



REGIONALLY SIGNIFICANT PROJECTS

Determinations of regional significance are made on a project-by-project basis by the Skagit Council of Governments, consistent with federal requirements. A project can only be considered Regionally Significant in Skagit 2045 if that project is on the regional transportation system, or includes a proposed expansion of the system. Projects that are not part of the regional transportation system are not considered Regionally Significant. Projects that are Regionally Significant must be included in Skagit 2045 prior to being programmed in the Regional Transportation Improvement Program.

The following categories classify Regionally Significant projects as **Roadway**, **Non-motorized**, **Transit**, **Ferry**, **Intelligent Transportation Systems**, and **Planning and Corridor Studies**. Examples of projects that are Regionally Significant, and projects that are not Regionally Significant, are included within each category.

ROADWAY: CAPACITY EXPANSION PROJECTS ON THE REGIONAL ROADWAY SYSTEM

Examples of projects that are Regionally Significant:

- New roadway;
- Added travel lane for the length of roadway between at least two modeled intersections;
- Continuous two-way left turn lane from one modeled intersection to another;
- Multi-lane roundabout;
- Street realignment or relocation;
- New interchange or reconstruction of interchange, including addition of new turning movement;
- New managed lane or converted managed lane (e.g., high-occupancy vehicle lane, express toll lane);
- Interstate and state route acceleration, deceleration or climbing lane; and
- Grade separation.

Examples of projects that are not Regionally Significant:

- Lane widening (e.g., 10 ft. to 12 ft.);
- Reconstruction, maintenance or preservation project that does not add modeled capacity;
- Safety project that does not add modeled capacity;
- Environmental project that does not add modeled capacity; and
- Project that upgrades facility to different standard that is not modeled (e.g., major collector to minor arterial upgrade).

NONMOTORIZED: SHARED USE PATHS AND BICYCLE LANES ON THE REGIONAL NON-MOTORIZED SYSTEM

Examples of projects that are Regionally Significant:

- New shared use path separated from a roadway;

- Added capacity to an existing shared use path, excluding path improvements (e.g., dirt to gravel, or gravel to asphalt); and
- Adding designated bicycle lane to a roadway on the regional non-motorized system.

Examples of projects that are not Regionally Significant:

- Other than a bicycle lane on the regional non-motorized system, any project within roadway right of way or adjacent to a roadway, except where a shared use path is part of the regional non-motorized system and shares right of way with a roadway.
- Sidewalk or walkway project that does not include a shared use path;
- Bike sharrow or bike box; and
- Shared use path improvements (e.g., dirt to gravel, or gravel to asphalt).

TRANSIT: CAPACITY EXPANSION PROJECTS

Examples of projects that are Regionally Significant:

- New park-and-ride lot with 50 or more stalls;
- New or proposed transit center, station or maintenance-operation base;
- Dedicated transit right of way; and
- Bus purchase that expands fleet capacity.

Examples of projects that are not Regionally Significant:

- Transportation Demand Management project (e.g., ridesharing/vanpooling);
- New bus route or service increase;
- Replacement bus purchase that does not expand fleet capacity; and
- Bus flyer stop.

FERRY: VESSEL ADDITIONS AND REPLACEMENTS; TERMINALS THAT ARE NEW, RELOCATED, OR REPLACED WITH ADDED CAPACITY

Examples of projects that are Regionally Significant:

- Additional vessel, not including seasonal service change;
- Vessel replacement;
- New or relocated terminal;
- New parking facilities with 50 or more stalls; and
- Terminal replacement that adds capacity.

Examples of projects that are not Regionally Significant:

- Change to existing ferry service; and
- Preservation and maintenance of existing vessel or terminal.

PLANNING AND CORRIDOR STUDIES: PLANNING AND CORRIDOR STUDIES AND THAT ARE PART OF A BROADER PROJECT CLASSIFIED AS REGIONALLY SIGNIFICANT

Examples of projects that are Regionally Significant:

- Planning or corridor study that is part of a broader project with an anticipated future phase(s) (e.g., preliminary engineering, right of way, construction) may be Regionally Significant if the project meets applicable criteria in other Regionally Significant categories.

Examples of projects that are not Regionally Significant:

- Planning or corridor study that is a stand-alone project without any anticipated future phase.

INTELLIGENT TRANSPORTATION SYSTEMS: INTELLIGENT TRANSPORTATION SYSTEMS PROJECTS WITH AN ESTIMATED COST OF \$10 MILLION AND OVER

Examples of projects that are Regionally Significant:

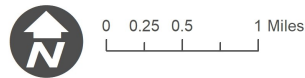
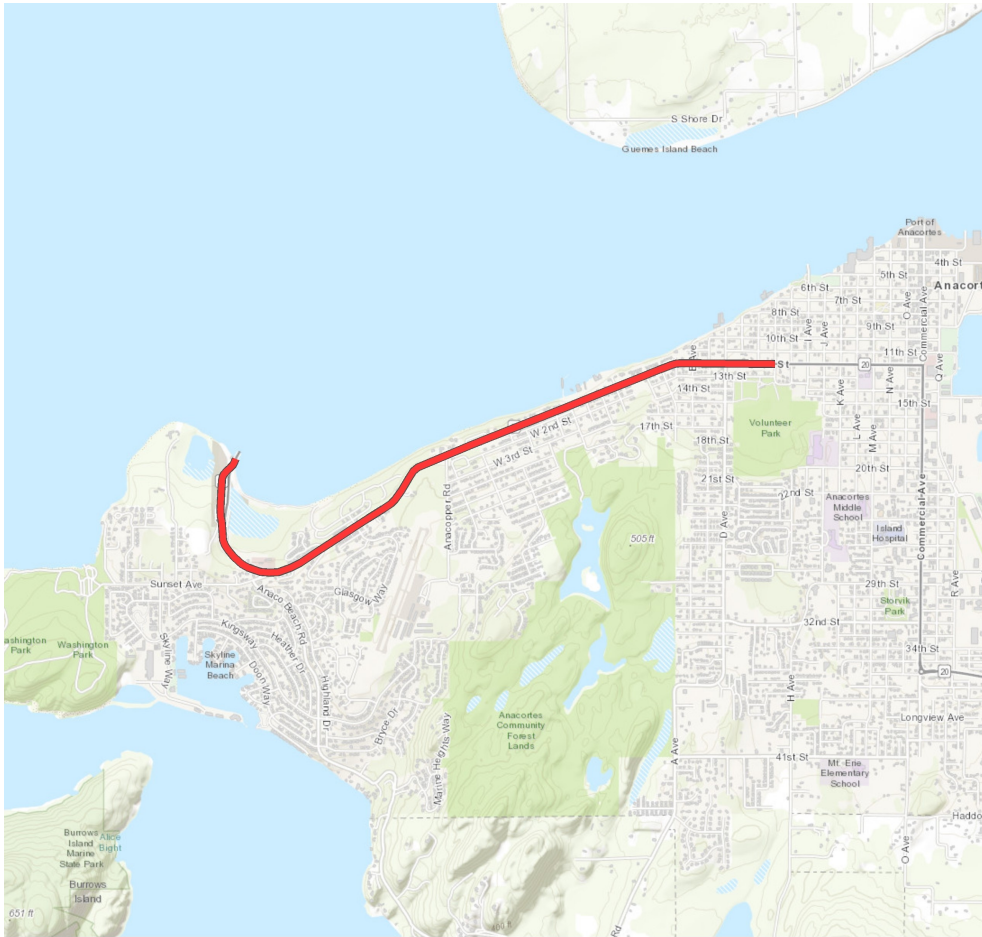
- Intelligent Transportation Systems projects with an estimated cost of \$10 million and over.

Examples of projects that are not Regionally Significant:

- Intelligent Transportation Systems projects with an estimated cost under \$10 million.

SR 20 Spur (Ferry Terminal to G Ave) Sidewalk Improvements

ID Number: 23



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Anacortes		
Project Description			
Full widening, bike lanes and sidewalks. This project requires coordination with WSDOT.			
Project Limits	Ferry Terminal to G Avenue		
Mode Type	Non-Motorized		
Estimated Year of Completion	2031	2021 Estimated Cost (in millions)	\$5.7
RTP Status	Planned		

Regional Priorities					
Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship

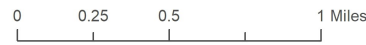
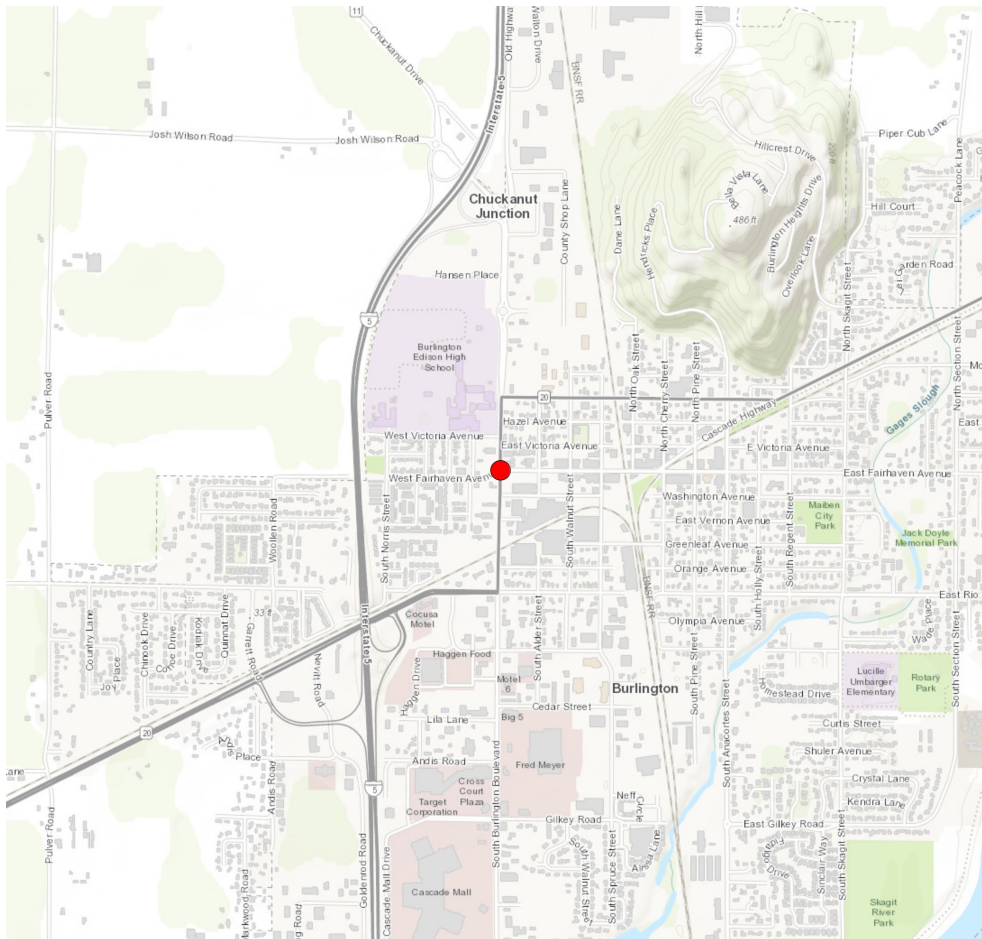


- =Addresses regional priority
- =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Intersection Improvement and Gateway

ID Number: 18



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Burlington		
Project Description			
Construct a roundabout at the intersection of Burlington Boulevard (SR 20) and Fairhaven Avenue to create a well defined entry point to downtown Burlington and improve traffic flow on SR 20. This project requires coordination with WSDOT.			
Project Limits	Intersection of SR 20 and Fairhaven Avenue		
Mode Type	Roadway		
Estimated Year of Completion	2030	2021 Estimated Cost (in millions)	\$3.0
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship



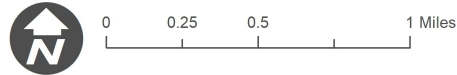
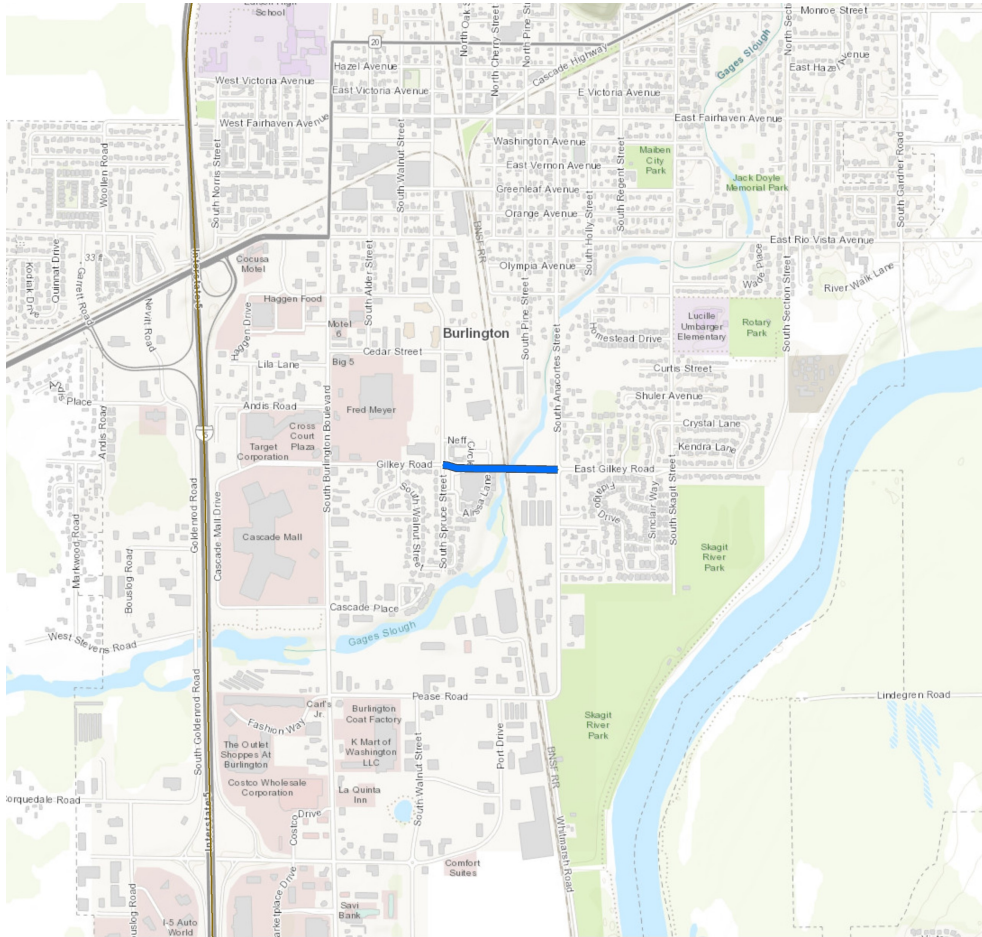
- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: Medium

Construct Grade Separated Rail Crossing and Street Extension

ID Number: 60



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Burlington		
Project Description			
Construct overcrossing over BNSF rail tracks to connect east and west sides of city. This project requires coordination with BNSF.			
Project Limits	Gilkey Road from Spruce Street to Anacortes Street		
Mode Type	Roadway		
Estimated Year of Completion	2030	2021 Estimated Cost (in millions)	\$15.0
RTP Status	Illustrative		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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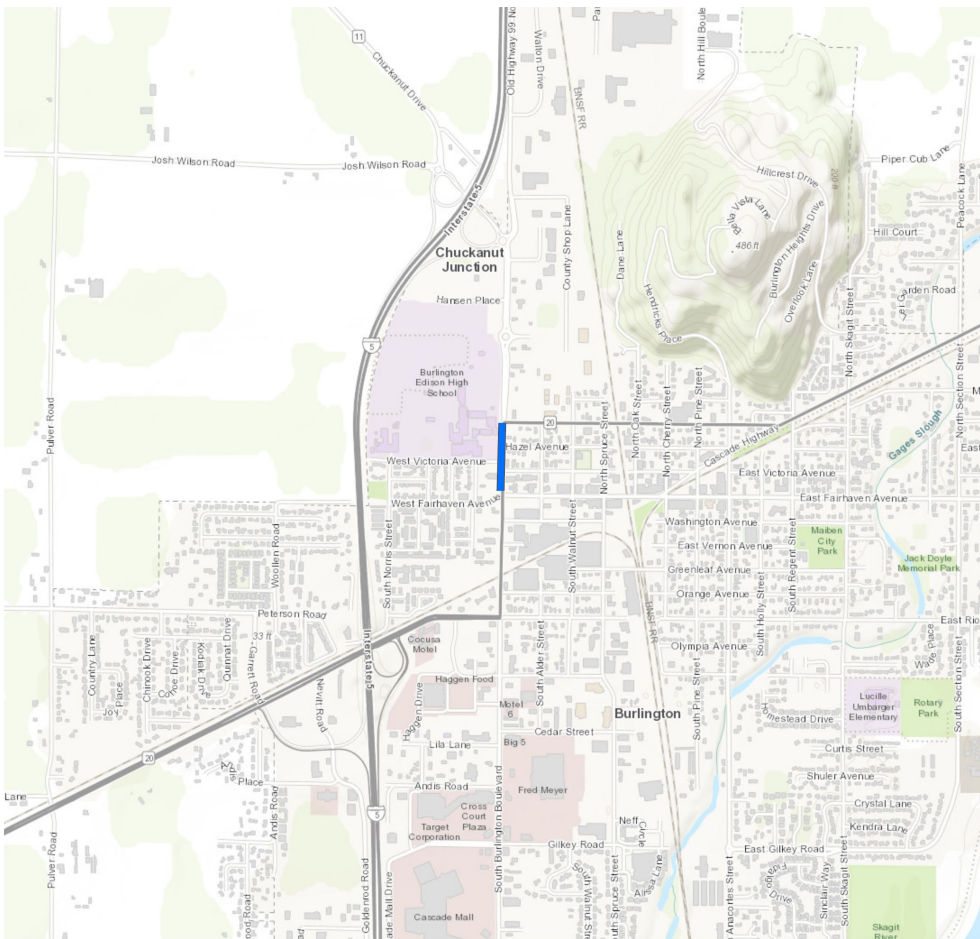


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Extend Multiuse Path - Burlington High School Trail

ID Number: 72



0 0.25 0.5 1 Miles

World Topographic Map: Province of British Columbia, Esri Canada, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
 World Topographic Map: County of Skagit, Bureau of Land Management, Province of British Columbia, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, IISDA

*Mapped project locations are approximate

Project Sponsor:	Burlington		
Project Description			
Extend existing multiuse trail from Avon Avenue to Fairhaven Avenue.			
Project Limits	Along Burlington Boulevard from Avon Avenue to Fairhaven Avenue		
Mode Type	Non-Motorized		
Estimated Year of Completion	2040	2021 Estimated Cost (in millions)	\$0.1
RTP Status	Illustrative		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

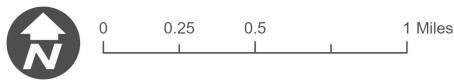
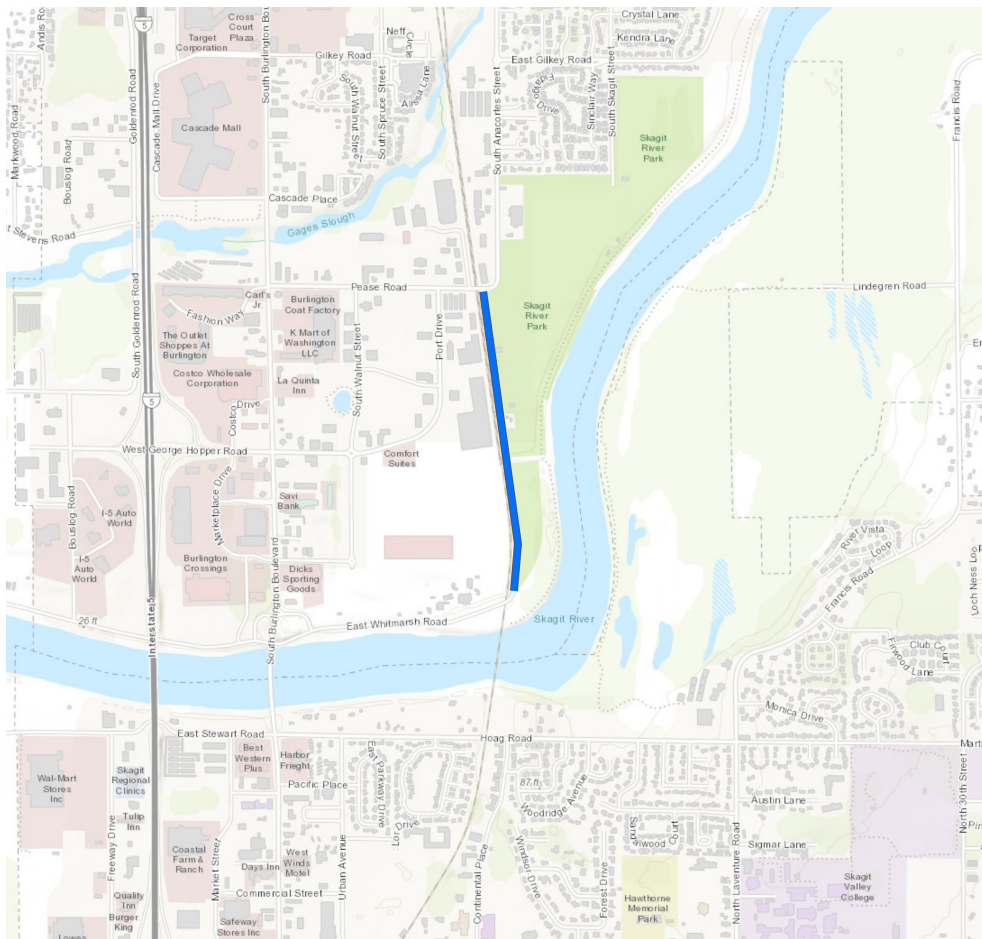


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

New Multiuse Path - Whitmarsh Road

ID Number: 71



World Topographic Map: Province of British Columbia, Esri Canada, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS
 World Topographic Map: County of Skagit, Bureau of Land Management, Province of British Columbia, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, IISDA

*Mapped project locations are approximate

Project Sponsor:	Burlington		
Project Description			
New multiuse path along Whitmarsh Road from Skagit River to Pease Road.			
Project Limits	Skagit River to Pease Road		
Mode Type	Non-Motorized		
Estimated Year of Completion	2040	2021 Estimated Cost (in millions)	\$0.5
RTP Status	Illustrative		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

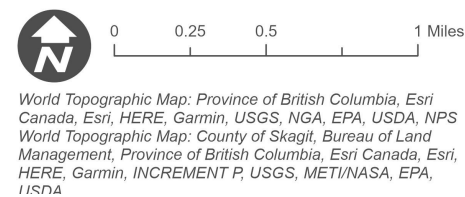
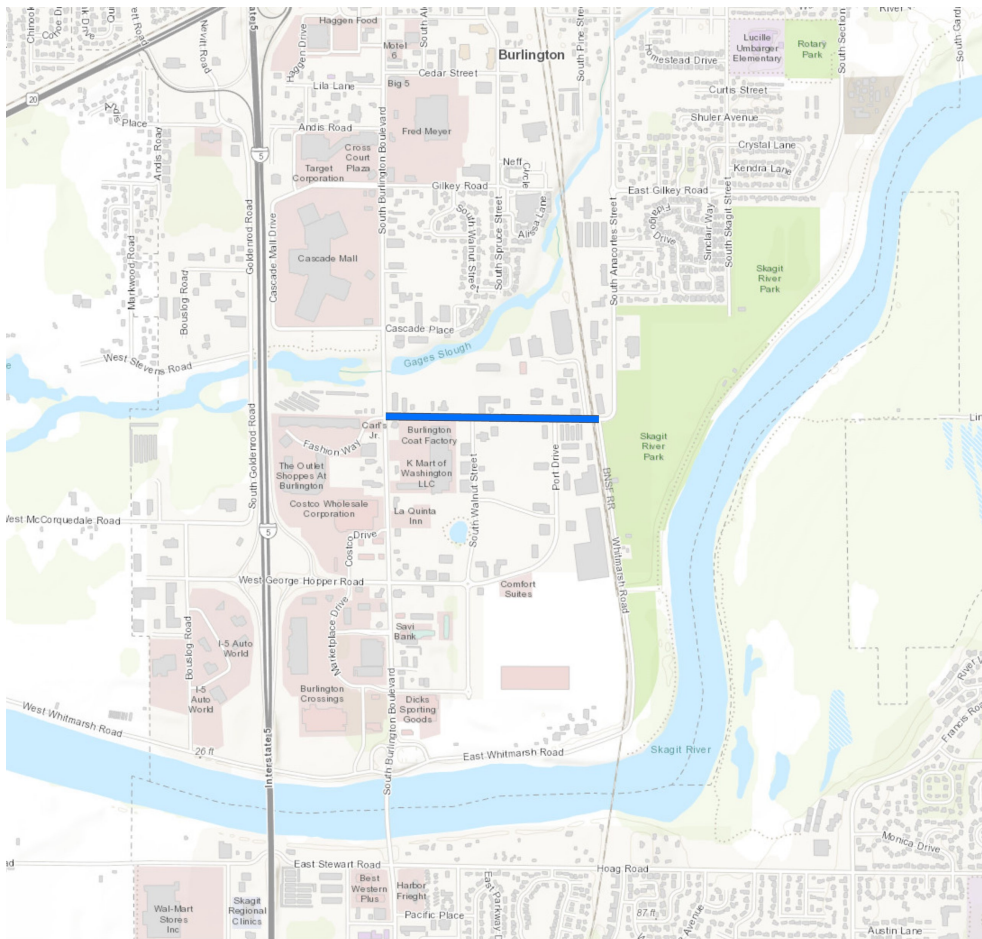


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Reconstruct Pease Road to Urban Standards and Construct Multiuse Path

ID Number: 70



*Mapped project locations are approximate

Project Sponsor:	Burlington		
Project Description			
Project will reconstruct Pease Road to urban standards and add a new multiuse path.			
Project Limits	Burlington Boulevard to Anacortes Street		
Mode Type	Non-Motorized		
Estimated Year of Completion	2040	2021 Estimated Cost (in millions)	\$1.5
RTP Status	Illustrative		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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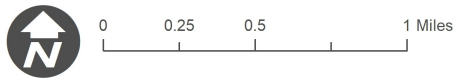
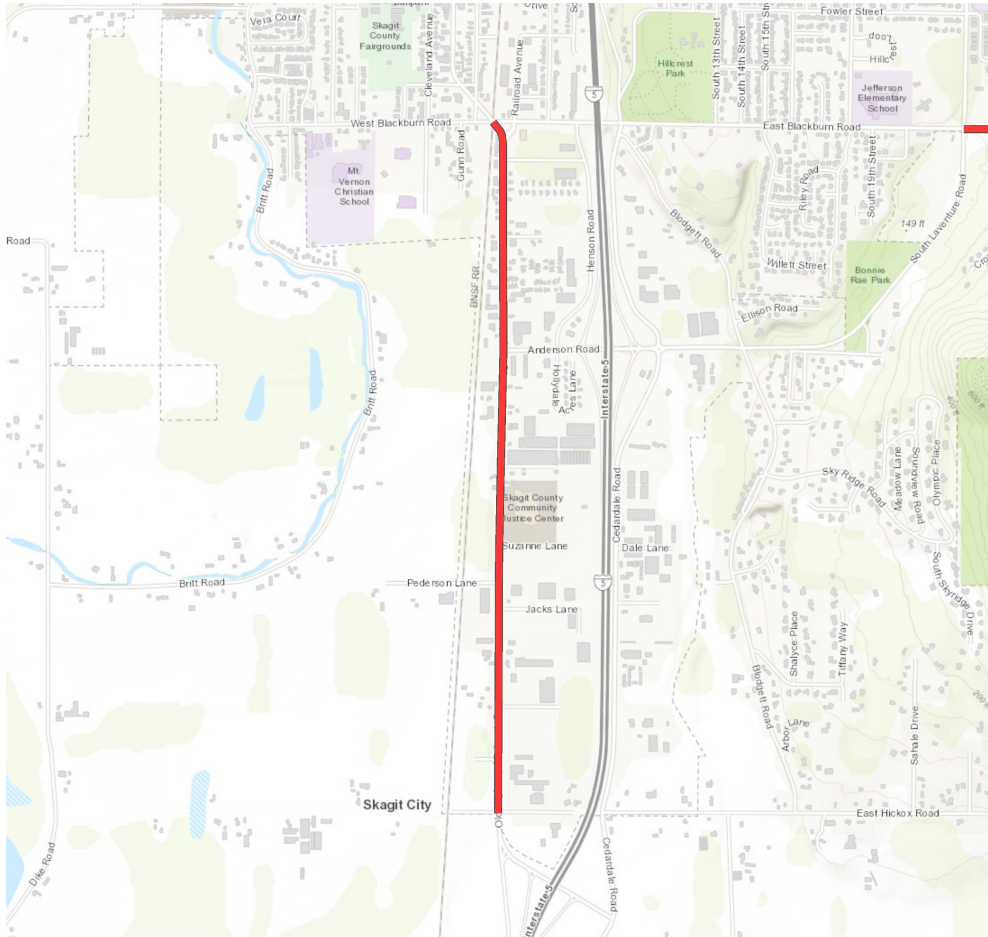
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- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Bike Lane on Old Highway 99 South

ID Number: 31



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
New bike lane added/striped.			
Project Limits	Blackburn Road to just south of East Hickox Road		
Mode Type	Non-Motorized		
Estimated Year of Completion	2036	2021 Estimated Cost (in millions)	\$0.5
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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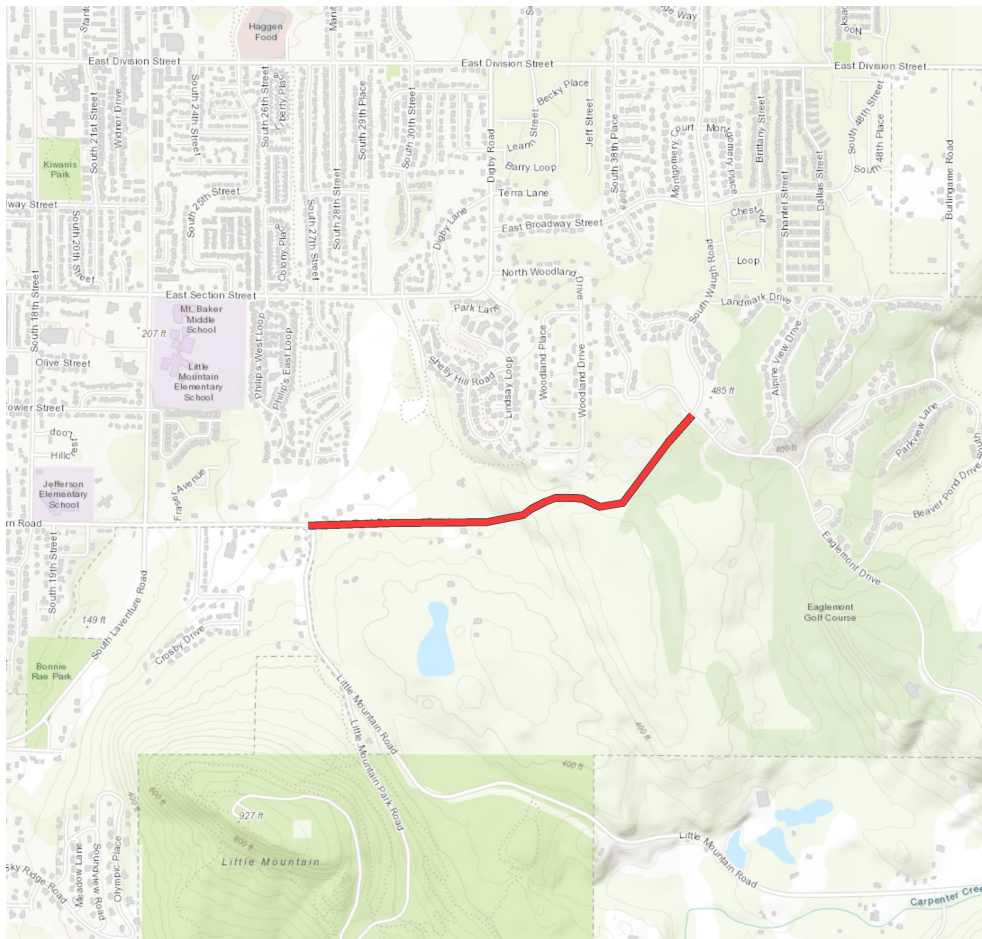


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Blackburn Road Extension

ID Number: 28



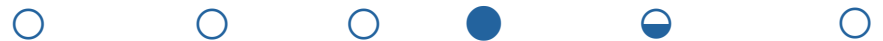
0 0.25 0.5 1 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Mount Vernon		
Project Description			
Blackburn Road transitions to a 22-foot wide road with no striping east of Little Mountain Road. Part of the conditions of approval for the Eglemont development is to improve and extend this road (new construction) to Eglemont Drive and establish a southerly connection to the southerly street network.			
Project Limits	Little Mountain Rd to Waugh Rd		
Mode Type	Roadway		
Estimated Year of Completion	2027	2021 Estimated Cost (in millions)	\$3.7
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship



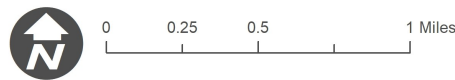
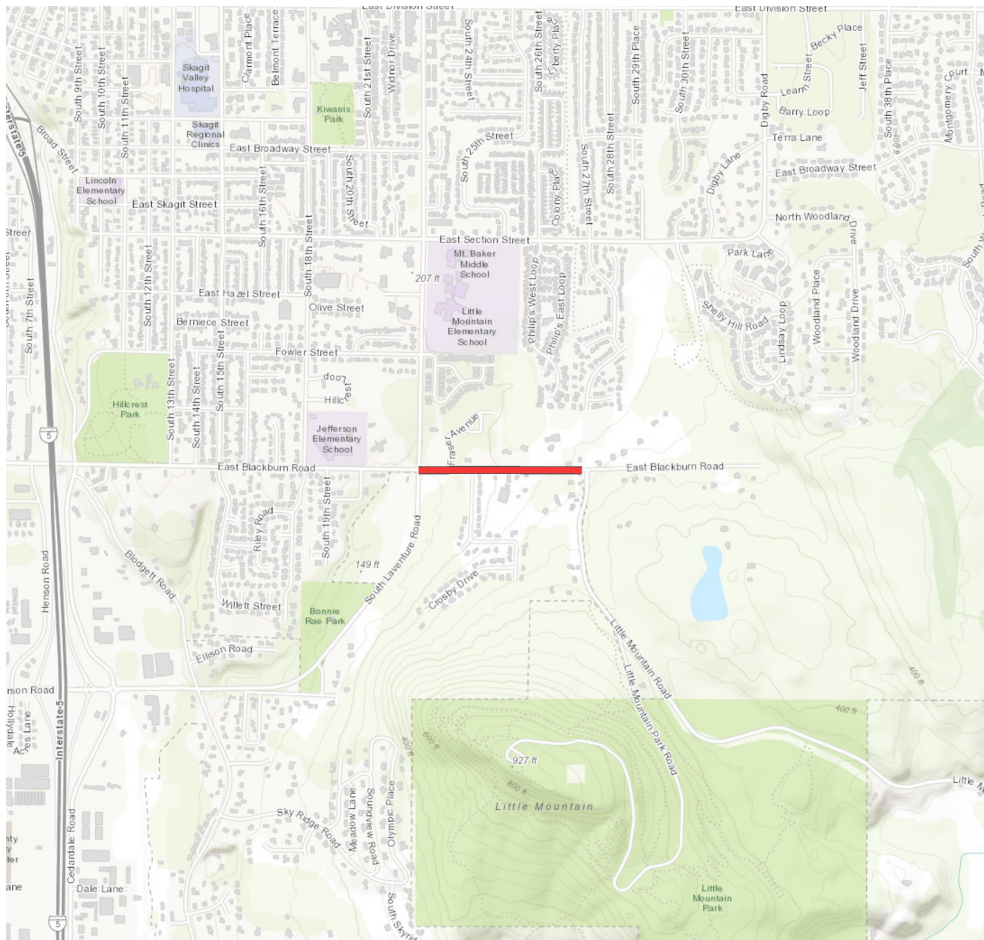
- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: Low

Blackburn Road Widening - 1

ID Number: 26



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
Improvements will upgrade this section of Blackburn Road to Complete Streets standard to include sidewalks and bike lanes. This segment will provide a connection to Little Mountain Park, a major non-motorized recreation area.			
Project Limits	Laventure to Little Mountain Road		
Mode Type	Non-Motorized		
Estimated Year of Completion	2026	2021 Estimated Cost (in millions)	\$1.1
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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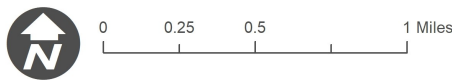


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Division Street Bridge Replacement Study

ID Number: 30



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
Study to evaluate the feasibility/cost of replacing the Division Street Bridge and mitigation required to the bridge approaches to improve the level of service. Projects on state highways require the coordinated development of Practical Solutions with WSDOT.			
Project Limits	Blackburn Road to just south of East Hickox Road		
Mode Type	Planning & Corridor Studies		
Estimated Year of Completion	2036	2021 Estimated Cost (in millions)	\$0.5
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

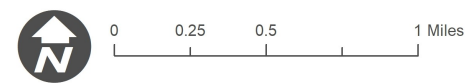
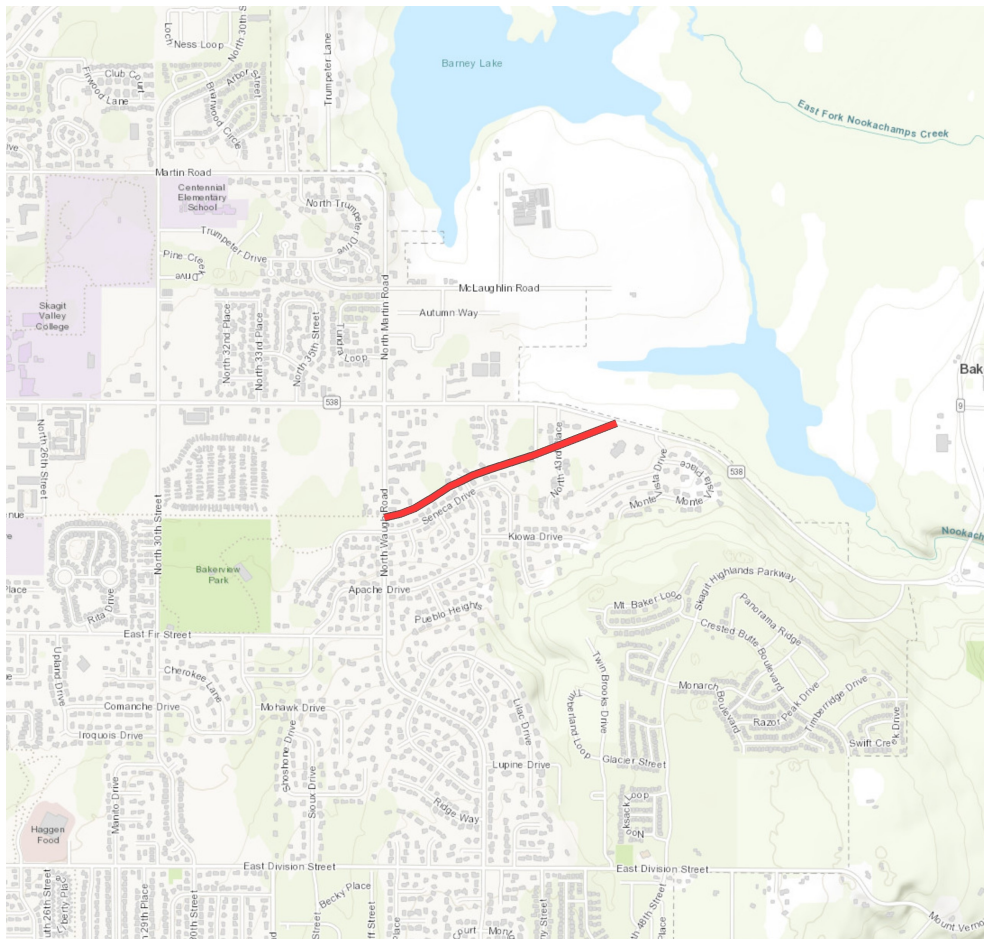


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Kulshan Trail Extension

ID Number: 29

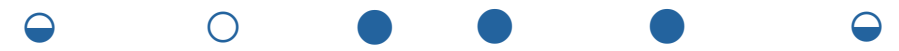


Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Mount Vernon		
Project Description			
Extend Kulshan Trail along abandoned railroad grade.			
Project Limits	Waugh to College Way		
Mode Type	Non-Motorized		
Estimated Year of Completion	2036	2021 Estimated Cost (in millions)	\$0.7
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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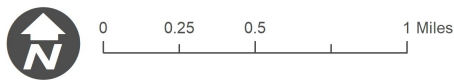
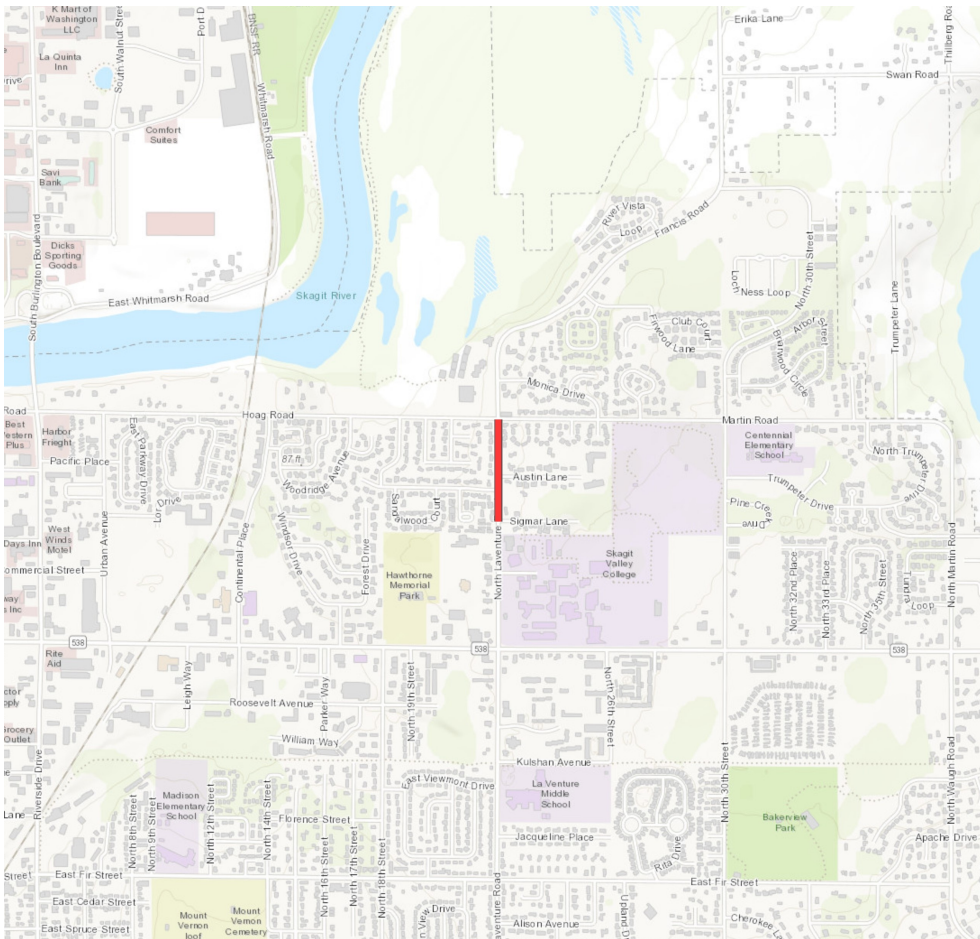
- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: Medium

Laventure Road Widening

ID Number: 25



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
This section links Skagit College and student housing to Hoag Road (and YMCA). These improvements will establish a new sidewalk on the east side, upgrade ADA facilities to modern standards, improve stormwater facilities, add bike lanes, and rehabilitate the pavement to provide greater connectivity and safer pedestrian access.			
Project Limits	Hoag Road to Sigmar Lane		
Mode Type	Non-Motorized		
Estimated Year of Completion	2024	2021 Estimated Cost (in millions)	\$1.2
RTP Status	Planned		

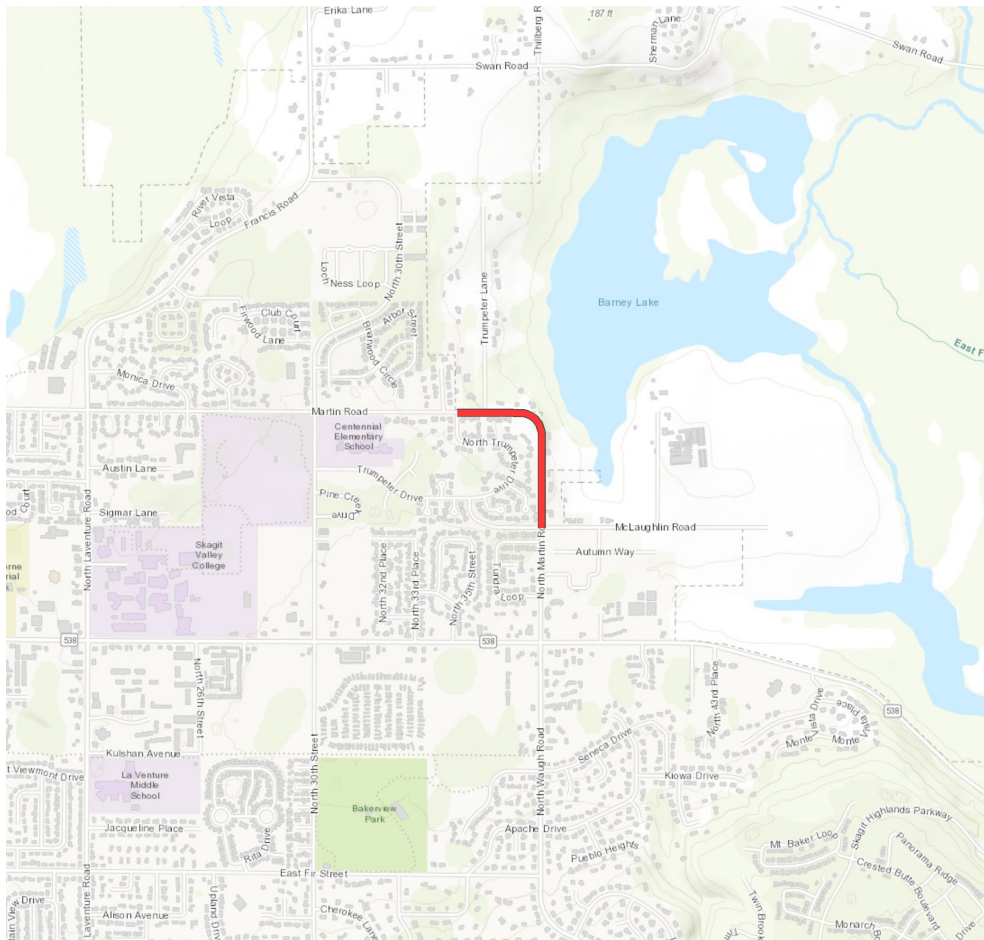
Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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● = Addresses regional priority	◐ = Partially addresses regional priority	○ = Does not address regional priority			

Relative Priority: High

Martin Road Improvements

ID Number: 27



0 0.25 0.5 1 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Mount Vernon		
Project Description			
This section of Martin Road is a very narrow, 20 footwide, remnant of the original county road. Several years ago a 5 foot wide asphalt path was installed on the west side of the road for pedestrians. Improvements will include widening the road to include a 3 foot paved shoulder on the east side, 11 foot lanes, and converting the existing path to a 10 foot wide, paved, shared use path on the east side.			
Project Limits	Hoag Road to Sigmar Lane		
Mode Type	Non-Motorized		
Estimated Year of Completion	2026	2021 Estimated Cost (in millions)	\$1.6
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship



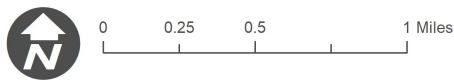
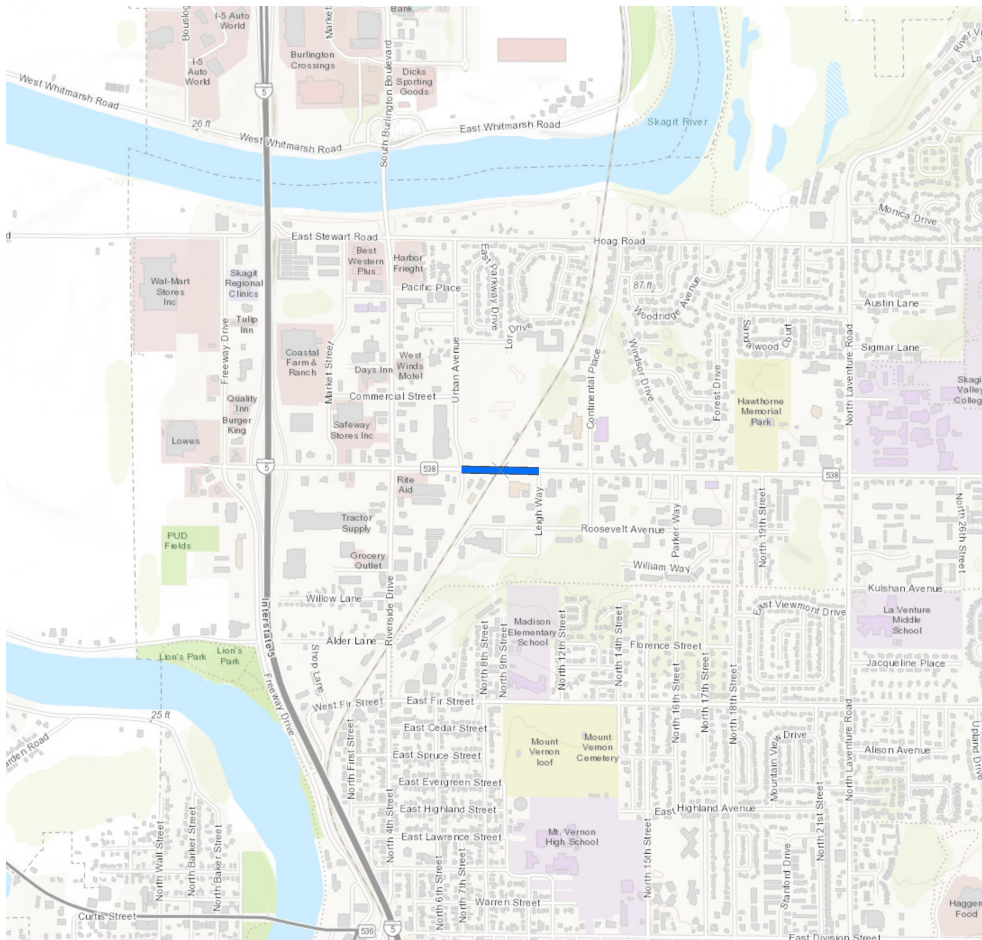
- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: Medium

College Way Railroad Grade Separation

ID Number: 63



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
Grade-separated crossing over/under BNSF railroad line. This project requires coordination with WSDOT.			
Project Limits	Urban Ave to Leigh Way		
Mode Type	Roadway		
Estimated Year of Completion	2045	2021 Estimated Cost (in millions)	\$22.7
RTP Status	Illustrative		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship



- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

East College Way Widening

ID Number: 64



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
Widen East College Way (SR 538) from two to four travel lanes. This project requires coordination with WSDOT.			
Project Limits	Waugh Rd to Skagit Highlands Parkway		
Mode Type	Roadway		
Estimated Year of Completion	2045	2021 Estimated Cost (in millions)	\$6.9
RTP Status	Illustrative		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

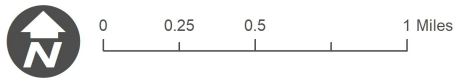
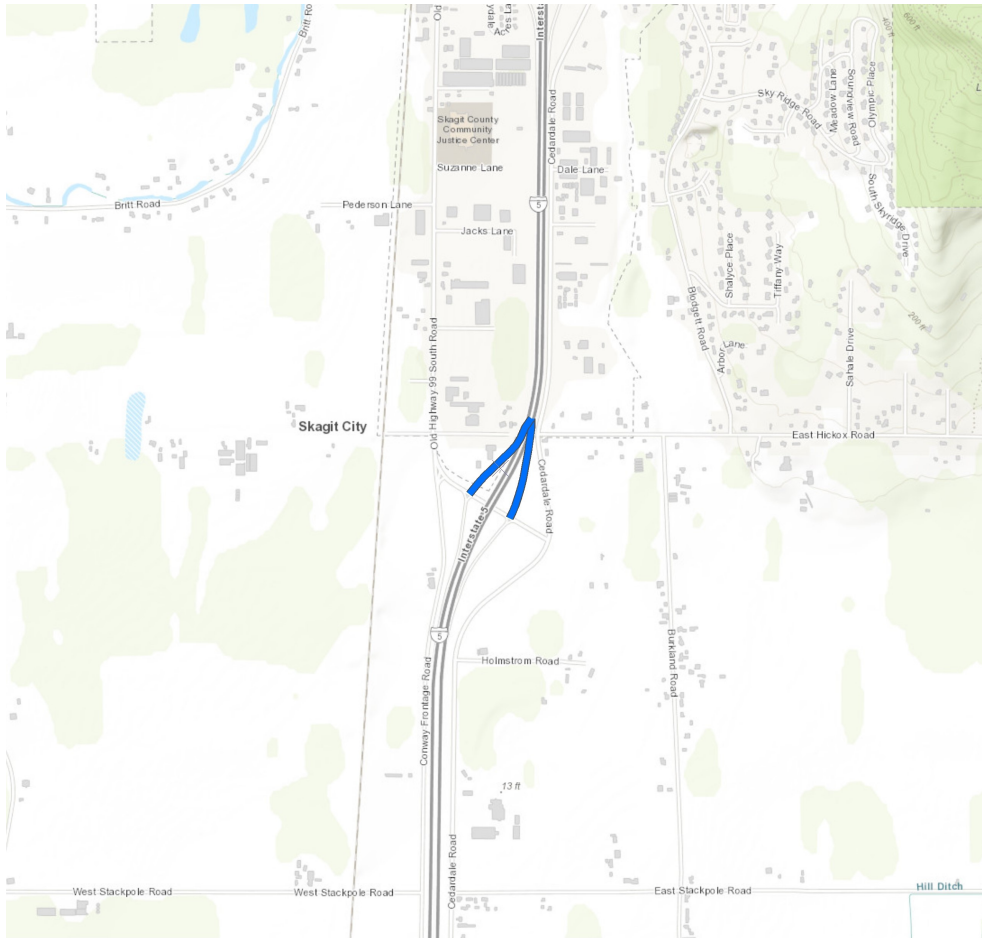


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Hickox Rd/I-5 Interchange Completion

ID Number: 65



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
Completion of the north side of this interchange, providing full northbound and southbound access, is critical for any future development of south Mount Vernon. This project will first require an Access Revision Report approved by FHWA. An ARR is a multimodal traffic operations/safety analysis on the street network and Interstate 5 to identify strategies and alternatives that would best address the problem and identified need on the regional system.			
Project Limits	Hickox Rd/I-5 MP 224		
Mode Type	Roadway		
Estimated Year of Completion	2025	2021 Estimated Cost (in millions)	\$7.7
RTP Status	Illustrative		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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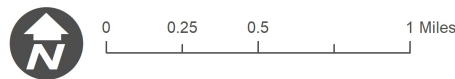


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Hickox Road

ID Number: 66



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
New road connection.			
Project Limits	Pamela Street NE to Little Mountain Rd		
Mode Type	Roadway		
Estimated Year of Completion	2045	2021 Estimated Cost (in millions)	\$14.8
RTP Status	Illustrative		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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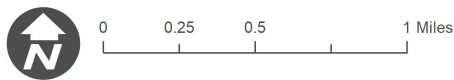
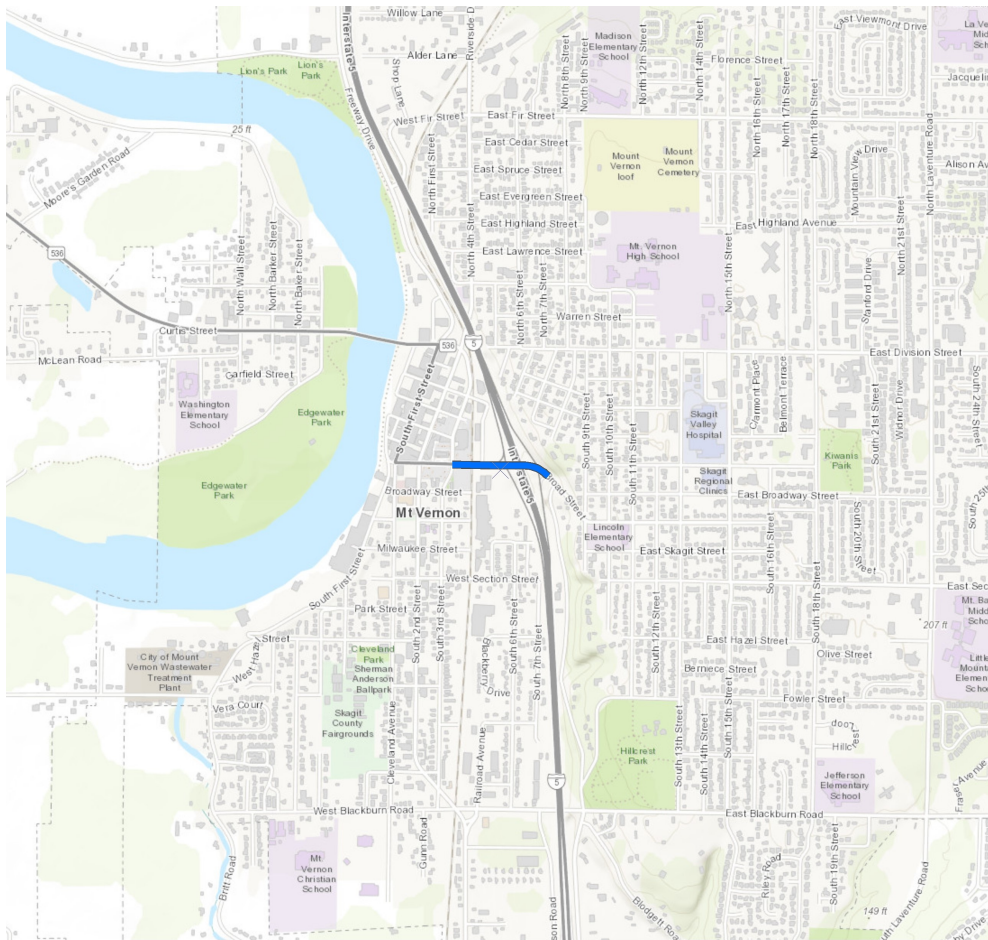


- =Addresses regional priority
- =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Kincaid Street Corridor Improvements

ID Number: 61



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:		Mount Vernon	
Project Description			
This arterial is the gateway to downtown Mount Vernon providing access to Interstate 5, regional transit and rail service, and the South Kincaid Subarea Plan. Current planned improvements include a multi-modal complete streets design and roundabouts at 3rd Street and both Interstate 5 ramp locations, as well as railroad crossing enhancements. This project requires coordination with WSDOT.			
Project Limits		Hoag Road to Sigmar Lane	
Mode Type		Roadway	
Estimated Year of Completion		2026	2021 Estimated Cost (in millions) \$10.0
RTP Status		Illustrative	

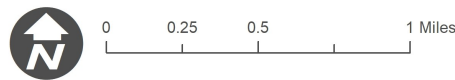
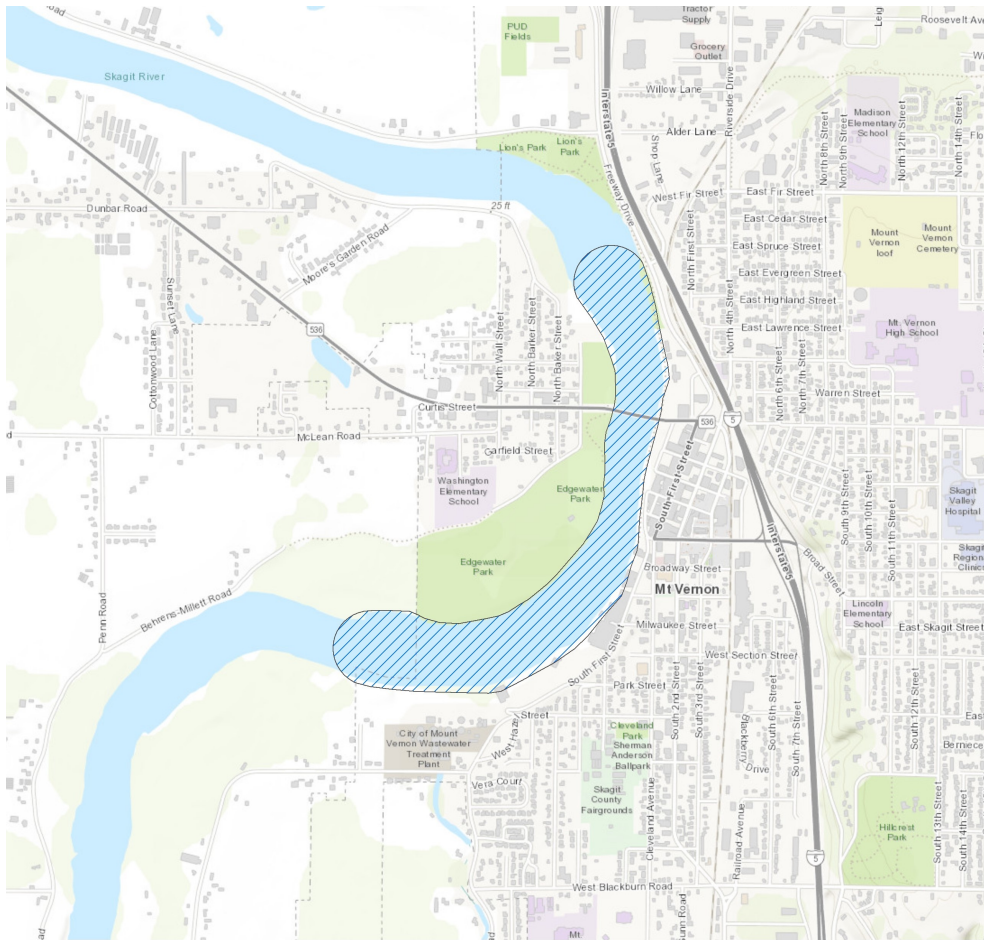
Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
●	●	●	○	○	●
<p>● =Addresses regional priority ◐ =Partially addresses regional priority ○ =Does not address regional priority</p>					

Relative Priority: Medium

Replacement of Division Street Bridge

ID Number: 67



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
Replacement of WSDOT's existing bridge. A Division Street (SR 536) bridge study is identified to help determine the feasibility of replacing the bridge structure and requires the coordinated development of Practical Solutions with WSDOT.			
Project Limits	First St to Wall St		
Mode Type	Roadway		
Estimated Year of Completion	2045	2021 Estimated Cost (in millions)	\$20.0
RTP Status	Illustrative		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

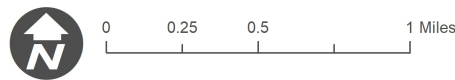


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Skagit River Pedestrian Bridge

ID Number: 62



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Mount Vernon		
Project Description			
The Skagit River Bridge has a minimal sidewalk on one side and no separated bike lanes; sharing 12-foot lanes with traffic. The concept is to develop a separate 10-foot structure across the Skagit River to accommodate both pedestrian and bicycle traffic across the river. A Division Street (SR 536) bridge study is identified to help determine the feasibility of constructing a separate structure or other feasible crossing alternatives. Projects on state highways require the coordinated development of Practical Solutions with WSDOT.			
Project Limits	Riverwalk Trail to Ball Street		
Mode Type	Non-Motorized		
Estimated Year of Completion	2028	2021 Estimated Cost (in millions)	\$14.4
RTP Status	Illustrative		

Regional Priorities

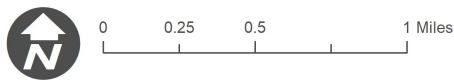
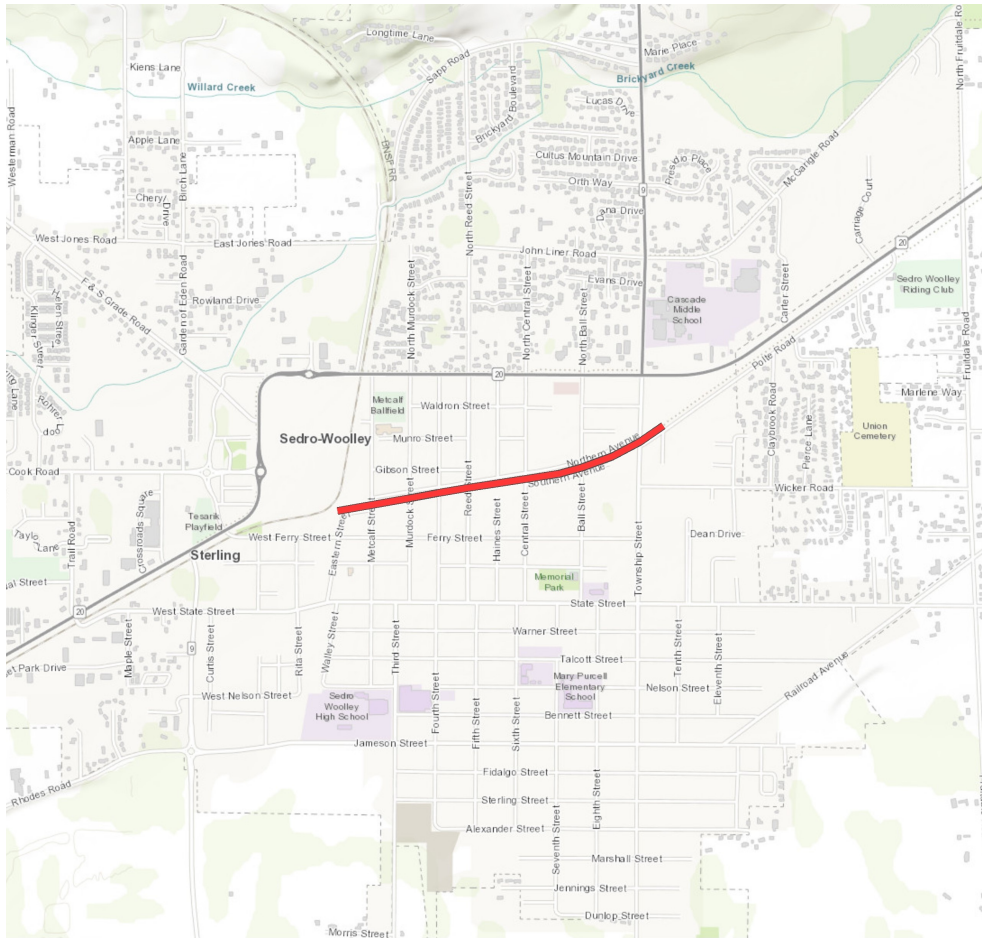
Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
●	○	●	●	○	●

- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Cascade Trail East Extension

ID Number: 32



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Shared use path.			
Project Limits	Metcalf to 400' East of Township		
Mode Type	Non-Motorized		
Estimated Year of Completion	2037	2021 Estimated Cost (in millions)	\$0.1
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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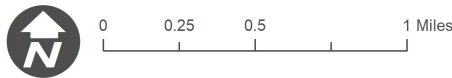


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Centennial Trail South

ID Number: 33



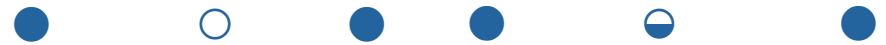
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Improve and extend trail.			
Project Limits	South City Limits to Ferry Street		
Mode Type	Non-Motorized		
Estimated Year of Completion	2039	2021 Estimated Cost (in millions)	\$0.5
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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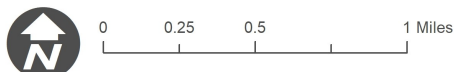
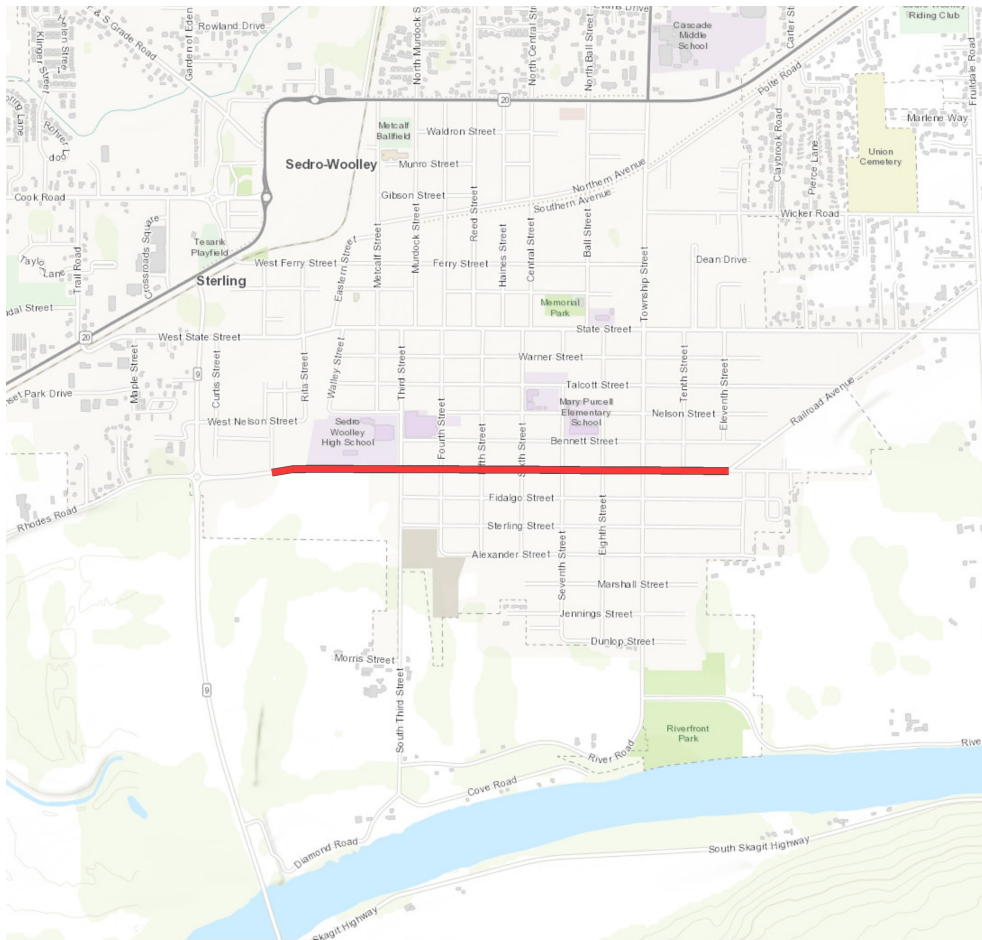


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Jameson Street Arterial Improvements

ID Number: 34



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Widen and rebuild Jameson Street to secondary arterial standards including three lanes, curb and gutter, bike lanes, planter strip and sidewalks. Some right of way may be required.			
Project Limits	600' E of Batey to Railroad St (4,500 LF)		
Mode Type	Roadway		
Estimated Year of Completion	2028	2021 Estimated Cost (in millions)	\$3.6
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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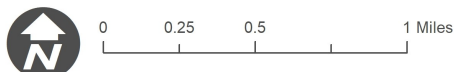
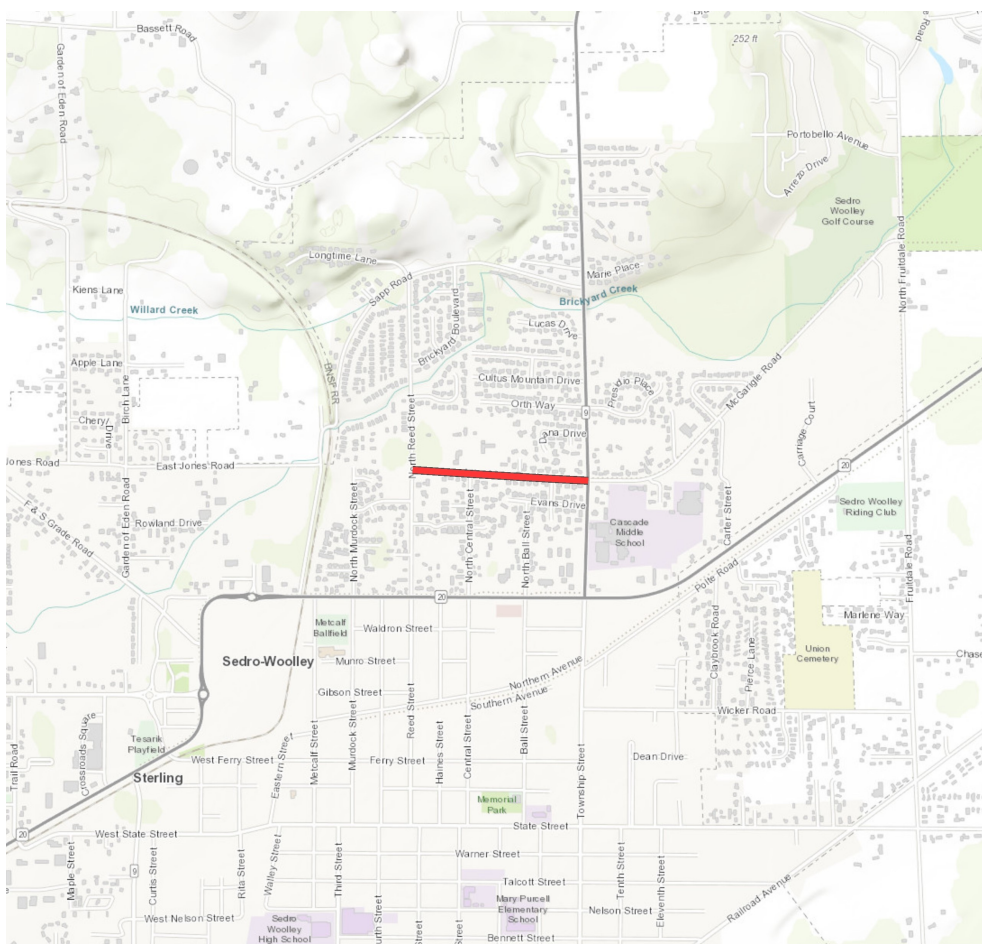


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

John Liner Road Arterial Improvements

ID Number: 35



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Reconstruct John Liner Road to major collector section including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination. This project requires coordination with WSDOT.			
Project Limits	Reed St to SR9/Township St		
Mode Type	Roadway		
Estimated Year of Completion	2025	2021 Estimated Cost (in millions)	\$1.9
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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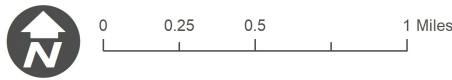
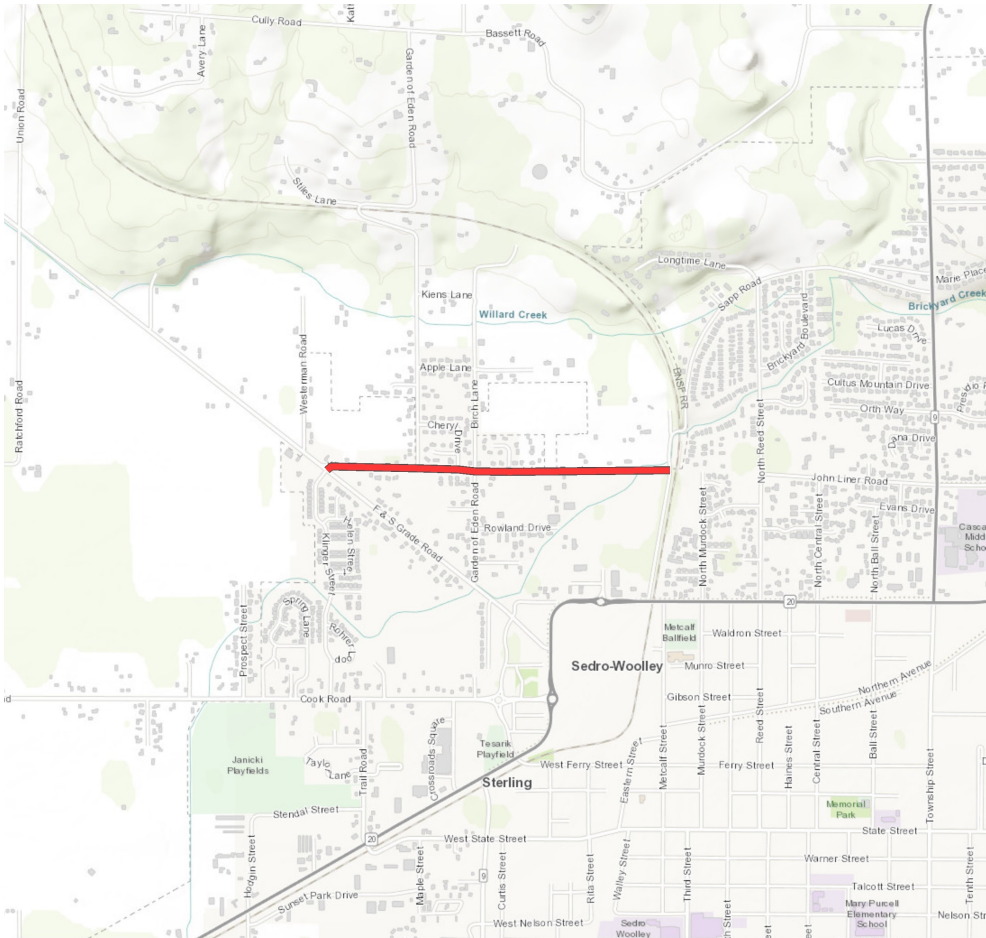


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Jones Rd Arterial Improvements

ID Number: 36



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Reconstruct to major collector section including drainage, curbs, sidewalk, shared use path, HMA, pavement markings and illumination.			
Project Limits	F&S Grade Rd to Sapp Rd		
Mode Type	Roadway		
Estimated Year of Completion	2026	2021 Estimated Cost (in millions)	\$5.0
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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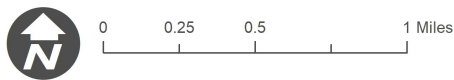
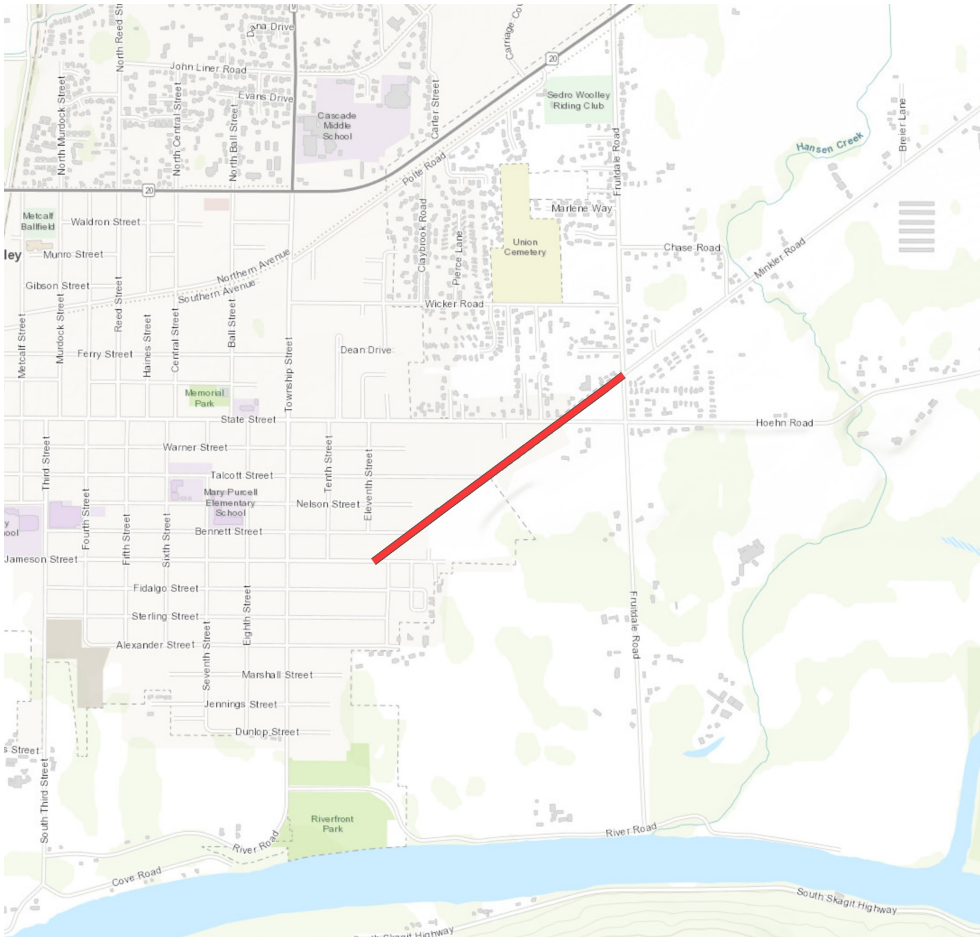


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Railroad Street Arterial Improvements

ID Number: 39



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Reconstruct to arterial standards, including three lanes, bike lanes and sidewalks.			
Project Limits	Jameson St to Fruitdale Rd		
Mode Type	Roadway		
Estimated Year of Completion	2029	2021 Estimated Cost (in millions)	\$2.9
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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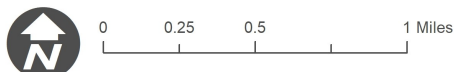


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Rhodes Road Arterial Improvements

ID Number: 40



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Reconstruct to arterial standards, including bike lanes and sidewalks. This project requires coordination with WSDOT and Skagit County.			
Project Limits	SR 9 to SR 20		
Mode Type	Roadway		
Estimated Year of Completion	2035	2021 Estimated Cost (in millions)	\$3.2
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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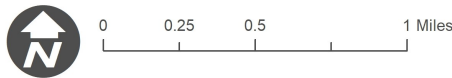
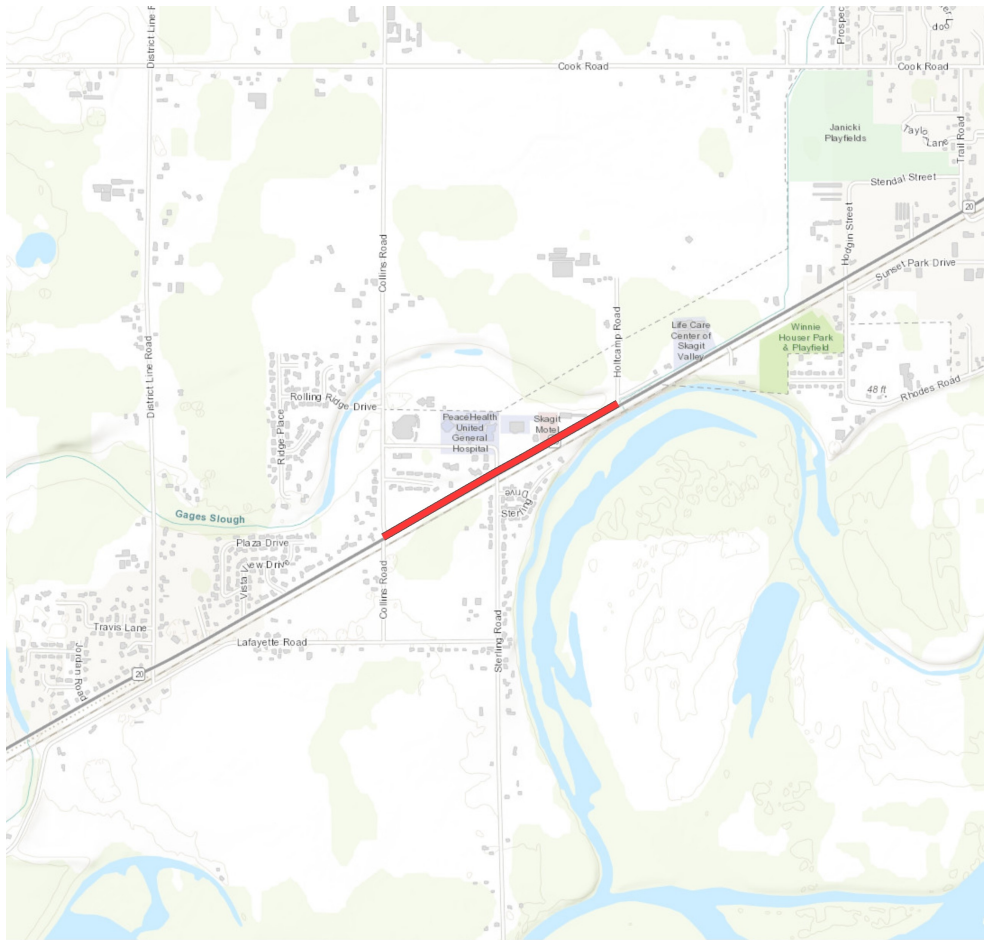


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

SR 20/Cascade Trail West Extension, Phase 2B

ID Number: 41



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Shared-use path. This project requires coordination with WSDOT.			
Project Limits	Collins Road to Holtcamp Road		
Mode Type	Non-Motorized		
Estimated Year of Completion	2037	2021 Estimated Cost (in millions)	\$0.6
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

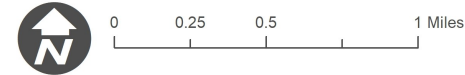
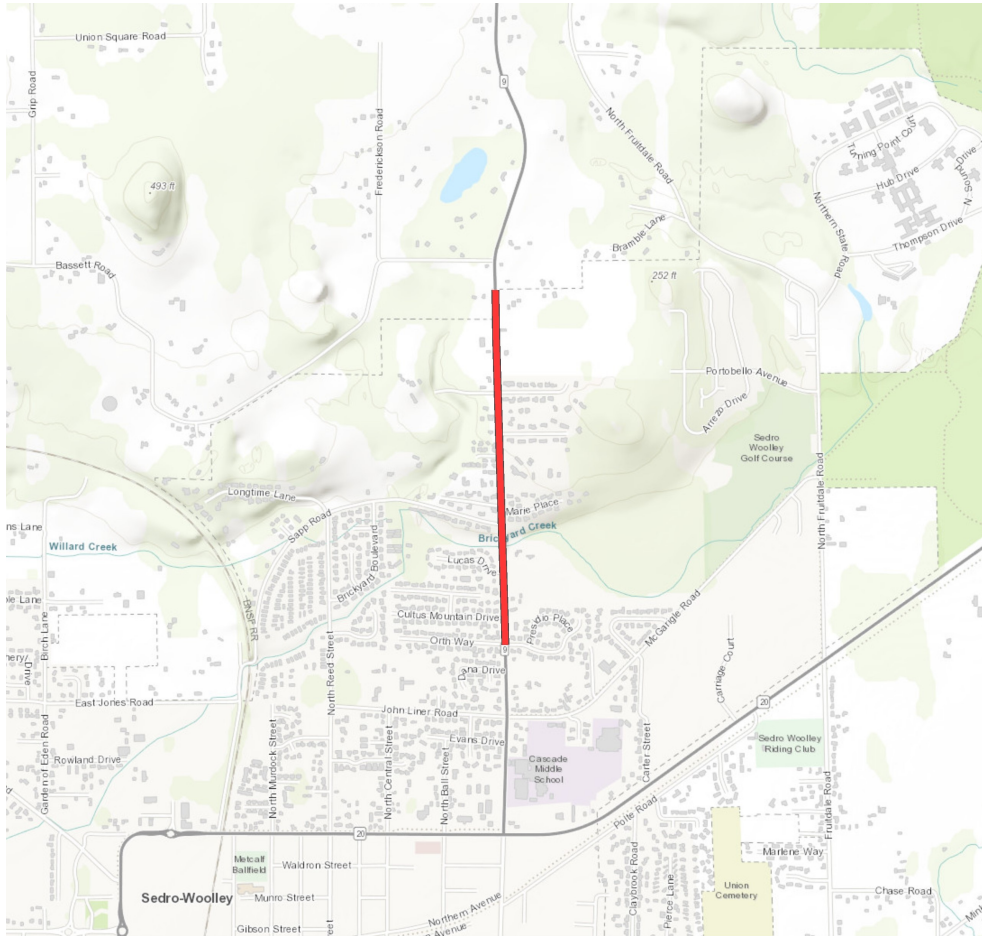


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

SR9 / Centennial Trail Ped/Bike Safety Improvements

ID Number: 43



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Construct bike and pedestrian improvements from Summer Meadows Court on the east side of State Route 9. This project requires coordination with WSDOT.			
Project Limits	Summer Meadows Place to City Limits		
Mode Type	Non-Motorized		
Estimated Year of Completion	2038	2021 Estimated Cost (in millions)	\$1.7
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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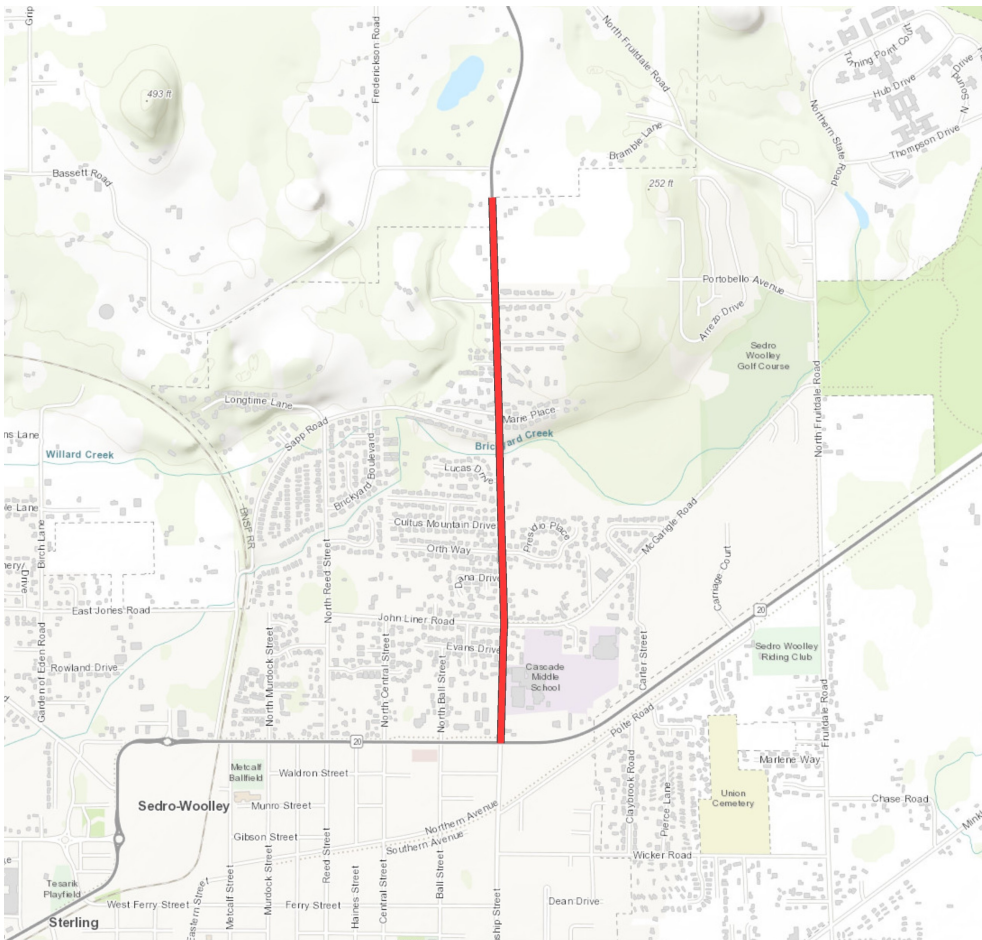


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

SR9 / North Township Street Arterial Improvements

ID Number: 42



0 0.25 0.5 1 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Planning phase – reconstruct to arterial standards including three lanes, bike lanes and sidewalk. This project requires coordination with WSDOT.			
Project Limits	SR20 to North City Limits		
Mode Type	Planning & Corridor Studies		
Estimated Year of Completion	2038	2021 Estimated Cost (in millions)	\$0.1
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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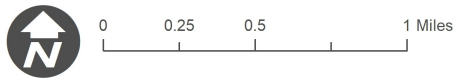
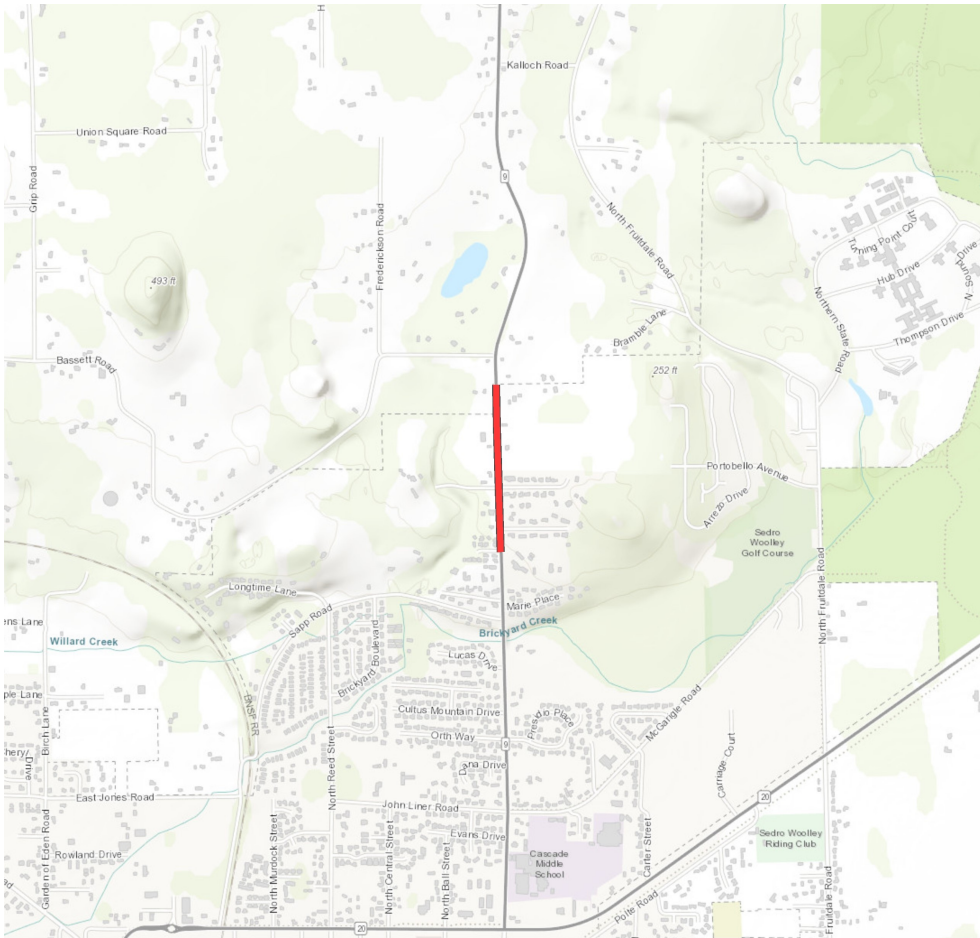


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

SR9N Ped/Bike Safety Improvements

ID Number: 44



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Bike lane and sidewalk improvements. This project requires coordination with WSDOT.			
Project Limits	Park Cottage to City Limits		
Mode Type	Non-Motorized		
Estimated Year of Completion	2027	2021 Estimated Cost (in millions)	\$0.4
RTP Status	Planned		

Regional Priorities

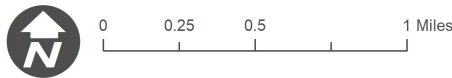
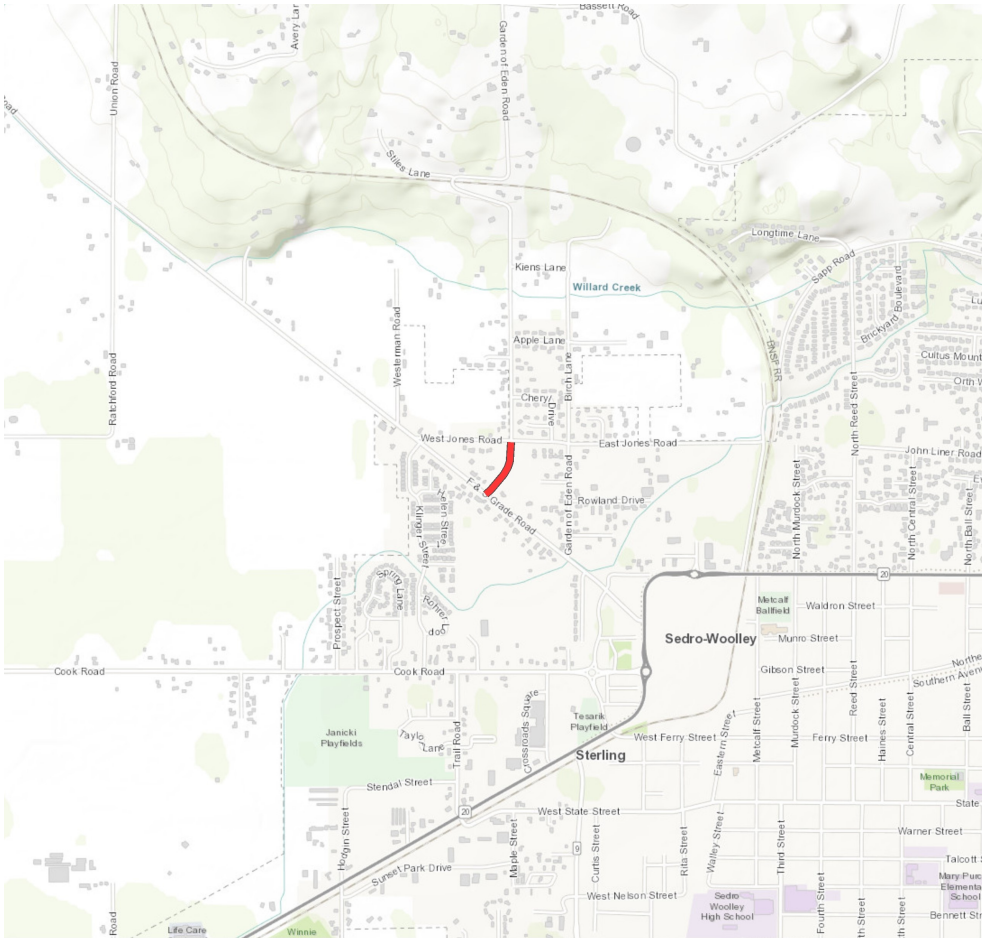
Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
●	○	●	●	●	●

- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Trail Road - Garden of Eden Road Extension

ID Number: 37



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Sedro-Woolley		
Project Description			
Construct new major collector.			
Project Limits	F&S Grade to Jones Rd (770 LF)		
Mode Type	Roadway		
Estimated Year of Completion	2026	2021 Estimated Cost (in millions)	\$1.4
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

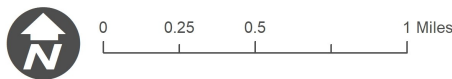
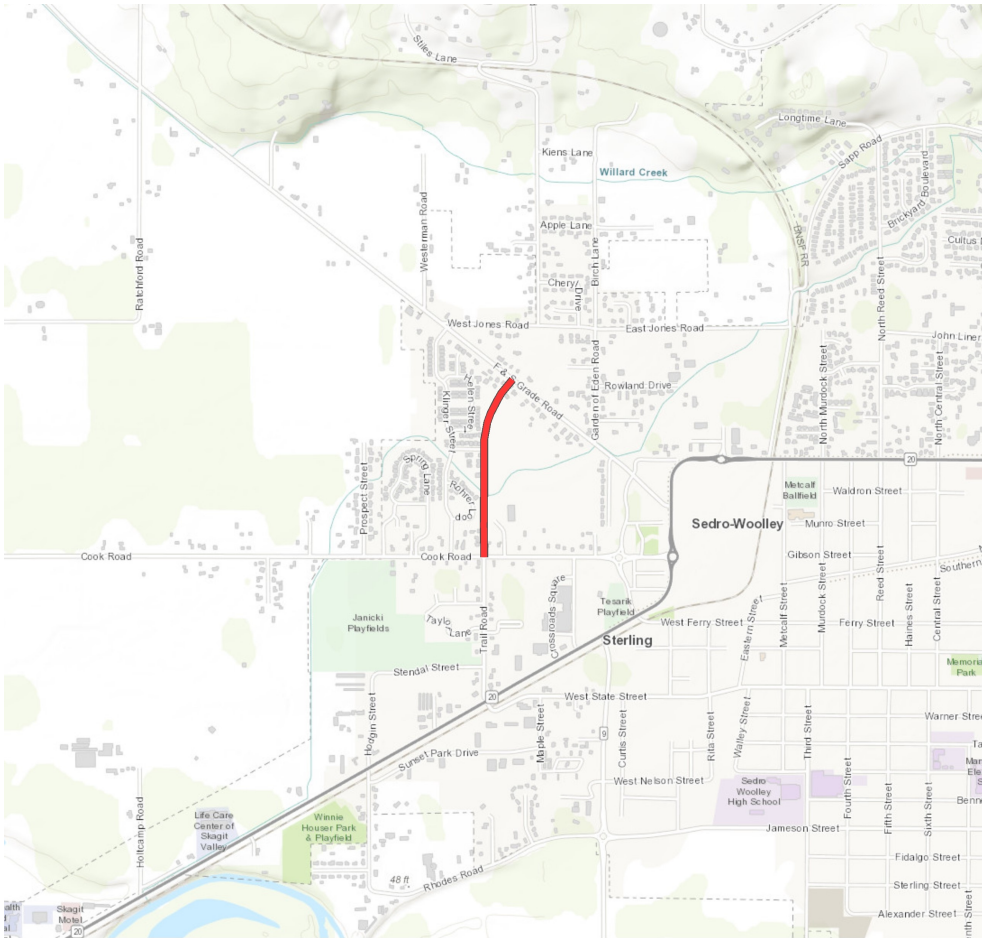


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Trail Road Arterial Extension

ID Number: 38



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:		Sedro-Woolley	
Project Description			
Construct new major collector.			
Project Limits		Cook Rd to F&S Grade (2,200 LF)	
Mode Type		Roadway	
Estimated Year of Completion		2026	2021 Estimated Cost (in millions) \$5.5
RTP Status		Planned	

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

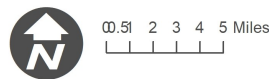
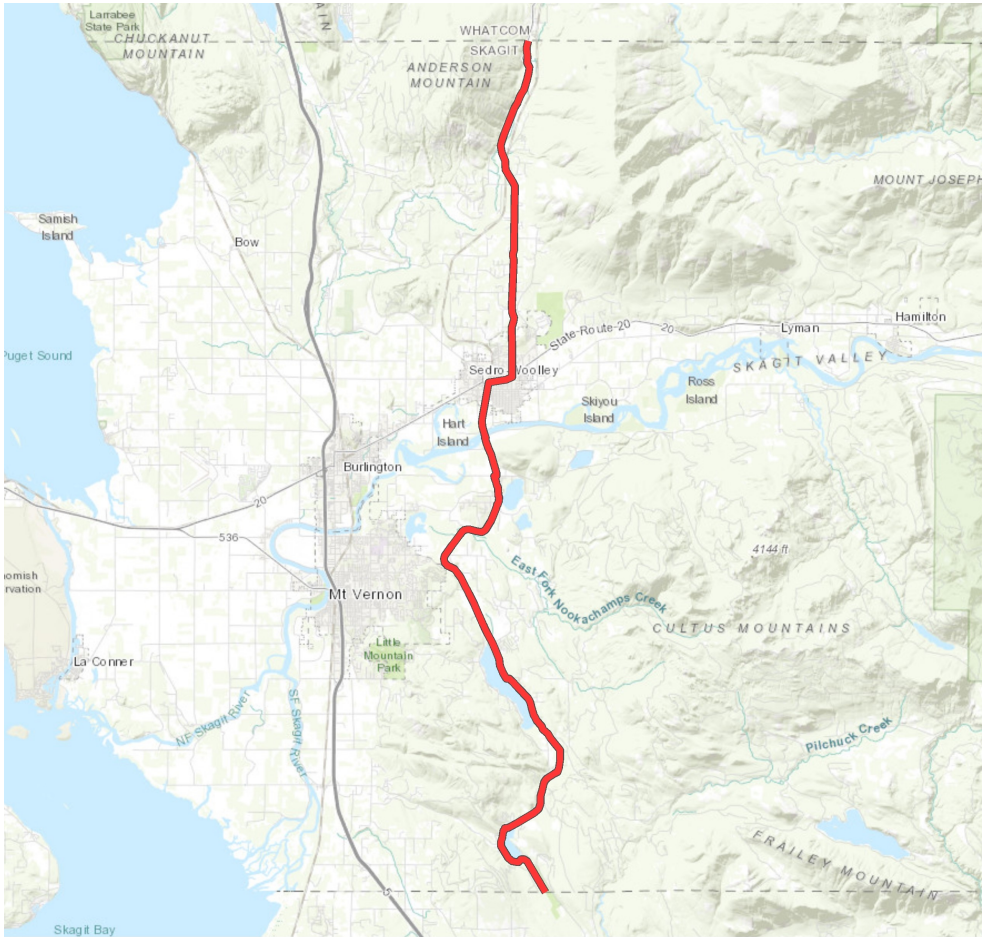


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Low

Bicycle Route 13 (Centennial Trail) Corridor Study

ID Number: 49



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit County		
Project Description			
This is an existing north/south multimodal transportation corridor from the southern Skagit County Line to the northern Skagit County Line, adjacent or parallel to State Route 9 and Skagit County roads. The proposed project envisions a 10-foot paved trail and a grass shoulder for equestrian use, consistent with the Snohomish County trail sections. The corridor study would consider issues including available right of way, property impacts, shoulder widths and alignment. Coordination with Snohomish and Whatcom counties would also be appropriate to link to their facilities. This study requires coordination with WSDOT and Sedro-Woolley.			
Project Limits	State Route 9 and County Roads		
Mode Type	Planning & Corridor Studies		
Estimated Year of Completion	2026	2021 Estimated Cost (in millions)	\$0.2
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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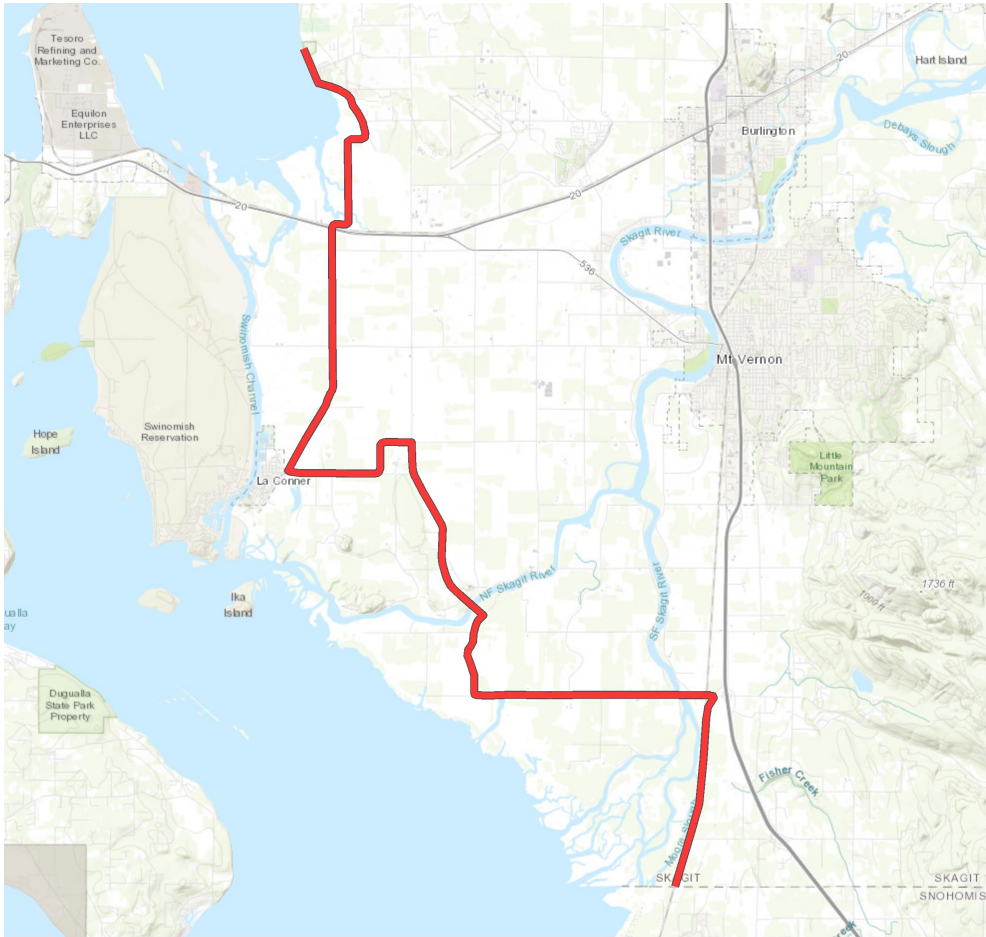


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Bicycle Route 5 (Coast Millennium Trail) Safety/Mobility Improvement Study

ID Number: 48



0 0.5 1 2 3 4 5 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Skagit County		
Project Description			
This is an existing north / south multimodal transportation corridor from the Southern County Line north to Bay View State Park which passes through the Town of La Conner and Bay View, utilizing Skagit County roads and the existing Padilla Bay Trail. The projects would include paved shoulder widening, trail improvements and signing along the corridor. Connects or will ultimately connect to bicycle routes in Whatcom and Snohomish counties. This study requires coordination with WSDOT.			
Project Limits	Southern County line to Bayview State Park		
Mode Type	Planning & Corridor Studies		
Estimated Year of Completion	2025	2021 Estimated Cost (in millions)	\$0.2
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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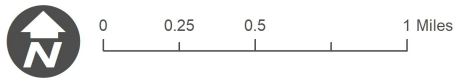
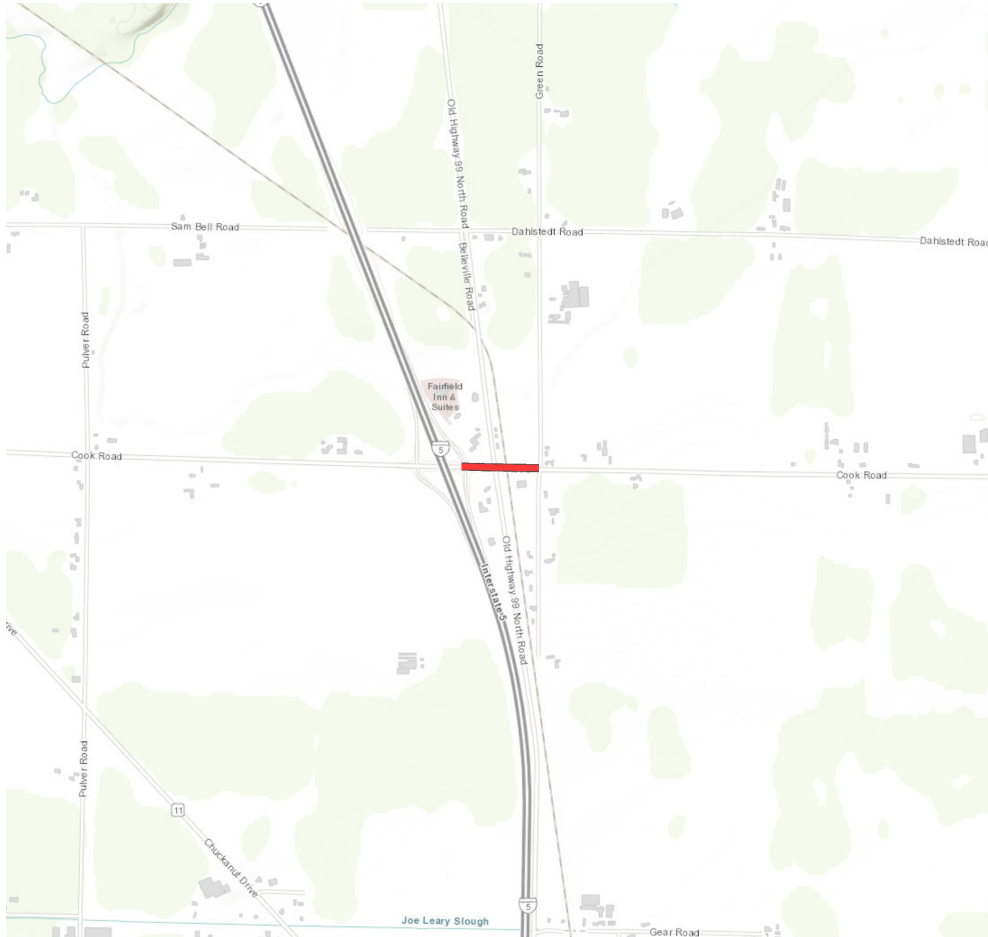
- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: Low

Cook Road/I-5 Interchange Vicinity Improvements

ID Number: 45



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit County		
Project Description			
Cook Road / Interchange / Old Highway 99 (Short Term Improvements) from Interstate 5 through Old Highway 99 North intersection to Green Road in partnership with WSDOT. This project may require the coordinated development of Practical Solutions with WSDOT.			
Project Limits	I-5 northbound ramps to bridge E of Green Road		
Mode Type	Roadway		
Estimated Year of Completion	2023	2021 Estimated Cost (in millions)	\$6.5
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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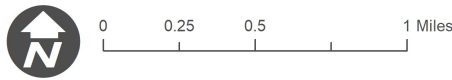
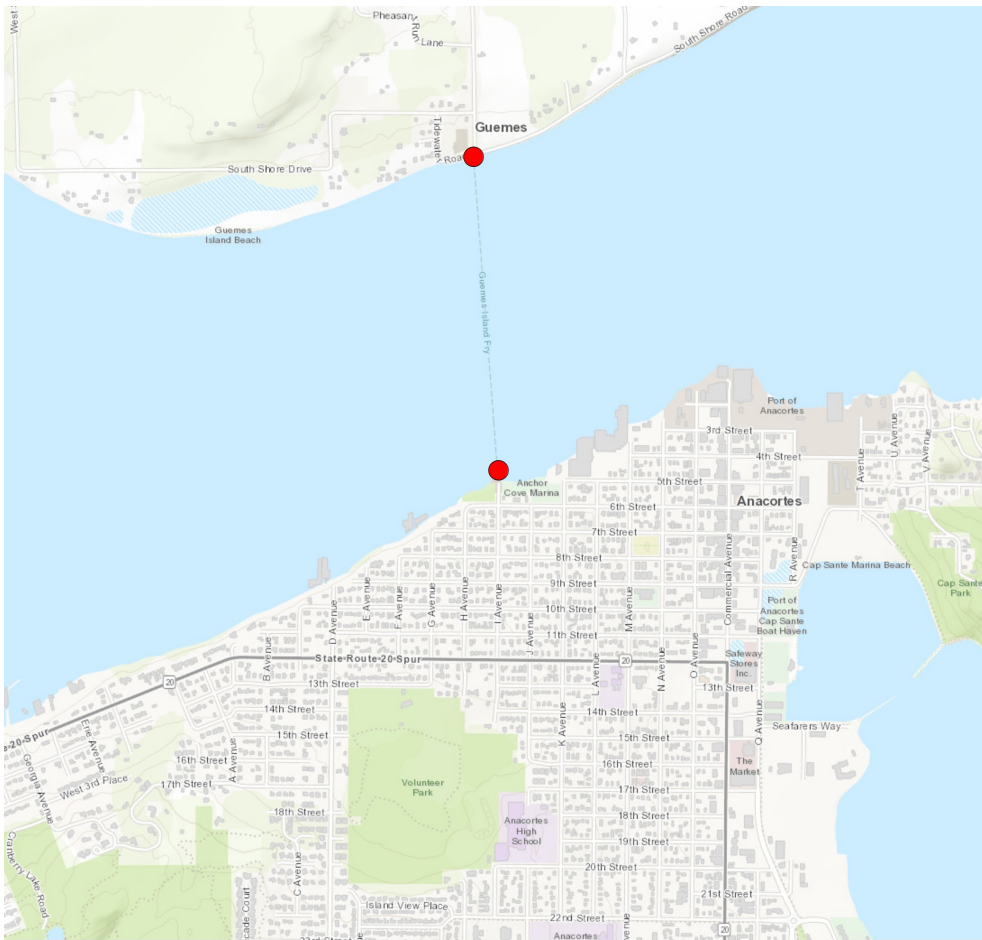


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Guemes Ferry Terminal Modifications (Electric Ferry)

ID Number: 19



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit County		
Project Description			
Reconfigure/modify the Anacortes and Guemes Island terminals to allow for the new electric ferry. This includes, but is not limited to, apron modifications and dolphin upgrades.			
Project Limits	Guemes Ferry, Anacortes and Guemes Terminals		
Mode Type	Ferry		
Estimated Year of Completion	2021	2021 Estimated Cost (in millions)	\$1.4
RTP Status	Planned		

Regional Priorities					
Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship

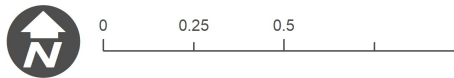
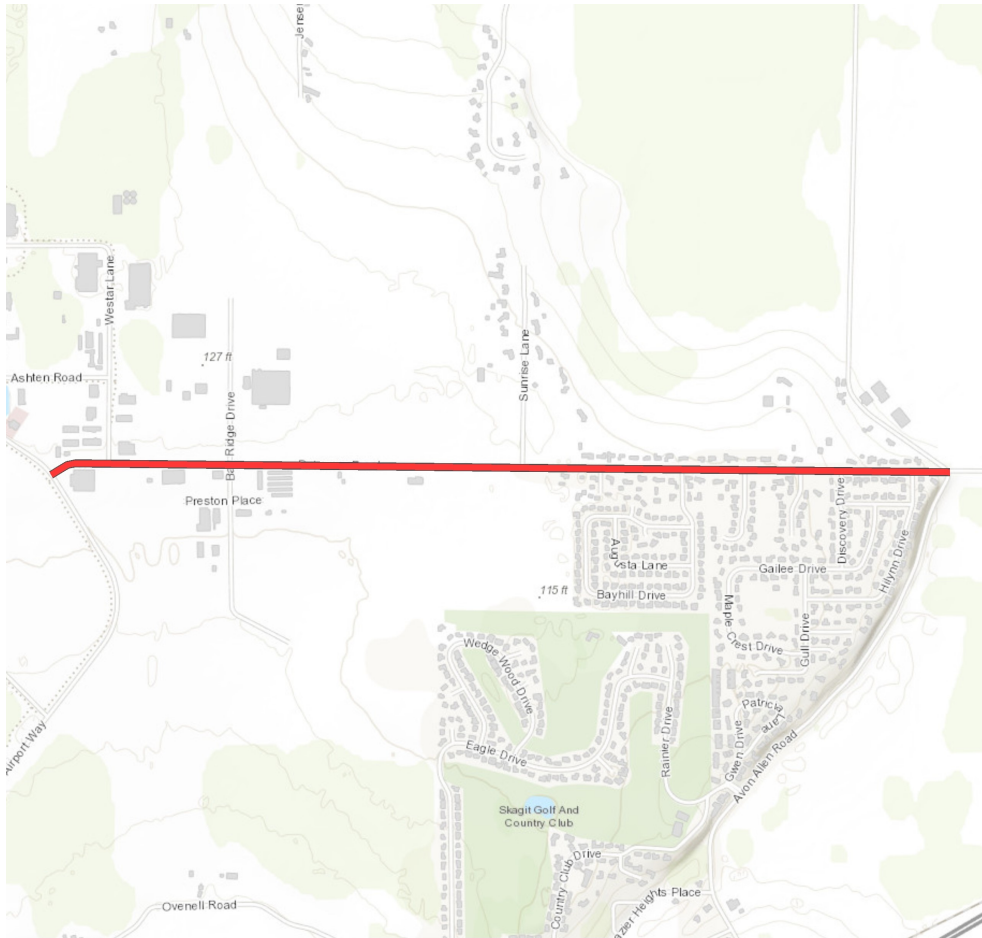


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Peterson Road (Shared Use Trail)

ID Number: 47



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit County		
Project Description			
Construct a separated shared use path.			
Project Limits	(Port to Bayview Ridge) MP 0.00 to 0.972		
Mode Type	Non-Motorized		
Estimated Year of Completion	2023	2021 Estimated Cost (in millions)	\$0.8
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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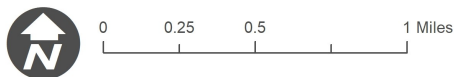
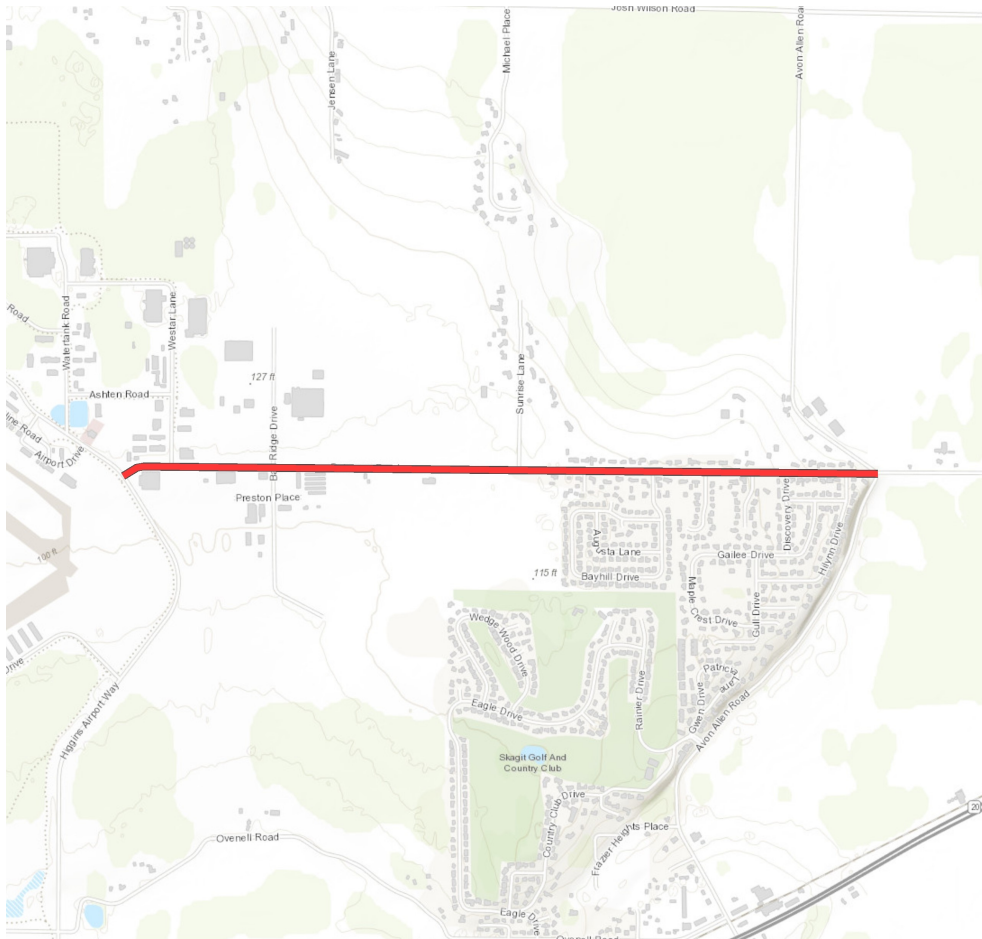


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: Medium

Peterson Road (Urban)

ID Number: 46



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit County		
Project Description			
Widen Peterson Road from the Bayview Housing Development to Higgins Airport Way (Port of Skagit) to meet urban standards.			
Project Limits	(Port to Bayview Ridge) MP 0.00 to 0.972		
Mode Type	Roadway		
Estimated Year of Completion	2023	2021 Estimated Cost (in millions)	\$3.9
RTP Status	Planned		

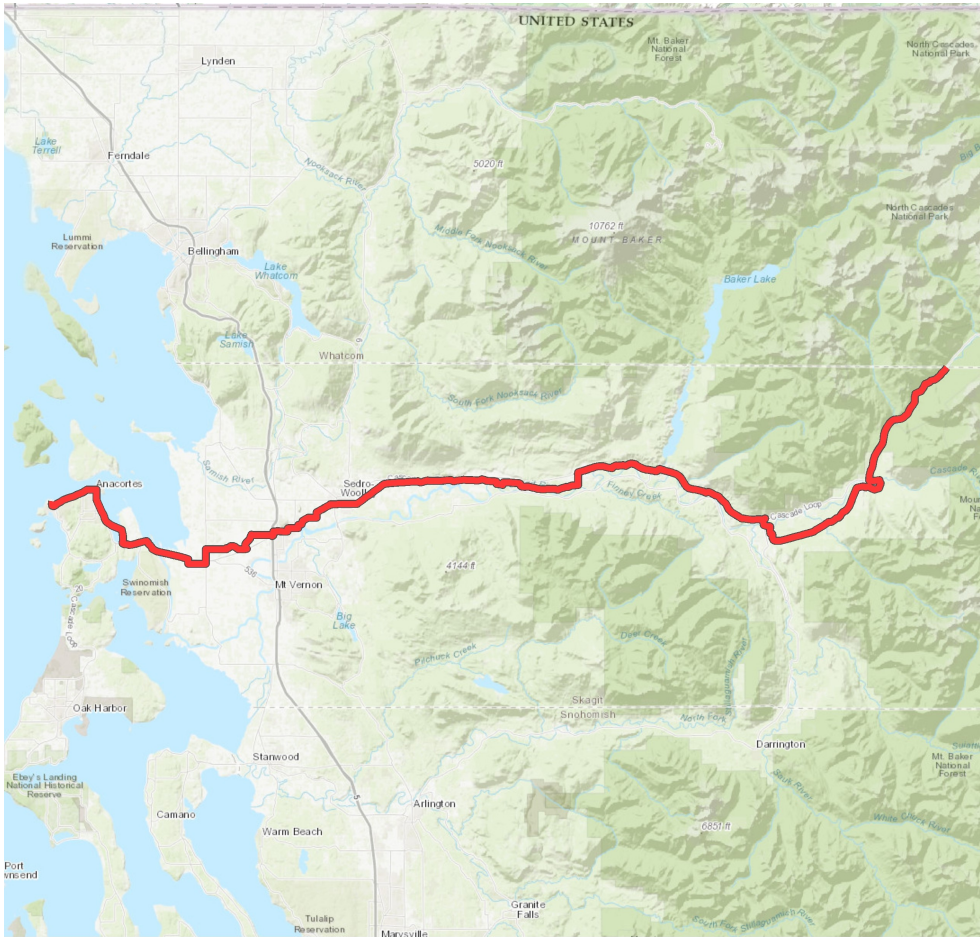
Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
●	◐	●	◐	○	○
<p>● =Addresses regional priority</p> <p>◐ =Partially addresses regional priority</p> <p>○ =Does not address regional priority</p>					

Relative Priority: Low

US Bicycle Route 10 (Coast to Cascades Trail) Corridor Study

ID Number: 50



0 2.5 5 10 15 20 25 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Skagit County		
Project Description			
This is an existing east-west multimodal transportation corridor from Fidalgo Island to the Town of Concrete, and east Skagit County line, utilizing State Route 20, city and Skagit County roads and trails. The study would consider shoulder widening where necessary and trail construction and/or existing trail improvements. This study requires coordination with WSDOT, Anacortes, Burlington, Sedro-Woolley, Lyman, Hamilton and Concrete.			
Project Limits	State Route 20 corridor		
Mode Type	Planning & Corridor Studies		
Estimated Year of Completion	2021	2021 Estimated Cost (in millions)	\$0.2
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship



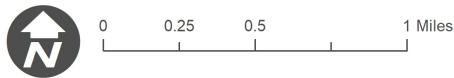
- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: Medium

Alternative Fuel Infrastructure

ID Number: 17



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit Transit		
Project Description			
Purchase and installation of alternative fueling infrastructure at M.O.A. for fleet use.			
Project Limits	M.O.A. Base		
Mode Type	Transit		
Estimated Year of Completion	2024	2021 Estimated Cost (in millions)	\$0.1
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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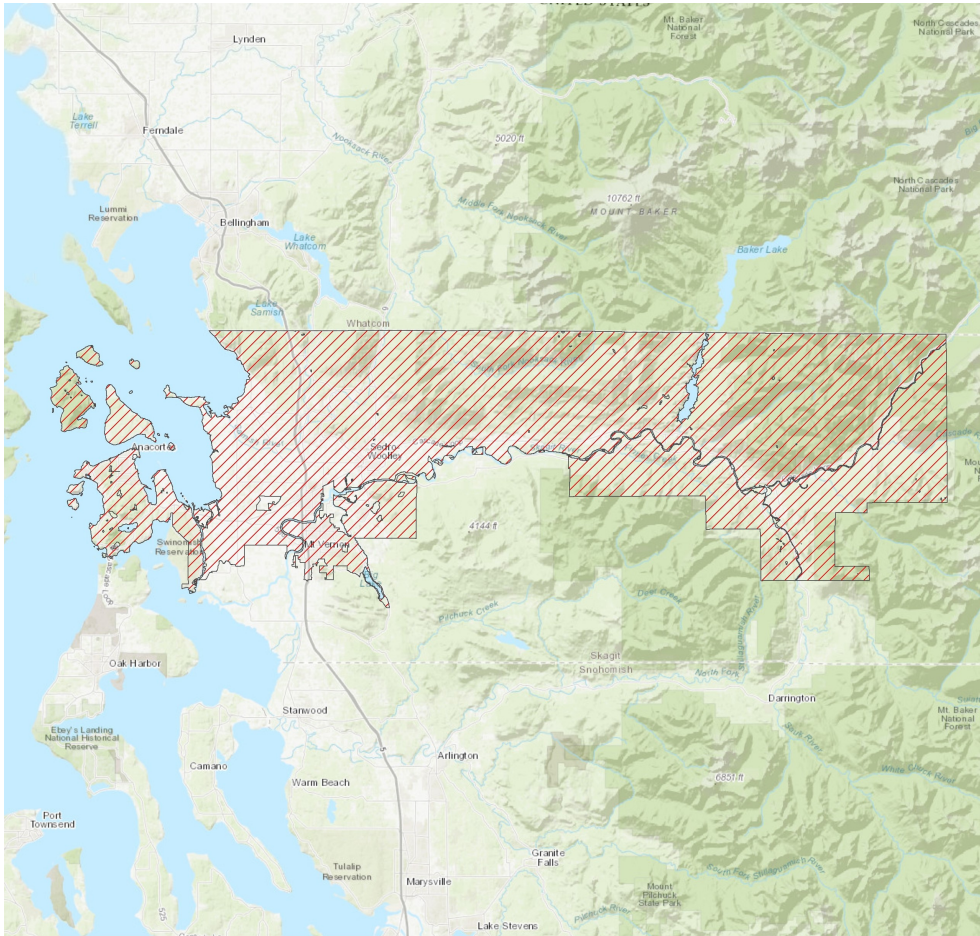


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Fleet Expansion 2021-2030

ID Number: 51



0 2.5 5 10 15 20 25 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Skagit Transit		
Project Description			
Expand fixed-route fleet by six buses for service expansions and enhancements. Expand paratransit fleet by three vehicles to address growing demand.			
Project Limits	PTBA		
Mode Type	Transit		
Estimated Year of Completion	2027	2021 Estimated Cost (in millions)	\$3.6
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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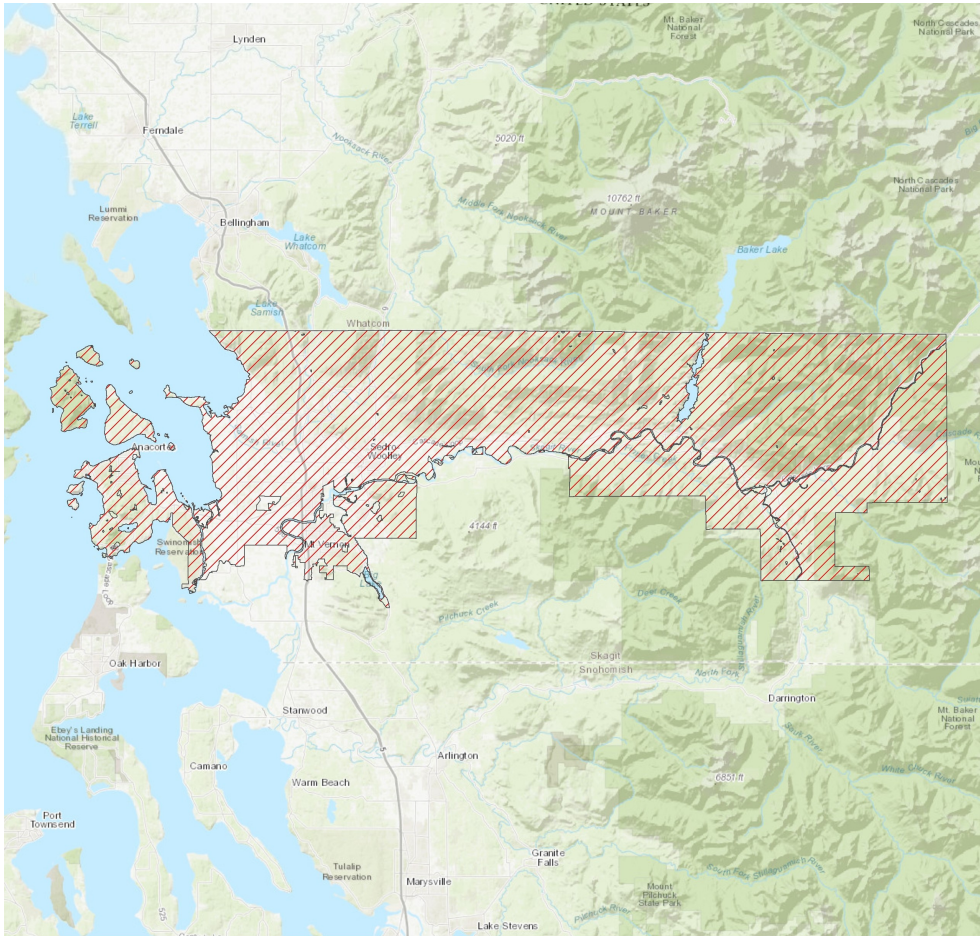
- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: High

Fleet Expansion 2031-2045

ID Number: 52



0 2.5 5 10 15 20 25 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit Transit		
Project Description			
Expand fixed route fleet by six buses for service expansions and enhancements. Expand paratransit fleet by six vehicles to address growing demand. Expand vanpool fleet by ten vehicles.			
Project Limits	PTBA		
Mode Type	Transit		
Estimated Year of Completion	2037	2021 Estimated Cost (in millions)	\$4.4
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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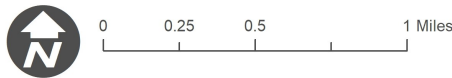


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Skagit Transit's Maintenance Operations and Administration Facility: Phase 2

ID Number: 20



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit Transit		
Project Description			
Construction of the south and east section of the facility.			
Project Limits	M.O.A. Base		
Mode Type	Transit		
Estimated Year of Completion	2022	2021 Estimated Cost (in millions)	\$10.0
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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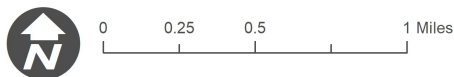


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Skagit Transit's Maintenance Operations and Administration Facility: Phase 3

ID Number: 21



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	Skagit Transit		
Project Description			
Complete construction of the facility.			
Project Limits	M.O.A. Base		
Mode Type	Transit		
Estimated Year of Completion	2023	2021 Estimated Cost (in millions)	\$17.0
RTP Status	Planned		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

SR 20 Safe Access Improvements

ID Number: 68



0 0.125 0.25 0.5 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor:	Swinomish		
Project Description			
Design and construct acceleration and deceleration lanes and associated intersection improvements at the SR 20 intersections of South March's Point Road and Padilla Heights Road. Design and construction intersection improvements and non-motorized pathway connections at the nearby intersections of Casino Drive with South March's Point Road and Long John Drive with Padilla Heights Road. Projects on state highways require the coordinated development of Practical Solutions with WSDOT.			
Project Limits	SR 20 and Casino Drive		
Mode Type	Roadway		
Estimated Year of Completion	2026	2021 Estimated Cost (in millions)	\$12.5
RTP Status	Illustrative		

Regional Priorities

Economic Vitality	Preservation	Safety	Mobility	Environment	Stewardship
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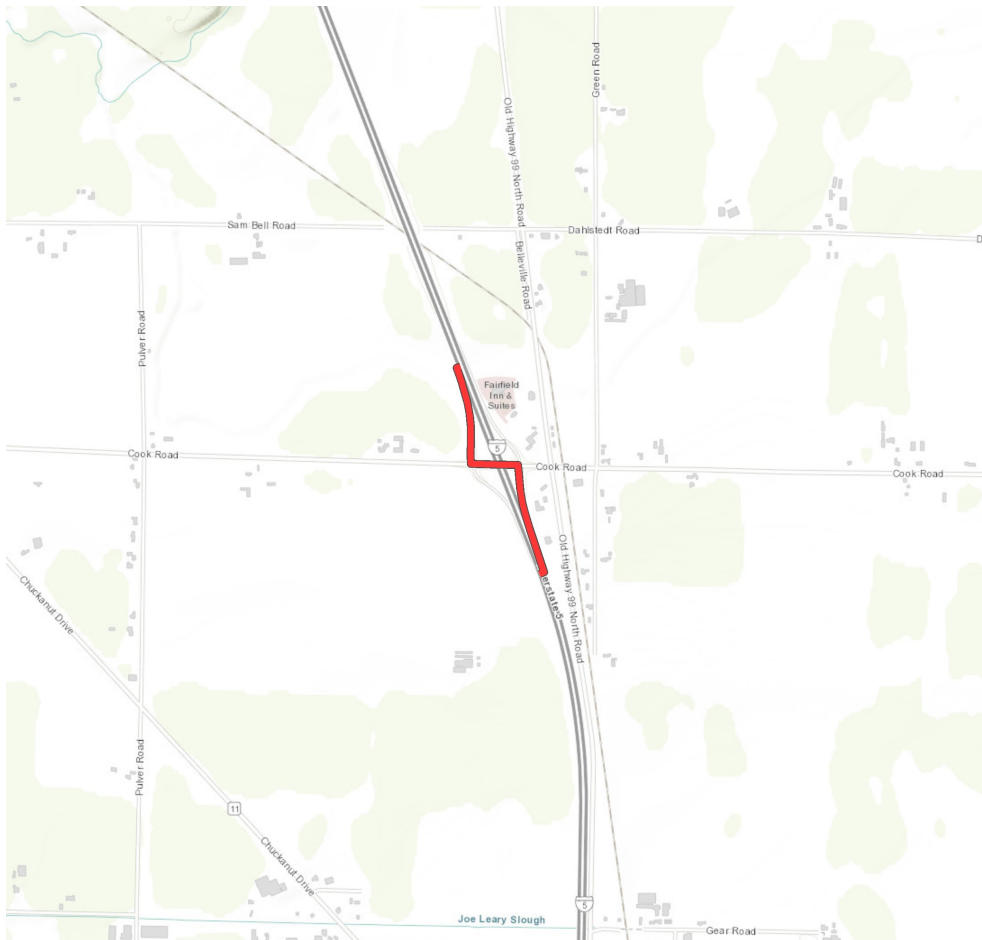
● =Addresses regional priority
 ◐ =Partially addresses regional priority
 ○ =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: High

I-5 / Cook Road Interchange Improvements

ID Number: 53



0 0.25 0.5 1 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	WSDOT		
Project Description			
This project will add intersection control to the ramps at the Interstate 5/Cook Road interchange and some limited road widening. A variety of Automated Traffic Management systems will be installed to prevent queuing traffic from spilling back onto the Interstate 5 mainline. This project will go through a Practical Solutions process with Skagit County.			
Project Limits	I-5 Cook Rd interchange		
Mode Type	Roadway		
Estimated Year of Completion	2025	2021 Estimated Cost (in millions)	\$6.0
RTP Status	Planned		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

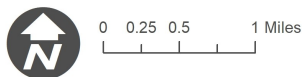
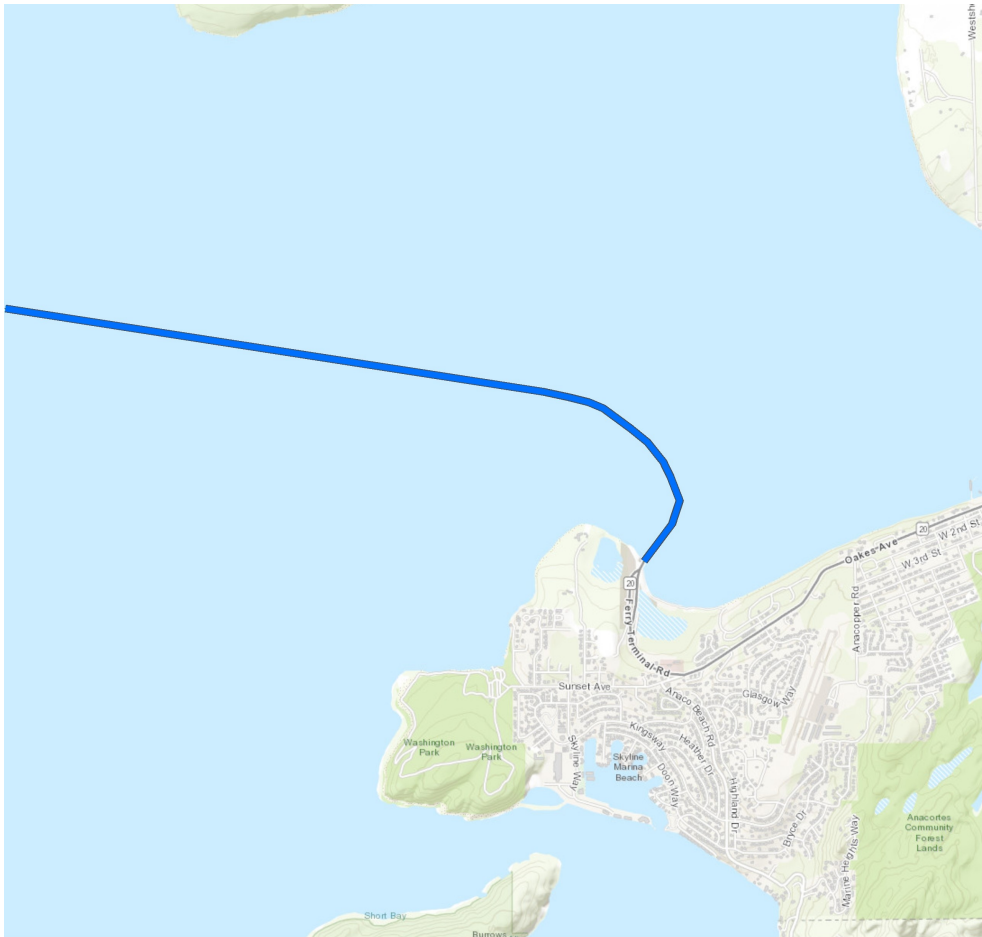


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

2021-2030 Vessel Replacements

ID Number: 57



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:

WSDOT

Project Description

Replace existing vessel with 144-car electric-hybrid Olympic class vessel.

Project Limits

N/A

Mode Type

Ferry

Estimated Year of Completion

2028

2021 Estimated Cost (in millions)

\$184.0

RTP Status

Illustrative

Regional Priorities

Economic Vitality

Preservation

Safety

Mobility

Environment

Stewardship



● =Addresses regional priority

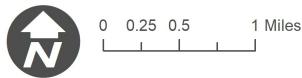
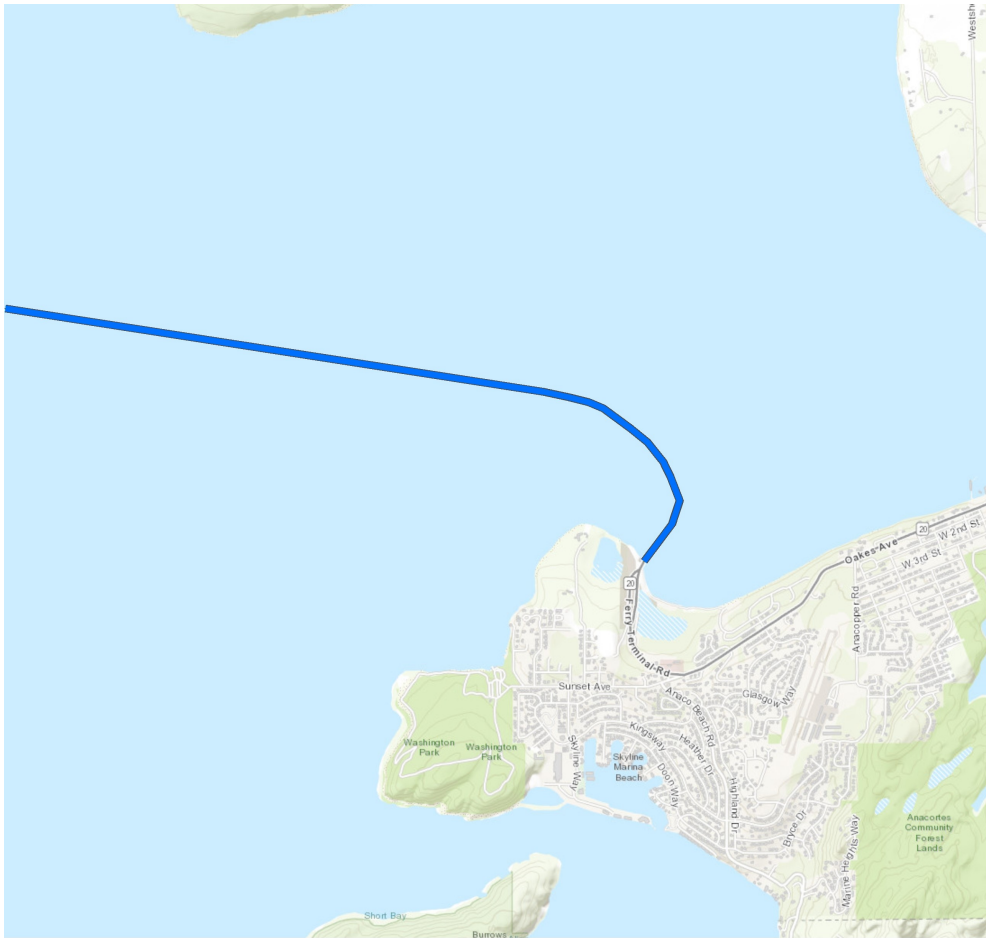
◐ =Partially addresses regional priority

○ =Does not address regional priority

Relative Priority: High

2031-2045 Vessel Replacements

ID Number: 58



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor:	WSDOT		
Project Description			
Replace four existing vessels with three 144-car electric-hybrid Olympic class vessels, and one 114-car electric-hybrid interisland vessel.			
Project Limits	N/A		
Mode Type	Ferry		
Estimated Year of Completion	2037	2021 Estimated Cost (in millions)	\$736.0
RTP Status	Illustrative		

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship

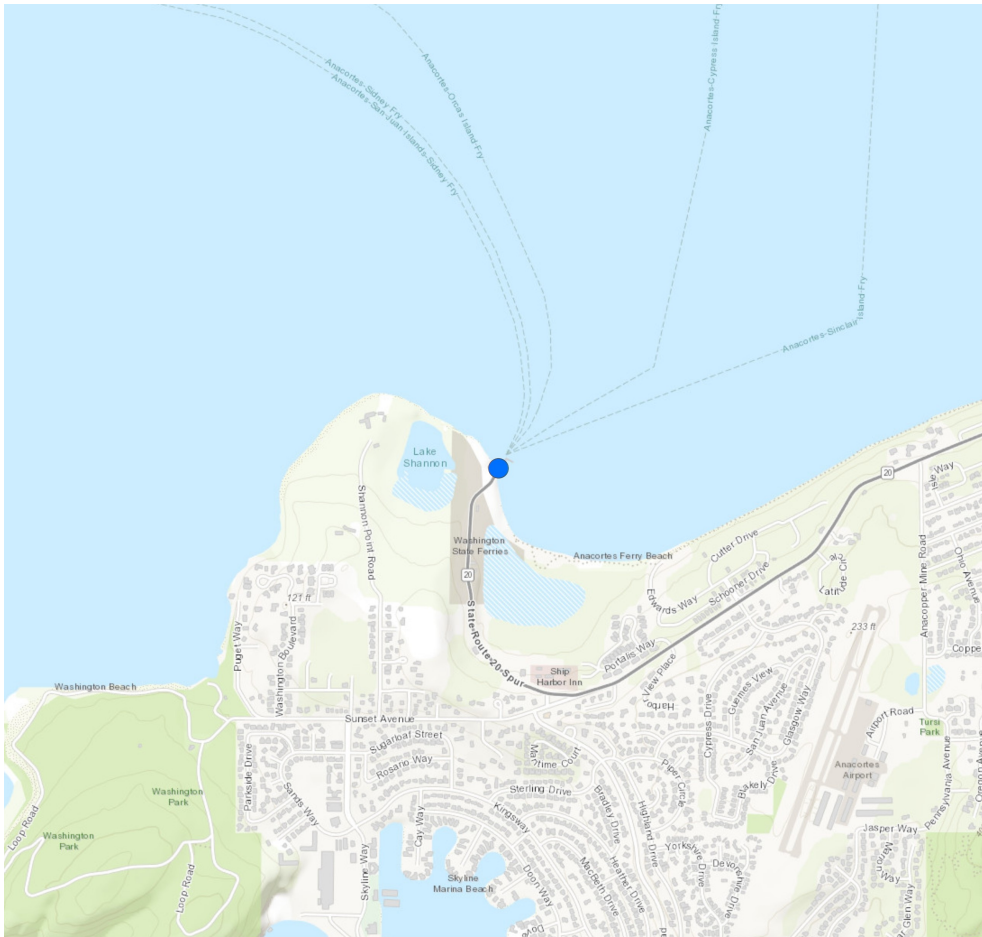


- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High

Anacortes Terminal Replacement

ID Number: 56



0 0.25 0.5 1 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

Project Sponsor: WSDOT

Project Description

Construction of a new terminal building, including terminal electrification in coordination with electric-hybrid vessel deployment. This project requires coordination with Anacortes.

Project Limits: Anacortes Terminal

Mode Type: Ferry

Estimated Year of Completion:	2027	2021 Estimated Cost (in millions):	\$125.1
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RTP Status: Illustrative

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship



● =Addresses regional priority

○ =Partially addresses regional priority

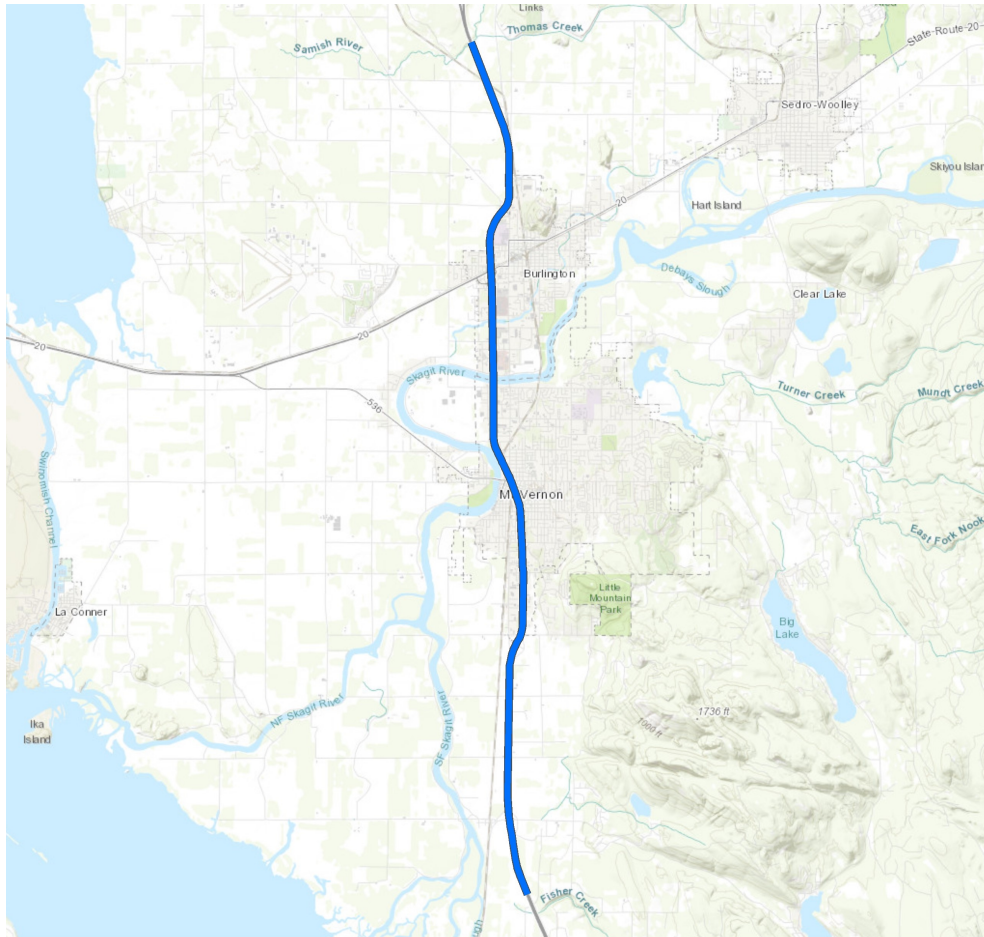
○ =Does not address regional priority

*Mapped project locations are approximate

Relative Priority: High

I-5 Active Traffic Management

ID Number: 59



0 0.5 1 2 3 4 5 Miles

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

*Mapped project locations are approximate

Project Sponsor: WSDOT

Project Description

A wide range of technologies and strategies used to optimize traffic throughput and improve safety during periods of peak travel demand, or when incidents and events occur that affect traffic flow and safety. Active Traffic Management may include adaptive ramp metering, adaptive intersection signal systems, variable message signs, variable speed limits and lane use control signs. This project requires coordination with Skagit County, Mount Vernon and Burlington.

Project Limits: I-5 MP 220 to 234

Mode Type: Intelligent Transportation Systems

Estimated Year of Completion:	2031	2021 Estimated Cost (in millions)	\$50.0
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RTP Status: Illustrative

Regional Priorities

Economic Vitality Preservation Safety Mobility Environment Stewardship



- =Addresses regional priority
- ◐ =Partially addresses regional priority
- =Does not address regional priority

Relative Priority: High