front Street
Lynden, WA 98264 (360) 354-3687

NO.	DATE	DESCRIPTION	BY

CITY OF SEDRO-WOOLLEY
325 METCALF STREET
SEDRO-WOOLLEY WA 98284

JOHN LINER ROAD (REED TO TOWNSHIP)

DWG 22035 PLOT		DATE
JOB#	SCALE	SHEET
22035	H: N/A V: N/A	1 of 1

8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

January 3, 2019

TO: Mark A. Freiberger, PE, City of Sedro-Woolley

FROM: Andrew L. Bratlien, PE, TSI

COPY: Nathan Zylstra, PE, Reichhardt & Ebe Engineering, Inc.

**SUBJECT: JONES / JOHN LINER / TRAIL ROAD CORRIDOR PROJECTS
TRAFFIC ANALYSIS; UPDATED 2019-01-03**

The purpose of this memorandum is to document the traffic analysis for the Jones Road / John Liner Road / Trail Road corridor improvement projects in Sedro-Woolley, Washington.

PROJECT DESCRIPTION

The City of Sedro-Woolley 2018-2023 Six-Year Transportation Improvement Program identifies six projects, summarized in **Table 1**, which will create a new arterial corridor. The new corridor will consist of Trail Road, a north-south connection between SR 20 and Jones Road, and Jones Road / John Liner Road, an east-west connection from F&S Grade Road to N Township Road (SR 9). The corridor will include a new grade-separated railroad crossing east of the existing Jones Road terminus.

Table 1. Jones / John Liner / Trail Road Corridor Improvement Projects

TIP ID	Project Name	Project Limits	Description
C1A	Jones Rd Improvements	F&S Grade Rd / Sapp Rd	Reconstruct to arterial section, including sidewalk & shared use path
C1B	Jones/John Liner RR Undercrossing	Sapp Rd / Reed St	New BNSF undercrossing and new arterial from E Jones Rd to John Liner Rd
C1D	John Liner Rd Arterial Improvement	Reed St / Township St	Reconstruct to arterial section
C9A	Trail Rd Arterial Extension	Cook Rd / F&S Grade	Construct new minor arterial
C9B	Trail Rd – Garden of Eden Rd Extension	F&S Grade / Jones Rd	Construct new minor arterial
C19	Patrick St Extension	Michael St / E Jones St	New major collector w/sidewalks

This analysis will consider the impacts of intersection control alternatives at the intersections of:

- Cook Road and Trail Road
- N Township Street (SR 9) and John Liner Road/McGarigle Road

This analysis will also evaluate the following three intersections for possible left turn lane improvements:

- Trail Road / F&S Grade Road
- Trail Road / Jones Road
- Jones Road / Patrick Street

ANALYSIS METHODS AND ASSUMPTIONS

Analysis Software

Signalized and stop-controlled intersections were evaluated in Synchro 9 software using Highway Capacity Manual 2010 (HCM2010) methods. Roundabouts were evaluated in Sidra Intersection 7 software using the HCM6 capacity model and HCM2000 LOS thresholds, per Washington State Department of Transportation (WSDOT) policy guidance.

Travel Demand Forecasting

The travel demand forecasts used in this analysis were generated by the Sedro-Woolley 2036 citywide travel demand model, which includes all land use growth and transportation network improvements identified in the Sedro-Woolley 2016 Comprehensive Plan. Truck percentages are based on 2015 intersection turning movement counts.

The 2036 travel demand model forecasts traffic redistribution resulting from the improvement projects identified in Table 1. For the purposes of travel demand forecasting, the completed Jones/John Liner Road corridor was modeled as a fully built urban section.

By 2036, assuming completion of the corridor improvement projects, the Jones/John Liner Road corridor is anticipated to serve up to approximately 700 vehicles per hour (vph) during the PM peak hour, or approximately 7,000 vehicles per day (vpd) average daily traffic. Average daily traffic volume forecasts at each end of the corridor include:

- 7,000 vehicles per day (vpd) on Trail Road north of Cook Rd
- 6,300 vpd on John Liner Rd west of SR 9

By 2036, congestion along SR 20 through Sedro-Woolley will cause travel demand to spill over onto local east-west streets Ferry Street, State Street, and Jameson Road. The Jones/John Liner Road corridor will relieve congestion along SR 20 and through the local street network, reducing east-west demand by approximately 5,200 vpd.

By providing a continuous east-west connection, the Jones/John Liner Road corridor is also anticipated to reduce cross-street traffic along SR 20, improving safety and operations on the state route.

Attachment 1 shows raw 2036 PM peak hour volume after construction of the Jones/John Liner Road corridor improvements. Attachment 2 shows 2036 PM peak hour volume difference before and after construction of the corridor improvement projects. The volumes in Attachments 1 and 2 represent raw travel demand model volumes. These volumes were post-processed using observed traffic volumes for the purposes of this analysis.

Analysis Period

Travel demand forecasts represent the PM peak hour, defined as the highest four consecutive 15-minute intervals from 4:00 – 6:00 PM.



INTERSECTION CONTROL ANALYSIS

Existing Conditions

Cook Road and Trail Road

Cook Road is an east-west three-lane minor arterial within city limits. It connects I-5 to the west with SR 20 within city limits. Posted speed limit is 35 mph within city limits. Cook Road currently serves approximately 13,000 vehicles per day.

Trail Road is currently a three-lane north-south major collector which connects SR 20 with Cook Road. Existing volume is approximately 4,300 vehicles per day.

The intersection of Cook Road and Trail Road currently includes stop control on the northbound (Trail Road) approach and a continuous two-way left-turn lane through the intersection along Cook Road.

N Township Street (SR 9) and John Liner Road / McGarigle Road

N Township Street (State Route 9) is a two-lane north-south principal arterial in the vicinity of John Liner Road. SR 9 connects Sedro-Woolley with Mount Vernon to the south and with Whatcom County to the north. SR 9 is classified a Highway of Statewide Significance (HSS) by WSDOT. The route is also a designated school zone in the vicinity of John Liner Road. Posted speed limit is 20 mph during school hours and 35 mph during non-school hours. N Township Street serves approximately 8,000 vehicles per day.

John Liner Road is a two-lane east-west major collector which begins at N Reed Street to the west. The street becomes McGarigle Road at the N Township Street intersection. John Liner Road includes a 24-foot paved width with unpaved shoulders. No sidewalk or curb & gutter currently exist. John Liner Road serves approximately 700 vehicles per day. Posted speed is 25 mph.

McGarigle Road is an east-west major collector which continues from John Liner Road at N Township Street to connect to Fruitdale Road to the east. McGarigle Road consists of two 12-foot paved travel lanes with curb and gutter on both sides, a five-foot sidewalk on the south side, and a 11-foot multi-use path on the north side. McGarigle Road serves approximately 2,000 vpd. Posted speed is 25 mph.

The intersection of SR 9 and John Liner Road / McGarigle Road includes stop control on the east and west approaches.

Crash History

A collision history was compiled from incidents reported between January 1, 2013 and December 31, 2017 at both intersections.

Cook Road and Trail Road

Collision data for the intersection of Cook Road and Trail Road is summarized in **Table 2**. From 2013 through 2017, there were 13 collisions reported at the intersection. Two collisions resulted in possible injuries. No pedestrian or bicycle injuries and no fatalities were reported. The predominant collision type at the intersection is vehicles entering at angle.

Table 2. Cook Road & Trail Road Crash History, 2013-2017

Year	Fixed Object	Rear-End	Enter at Angle	Side-swipe	Backing	Ped/Bike	PDO	Injury	Fatal	Total
2013	0	1	2	0	1	0	4	0	0	4
2014	0	0	2	0	1	0	3	0	0	3
2015	0	0	0	0	0	0	0	0	0	0
2016	0	0	2	1	0	0	2	1	0	3
2017	1	2	0	0	0	0	2	1	0	3
5-yr Total	1	3	6	1	2	0	11	1	0	13
Avg. Annual	0.2	0.6	1.2	0.2	0.4	0	2.2	0.2	0	2.6

N Township Street (SR 9) and John Liner Road / McGarigle Road

Collision data for the intersection of N Township Street and John Liner Road / McGarigle Road is summarized in **Table 3**. From 2013 through 2017, there were 2 collisions reported at the intersection. Both collisions were related to vehicles entering at angle.

Table 3. N Township St (SR 9) & John Liner Road / McGarigle Road Road Crash History, 2013-2017

Year	Fixed Object	Rear-End	Enter at Angle	Side-swipe	Backing	Ped/Bike	PDO	Injury	Fatal	Total
2013	0	0	0	0	0	0	0	0	0	0
2014	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0
2016	0	0	1	0	0	0	1	0	0	1
2017	0	0	1	0	0	0	0	1	0	1
5-yr Total	0	0	2	0	0	0	1	1	0	2
Avg. Annual	0	0	0.4	0	0	0	0.2	0.2	0	0.4

Intersection Control Alternatives

Three future alternatives were studied at each intersection. All future alternatives assume construction of new street connections identified along the Trail Road / Jones Road / John Liner Road corridor, including Trail Road (Cook Road to Jones Road) and the Jones Road undercrossing.

Travel demand was assumed to be consistent across each of the alternatives, with only intersection control changing. Alternatives included:

- No Build (existing minor approach stop control)
- Roundabout
- Signal

No Build

The No Build Alternative assumes no change in intersection channelization or control. No Build delay and 95th percentile queues are summarized in **Table 4**.

Table 4. Queuing and LOS, No Build Alternative (2036 PM Peak Hour)

Intersection	Eastbound		Westbound		Northbound		Southbound		Overall ¹
	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	LOS (Delay)
Cook Rd & Trail Rd	25	A (9.1)	0	A (8.6)	1,450	F* (>999)	800	F* (>999)	F* (>999)
SR 9 & John Liner	775	F (691)	250	F (175)	0	A (8.7)	0	A (8.5)	F (691)

¹For TWSC intersections, overall LOS and delay represent the worst (highest delay) movement. For all other intersection control types, overall LOS and delay represent the intersection average.

²Control delay in seconds per vehicle

*Delay exceeds the limits of the HCM2010 methodology

Both intersections will operate with LOS F on the worst movement. Northbound and southbound delay at the intersection of Cook Road and Trail Road will exceed the limits of the Highway Capacity Manual delay calculation methodology. At SR 9 and John Liner Road, eastbound (John Liner Road) delay will exceed 11 minutes per entering vehicle. These delays will limit access to and from the new corridor during most of the PM peak hour.

Roundabout

The Roundabout alternative assumed single-lane roundabouts at both intersections. Roundabout analysis assumed a 120-foot inscribed circle diameter with a single 20-foot circulating lane for each roundabout. Conceptual roundabout layouts for each intersection are attached.

Under roundabout control, the intersection of Cook Road and Trail Road will operate at LOS B with 10.1 seconds of delay per vehicle. The intersection of SR 9 and John Liner Road will operate at LOS A with 7.2 seconds of delay per vehicle. 95th percentile queues will measure 150 feet (6 vehicles) or less on all approaches of both intersections. Roundabout delay and queuing for each intersection are summarized in **Table 5**.

Table 5. Queuing and LOS, Roundabout Alternative (2036 PM Peak Hour)

Intersection	Eastbound		Westbound		Northbound		Southbound		Overall ¹
	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	LOS (Delay)
Cook Rd & Trail Rd	125	A (7.6)	125	A (11.6)	150	B (13.9)	50	A (7.8)	B (10.1)
SR 9 & John Liner	50	A (9.1)	50	A (5.6)	75	A (6.3)	75	A (9.8)	A (7.2)

¹For TWSC intersections, overall LOS and delay represent the worst (highest delay) movement. For all other intersection control types, overall LOS and delay represent the intersection average.

²Control delay in seconds per vehicle

The intersection of Cook Road and Trail Road will satisfy Manual on Uniform Traffic Control Devices Signal Warrant 1 (Eight Hour Volume), Signal Warrant 2 (Four Hour Volume), and Signal Warrant 3 (Peak Hour). The intersection of N Township Road (SR 9) and John Liner Road/McGarigle Road will satisfy MUTCD Signal Warrants 2 and 3. Signal warrant reports are attached.

Intersection capacity analysis for the Signal alternative assumed widening of the SR 9 and John Liner Road intersection to provide left-turn lanes on all approaches. At the Cook Road and Trail Road intersection, analysis indicated that left-turn lanes on the north and south (Trail Road) approaches are not warranted.

Delay and queueing for each signalized intersection are summarized in **Table 6**. The intersection of Cook Road and Trail Road operates at LOS B while the intersection of SR 9 and John Liner Road/McGarigle Road operates at LOS A.

Table 6. Queuing and LOS, Signal Alternative (2036 PM Peak Hour)

Intersection	Eastbound		Westbound		Northbound		Southbound		Overall ¹
	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	95 th Q (ft)	LOS (Delay) ²	LOS (Delay)
Cook Rd & Trail Rd	L: 275 Th: 275	B (18.3)	L: 75 Th: 225	B (13.8)	400	C (26.6)	175	B (17.0)	B (19.1)
SR 9 & John Liner	L: 100 Th: 75	B (13.2)	L: 50 Th: 50	B (11.9)	L: 50 Th: 175	A (8.5)	L: 0 Th: 175	A (8.2)	A (9.9)

¹For TWSC intersections, overall LOS and delay represent the worst (highest delay) movement. For all other intersection control types, overall LOS and delay represent the intersection average.

²Control delay in seconds per vehicle

TURN LANE ANALYSIS

Left-turn lane warrants were analyzed for each of three planned stop-controlled intersections along the future Trail Road / Jones Road / John Liner Road corridor:

- Trail Road and F&S Grade Road (stop control on north and south approaches)
- Trail Road and Jones Road (stop control on east and west approaches)
- Jones Road and Patrick Street (stop control on south approach)

WSDOT Design Manual left-turn lane warrants (attached) were evaluated for each of the three intersections identified above. The turn lane analysis is summarized in **Table 7**.

Table 7. Left-Turn Lane Analysis

Intersection	Approach Leg	Total DHV ¹	% Total DHV Turning Left	2036 PM LOS (Delay) ²		Left-Turn Lane Warranted
				Without LT Lane	With LT Lane	
Trail Road & F&S Grade Road	West (EB)	50	10.0%	B (13.3)	B (14.7)	No
	East (WB)	125	24.0%	C (15.8)	B (14.5)	No
	South (NB)	665	0.8%	A (0.1)	A (0.1)	No
	North (SB)	645	3.1%	A (0.8)	A (0.8)	No
Trail Road & Jones Road	West (EB)	185	8.1%	A (1.1)	A (1.1)	No
	East (WB)	660	22.0%	A (4.5)	A (4.5)	Yes
	South (NB)	660	0.8%	D (27.1)	D (25.4)	No
	North (SB)	315	11.1%	D (32.7)	C (24.2)	No
Jones Road & Patrick Street	East (WB)	840	10.1%	A (2.1)	A (2.1)	Yes
	South (NB)	290	12.1%	B (16.1)	B (12.8)	No

¹Design hourly volume (both directions)

²Average LOS and delay by approach

Left-turn lanes are warranted on the east (Jones Rd) approach of the Trail Road and Jones Road intersection, and the east (Jones Rd) approach of the Jones Road and Patrick Street intersection.

FINDINGS AND RECOMMENDATIONS

Findings and recommendations are summarized below.

- Single-lane roundabouts are the preferred intersection control alternative at the intersections of:
 - Cook Road and Trail Road
 - N Township Road (SR 9) and John Liner Road/McGarigle Road.
- A left-turn lane is warranted at the following two locations:
 - East (Jones Rd) approach of Trail Road and Jones Road intersection.
 - East (Jones Rd) approach of Jones Road and Patrick Street intersection.

Attachment 1. 2036 PM Peak Hour Volume With Jones/John Liner Road Corridor

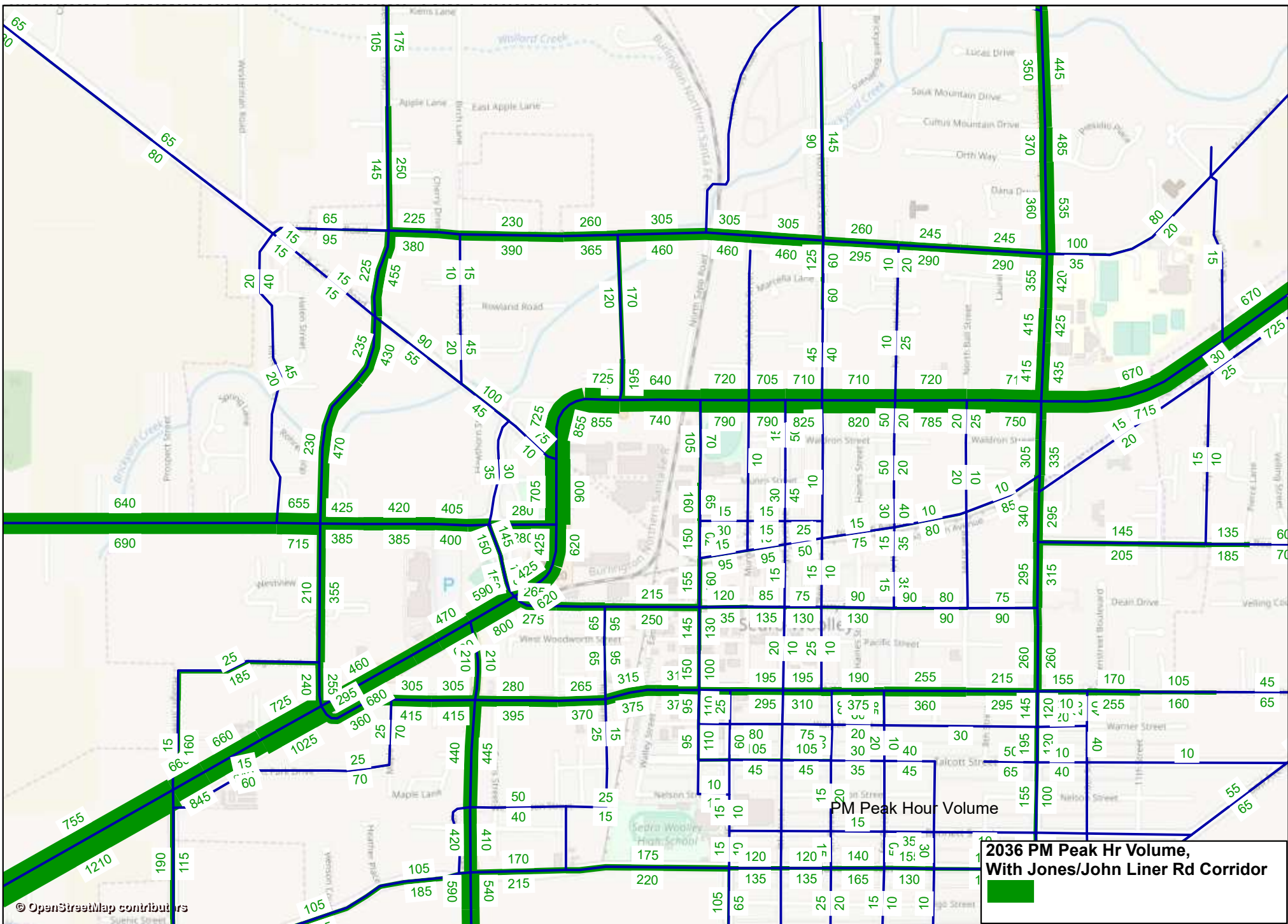
Attachment 2. 2036 PM Peak Hour Volume Difference, Before and After Jones/John Liner Road Corridor

Attachment 3. Conceptual Roundabout Layouts

Attachment 4. Signal Warrant Reports

Attachment 5: Intersection LOS Reports

Attachment 6: Left-Turn Storage Guidelines

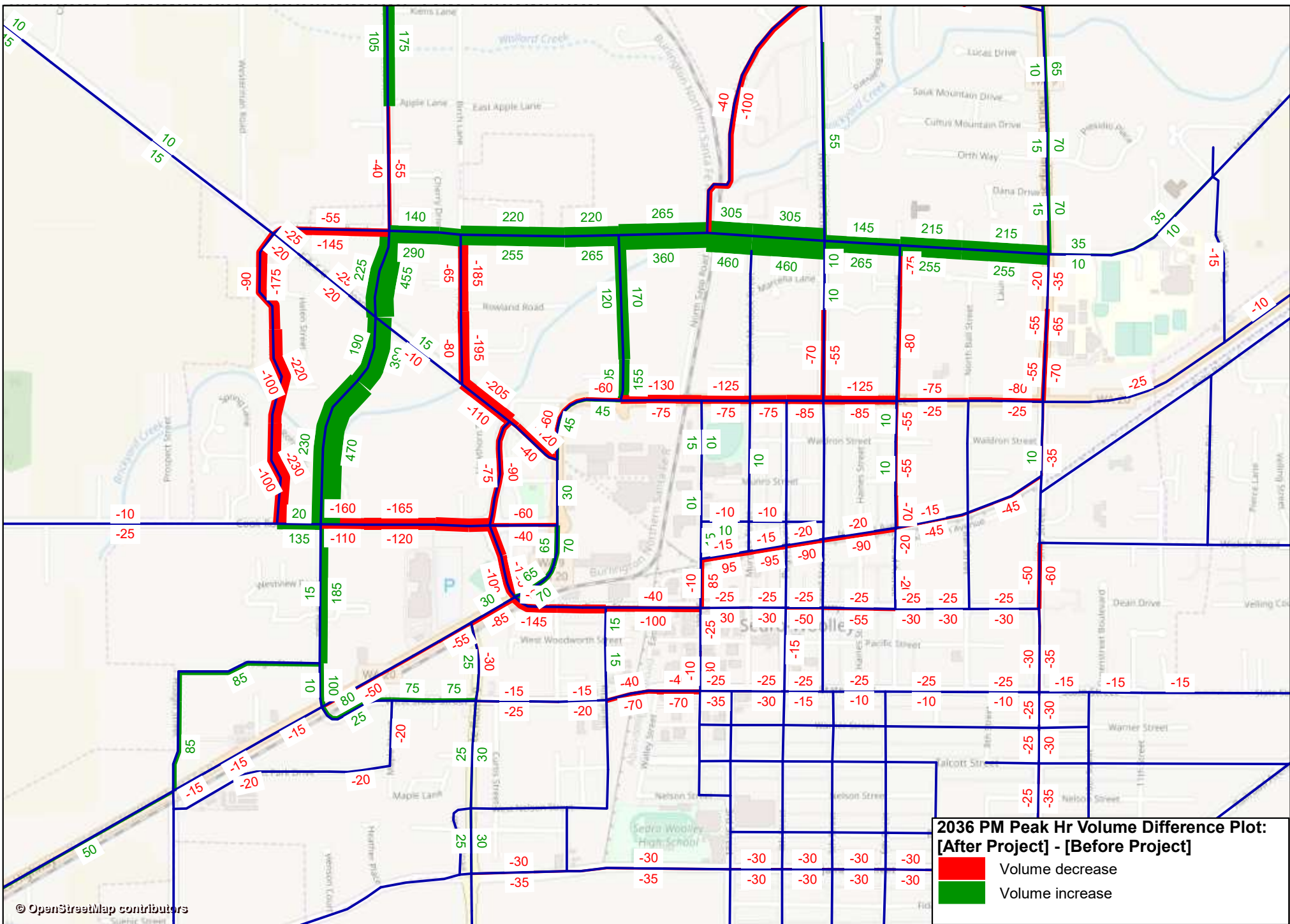


Total PM Peak Hour Volume with Jones/John Liner Rd Connection

1:13324

Transportation Solutions, Inc.

03.01.2019/10:54:59



Volume Difference - 2036 Before and After Jones-John Liner Rd Improvements

1:13324

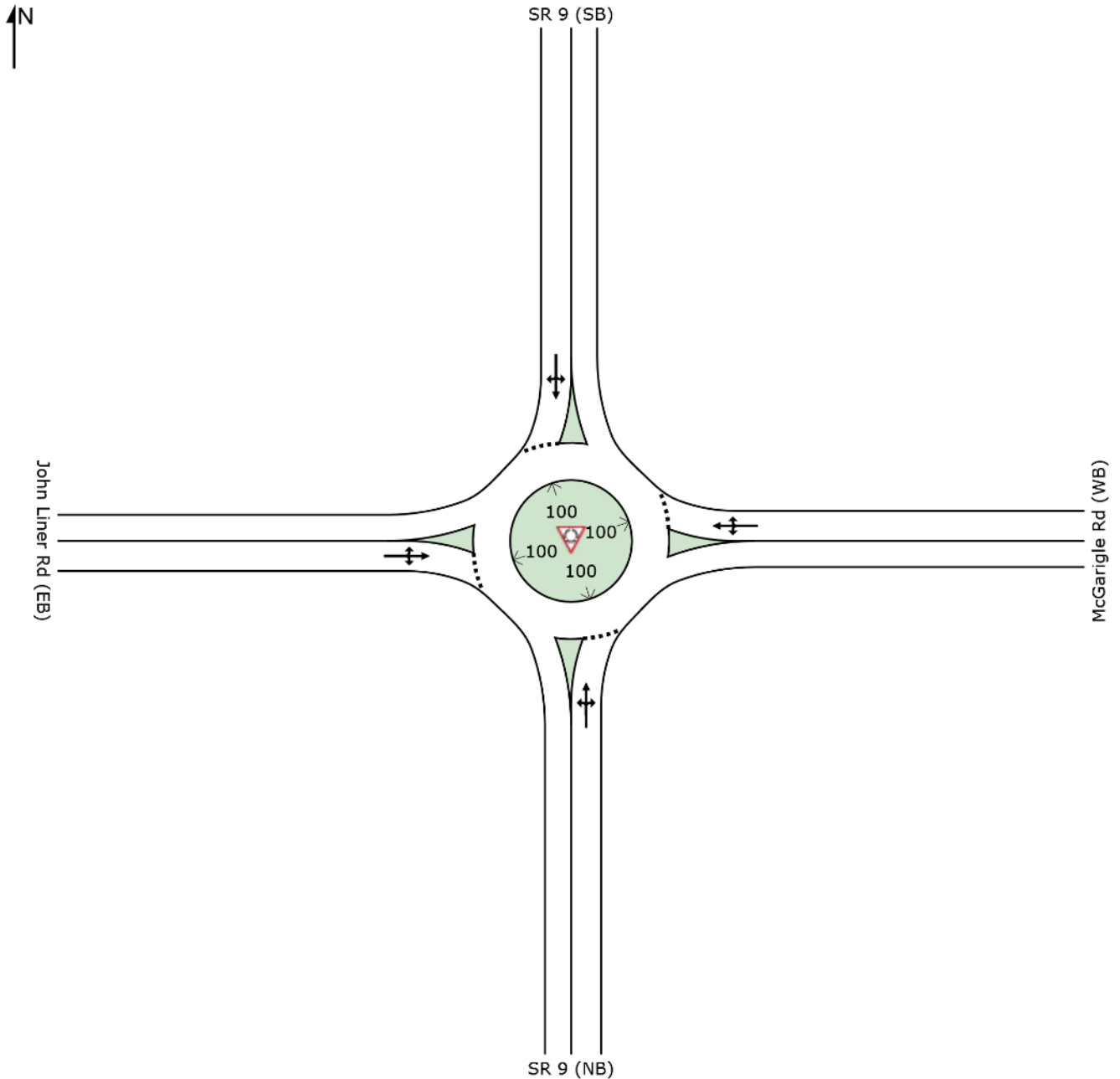
Transportation Solutions, Inc.

03.01.2019/10:47:21

SITE LAYOUT

 Site: [208. SR 9 & John Liner Rd]

2036 With Improvement
Roundabout



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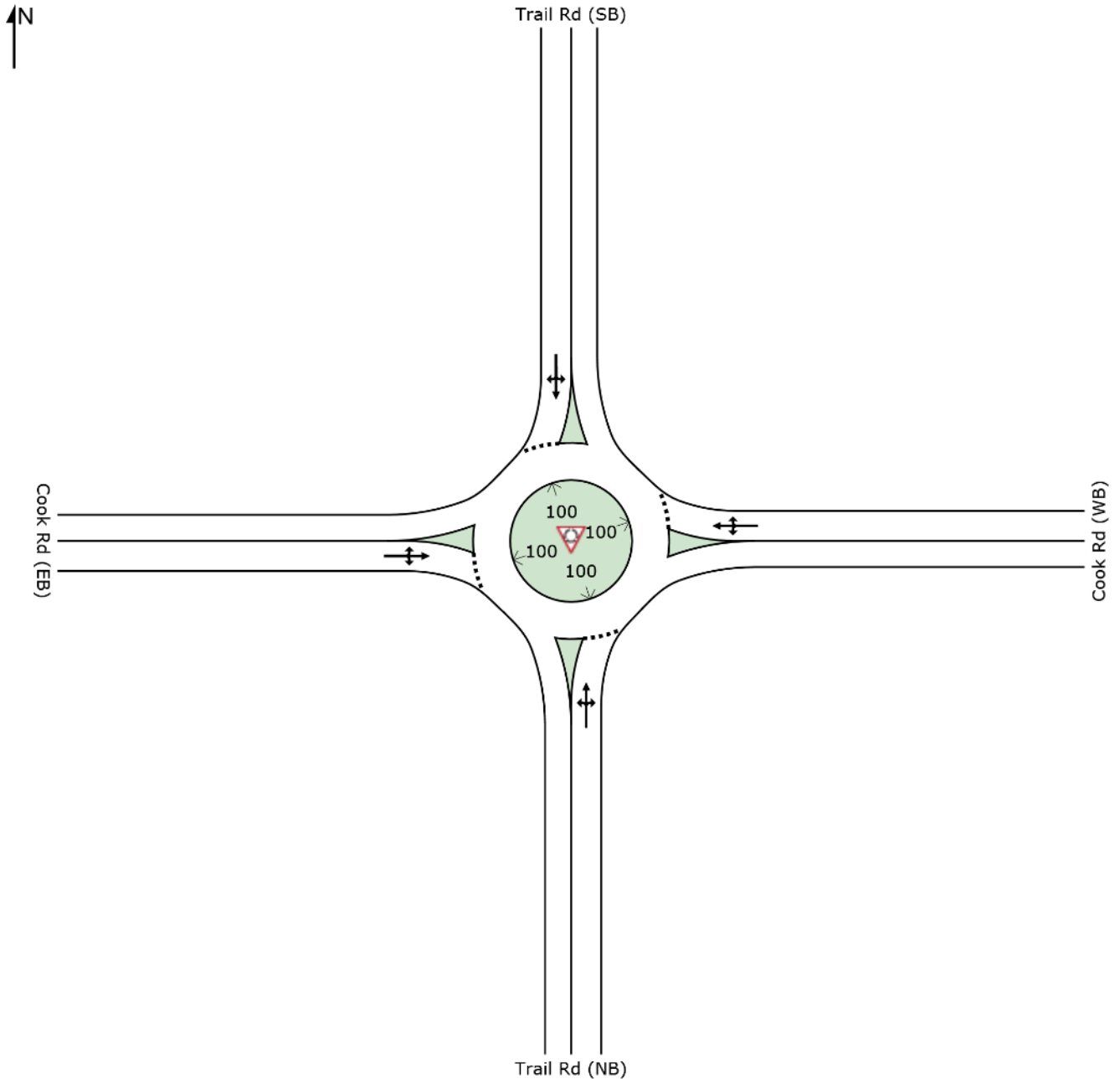
Organisation: TRANSPORTATION SOLUTIONS INC | Created: Wednesday, May 02, 2018 3:44:56 PM

Project: C:\Users\jakep\Dropbox (TSI)\TSI Projects\2018\218023 Jones-John Liner Trail Road Corridor Scoping Study\analysis\Sidra\2036 Trail-Jones-John Liner.sip7

SITE LAYOUT

 Site: [303. Cook Rd & Trail Rd]

2036 With Improvement
Roundabout



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Organisation: TRANSPORTATION SOLUTIONS INC | Created: Wednesday, May 02, 2018 3:44:47 PM

Project: C:\Users\jakep\Dropbox (TSI)\TSI Projects\2018\218023 Jones-John Liner Trail Road Corridor Scoping Study\analysis\Sidra\2036 Trail-Jones-John Liner.sip7

Signal Warrants Report For Intersection 1: Cook Rd & Trail Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	Yes
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	E, W
Minor Approaches	S, N
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	E	W	S	N
1	430	740	450	225
2	413	710	432	216
3	404	696	423	212
4	344	592	360	180
5	327	562	342	171
6	292	503	306	153
7	271	466	284	142
8	258	444	270	135
9	206	355	216	108
10	194	333	203	101
11	194	333	203	101
12	185	318	194	97
13	168	289	176	88
14	155	266	162	81
15	155	266	162	81
16	151	259	158	79
17	86	148	90	45
18	47	81	50	25
19	43	74	45	23
20	17	30	18	9
21	13	22	14	7
22	13	22	14	7
23	9	15	9	5
24	9	15	9	5

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	4	1170	2	675	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2	4	1123	2	648	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3	4	1100	2	635	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
4	4	936	2	540	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5	4	889	2	513	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	Yes
6	4	795	2	459	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
7	4	737	2	426	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
8	4	702	2	405	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
9	4	561	2	324	No	Yes	Yes	Yes	No	No	No	Yes	No	No
10	4	527	2	304	No	Yes	Yes	Yes	No	No	No	Yes	No	No
11	4	527	2	304	No	Yes	Yes	Yes	No	No	No	Yes	No	No
12	4	503	2	291	No	Yes	Yes	Yes	No	No	No	No	No	No
13	4	457	2	264	No	No	Yes	Yes	No	No	No	No	No	No
14	4	421	2	243	No	No	Yes	Yes	No	No	No	No	No	No
15	4	421	2	243	No	No	Yes	Yes	No	No	No	No	No	No
16	4	410	2	237	No	No	No	Yes	No	No	No	No	No	No
17	4	234	2	135	No	No	No	No	No	No	No	No	No	No
18	4	128	2	75	No	No	No	No	No	No	No	No	No	No
19	4	117	2	68	No	No	No	No	No	No	No	No	No	No
20	4	47	2	27	No	No	No	No	No	No	No	No	No	No
21	4	35	2	21	No	No	No	No	No	No	No	No	No	No
22	4	35	2	21	No	No	No	No	No	No	No	No	No	No
23	4	24	2	14	No	No	No	No	No	No	No	No	No	No
24	4	24	2	14	No	No	No	No	No	No	No	No	No	No
Hours Met					8	12	15	16	4	7	8	11	8	5

Warrant 3 Condition A

Orientation	S	N
Total Stopped Delay Per Vehicle on Minor Approach (s)	7302.8	10000
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	912:50	625:00
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	450	225
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1845	1845
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	Yes	

Signal Warrants Report For Intersection 2: SR 9 & John Liner Rd

Warrants Summary

Warrant	Name	Met?
#1	Eight Hour Vehicular Volume	No
#2	Four Hour Vehicular Volume	Yes
#3	Peak Hour	Yes

Intersection Warrants Parameters

Major Approaches	S, N
Minor Approaches	E, W
Speed > 40mph	No
Population < 10,000	No
Warrant Factor	100%

Warrant Analysis Traffic Volumes

Hour	Major Streets		Minor Streets	
	S	N	E	W
1	480	405	170	325
2	461	389	163	312
3	451	381	160	306
4	384	324	136	260
5	365	308	129	247
6	326	275	116	221
7	302	255	107	205
8	288	243	102	195
9	230	194	82	156
10	216	182	77	146
11	216	182	77	146
12	206	174	73	140
13	187	158	66	127
14	173	146	61	117
15	173	146	61	117
16	168	142	59	114
17	96	81	34	65
18	53	45	19	36
19	48	41	17	33
20	19	16	7	13
21	14	12	5	10
22	14	12	5	10
23	10	8	3	7
24	10	8	3	7

Warrant Analysis by Hour

Hour	Major Lanes		Minor Lanes		Warrant 1 Condition A				Warrant 1 Condition B				Warrant 2	Warrant 3 Condition B
	Number	Volume	Number	Volume	100%	80%	70%	56%	100%	80%	70%	56%		
1	2	885	2	495	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
2	2	850	2	475	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
3	2	832	2	466	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes	No
4	2	708	2	396	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	No
5	2	673	2	376	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No
6	2	601	2	337	Yes	Yes	Yes	Yes	No	No	No	Yes	No	No
7	2	557	2	312	No	Yes	Yes	Yes	No	No	No	Yes	No	No
8	2	531	2	297	No	Yes	Yes	Yes	No	No	No	Yes	No	No
9	2	424	2	238	No	No	Yes	Yes	No	No	No	No	No	No
10	2	398	2	223	No	No	No	Yes	No	No	No	No	No	No
11	2	398	2	223	No	No	No	Yes	No	No	No	No	No	No
12	2	380	2	213	No	No	No	Yes	No	No	No	No	No	No
13	2	345	2	193	No	No	No	Yes	No	No	No	No	No	No
14	2	319	2	178	No	No	No	No	No	No	No	No	No	No
15	2	319	2	178	No	No	No	No	No	No	No	No	No	No
16	2	310	2	173	No	No	No	No	No	No	No	No	No	No
17	2	177	2	99	No	No	No	No	No	No	No	No	No	No
18	2	98	2	55	No	No	No	No	No	No	No	No	No	No
19	2	89	2	50	No	No	No	No	No	No	No	No	No	No
20	2	35	2	20	No	No	No	No	No	No	No	No	No	No
21	2	26	2	15	No	No	No	No	No	No	No	No	No	No
22	2	26	2	15	No	No	No	No	No	No	No	No	No	No
23	2	18	2	10	No	No	No	No	No	No	No	No	No	No
24	2	18	2	10	No	No	No	No	No	No	No	No	No	No
Hours Met					6	8	9	13	0	3	5	8	4	0

Warrant 3 Condition A

Orientation	E	W
Total Stopped Delay Per Vehicle on Minor Approach (s)	128.8	551.6
Number of Lanes on Minor Street Approach	1	1
VehicleHours of Stopped Delay on Minor Approach ([h]h:mm)	6:04	49:47
Delay Condition Met	Yes	Yes
Volume on Minor Street Approach During Same Hour	170	325
High Minor Volume Condition Met	Yes	Yes
Total Entering Volume on All Approaches During Same Hour	1380	1380
Number of Approaches on Intersection	4	4
Total Volume Condition Met	Yes	Yes
Warrant Met for Approach	Yes	Yes
Warrant Met for Intersection	Yes	

MOVEMENT SUMMARY

 Site: [208. SR 9 & John Liner Rd]

2036 With Improvement
Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: SR 9 (NB)											
3	L2	90	3.0	0.464	11.3	LOS B	3.2	82.4	0.55	0.57	35.9
8	T1	393	3.0	0.464	5.3	LOS A	3.2	82.4	0.55	0.57	35.8
18	R2	56	3.0	0.464	5.4	LOS A	3.2	82.4	0.55	0.57	34.7
Approach		539	3.0	0.464	6.3	LOS A	3.2	82.4	0.55	0.57	35.7
East: McGarigle Rd (WB)											
1	L2	73	3.0	0.228	13.5	LOS B	1.4	35.7	0.71	0.77	34.6
6	T1	79	3.0	0.228	7.5	LOS A	1.4	35.7	0.71	0.77	34.6
16	R2	39	3.0	0.228	7.6	LOS A	1.4	35.7	0.71	0.77	33.6
Approach		191	3.0	0.228	9.8	LOS A	1.4	35.7	0.71	0.77	34.4
North: SR 9 (SB)											
7	L2	17	9.0	0.410	11.3	LOS B	2.6	70.1	0.51	0.56	36.2
4	T1	270	9.0	0.410	5.3	LOS A	2.6	70.1	0.51	0.56	36.2
14	R2	169	9.0	0.410	5.4	LOS A	2.6	70.1	0.51	0.56	35.1
Approach		455	9.0	0.410	5.6	LOS A	2.6	70.1	0.51	0.56	35.8
West: John Liner Rd (EB)											
5	L2	208	3.0	0.339	11.7	LOS B	2.0	52.4	0.57	0.70	34.9
2	T1	34	3.0	0.339	5.7	LOS A	2.0	52.4	0.57	0.70	34.9
12	R2	124	3.0	0.339	5.8	LOS A	2.0	52.4	0.57	0.70	33.8
Approach		365	3.0	0.339	9.1	LOS A	2.0	52.4	0.57	0.70	34.5
All Vehicles		1551	4.8	0.464	7.2	LOS A	3.2	82.4	0.56	0.62	35.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

 Site: [303. Cook Rd & Trail Rd]

2036 With Improvement
Roundabout

Movement Performance - Vehicles												
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	of Queue Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph	
South: Trail Rd (NB)												
3	L2	214	7.0	0.601	17.1	LOS B	5.7	150.0	0.89	1.01	32.7	
8	T1	141	7.0	0.601	11.1	LOS B	5.7	150.0	0.89	1.01	32.7	
18	R2	115	7.0	0.601	11.2	LOS B	5.7	150.0	0.89	1.01	31.8	
Approach		469	7.0	0.601	13.9	LOS B	5.7	150.0	0.89	1.01	32.5	
East: Cook Rd (WB)												
1	L2	89	5.0	0.559	16.3	LOS B	5.0	128.8	0.86	0.96	33.8	
6	T1	333	5.0	0.559	10.4	LOS B	5.0	128.8	0.86	0.96	33.8	
16	R2	26	5.0	0.559	10.4	LOS B	5.0	128.8	0.86	0.96	32.8	
Approach		448	5.0	0.559	11.6	LOS B	5.0	128.8	0.86	0.96	33.8	
North: Trail Rd (SB)												
7	L2	21	2.0	0.278	13.2	LOS B	1.8	45.9	0.74	0.76	35.7	
4	T1	57	2.0	0.278	7.3	LOS A	1.8	45.9	0.74	0.76	35.6	
14	R2	156	2.0	0.278	7.3	LOS A	1.8	45.9	0.74	0.76	34.5	
Approach		234	2.0	0.278	7.8	LOS A	1.8	45.9	0.74	0.76	34.9	
West: Cook Rd (EB)												
5	L2	323	2.0	0.610	11.0	LOS B	5.2	132.7	0.55	0.59	35.4	
2	T1	339	2.0	0.610	5.1	LOS A	5.2	132.7	0.55	0.59	35.3	
12	R2	109	2.0	0.610	5.1	LOS A	5.2	132.7	0.55	0.59	34.2	
Approach		771	2.0	0.610	7.6	LOS A	5.2	132.7	0.55	0.59	35.2	
All Vehicles		1922	3.9	0.610	10.1	LOS B	5.7	150.0	0.73	0.80	34.1	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: D:\Dropbox (TSI)\TSI Projects\2018\218023 Jones-John Liner Trail Road Corridor Scoping Study\analysis\Sidra\2036 Trail-Jones-John Liner.sip7

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	
Traffic Vol, veh/h	5	10	5	30	10	35	5	405	20	20	190	5
Future Vol, veh/h	5	10	5	30	10	35	5	405	20	20	190	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	11	5	33	11	38	5	440	22	22	207	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	740	726	210	723	717	451	212	0	0	462	0	0
Stage 1	254	254	-	461	461	-	-	-	-	-	-	-
Stage 2	486	472	-	262	256	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	333	351	830	342	355	608	1358	-	-	1099	-	-
Stage 1	750	697	-	581	565	-	-	-	-	-	-	-
Stage 2	563	559	-	743	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	299	343	830	326	346	608	1358	-	-	1099	-	-
Mov Cap-2 Maneuver	299	343	-	326	346	-	-	-	-	-	-	-
Stage 1	747	683	-	579	563	-	-	-	-	-	-	-
Stage 2	516	557	-	712	682	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.7		14.5		0.1		0.8	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1358	-	-	299	426	326	520	1099	-	-
HCM Lane V/C Ratio	0.004	-	-	0.018	0.038	0.1	0.094	0.02	-	-
HCM Control Delay (s)	7.7	-	-	17.3	13.8	17.3	12.6	8.3	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0.3	0.3	0.1	-	-

Intersection												
Int Delay, s/veh	16.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Vol, veh/h	15	85	5	145	65	40	5	150	290	35	65	10
Future Vol, veh/h	15	85	5	145	65	40	5	150	290	35	65	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	92	5	158	71	43	5	163	315	38	71	11





















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	114	0	0	97	0	0	577	557	95	775	538	93
Stage 1	-	-	-	-	-	-	127	127	-	409	409	-
Stage 2	-	-	-	-	-	-	450	430	-	366	129	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1475	-	-	1496	-	-	428	439	962	315	450	964
Stage 1	-	-	-	-	-	-	877	791	-	619	596	-
Stage 2	-	-	-	-	-	-	589	583	-	653	789	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1475	-	-	1496	-	-	334	388	962	131	398	964
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	388	-	131	398	-
Stage 1	-	-	-	-	-	-	867	782	-	612	533	-
Stage 2	-	-	-	-	-	-	452	521	-	344	780	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.1			4.5			25.4			24.2		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	334	639	1475	-	-	1496	-	-	131	432
HCM Lane V/C Ratio	0.016	0.748	0.011	-	-	0.105	-	-	0.29	0.189
HCM Control Delay (s)	16	25.5	7.5	-	-	7.7	-	-	43.4	15.3
HCM Lane LOS	C	D	A	-	-	A	-	-	E	C
HCM 95th %tile Q(veh)	0.1	6.7	0	-	-	0.4	-	-	1.1	0.7

HCM 2010 Signalized Intersection Summary
 208: N Township St. (SR 9) & John Liner Rd./McGarigle Rd.

12/21/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	30	110	65	70	35	80	350	50	15	240	150
Future Volume (veh/h)	185	30	110	65	70	35	80	350	50	15	240	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98		0.96	0.97		0.98	1.00		0.98	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1845	1845	1900	1845	1845	1900	1845	1845	1900	1743	1743	1900
Adj Flow Rate, veh/h	208	34	124	73	79	39	90	393	56	17	270	169
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	9	9	9
Cap, veh/h	499	108	395	454	371	183	454	781	111	451	495	310
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1236	338	1234	1181	1158	572	933	1574	224	870	998	625
Grp Volume(v), veh/h	208	0	158	73	0	118	90	0	449	17	0	439
Grp Sat Flow(s),veh/h/ln	1236	0	1573	1181	0	1730	933	0	1799	870	0	1623
Q Serve(g_s), s	6.4	0.0	3.3	2.2	0.0	2.2	3.2	0.0	7.3	0.6	0.0	8.1
Cycle Q Clear(g_c), s	8.6	0.0	3.3	5.5	0.0	2.2	11.3	0.0	7.3	7.9	0.0	8.1
Prop In Lane	1.00		0.78	1.00		0.33	1.00		0.12	1.00		0.38
Lane Grp Cap(c), veh/h	499	0	503	454	0	554	454	0	893	451	0	806
V/C Ratio(X)	0.42	0.00	0.31	0.16	0.00	0.21	0.20	0.00	0.50	0.04	0.00	0.54
Avail Cap(c_a), veh/h	1040	0	1191	970	0	1310	1040	0	2023	998	0	1825
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.9	0.0	11.2	13.3	0.0	10.8	11.5	0.0	7.4	10.0	0.0	7.6
Incr Delay (d2), s/veh	0.6	0.0	0.4	0.2	0.0	0.2	0.2	0.0	0.4	0.0	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	2.6	1.3	0.0	1.9	1.5	0.0	6.5	0.3	0.0	6.6
LnGrp Delay(d),s/veh	14.5	0.0	11.5	13.4	0.0	11.0	11.7	0.0	7.8	10.0	0.0	8.2
LnGrp LOS	B		B	B		B	B		A	B		A
Approach Vol, veh/h		366			191			539				456
Approach Delay, s/veh		13.2			11.9			8.5				8.2
Approach LOS		B			B			A				A
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		25.6		17.9		25.6		17.9				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		49.0		33.0		49.0		33.0				
Max Q Clear Time (g_c+I1), s		13.3		10.6		10.1		7.5				
Green Ext Time (p_c), s		8.3		2.9		8.4		2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			9.9									
HCM 2010 LOS			A									

HCM 2010 analysis cannot be performed with phasing conflicts.

HCM 2010 Signalized Intersection Summary
 226: Old Hwy 99 & Cook Rd.

12/21/2018



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	437	70	70	450	99	275	305	150	72	70	125
Future Volume (veh/h)	147	437	70	70	450	99	275	305	150	72	70	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1827	1900	1810	1810	1900	1792	1792	1900	1810	1810	1810
Adj Flow Rate, veh/h	155	460	74	74	474	104	289	321	158	76	74	132
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	5	5	5	6	6	6	5	5	5
Cap, veh/h	264	625	100	281	537	118	549	370	182	213	402	342
Arrive On Green	0.07	0.41	0.41	0.04	0.37	0.37	0.15	0.33	0.33	0.05	0.22	0.22
Sat Flow, veh/h	1740	1536	247	1723	1438	316	1707	1135	559	1723	1810	1538
Grp Volume(v), veh/h	155	0	534	74	0	578	289	0	479	76	74	132
Grp Sat Flow(s),veh/h/ln	1740	0	1783	1723	0	1754	1707	0	1694	1723	1810	1538
Q Serve(g_s), s	4.7	0.0	22.4	2.3	0.0	27.2	10.9	0.0	23.5	3.0	2.9	6.4
Cycle Q Clear(g_c), s	4.7	0.0	22.4	2.3	0.0	27.2	10.9	0.0	23.5	3.0	2.9	6.4
Prop In Lane	1.00		0.14	1.00		0.18	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	264	0	725	281	0	655	549	0	552	213	402	342
V/C Ratio(X)	0.59	0.00	0.74	0.26	0.00	0.88	0.53	0.00	0.87	0.36	0.18	0.39
Avail Cap(c_a), veh/h	273	0	788	288	0	715	604	0	710	213	512	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	22.2	18.2	0.0	25.9	19.7	0.0	28.0	26.1	27.9	29.2
Incr Delay (d2), s/veh	3.1	0.0	3.3	0.5	0.0	11.8	0.8	0.0	9.1	1.0	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	0.0	17.2	2.0	0.0	21.7	8.9	0.0	18.1	2.7	2.7	5.1
LnGrp Delay(d),s/veh	22.8	0.0	25.5	18.7	0.0	37.7	20.5	0.0	37.0	27.1	28.1	29.9
LnGrp LOS	C		C	B		D	C		D	C	C	C
Approach Vol, veh/h		689			652			768			282	
Approach Delay, s/veh		24.9			35.5			30.8			28.7	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	32.8	7.6	39.9	17.2	23.6	10.5	37.0				
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Max Green Setting (Gmax), s	4.0	37.0	4.0	39.0	16.0	25.0	7.0	36.0				
Max Q Clear Time (g_c+1/3), s	4.0	25.5	4.3	24.4	12.9	8.4	6.7	29.2				
Green Ext Time (p_c), s	0.0	3.3	0.0	6.3	0.3	4.0	0.0	3.8				
Intersection Summary												
HCM 2010 Ctrl Delay			30.1									
HCM 2010 LOS			C									

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔				
Traffic Vol, veh/h	75	404	0	0	416	434	20	0	255	0	0	0
Future Vol, veh/h	75	404	0	0	416	434	20	0	255	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	0	0	7	7	7	0	7	0	0	0
Mvmt Flow	84	454	0	0	467	488	22	0	287	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	955	0	- - - 0 1333 1577 454
Stage 1	-	-	- - - 622 622 -
Stage 2	-	-	- - - 711 955 -
Critical Hdwy	4.14	-	- - - 6.47 6.5 6.27
Critical Hdwy Stg 1	-	-	- - - 5.47 5.5 -
Critical Hdwy Stg 2	-	-	- - - 5.47 5.5 -
Follow-up Hdwy	2.236	-	- - - 3.563 4 3.363
Pot Cap-1 Maneuver	712	- 0 0	- - - 166 111 596
Stage 1	-	- 0 0	- - - 526 482 -
Stage 2	-	- 0 0	- - - 478 339 -
Platoon blocked, %	-	-	- -
Mov Cap-1 Maneuver	712	- - -	- - - 140 0 596
Mov Cap-2 Maneuver	-	- - -	- - - 140 0 -
Stage 1	-	- - -	- - - 443 0 -
Stage 2	-	- - -	- - - 478 0 -

Approach	EB	WB	NB
HCM Control Delay, s	1.7	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	140	596	712	-	-	-
HCM Lane V/C Ratio	0.161	0.481	0.118	-	-	-
HCM Control Delay (s)	35.6	16.5	10.7	0	-	-
HCM Lane LOS	E	C	B	A	-	-
HCM 95th %tile Q(veh)	0.6	2.6	0.4	-	-	-

Intersection												
Int Delay, s/veh	74.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↗			↖					↖	↗	
Traffic Vol, veh/h	0	250	5	324	107	0	0	0	0	229	0	20
Future Vol, veh/h	0	250	5	324	107	0	0	0	0	229	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	0	-	50
Veh in Median Storage, #	-	0	-	-	0	-	-	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	5	5	9	9	0	0	0	0	3	0	3
Mvmt Flow	0	269	5	348	115	0	0	0	0	246	0	22

Major/Minor	Major1			Major2			Minor2			
Conflicting Flow All	-	0	0	274	0	0		1083	1085	115
Stage 1	-	-	-	-	-	-		811	811	-
Stage 2	-	-	-	-	-	-		272	274	-
Critical Hdwy	-	-	-	4.19	-	-		6.43	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-		5.43	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-		5.43	5.5	-
Follow-up Hdwy	-	-	-	2.281	-	-		3.527	4	3.327
Pot Cap-1 Maneuver	0	-	-	1250	-	0		~ 239	218	935
Stage 1	0	-	-	-	-	0		435	396	-
Stage 2	0	-	-	-	-	0		771	687	-
Platoon blocked, %	-	-	-	-	-	-		-	-	-
Mov Cap-1 Maneuver	-	-	-	1250	-	-		~ 168	0	935
Mov Cap-2 Maneuver	-	-	-	-	-	-		~ 168	0	-
Stage 1	-	-	-	-	-	-		435	0	-
Stage 2	-	-	-	-	-	-		542	0	-



















Approach	EB	WB	SB
HCM Control Delay, s	0	6.8	267.1
HCM LOS			F

Minor Lane/Major Mvmt	EBT	EBR	WBL	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	1250	-	168	935
HCM Lane V/C Ratio	-	-	0.279	-	1.466	0.023
HCM Control Delay (s)	-	-	9	0	289.7	8.9
HCM Lane LOS	-	-	A	A	F	A
HCM 95th %tile Q(veh)	-	-	1.1	-	15.7	0.1

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 2010 Signalized Intersection Summary
 303: Trail Rd. & Cook Rd.

12/21/2018

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	325	105	85	320	25	205	135	110	20	55	150
Future Volume (veh/h)	310	325	105	85	320	25	205	135	110	20	55	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1810	1810	1900	1900	1776	1900	1900	1863	1900
Adj Flow Rate, veh/h	323	339	109	89	333	26	214	141	115	21	57	156
Adj No. of Lanes	1	1	0	1	1	0	0	1	0	0	1	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	5	5	5	7	7	7	2	2	2
Cap, veh/h	477	676	217	398	834	65	298	172	131	80	191	441
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.39	0.39	0.39	0.39	0.39	0.39
Sat Flow, veh/h	1018	1343	432	911	1657	129	586	436	331	75	483	1116
Grp Volume(v), veh/h	323	0	448	89	0	359	470	0	0	234	0	0
Grp Sat Flow(s),veh/h/ln	1018	0	1775	911	0	1787	1353	0	0	1675	0	0
Q Serve(g_s), s	22.7	0.0	13.2	5.6	0.0	9.8	17.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	32.5	0.0	13.2	18.8	0.0	9.8	25.3	0.0	0.0	7.8	0.0	0.0
Prop In Lane	1.00		0.24	1.00		0.07	0.46		0.24	0.09		0.67
Lane Grp Cap(c), veh/h	477	0	894	398	0	900	601	0	0	711	0	0
V/C Ratio(X)	0.68	0.00	0.50	0.22	0.00	0.40	0.78	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	534	0	994	449	0	1000	720	0	0	851	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.2	0.0	13.0	19.2	0.0	12.1	21.9	0.0	0.0	16.8	0.0	0.0
Incr Delay (d2), s/veh	2.9	0.0	0.4	0.3	0.0	0.3	4.7	0.0	0.0	0.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	0.0	10.6	2.6	0.0	8.5	15.4	0.0	0.0	6.5	0.0	0.0
LnGrp Delay(d),s/veh	25.2	0.0	13.4	19.5	0.0	12.4	26.6	0.0	0.0	17.0	0.0	0.0
LnGrp LOS	C		B	B		B	C			B		
Approach Vol, veh/h		771			448			470			234	
Approach Delay, s/veh		18.3			13.8			26.6			17.0	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		43.6		35.0		43.6				
Change Period (Y+Rc), s		4.0		4.0		4.0		4.0				
Max Green Setting (Gmax), s		38.0		44.0		38.0		44.0				
Max Q Clear Time (g_c+I1), s		27.3		34.5		9.8		20.8				
Green Ext Time (p_c), s		3.8		5.1		5.8		8.4				
Intersection Summary												
HCM 2010 Ctrl Delay			19.1									
HCM 2010 LOS			B									

Intersection												
Int Delay, s/veh	0											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	3	0	3	0	0	3	3	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	94	90	94	90	94	94	94	94	90
Heavy Vehicles, %	2	2	2	0	2	0	2	4	4	1	1	2
Mvmt Flow	0	0	0	0	0	0	0	0	0	0	0	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	4	4	4	7	4	6	1	0	0	3	0	0
Stage 1	1	1	-	3	3	-	-	-	-	-	-	-
Stage 2	3	3	-	4	1	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.52	6.2	4.12	-	-	4.11	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4.018	3.3	2.218	-	-	2.209	-	-
Pot Cap-1 Maneuver	1017	891	1080	1018	891	1083	1622	-	-	1626	-	-
Stage 1	1022	895	-	1025	893	-	-	-	-	-	-	-
Stage 2	1020	893	-	1024	895	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	1015	889	1078	1013	889	1078	1622	-	-	1622	-	-
Mov Cap-2 Maneuver	1015	889	-	1013	889	-	-	-	-	-	-	-
Stage 1	1022	895	-	1023	891	-	-	-	-	-	-	-
Stage 2	1018	891	-	1022	895	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

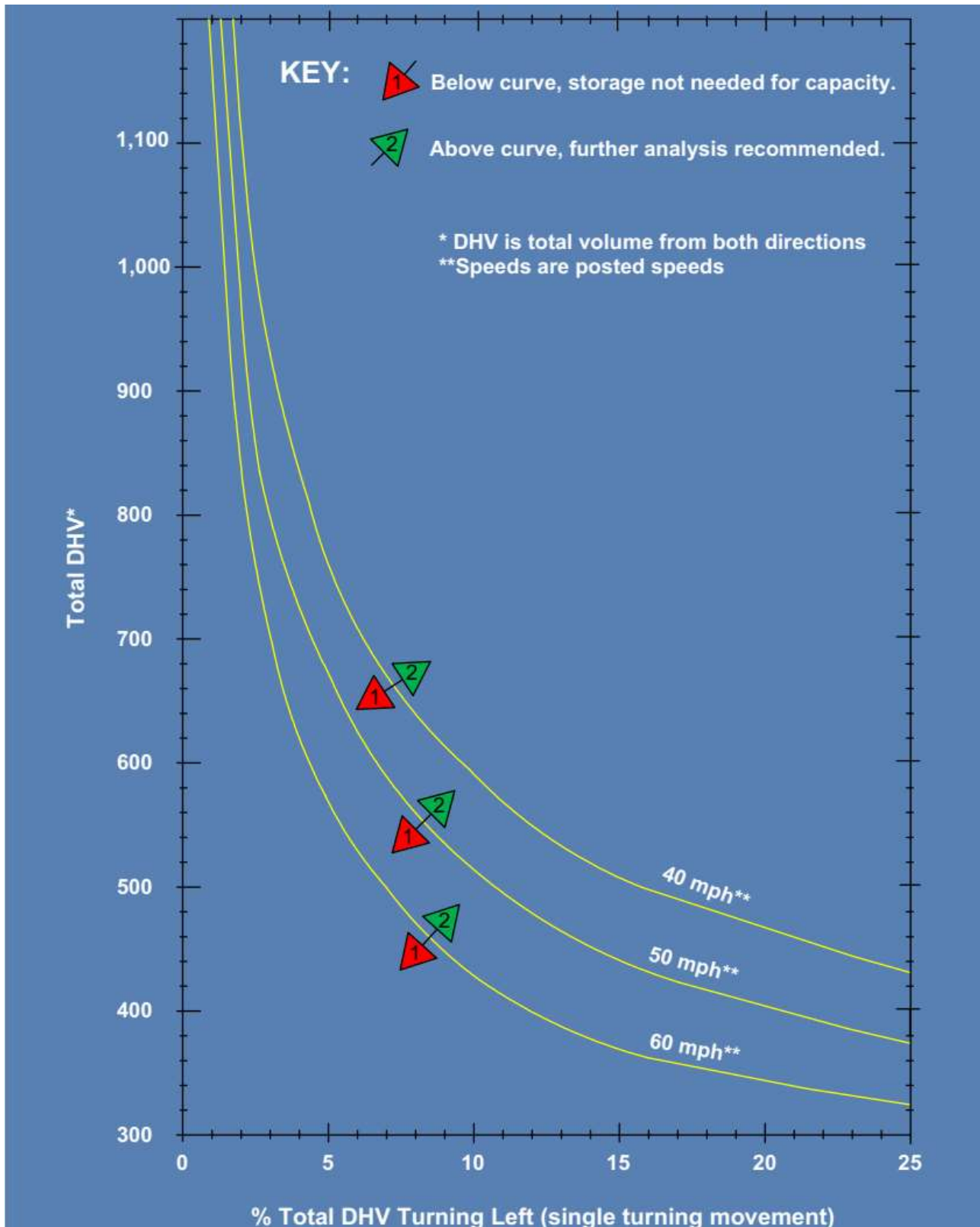
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1622	-	-	-	-	1622	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	3.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	365	40	85	260	35	130
Future Vol, veh/h	365	40	85	260	35	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	150	0
Veh in Median Storage, #	0	-	-	0	1	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	397	43	92	283	38	141

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	440	0	886
Stage 1	-	-	-	-	419
Stage 2	-	-	-	-	467
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1120	-	315
Stage 1	-	-	-	-	664
Stage 2	-	-	-	-	631
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1120	-	289
Mov Cap-2 Maneuver	-	-	-	-	413
Stage 1	-	-	-	-	664
Stage 2	-	-	-	-	579

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	413	634	-	-	1120	-
HCM Lane V/C Ratio	0.092	0.223	-	-	0.082	-
HCM Control Delay (s)	14.6	12.3	-	-	8.5	-
HCM Lane LOS	B	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	0.8	-	-	0.3	-



Left-Turn Storage Guidelines: Two-Lane, Unsignalized (Source: WSDOT Design Manual)

CONTINGENCY LIST PROJECT APPLICATION FORM

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

TRANSPORTATION ALTERNATIVES SET-ASIDE

CARBON REDUCTION PROGRAM

The SCOG Transportation Policy Board has given direction to prepare a contingency list of projects that can easily move forward if the region is expected to fall short of its annual obligation target. Because of their ability to quickly obligate funding with relatively short notice, project sponsors are encouraged to submit proposals for projects that can obligate in fewer than six (6) weeks. **Selection of the project to be included in the contingency list does not guarantee that it will be funded.** Project sponsors may also submit the proposed project as part of the Call for Projects that will select projects for funding.

Project Title:

GENERAL PROJECT INFORMATION

Date of Submittal:

Organization:

Applicant Name, Title:

Applicant Phone Number:

Applicant Email Address:

PROJECT INFORMATION

Accurately describe project. If selected for funding, SCOG will ensure project descriptions programmed in the Regional Transportation Improvement Program are consistent with this application, and any additional project materials submitted as part of this project selection process. All eligibility criteria must be met at the time of application. Projects that do not meet eligibility criteria under any of the federal programs considered for this project selection will be removed from consideration.

Project Location:

Is the project sponsor requesting Urban Area or Rural Area funding? Urban Area Rural Area
(use this [map](#) to determine applicable geography)

Federal Functional Classification (use this [map](#)):

Beginning Termini:

Ending Termini:

Project Length (in miles):

Has the project been submitted to SCOG in the web based STIP software? Yes

STIP ID:

Project Description

Include the project scope, purpose, and brief comparison of existing and proposed conditions (5,000 characters maximum).

PLANNING & PUBLIC INVOLVEMENT

Is this project included in the project sponsor's long-range plan? Yes No

Project ID: Provide hyperlink to document: Page number:

If no hyperlink is available, provide plan in email attachment with application materials.

Is this project identified in the project sponsor's six-year comprehensive transportation program, capital improvement program, or equivalent? Yes No

Project ID: Provide hyperlink to document: Page number:

If no hyperlink is available, provide program in email attachment with application materials.

Date of public meeting(s) in which the documents identified above were approved by the project sponsor's governing body:

What project in the [Skagit 2045 Regional Transportation Plan](#) (pages 66-73) is this project implementing, if any? ID #:

PROPOSED SCHEDULE

PE/PL/
Other RW CN

Earliest possible obligation date (mm/yyyy)

Estimated completion date (mm/yyyy)

ATTACHMENTS

Applicant has included:

- Vicinity Map
- Signed [Project Endorsement Form](#)
- Cost Estimate
- Typical Section (if applicable)
- Written Concurrence (if project is within or connects to right of way of another organization)
- Written acknowledgment from Skagit Transit (if project is located on fixed-route transit line)

COST SUMMARY

A. Previous obligations (all fund sources, all phases)	\$	Federal funding is requested for the following phases (check all that apply):
Fund Source:	\$	
Fund Source:	\$	
Fund Source:	\$	
B. Requested federal funds	\$	<input type="checkbox"/> Preliminary <input type="checkbox"/> Engineering/Design <input type="checkbox"/> Right-of-way <input type="checkbox"/> Construction <input type="checkbox"/> Other (planning, etc.)
C. Other secured federal funds. Source:	\$	
D. Other secured state funds. Source:	\$	
E. Secured local funds (minimum 13.5%). Source:	\$	
F. Secured private funds. Source:	\$	
G. Other planned phases	\$	
H. Total estimated project cost (all phases).	\$	

Describe federal funding request for each phase including federal amount requested for each phase from SCOG and match for each phase.

Additional cost summary notes (optional, 1,000 characters):

Describe the commitment of secured matching funds and the status of obtaining any unsecured funds. (Note: Matching funds must be available at the time of fund obligation. 1,000 characters)

PROJECT PRIORITIZATION CRITERIA

1. What is the regional issue the project will address?
2. What is the desired outcome from the project?
3. Does the project address an issue identified the Skagit 2045 Regional Transportation Plan?
 Yes No If Yes, which issue?
4. What is the project's expected level of regional impact?
5. Can the project reasonably obligate funding in six (6) weeks if necessary?



ENGINEER'S ESTIMATE OF PROBABLE COST

F&S GRADE ROAD IMPROVEMENTS PHASE 1

F&S GRADE ROAD EDWARD R. MURROW ST. TO APPROX 700' N. OF GARDEN OF EDEN RD

FED AID: PENDING

CITY PROJECT: TBD
 PREPARED BY: Peter Lane

Project time: 120 working days
 PREPARED: 4/1/2025

F&S GRADE ROAD (EDWARD R. MURROW ST. TO APPROX 700' N. OF GARDEN OF EDEN RD) - 1,350 LF (0.26 mi)					
ITEM NO.	DESCRIPTION	ITEM QUANTITY	UNIT	UNIT PRICE	TOTAL PROJECT COST
1	MOBILIZATION	1	LS	\$125,200.00	\$125,200.00
2	SPCC PLAN	1	LS	\$1,200.00	\$1,200.00
3	REPAIR PUBLIC AND PRIVATE FACILITIES	1	EST	\$5,000.00	\$5,000.00
4	PROJECT TEMPORARY TRAFFIC CONTROL	1	LS	\$12,000.00	\$12,000.00
5	FLAGGERS	2,000	HR	\$80.00	\$160,000.00
6	OTHER TRAFFIC CONTROL	200	HR	\$80.00	\$16,000.00
7	CONSTRUCTION SIGNS, CLASS A	64	SF	\$22.00	\$1,408.00
8	CLEARING AND GRUBBING	1	LS	\$25,000.00	\$25,000.00
9	REMOVE HMA PAVEMENT INC HAUL	3,600	SY	\$15.00	\$54,000.00
10	ROADWAY EXCAVATION, INCL. HAUL	1,040	CY	\$35.00	\$36,393.52
11	TRIMMING AND CLEANUP	1	LS	\$8,000.00	\$8,000.00
12	STORM SEWER PIPE - 8 INCH	287	LF	\$85.00	\$24,373.75
13	STORM SEWER PIPE - 12 INCH	1,350	LF	\$110.00	\$148,500.00
14	STRUCTURAL PLATE - 96 INCH	100	LF	\$300.00	\$30,000.00
15	CATCH BASIN, TYPE 1	16	EA	\$1,200.00	\$18,600.00
16	CATCH BASIN, TYPE 2 48-INCH DIAMETER	2	EA	\$5,700.00	\$11,400.00
17	WATER QUALITY/QUANTITY, ALLOWANCE	1	EST	\$75,000.00	\$75,000.00
18	CRUSHED SURFACING TOP COURSE	2,105	TN	\$65.00	\$136,817.61
19	CEMENT CONCRETE SIDEWALK	875	SY	\$110.00	\$96,250.00
20	CEMENT CONCRETE DRIVEWAY	195	SY	\$110.00	\$21,450.00
21	HMA CL 1/2" PG 58-22	2,460	TN	\$145.00	\$356,700.00
22	SILT FENCE	2,970	LF	\$5.00	\$14,850.00
23	TOPSOIL	2,250	SY	\$25.00	\$56,250.00
24	SEEDING AND FERTILIZING	2,250	SY	\$22.00	\$49,500.00
25	STREET CLEANING	240	HR	\$125.00	\$30,000.00
26	EROSION POLLUTION CONTROL	1	EST	\$30,000.00	\$30,000.00
27	DETECTABLE WARNING SURFACE	40	SF	\$42.00	\$1,680.00
28	PERMANENT SIGNS	1	LS	\$2,000.00	\$2,000.00
29	MISC ITEMS, ALLOWANCE	1	EST	\$143,000.00	\$143,000.00
ESTIMATED CONSTRUCTION COST (INCL SALES TAX)					\$1,690,573
CONTINGENCY				20%	\$338,115
SUBTOTAL F&S GRADE ROAD IMPR. PHASE 1 ESTIMATED CONSTRUCTION COST - 2025 CN					\$ 2,029,000
INFLATE 4%/YEAR FOR 3 YEARS TO 2028 CN					\$ 2,282,000
PHASE F&S GRADE ROAD IMPR. PHASE 1 ESTIMATED CONSTRUCTION COST, 2028					\$ 2,282,000



ENGINEER'S ESTIMATE OF PROBABLE COST

F&S GRADE ROAD IMPROVEMENTS PHASE 1

F&S GRADE ROAD EDWARD R. MURROW ST. TO APPROX 700' N. OF GARDEN OF EDEN RD

FED AID: PENDING

CITY PROJECT: TBD
 PREPARED BY: Peter Lane

Project time: 120 working days
 PREPARED: 4/1/2025

ENGINEERING				
PHASE F&S GRADE ROAD IMPROVEMENTS PHASE 1 PE PHASE BUDGET				
PROJECT DESIGN PHASE GARDEN OF EDEN ROAD			300,000	-
ENVIRONMENTAL			40,000	
TOPO SURVEY; RW MAP			15,000	
GEOTECHNICAL			30,000	
WSDOT PE			1,000	
PHASE F&S GRADE ROAD IMPROVEMENTS PHASE 1 TOTAL PE PHASE	16.9%			386,000
PHASE F&S GRADE ROAD IMPROVEMENTS PHASE 1 CE PHASE - 120 WD				
STAFF PROJECT MANAGEMENT & INSPECTION			50,000	
PERMIT - NPDES CN STORMWATER			500	
SURVEY			15,000	
TESTING			5,000	
WSDOT CE			2,000	
PHASE GARDEN OF EDEN ROAD TOTAL CE PHASE	3.2%	72,500	72,500	72,500
RIGHT OF WAY				
ACQUISITION		0 EA	2	-
DEEDS, TITLE REPORTS, NEGOTIATIONS - 0 PARCELS		0 EA	-	-
RIGHT OF WAY SUPPORT SERVICES		0 LS	-	-
PHASE F&S GRADE ROAD IMPROVEMENTS PHASE 1 TOTAL RW				-
PHASE F&S GRADE ROAD IMPROVEMENTS PHASE 1 TOTAL ESTIMATED COST, 2028 CN				2,740,500

FUNDING ANALYSIS		
TOTAL PROJECT		
TOTAL COST ESTIMATE		2,740,500
CRP GRANT REQUESTED	86.5%	333,890
LOCAL FUNDS - TRANSPORTATION IMPACT FEES	13.5%	52,110
SUBTOTAL CRP & LOCAL MATCH		386,000
OTHER FUNDS - EXPECTED 2028 TIB USP		2,354,500
TOTAL FUNDS ANTICIPATED		2,740,500

PROJECT ENDORSEMENT FORM

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM TRANSPORTATION ALTERNATIVES SET-ASIDE CARBON REDUCTION PROGRAM

Project Title:

The attached project application reflects established funding priorities consistent with adopted plans and/or programs.

The project described is financially feasible, local match revenue is available and will be committed to the project if it receives requested federal funding.

Costs identified in the application represent accurate estimates needed to accomplish the work described herein. Any cost overruns are the responsibility of the project sponsor. All features claimed in the project application will be included in the final project.

The use of federal funds for this project entails administrative and project compliance for which the project sponsor will be responsible.

This project has the full endorsement of the governing body/leadership of this organization.

Name of Organization

Name and Title of Authorized Representative

Signature of Authorized Representative

Date