RTCC Funding Application

Competition: Capital Project
Status: submitted
Submitted: May 31st, 2019 7:54 AM
Prepopulated with screening form? Yes

Introduction

1. Project title
   US 2 and 5th Street Roundabout Design

2. T2040 ids string
   N/A

3. Sponsoring agency
   Skykomish

4. Cosponsors
   WSDOT NW Region - King County

5. Sponsoring agency certification acceptance status
   No

6. Ca sponsoring agency
   N/A

Contact Information

1. Contact name
   Henry Sladek, Skykomish Mayor

2. Contact phone
Project Description

1. Project scope

The Town of Skykomish, partnered with WSDOT, is seeking to develop engineered design plans and environmental clearance for a 3-legged roundabout at the intersection of 5th Street and US 2 within the Town. The goal of the roundabout is to provide active transportation facilities where none currently exist, increase the visibility of and access to the Skykomish Town Center, calm traffic speeds and increase multimodal mobility for Town residents and visitors. There is currently no extension of 5th Street north of US 2 and the Town does not intend on constructing any such extension. The roundabout, likely a "compact" style roundabout, will be contained within the existing right of way. Splitter islands will be constructed along US 2 providing desirable access control on US 2 through the Town. Work on 5th Street will not extend to or impact the existing bridge over the South Fork Skykomish River.

The project will provide an opportunity for the Town to increase its visibility and stimulate local businesses to serve the numerous all-season outdoor recreational activities available in the Town and at nearby Stevens Pass and state parks. The project will also address mobility for vehicles entering and exiting the Town, install pedestrian and bicycle accommodations including sidewalks/sidewalks and crosswalks where none currently exist, improve active mode safety through an engineered environment that lowers vehicle speeds. These improvements are aligned with the Town’s vision and Comprehensive Plan Economic Development and Transportation Elements.

The current intersection is uncontrolled for US 2 and stop-controlled for 5th Street. US 2 is a single lane in each direction with a two way left turn lane through town. 5th Street is a two-lane road with a bridge crossing the South Fork Skykomish River just south of the intersection. There are no existing curbs and minimal (under 2') shoulders, no marked crosswalks and no other pedestrian or bicycle facilities in or around this intersection. 5th Street is the only access to the Town of Skykomish from US 2. With the washout of the Miller River bridge west of the Town in 2011, there are only two remaining physical roadway connections to Skykomish, 5th Street and the Old Cascade Highway connection to US 2 located 1.25 miles east of Town, outside of the Town limits. 5th Street is the only connection that is within the Town limits. Congestion on US 2, especially on weekends and aligned with peaks in outdoor recreational activities near the town create long delays for access to the Town at this intersection. The Town is the location for King County Fire District station #50 and the Skykomish Airport provides service for helicopter landing for emergency services.

The Town intends to pursue this funding in order to better determine the estimated project cost, increase the project readiness for construction and apply for construction funding for this project in subsequent years.
Project Location

1. Project location

   US 2 at 5th Street, Skykomish, WA

2. Project counties

   King

3. Crossroad or milepost beginning

   5th Street at US 2

4. Crossroad or milepost end

   5th Street at US 2

Plan Consistency

1. Identified in local comprehensive plan

   Yes

2. In comprehensive plan explanation

   The project is identified in the Skykomish Transportation Plan, a complimentary plan to the Town's 2015 Comprehensive Plan Transportation Element. The Transportation Plan was adopted by the Council in January, 2019. The 2019 Transportation Plan and 2015 Comprehensive Plan is available online at: https://skykomishwa.gov/forms-%26-documents

   The project is described in Section 5.4.1, page 25 of this plan. The project is also included in the Town's 6-year 2019-2025 Transportation Improvement Plan as T-1.

3. Not in comprehensive plan explanation

   N/A

Federal Functional Classification

1. Functional class name

   02 Rural Principal Arterial

Local and Regional Policy Support

1. Improvements or strategies
The US 2 and 5th Street roundabout project is part of an effort on the part of the Town of Skykomish to develop a gateway to the Town and encourage passing drivers on US 2 to visit the Town. The Town has a vision for economic development that is based on expansion of hospitality offerings and leveraging the all-season recreational opportunities both within the Town and in the adjacent National Forest. This approach is consistent with the Town’s stated Vision within the Comprehensive Plan, King County Council’s 2014 “Skykomish Valley Economic Development, Recreation and Natural Resource Conservation Initiative” and the Town’s Economic Development element of the Comprehensive Plan. Implementation of the roundabout and increasing visitors to the Town center will help to provide the incentive for the Town to achieve this vision. An intersection with US 2 which is both perceived as and operates in a safer, lower speed, multimodal manner, while still maintaining efficient operations for pass-through traffic and freight through Stevens Pass, is a key element of the Town’s long-range plan and economic development.

The project is consistent with the Town's Transportation Element, directly described by policies T-P11, T-P12, T-P36 and T-P42 which seek improvements on US 2 to enhance aesthetics, functional viability and economic development. The project is also consistent with transportation policy T-P20, prioritizing improvements on US 2 for active transportation.

Excerpts from the Comprehensive Plan are uploaded below. The full plan can be found on the Town's website at https://skykomishwa.gov/forms-%26-documents

The excerpt pages are CP-7, CP-8, T-3, T-6, T-7 and ED-1 through ED-5.

2. How project fits character

The roundabout project both fits within the character of the US 2 corridor and is intended to provide an aesthetic and physical distinction between the more rural areas of the US 2 corridor and the Town of Skykomish. The design of the roundabout will be with a compact inscribed center diameter, intended to fit within existing right of way, limiting impacts to cultural and environmental resources including the South Fork Skykomish river and significant sloped topography on the north side of the intersection. The project will be designed with context-sensitive gateway signage, bringing the railroad-centric aesthetic theme of the Town center of Skykomish to the US 2 corridor and raising the awareness of the public traveling in the US 2 corridor of the Town’s retail offerings. The roundabout will provide an engineered environment designed to lower vehicle speeds, further defining the Skykomish Town center and separating it from the higher speed US 2 corridor. There are already existing roundabouts and Town centers with access control, gateway signage and aesthetic treatments along US 2, including Sultan and Gold Bar. This project would align the Town center of Skykomish with the treatments common in those cities and towns which define their Town centers.

Mobility, Accessibility, and Safety

1. Issues being addressed

The roundabout will address several transportation issues within the intersection and for the Town as a whole. There are no existing pedestrian or bicycle facilities along US 2 or
crossing US 2. This has presented not only a concern for mobility of active modes within the Town, but has limited economic opportunities for parts of the Town located north of US 2, separated from the downtown by this high speed vehicle-centric corridor. One commercial property has sat vacant for a number of years, in part due to access issues at US 2 and a development application for vacation properties north of US 2 has been delayed due to concerns about pedestrian safety around US 2 and pedestrian connection across US 2 to the Town center. The roundabout will provide an engineered environment that slows vehicle speeds, reduces pedestrian crossing distances and will allow the Town to construct linear active mode facilities along the south side of US 2. Access to the Town, via 5th Street, is restricted by congestion during periods of high volume on weekends, related to tourism at Stevens Pass, Leavenworth and other points east of the Town connected by US 2.

2. Provide better access

The roundabout will remove several barriers to mobility for all modes to and from the Town center of Skykomish. Currently, there is no active mode connection between the northern properties within the Town and the Town center. Access for these properties requires crossing a high-speed roadway which is challenging for motorized and active modes. The current uncontrolled intersection also can be an impact to mobility when high traffic volumes on US 2, related to tourism and recreation in the corridor, make left turns to or out of the Town difficult, with long delays. There is only one other roadway connection to the Town which is located east along US 2, outside of the Town limits and is occasionally blocked by train traffic along US 2. The roundabout would improve circulation, provide a direct link to the Town center and provide active mode facilities where none currently exist. Improving active transportation along US 2 would compliment other nearby active transportation recreation, as well as existing facilities within Town, and likely spur additional development of active mode connections in the area.

3. Multimodal improvements

The roundabout will be designed with active mode facilities along US 2 on the south side and partially on the north side and have marked and enhanced crosswalks across 5th Street and US 2. Combined with existing active mode facilities on the 5th Street bridge and throughout the Town of Skykomish center, this project will provide an active mode connection between parts of the Town north of US 2, businesses fronting US 2 and the Town center where none currently exists. The recreational offerings in and near to the Town are attracting an increasing number of cyclists, so there is a critical need for these facilities in order for the Town center to support existing businesses and develop the new hospitality offerings described in the Economic Development element of the Town’s Comprehensive Plan.

4. Pedestrian improvements

A roundabout will convert an existing 3-lane high speed, vehicle-oriented environment to a lower speed environment, more comfortable for active modes to operate in the corridor, with a shorter crossing distance. The roundabout design will also offer refuges on the US 2 crossings, further increasing comfort and limiting required crossing distances for active modes. The roundabout will provide the opportunity to create pedestrian facilities where none currently exist both along US 2 through the Town, and across US 2, connecting
under-developed retail opportunities and developable land on the north side of US 2 to the Town center. The Town has an existing sidewalk network connecting the 5th Street bridge to the Town center, and this network will connect to the active mode facilities at the roundabout.

5. **Contributes to demand management**

   The project does not directly contribute to TDM or trip reduction. Commute trips to and from the town are minimal.

**System Performance and Innovative Solutions**

1. **Improvements increase reliability**

   The project will increase reliability of travel flows during peak weekend traffic periods, tied to recreational and tourism in the Stevens Pass area and points east. Currently, there can be lengthy delays for traffic exiting the Town onto US 2, especially turning westbound on US 2. The project will create an opportunity for access to and from the Town to enter US 2 with a low-speed approach, increasing the comfort of this intersection. A lower speed intersection also decreases the required sight distance. Freight on US 2, including logging trucks which frequently pass the Town and visit businesses fronting US 2 would be accommodated as the design vehicle through the roundabout. Some larger trucks may need to use the truck apron of the roundabout in order to complete the required maneuver through the intersection. The efficient movement of traffic through a roundabout will maintain the existing freight flows on US 2, especially compared to other intersection control alternatives such as a signal.

2. **Improvements maximize efficiency**

   A roundabout is an efficient way to maintain traffic operations while addressing accessibility issues for the Town’s only access roadway, especially during high volume weekend traffic periods on US 2. During periods where recreation in the Stevens Pass area increases traffic, access to the Town center can be blocked and isolated, especially for traffic from town seeking to turn eastbound. A roundabout would provide this traffic with a low speed way to enter the traffic stream, creating an efficient ingress/egress from the Town center while having a minimal impact on through traffic on US 2. 5th Street is the Town center’s only access point to US 2. The only other physical roadway connection to the Town center is from Old Cascade Highway located 1.25 miles east of the Town limits which is occasionally blocked by train traffic.

3. **Innovative concepts studied**

   The project is a roundabout which, while not uncommon in Washington, is an innovative approach to achieve several goals within the corridor in one project. A roundabout helps to maintain traffic operations, while at the same time slowing vehicle speeds, not only within the circular intersection, but in the approach and departure legs through a combination of horizontal deflection, raised splitter islands and access management. A roundabout provides an opportunity to introduce a lower speed, higher comfort active mode crossing where none currently exists, as well as an environment in which roadside sidewalk/path development is more comfortable and feasible due to lower speed. The roundabout also
provides gateway opportunities for the town, providing areas for aesthetic improvements, signage and identifies the town center to the public, increasing visibility of the town’s hospitality and recreational opportunities. The roundabout will be designed as a compact-style roundabout, intended to fit within the existing right of way and limit impact to adjacent businesses, environmental resources including the South Fork Skykomish River and limit required grading along the steep topography to the north of the intersection.

Social Equity, Environmental Justice, and Public Health

1. Social groups being served

The Town of Skykomish, in the 2017 American Community Survey, showed a population that skewed to a much older demographic than the rest of King County. The Town does not have significant populations of minorities. A large percentage of the Town, over 47%, are not currently in the labor force. This is much higher than the rate for King County, and is due to a combination of the Town’s older population and a lack of employment opportunities within the Town. Of those in the labor force, 35% report walking to work and 46% drive to work. The ACS estimates the median household income for Skykomish is $38,906. This is less than 50% of the median household income for King County. The roundabout at the intersection of 5th and US 2 would provide a gateway to the Town and a means of increasing the hospitality offerings in the Town center. The implementation of the roundabout would increase pedestrian connectivity to the Town center for developable properties on the north side of US 2 within the Town, which could provide increased employment opportunities within walking distance from the Town’s residential areas. The project would have a significant impact on environmental justice populations of seniors and an area of under-/unemployment, providing an economic development incentive and increasing active mode connectivity in an area where the mode share for active transportation is very high considering the rural nature of the Town.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Year</th>
<th>Alternate Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>PE</td>
<td>2021</td>
<td>2022</td>
<td>$259,500.00</td>
</tr>
</tbody>
</table>

Total Request: $259,500.00

PSRC Funding Request

PE

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Secured/Unsecured</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>STP(U)</td>
<td>Reasonably Expected</td>
<td>$259,500.00</td>
</tr>
<tr>
<td>Local</td>
<td>Secured</td>
<td>$40,500.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$300,000.00</td>
</tr>
</tbody>
</table>

Expected year of completion for this phase: 2021

Summary

1. Estimated project completion date
2. **Total project cost**

$300,000.00

**PSRC Funding Request (cont'd)**

1. **Documents**

   Skykomish_2019PSRC_RTCCApp_Financial.pdf

2. **Funds description**

   The Town of Skykomish has secured local matching funds available, as demonstrated by the attached statement from the State LGIP. The Town has committed, through the 6-year TIP, to pursuing this project, and will be adopting a resolution at the Town Council meeting on Monday 4/8 committing the funds for the 2020 budget year (matching the PSRC FY 2021 obligation timeframe). A copy of that resolution and a statement of intent from Mayor Henry Sladek is attached along with the statement of available funding from LGIP.

   The upload attached to this page of the application is the documentation that was available as of the screening deadline. An updated financial PDF has been uploaded through the “other considerations” section of this application, as I could not get the form to either remove the old file from this section, nor could I get it to allow me to upload a new file anywhere else.

**Project Readiness**

1. **Requesting funds for planning or pe**

   Yes

2. **Preliminary engineering complete**

   N/A

3. **Preliminary engineering completion date**

   N/A

4. **Preliminary plans submitted to wsdot**

   N/A

5. **Preliminary engineering plans other**

   N/A
6. Preliminary engineering plans estimated completion date

N/A

Other Considerations

1. Additional aspects description

N/A

2. Included innovative components

N/A

3. Determining benefits process

N/A

4. Final documents

2019_RTCC-PSRC_SkykomishFinancial.pdf
Town of Skykomish
Transportation Improvement Plan – 2019-2025

The Town of Skykomish has a six-year transportation improvement plan (TIP), updated annually, includes projects that advance the goals and vision of the Town’s comprehensive and transportation plans. The TIP helps to guide local funding and agency partner grant funding applications for the six-year period. As part of the annual review, the Town has updated this TIP to include completed projects, remove or modify projects that no longer meet the Town’s transportation priorities, and add projects to the end of the six-year period.

This TIP will be presented to the Town Council for public comment, review and adoption by the Council. The TIP will be filed with the Washington State Secretary of Transportation not more than thirty days following its annual adoption by the Council.

For the 2019-2025 period, the Town of Skykomish’s 6-year TIP will include the following projects:

Table 1. Town of Skykomish Transportation Improvement Plan
For the 6-year period 2019-2025

<table>
<thead>
<tr>
<th>Project ID</th>
<th>Description</th>
<th>Network</th>
<th>Limits</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-1</td>
<td>US 2 Roundabout Install a roundabout at the intersection of 5th Street and US 2</td>
<td>Roadway</td>
<td>5th Street Intersection with US 2</td>
<td>$4,000,000</td>
</tr>
<tr>
<td>T-5</td>
<td>Railroad Quiet Zone Install medians, four-quadrant gates and pedestrian gates to improve safety and implement a quiet zone at 5th Street/BNSF railroad crossing</td>
<td>Roadway</td>
<td>5th Street from Railroad to Old Cascade</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>P-1</td>
<td>5th Street/BNSF Railroad Pedestrian Crossing Improve the active transportation crossing of the BNSF railroad at 5th Street, including pedestrian gates</td>
<td>Active</td>
<td>5th Street from Railroad to Old Cascade</td>
<td>$1,000,000</td>
</tr>
<tr>
<td>A-1(^1)</td>
<td>US 2 Medians(^1) Implement an alternative center median on US 2 to control access, reduce speeds and improve aesthetics and signing opportunities</td>
<td>Roadway</td>
<td>US 2 within Town limits</td>
<td>$500,000</td>
</tr>
<tr>
<td>A-2(^1)</td>
<td>US 2 Pedestrian Crossing(^1) Identify a location and implement a high visibility enhanced pedestrian crossing of US 2</td>
<td>Roadway</td>
<td>US 2 within Town limits</td>
<td>$150,000</td>
</tr>
</tbody>
</table>

1. These projects are alternatives to Project T-1 and will only be implemented if Project T-1 is not funded

Map of 2019-2025 TIP Projects
The projects in the 6-year TIP are shown in Figure 1.
6-Year Transportation Improvement Plan, 2019-2025
City of Skykomish On-Call 2018

FIGURE 1
6-Year Transportation Improvement Plan, 2019-2025
City of Skykomish On-Call 2018

Figure 1: 6-Year Transportation Improvement Plan, 2019-2025

Legend:
- City Limits
- UGA Boundary
- Water Bodies
- Intersection Improvements
- Park or Open Space
- Non-Motorized Improvements

Scale: 0 250 500 Feet

City of Skykomish On-Call 2018

M:N91-18279.00 - City of Skykomish On-Call 2018/GIS/ArcGISPro/Skykomish_Fig_Export/Skykomish_Fig_Export.aprx
RESOLUTION AUTHORIZING GRANT FUNDS FOR USE TOWARDS THE PUGET SOUND REGIONAL COUNCIL RURAL TOWN CENTERS AND CORRIDORS GRANT

WHEREAS, at its legislative session held April 8, 2019, the Skykomish Town Council committed $41,000 towards the Puget Sound Regional Council Rural Town Centers and Corridors Grant should the Town of Skykomish be awarded; and

WHEREAS, the Town of Skykomish does hereby resolve to initiate this subject by Resolution;

BE IT FURTHER RESOLVED, that on this date hereby initiated by this Resolution be set for May 30, 2019, and the Town Clerk of the Town of Skykomish be instructed to proceed with all proper notices, according to state law.

PASSED AND ADOPTED by the Council of the Town of Skykomish State of Washington on this 30 day of May 2019.

[Signatures]
MAYOR
TOWN CLERK
Local Government Investment Pool
Statement of Account for No: 02082
March 2019
Natural Resource Damages Account

DESIRAE BEARDEN
TOWN OF SKYKOMISH
PO BOX 308
SKYKOMISH, WA 98288-8288

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Comment</th>
<th>Deposits</th>
<th>Withdrawals</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>03/01/2019</td>
<td>Beginning Balance</td>
<td></td>
<td></td>
<td></td>
<td>228,406.66</td>
</tr>
<tr>
<td>03/31/2019</td>
<td>Month End Balance</td>
<td></td>
<td></td>
<td></td>
<td>228,406.66</td>
</tr>
<tr>
<td></td>
<td>March Earnings</td>
<td>Daily Factor Earnings</td>
<td></td>
<td>489.43</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Net Ending Balance</td>
<td></td>
<td></td>
<td></td>
<td>228,896.09</td>
</tr>
</tbody>
</table>

**Account Summary**

- **Beginning Balance**: 228,406.66
- **Gross Earnings**: 490.95
- **Deposits**: 0.00
- **Administrative Fee**: 1.52
- **Withdrawals**: 0.00
- **Net Earnings**: 489.43
- **Month End Balance**: 228,406.66
- **Administrative Fee Rate**: 0.0078 %
- **Net Ending Balance**: 228,896.09
- **Gross Earnings Rate**: 2.5308 %
- **Net Earnings Rate**: 2.5230 %
- **Average Daily Balance**: 228,406.66
Thanks Brad, this is helpful and should be supportive for our application as our match. We will, of course, be following up with the necessary items as discussed.

I'm copying our team on this latest feedback and greatly appreciate your help.

Henry

Hi Henry –

Thanks for sending this. As I mentioned in our phone conversation on May 27, I think that in general this proposal meets the spirit and intent of the original agreement for use of these NRD funds. It also appears that the funds are intact and have not been used other than for the forest service compound and Maloney Creek projects, both of which were previously approved. Assuming this is correct based on the documentation you provided, I would say that Ecology finds the use of $35k from this fund to be acceptable, contingent on the following.

As you know, the original agreement – Interagency Agreement CO-900165 – spelled out a procedure for these proposals. However the agreement expired in 2013, and since no proposals have come in until now, Ecology and the Town had not extended it. Ecology worked on a Memorandum of Understanding to the agreement in the past, but could not proceed due to the fact that we did not have an accounting of the funds from the Town. We now have that, so I will be proceeding with our contract people to update the agreement. In the meantime, please proceed with the conditions in the original agreement:

- **By June 30, the Town will submit an updated proposal that documents the items in CO-900165, Scope of Work, Section 3 (all that are applicable).**

- **Beginning with that updated proposal, the Town will submit all applicable deliverables to Ecology, per CO-900165, Scope of Work, Section 5.**

Once Ecology has an updated proposal we will respond with a formal letter of acceptance. We will also provide a new MOU to the agreement once that is completed.
Here you go Brad. Again, even just a quick email confirming that this project will qualify would be helpful. Thanks.
Vision of Skykomish

Skykomish is a quintessential Northwest town – it is nestled in a stunning mountain setting alongside a vigorous river, with a rich history rooted in timber harvest and the development of what is now the BNSF Railroad Company (BNSF). While the town’s unique Northwest history is visible in both the style of local buildings and architecture, like the inn and depot, events and facilities in town also connect to current Northwest culture and values. A hub of outdoor recreational activities and host to vibrant music and arts festivals, Skykomish also provides visitors a living classroom for environmental education. Now free of toxic contaminants, the town is a regional center for environmental education that demonstrates the harmony between the town and its inspiring natural setting. Historical references in the town evoke the early railroad era of the 1920’s, like the sidewalks, lighting, and many of the buildings in central Skykomish that are authentic pieces of this unique heritage.

The historic depot, in its original location on the southern side of the railroad tracks, is, as it always has been, a hub for visitors. It is a living vestige of the town’s rail and timber heritage, displaying artifacts and information about the history of the railroad, while also serving as an information center for current activities in town. The expansive rail yard, where locomotives were once serviced, has been reclaimed for the town. Buffering this hub of activity from nearby residences is a wetland, with a multi-use trail that links up to the network of trails stretching into lands surrounding town.

While the Skykomish River levee provides FEMA-certified flood protection, it also creates a park-like area that affords views and access to the river. A multi-use trail runs along the top of the levee, which is blanketed by native vegetation. This provides a natural look and feel to the levee that complements the stunning natural setting of the town. The trail provides residents and visitors alike the opportunity to access the river for boating, fishing, or other activities, and also to move along on top of the levee between downtown and points south. Welcoming visitors to Skykomish are attractive entrances from east, west, and north of town, with clearly visible signs and attractive landscaping along Highway 2. Visitors by car and bicycle venture through town while traveling on the Old Cascade Highway, a scenic byway which is well marked where it intersects the current highway. Consistent character among signs on the highway and in town, increases visitor awareness of arriving in Skykomish, and reflects the town’s own Northwest heritage. Facilities in town, well-marketed events, and clearly-defined access points to myriad outdoor activities support the large numbers of visitors who come to enjoy Skykomish’s past and present heritage.

2014 Initiative
In early 2014, the King County Council unanimously passed the “Skykomish Valley Economic Development, Recreation and Natural Resource Conservation Initiative” (Initiative).
The Initiative highlights the vision for the valley and the town of Skykomish, reaffirms the County’s commitment to the vitality of the valley, its residents and natural resources, and collaborates with numerous partners who share that vision. The Initiative focuses on three interconnected activities, Economic Development, Recreation, and Natural Resource Conservation. The Initiative provides excellent foundational information to assist with our overall planning and names partners with like interest in seeing the community grow and prosper. The Town will seek to capitalize on the partnerships and support afforded by the Initiative.
minimizing the use of cul-de-sacs, dead-end streets and other design features that reduce circulation and limit emergency access.

T-P4 Streets shall be designed to support anticipated future development on adjacent undeveloped or underdeveloped properties.

- **Street Classification**

  T-P5 Skykomish streets shall be classified according adopted street standards that are consistent with federal, state, and regional guidelines.

  T-P6 Apply appropriate standards for street development that recognize the functional hierarchy of streets and the small town character of the community.

- **Implementation**

  T-P7 Seek to bring existing streets up to the Town’s standards for new streets as funding is available.

  T-P8 Seek funding opportunities to develop and maintain a road maintenance program, to prevent the deterioration of public streets.

  T-P9 Coordinate with major freight haulers entering the Town regarding opportunities for lessening impacts on the community, including recommending possible routes through Town.

  T-P10 Coordinate with the Washington Department of Transportation and State Highway Patrol to identify alternatives and mitigations to the rerouting of US 2 traffic through Skykomish in the event of accidents along US 2.

- **US Highway 2 (US 2)**

  T-P11 Work with WSDOT, and King and Snohomish Counties, to design improvements to SR2 that enhance the aesthetics of the highway, and are consistent with the character of the Town and the highway’s designation as a “greenway.”

  T-P12 Coordinate with the Washington State Department of Transportation (WSDOT) to manage land development and local street access along US2 to protect the functional viability of the highway and to support economic development.

- **Street Design**
improvements in transportation facilities and/or services that may be financed individually through developer contributions or jointly through local improvement districts (LIDs). Developers may propose other strategies to mitigate impacts of their projects so long as these strategies are consistent with the Town's goals and policies.

T-P33  Construction of new streets and related pedestrian improvements directly serving new development, and pay a fair-share costs for specific off-site improvements needed to mitigate development impacts.

T-P34  Exempt the development of critical public facilities, such as schools, libraries, emergency services, and municipal facilities from concurrency requirements. Such exemptions do not relieve the projects from required transportation fees and improvements.

• **Level of Service**

T-P35  Skykomish adopts a roadway segment level of service (LOS) standard of “C” for roadways within the Town (not including US2). Crossing of the BNSF rail lines should be addressed in coordination with the railroad and state and federal agencies.

T-P36  Solicit action by WSDOT and the County to plan for and construct improvements to US 2 that are necessary to maintain highway functionality at the state-adopted LOS.

T-P37  Reassess land use and transportation assumptions if the level of service standards cannot be maintained due to funding shortfalls.

• **Transportation Demand Management**

T-P38  Promote the use of alternatives to the single-occupant automobile as a means of reducing the demand for construction of new streets and arterials.

T-P39  Work with county (King and Snohomish), state, and federal agencies, and rail corporations to encourage the use of rail for transportation, tourism, and recreation.

T-P40  Work with local transit providers to seek effective, accessible, and convenient transit services to Skykomish residents, including the elderly, youth, low-income, and disabled.

T-P41  Work with public and private transit providers to provide shuttle service to Gold Bar, Sultan, Monroe, and other communities and facilities to the west of Skykomish.
• Regional Transportation Facilities and Strategies

T-P42 Encourage WSDOT to monitor and develop transportation solutions that alleviate weekend traffic impacts, and impacts resulting from accidents occurring on US 2.

• Parking

T-P43 Provide or require visitor parking areas with directional signage to encourage tourist activity in commercial areas.

T-P44 Consider the conversion of the burn dump into a park-and-ride lot to support tourism and recreation.

T-P45 Encourage transit providers to provide a shuttle service to Stevens Pass, the Iron Goat Trailhead, and other recreation opportunities.

T-P46 Encourage parking to be located at the side and rear portions of sites and limit the overall width of parking areas, consistent with Skykomish’s small town character.

T-P47 Encourage the use of joint-use parking opportunities for churches, public buildings, recreation destinations, and commercial areas.

• Public Access

T-P48 Encourage restoration of the Old Cascade Highway at the location of the Miller River Washout, or encourage construction of an alternative access route.

T-P49 Establish a volunteer citizen task force to coordinate with King County to ensure that safety and other implications of the Old Cascade Highway - Miller River Washout are addressed. Task force goals include:

  ▪ Maintain awareness of activities of King County with respect to the Washout.
  ▪ Establish and foster contacts with other groups concerned about the Washout.
  ▪ Identify mitigation solutions.
  ▪ Advise the Mayor and Town Council on possible actions.
Economic Development Element

Purpose and Relationship to GMA

This element provides a blueprint for actions aimed at increasing Skykomish’s economic well-being. The Growth Management Act requires cities to prepare an economic development element consisting of the following:

- An inventory of existing businesses;
- An analysis of the economic impact of existing businesses considering the number of employees, business activity, historical growth, and projected employment capabilities;
- A statement of goals, policies, objectives and mandatory provisions to promote the retention and expansion of existing businesses and the recruitment of new businesses; and
- Identification of future needs including capital facilities, infrastructure, and workforce training to foster economic development opportunities.

State funding for this have not been available, so the mandate is currently not in force. In the meantime, the Town has determined that it is important to establish a framework of goals, policies, and strategies that can work with those of the other elements to guide future economic growth and development.

Because of its size and location, Skykomish plays a minor role in the regional economy. While Town government has limited ability to influence the economy, it is important to establish this framework and use it to forge local and regional partnerships that provide jobs, increase revenues, and improve the quality of life.

Goals, Policies, and Strategies

The following goals, policies, and strategies are intended to provide a foundation for Town decisions regarding incentives that promote desired results; regulations that strengthen the Town’s ability to guide planning; and measures for monitoring and assessing performance.

Goals

ED-G1 Support economic growth through business retention, expansion, and formation consistent with the Comprehensive Plan vision and the other elements.
ED-G2 Promote the creation of family-wage jobs that will serve the residents of Skykomish.

ED-G3 Encourage activities that:

- Pay higher-than-average wages;
- Bring new capital into the local economy;
- Can be sustained in the Town;
- Maintain sound environmental practices; and
- Diversify the economic base.

ED-G4 Encourage public-private partnerships to nurture entrepreneurship, innovation, and business growth.

ED-G5 Maintain public capital facilities infrastructure and regulatory incentives that will support existing businesses and foster new business development.

Policies and Strategies

- Interjurisdictional Coordination, and Technical and Funding Assistance

ED-P1 The Town should work with the Washington State Department of Commerce and King and Snohomish Counties’ economic development programs, to evaluate economic development options, garner technical assistance, and identify opportunities for coordinated marketing and cost-sharing promotion.

ED-P2 The Town should work with state and local agencies and organizations to promote tourist-related business and activity in Skykomish.

ED-P3 The Town should work with the Burlington Northern & Santa Fe Railroad to identify any railroad land that may be surplus, and consider the economic development opportunities associated with the reclamation of that land.

ED-P4 The Town should consider business opportunities presented by the proximity of the Skykomish State Airport and coordinate with the Aviation Division of the Washington Department of Transportation on opportunities for joint use of that facility.

- Business Development

Skykomish needs to establish a foundation of information and self-knowledge upon which it can efficiently and effectively leverage the Town’s resources, the
resources of other governmental agencies, regional and state economic development organizations, and existing local business interests to act in a coordinated manner to pursue economic development. This foundation of information will provide the “intellectual infrastructure” necessary to use resources wisely to expand existing businesses and provide the social, cultural, economic, and governmental climate needed to attract new businesses.

**ED-P5** Prepare and maintain an assessment of Skykomish’s business strengths, weaknesses, opportunities, and threats (SWOT).

*Business leaders and the Town should evaluate the kinds of businesses and jobs that can be supported by the community. This would include assessing Skykomish’s competitive advantages and disadvantages, workforce characteristics, and the status of barriers and incentives for business development and operation. This analysis should be periodically re-evaluated.*

**ED-P6** The local business community and the Mayor and Town Council should work towards a Skykomish business development plan.

*An advisory commission or committee comprised of key landowners, business owners, school district representatives, and community organizations would serve as a sounding board for business initiatives sponsored by the Town or other proponents; assist in recruiting new businesses; and advise the Town as it reviews and refines these goals and policies.*

**ED-P7** Support a marketing and information program for business recruitment and retention efforts.

*The market assessment and business development plan would provide a “toolkit” of materials promoting Skykomish as a destination and place to do business. This could include informational materials such as fliers, coordinated website information, checklists, and brochures that can be used in targeted marketing efforts as well as to assist existing businesses in planning for building improvement and expansion, and clarifying how to process land use requests.*

**Infrastructure and Capital Facilities**

Adequate roads, utilities, and telecommunications facilities are fundamental to Skykomish’s ability to attract and retain businesses and the jobs that go with them.

While the short-term and long-term needs for these facilities are addressed in other plan elements, it is important that the Town identify those facilities needed to attract and retain businesses and establish a plan for how such facilities will be developed, maintained, and updated.
ED-P8 Support improvements to telecommunications technology that provide secure, reliable, and affordable access to citizens, businesses, and institutions.

*The Town should evaluate opportunities to install fiber optic and cable telecommunications technology that will link homes, businesses, and institutions together.*

**Permitting**

ED-P9 The Town should ensure that the permitting process is timely, legally appropriate, equitable and complies with codes and standards consistent with the Comprehensive Plan and state and federal law.

ED-P10 The Town should ensure that the land development permitting materials and forms provide a clear understanding of the review process and schedule.

**Entrepreneur and Work Force Training and Support**

Two types of support are critical to sustaining a strong local economy. Residents and existing business owners frequently need assistance in preparing business plans and marketing strategies and need help in securing appropriate training in management and operations. Local businesses also need properly trained employees to work in their establishments. The Town should encourage and support opportunities for education and training institutions of employers and employees to enable residents to improve their competencies.

ED-P11 Provide information about county, state, and federal agencies, such as the U.S. Small Business Administration, and related organizations’ programs for training business owners and managers.

ED-P12 Work with employers and social service providers to coordinate employment and training opportunities for disadvantaged persons including support for transportation, dependent day-care, language, and access to housing.

**Monitoring**

The Town should monitor the performance of these policies and strategies on a regular basis so that they can be amended or supplemented to remain current with community needs.

ED-P13 Establish performance measures for economic development. These may be in terms of new jobs created, increased tax revenues, increased retail sales, as well as qualitative terms such as wider diversity in shopping and service availability and higher quality employment opportunities.
This is tied to the “ED-P4” policy and strategy. The performance measures should be formulated as part of the business development planning process.
RESOLUTION NO. ___________

A RESOLUTION OF THE TOWN COUNCIL OF SKYKOMISH, WASHINGTON
to allow for the use of our Natural Resource Damage Funds (NRD) for the matching capital
requirements as mandated in the Transportation Grant Applications.

WHEREAS, the Town’s Comprehensive Plan and development regulations were
reviewed and amended in 2015 in accordance with the Growth Management Act (Chapter 36.70A); and

WHEREAS, in 2014, the Town and the Washington State Department of Transportation
(WSDOT) received a planning grant from the Federal Lands Access Program (FLAP) for an assessment of
transportation issues associated with US2 and the Town; and

WHEREAS, in August, 2017, the Washington State Department of Transportation
(WSDOT) completed the study of the Town’s transportation issues and needs including public
involvement, engineering analyses, and produced a report; and

WHEREAS, in 2018, the Washington Chapter of the American Planning Association (APA)
conducted a community planning assistance process in June 2018, and produced an October report for
the Town that identifies strategies which can be used to achieve the recommendations of the WSDOT
report; and

WHEREAS, the Town retained a professional transportation engineering consultant to
refine the recommendations of the WSDOT and APA reports into a Transportation Plan that was
incorporated into the comprehensive plan element and development regulations; and

WHEREAS, in 2019, the Planning Commission held public meetings and hearings on the
proposed transportation element as part of the overall comprehensive plan update and subsequently
adopted by the Town Council; and

WHEREAS, in 2019, the Town Council approved the needed Transportation Element to
be incorporated into the Town’s Comprehensive Plan, making the Town compliant with WSDOT’s
statute RCW 47.50.030(3).

WHEREAS, The Department of Ecology’s Natural Resource Damages Fund can be used
to provide matching money for Design, Engineering, and Construction for Transportation Grants.
NOW, THEREFORE, THE TOWN COUNCIL OF THE TOWN OF SKYKOMISH DO RESOLVE AS FOLLOWS:

A. During 2019 through 2026, the Town shall, with the approval of the Department of Ecology, make NRD Funds available for those matching requirements needed for Transportation Grant Applications.

Done and passed by majority vote of the Town Council of Skykomish, Washington, of __ for and __ against, this _____ day of 2019.

___________________________________
MAYOR Henry Sladek,

ATTEST/AUTHENTICATED:

___________________________________
TOWN CLERK,

FILED WITH THE TOWN CLERK:__________
PASSED BY THE TOWN COUNCIL: ________
EFFECTIVE DATE:_____________________
RESOLUTION NO._______________________
Apr. 6, 2019

Sir,

The Town of Skykomish is enclosing the necessary additional documentation supporting our PSRC Town Centers & Corridors application. Attached is our State of Wa Local Gov’t Investment Pool (LGIP acct #2082) Funds statement which demonstrates our source of funding for the Local Match portion for our grant request. The match portion should be about $41K. Also attached is our Council’s Resolution committing the Funds, should we be successful in obtaining this grant.

Please note that these are funds currently in the Town’s account, but it will require approval from the State Dept of Ecology as these are Natural Resource Damages (NRD) funds which were provided to the Town under a 2007 Interagency Agreement. The Agreement is the implementation mechanism for NRD Funds provided to the Town as mitigation for the contamination cleanup as described in the 2007 DOE/BNSF Consent Decree. We anticipate obtaining DOE approval as the range of projects previously approved range from the purchase of a former historic Forest Service Compound Property (Recreation access/Economic Development) to restoration and enhancement of Maloney Creek (restoration of a natural resource area). The time frame for getting such formal approval may take as much as 4 to 6 weeks, which the Town is undertaking immediately.

Please call or correspond if there is any additional information needed.

Sincerely,

Henry Sladek, Mayor

PSRC local match letter 4.6.19
Local Government Investment Pool

Statement of Account for No: 02082
March 2019
Natural Resource Damages Account

DESIRAE BEARDEN
TOWN OF SKYKOMISH
PO BOX 308
SKYKOMISH, WA 98288-8288

<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Comment</th>
<th>Deposits</th>
<th>Withdrawals</th>
<th>Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>03/01/2019</td>
<td>Beginning Balance</td>
<td></td>
<td></td>
<td></td>
<td>228,406.66</td>
</tr>
<tr>
<td>03/31/2019</td>
<td>Month End Balance</td>
<td></td>
<td></td>
<td></td>
<td>228,406.66</td>
</tr>
<tr>
<td></td>
<td>March Earnings</td>
<td>Daily Factor Earnings</td>
<td></td>
<td></td>
<td>489.43</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>228,896.09</td>
</tr>
</tbody>
</table>

Net Ending Balance 228,896.09

Account Summary

- **Beginning Balance**: 228,406.66
- **Gross Earnings**: 490.95
- **Administrative Fee**: 1.52
- **Net Earnings**: 489.43

- **Administrative Fee Rate**: 0.0078 %
- **Gross Earnings Rate**: 2.5308 %
- **Net Earnings Rate**: 2.5230 %

- **Average Daily Balance**: 228,406.66
- **Net Ending Balance**: 228,896.09