

Skagit County Public Works





Board of Skagit County Commissioners



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Skagit County Public Works

April, 2023

Skagit County Administrative Building
1800 Continental Place
Mount Vernon, WA 98273

www.skagitcounty.net

Prepared by Marie Lambert

Skagit County Public Works Annual Report 2022

Grace Kane, Director of Public Works/County Engineer



Lead from where you are

On Jan 2021, I was honored to accept the appointment from the Board of County Commissioners to serve as your Public Works director. Since my appointment, four out of the seven divisions within Public Works have new leadership: Marie Lambert (Controller/Accounting); Jason Bloodgood (ER&R), Tom Weller (Engineering/Assistant Co-Engineer), and Jenn E. Johnson (Natural Resources). Michael See is our new Assistant Director. John Davidson (Road Maintenance), Rachel Rowe (Ferry), and Margo Gillaspay (Solid Waste) continue to serve by providing their steadfast leadership to their respective divisions during my transition. I am truly blessed to have had you as my trusted counselor this past year.

I have learned this past year that we have wonderful staff serving at all levels. I want to express gratitude to those who accepted my invitation by talking honestly with me, so I could properly assess the state of Public Works and help me identify areas that could do better. "Process improvement" is never a "One and Done", but a continuous process. I may not always agree with you, but I will always listen; I may not always have the power to make things better; but I will do what I can and in due time. I may not always make the "right" decision, but I am making the best out of what we have.

I have also learned that - **YOU** had forgotten the power you do hold, with or without the proper title.

"The most common way people give up their power is by thinking they don't have any."

by Alice Walker

A lot of us choose to have a career in the government because we want to make a difference, and we can. What we do (or don't do) and how we do a job - matters. It matters to the people who live here; it matters to your teammates who work here. We are all stewards of Public Funds. Your job and mine are all funded by taxpayers' money. We are all part of the Government; we are creating and shaping this Skagit culture together.

If you are here wanting to make the big bucks; you are in the wrong business. We are not here to make everyone happy; we are not here to make widgets that we could sell on eBay or Amazon; we are here to make an intersection or crosswalk better; we are here to clear the snow, and debris so people can continue to get to school, hospital, and run their errands; we are here to keep our police cars and maintenance machines running smoothly; we are here to keep toxic waste, oil and antifreeze out of the landfill and water bodies; we are here to restore access for both the Public and the fish; we are here to support the farmers, so they could, in turn, support us with the food that they grow; We are here to do what we can to make this a better place – to live, to work, and to play.

What you do matters; How you do your job matters; How you show up at work matters; YOUR contribution matters. We may not always get the "atta-boy/atta-girl" when we do our job, but the phone sure rings off the hook when things AREN'T working or being done.

Leadership is not about designation or title but about influence, impact, and inspiration. Every moment, you have the power to choose – are you going to show up with your positive energy or a negative one? Lead from where you are, and hopefully, you will choose wisely by making a positive contribution, rather than a negative one.

Thank you for joining in and doing this work together. I am looking forward to another successful year with you.



Grace Kane, P.E.

Director of Public Works/County Engineer

Skagit County Public Works Department

Annual Report and

Guide to Activities by Fund

Table of Contents:

Public Works Funds	2022		
	Revenue	Expenditures	Page
Road Fund 117	\$26,912,237	\$30,771,308	5
Solid Waste 401	\$14,805,658	\$13,788,288	27
ER&R 501	\$7,380,666	\$6,757,047	32
Clean Water 120	\$1,998,883	\$1,574,616	37
Drainage Utility 402	\$4,866,267	\$2,190,562	43
Noxious Weeds 01-024	\$36,052	\$183,991	47
Lake Management District 141	\$59,153	\$106,119	50
Lake Management District 142	\$15,278	\$19,115	50
Lake Management District 143	\$52,192	\$54,764	50
Lake Management District 144	\$20,768	\$25,881	50
Farmland Legacy 122	\$1,094,457	\$570,372	51
Total	\$57,241,611	\$56,042,063	
Agency Acknowledgements			54

County Road Fund

Grace Kane, P.E. County Engineer/Public Works Director

The Road Fund has seven budget divisions responsible for the establishment, lay out, construction, alteration, improvement, repair, and maintenance of the County Road System.

- Division 3 Operations
- Division 4 Ferry Operations
- Division 5 Facilities
- Division 6 Administration
- Division 7 Development Review
- Division 8 Engineering
- Division 11 Transportation/Programs

Road Fund Revenues and Expenditures	
Revenues	2022
Taxes/Assessments	15,886,233
Intergovernmental	85,637
Licenses and Permits	9,206,974
Charges for Services	1,607,938
Miscellaneous	110,916
Other	14,540
Total Revenue	26,912,237
Expenditures	2022
Salaries and Wages	5,817,508
Benefits	2,940,956
Supplies	4,470,202
Other Services and Charges	9,557,019
Capital Outlays	7,985,623
Total Expenditures	30,771,308
Net Increase/(Decrease)	(3,859,070)
Balance	11,163,804

Statutory Use of Road Funds:

In developing a response to the question “Can we expend County Road Funds _____”, the following three principles must be applied:

1. Article II, Section 40 (18th amendment), of the state constitution restricts the use of motor vehicle fees and excise taxes (fuel tax) to only highway purposes.
2. The local Road Levy (property tax) is imposed only on properties in the unincorporated areas of the County, and must be used solely for the benefit of the unincorporated area.
3. The state grants authority to "the county" to exercise a governmental authority. A county may not create and implement any local code or take any action unless clearly permitted to do so by the state through RCW (including, but not limited to RCW 36.82.070).

Three additional factors that influence the application of the first three:

Comingled revenue sources in the Road Fund - RCW 36.82.010:

- “There is created in each county of the state a county fund to be known as the ‘county road fund.’ Any funds which accrue to any county for use upon county roads, shall be credited to and deposited in the county road fund”
- Comingled funds - Each individual revenue deposited in the Road Fund receives the aggregated legal protections of every other revenue deposited in the fund. Within the context of principle #3, there is extremely limited permission in statute to create accounts in order to separate Road Fund revenues for different purposes. Other than these very specific statutory permissions, the Road Fund is to be managed as a single financial resource.
- Access to and use of road related revenues are subject to ongoing compliance with all applicable laws, rules, and required procedures.

Other revenue sources, such as local option taxes, grants, and fees, all have unique rules, but they cannot be used in a way that would conflict with #1, #2, and #3.

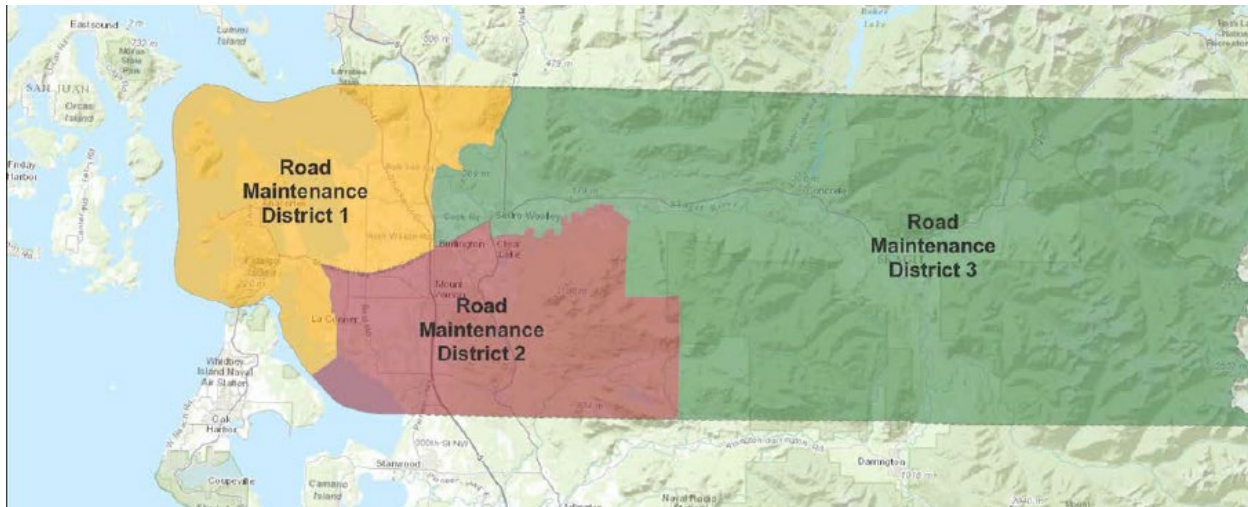
- RCW 36.80.010 - Employment of Road Engineer.
The county legislative authority of each county shall employ a county road engineer...
- RCW 36.80.020 - Qualifications – Bond
He or she shall be a registered and licensed professional civil engineer under the laws of this state, duly qualified and experienced in highway and road engineering and construction. He or she shall serve at the pleasure of the board.

Before entering upon his or her employment, every county road engineer shall give an official bond to the county in such amount as the board shall determine, conditioned upon the fact that he or she will faithfully perform all the duties of his or her employment and account for all property of the county entrusted to his or her care. R20110143 waived that requirement.

- RCW 36.75.020 - County Roads -- County legislative authority as agent of state
All of the county roads shall be established, laid out, constructed ... and maintained by the legislative authority ... Such work shall be ... under the supervision and direction of the county engineer.

Due to the scope and scale of departmental and statutory responsibilities, the position of County Engineer within Skagit County’s Public Works organizational structure oversees the following divisions:

- Engineering • Equipment
- Ferry • Operations



Overview

The Road Operations Division maintains the roadway system and structures to the highest possible standards. Operations support approximately 800 miles of road and accompanying right of way. Currently, Operations consists of 54 employees and 53 activities to maintain the road system.

There are three maintenance districts within Skagit County; each district has one supervisor and 10 team members. Each of these three teams are responsible for the maintenance within their assigned district of the County. Within each district there are cities, townships, and state routes that are out of our jurisdiction and maintained by their own governing agency.

In addition to the maintenance districts, our Special Operations District consists of one supervisor and 10 team members. Special Operations is responsible for overhead tree trimming and maintains all signs, guardrails and bridges within the County. They also take on many special projects such as performing maintenance on county owned pits and helping with traffic control for special events, such as the Tulip Festival and the Big Lake Fireworks Event. The Sign Shop team falls within the Special Operations' area of responsibility.

Environmental Services consists of 4 team members. Although they are a small group, they perform many vital functions throughout the County. This group was created to work on off-road right-of-way projects and those that contain “sensitive areas” such as streams, wetlands, or other critical areas.

The Administrative Office consists of one supervisor and 2 team members. This group processes payroll, accounts payable, service requests, budget, various reporting and recording processes, and other behind the scenes office functions for the Operations Division. Many of these functions assist the Operations Division Manager in making informed financial decisions. In 2022, administrative staff completed an extensive job cost restructuring project that began in 2021. Beginning in 2023, Public Works Operations Division will be able to track jobs not only by district, but by activities performed on individual roads and bridges allowing staff to provide more detailed information when required.

The five operations supervisors, along with the Environmental Services team, report directly to the division manager. The division manager seeks to improve the work environment, and has chosen a personal approach of involvement, keeping in touch with as many employees throughout the day as possible, regardless of position, so that all employees feel valued.

Road Operations Matrix of Activities

Service Requests

In 2022, during normal operating hours, Public Works staff responded to 456 service requests. These requests are typically phone calls or emails from the public. Depending on the nature of the request, they are routed to the appropriate district supervisor who responds to the request and oversees the completion of the job. Skagit County strives to provide an exceptional level of service to our customers.

After Hours-911 Emergency Response

Road Operations maintenance district personnel are considered on call 24 hours, 7 days per week. After hours calls from 911 go directly to the on-call supervisor's phone. Supervisors rotate weekends and evenings to be on-call. Calls are frequently responses to accidents, water over roadways, or other obstructions in the roadway such as trees or mud slides. Along with road repairs, Sign Shop team members are often dispatched to deploy emergency signs.

Chip Seal Program

Each year, road maintenance team members chip seal approximately 90 miles of roads. The roads selected to be chip sealed are based on a cycle from 7-10 years, depending on the condition of the roadway surface. Roads must be prepared properly before applying a seal coat, which includes removing sod and adding gravel to the shoulders, clearing brush, cleaning ditches, replacing culverts, and pre-leveling the road with asphalt and fog seal. The preparation work begins in March, but the actual chip seal typically starts in June or July when temperatures are right, and rain is minimal. During the process, temporary raised pavement markers



are used to mark the centerline and the speed limit is reduced to 25 MPH. A liquid coat of asphalt is applied, followed by a layer of rock chips that are rolled and left to cure for at least one week. After the road is cured, it is swept to remove any loose rock. A fog seal is then applied to the roadway which helps keep the freshly applied rock and asphalt stabilized and helps bind and cure the newly formed surface. Once the fog seal has cured, the road is then striped.

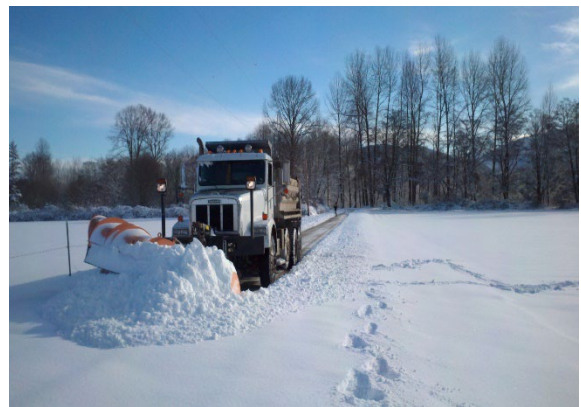
Road Operations Matrix of Activities

2022 CHIP SEAL ACCOMPLISHMENTS

Activity	Description	Amount	Units	Cost
Bituminous Surface Treatment	Adding liquid asphalt and aggregate over roadway to improve the texture of and waterproof an asphalt surface	82.76	Miles	\$2,569,861
Asphalt Leveling	Placing asphalt cement or emulsion mix to level surface irregularities or failures. Normally done prior to seal coating or overlay. To achieve 100% of surface rating when complete.	8,613	Tons	\$1,131,673
Shoulder Grading	Grading gravel shoulders when shoulder drop off exceeds 1" or when extensive rutting, erosion, or loss of material exists. Done to provide a uniform and level shoulder, matched to the edge of the paved surface.	197	Miles	\$34,340
Shoulder Aggregates and repair	Placing gravel or rock on shoulder to re-establish shoulder width, elevation, and crown slope and to allow proper road drainage and prevent shoulder erosion	11,725	Tons	\$464,270
Fog Seal	To seal and enrich the asphalt pavement surface, seal minor cracks and asphalt patches on roads to be chip sealed in that same year, to prevent raveling, delineate shoulders, and reduce chip loss on B.S.T.	73,861	Gallons	\$207,208

Snow and Ice Removal

During winter, road maintenance team members sand and plow roads during freezing temperatures. Each road district has a list of priority areas that get plowed and sanded first. There are 17 snowplows with sanders and 5 graders in the fleet to remove 1,600 lane miles of snow. In the beginning of 2022, we experienced a small snow event. During the second half of 2022, we experienced a larger snowfall event and extreme low temperatures. District supervisors were reviewing local weather reports for our region. This assists them with predicting ice and snowfall and allows them the ability to have team members on call when needed.



Road Operations Matrix of Activities

Snow and Ice Removal

Activity	Description	Amount	Unit	Cost
Plowing & Sanding	Remove snow and distribute sand and salt mixture on roadway when snow accumulates 2-3" and frost conditions or compact snow occurs, with priority given to grades, intersections, curves, bridges and high volume roads	4,402	Staff Hours	\$824,556

Vegetation Management

Effective management of vegetation along the road not only improves the aesthetics of an area but enhances safety. When vegetation is controlled, sight distance to signs, curves and intersections are improved, off road emergency parking is available, fire potential is reduced, and bicyclists and pedestrians have an area to use. Skagit County uses both herbicides and non-chemical methods of vegetation control.

Non-chemical methods

Mowing, brush cutting, weeding and tree trimming, sod removal are all methods of vegetation control Skagit County Road Maintenance crews use on our roads.

Activity	Description	Amount	Unit	Cost
Sod Removal	Removal of sod to prevent roadway surface damage due to improper drainage and to provide a safe and stable shoulder	171	Miles	\$168,534
Mowing	Mowing to maintain ungraded shoulders and intersections to a grass height below 12", 2-3 times during the season	1,860	Miles	\$219,762
Brush Cutting	Brush is trimmed to prevent brush onto roadway and to provide sight distance on curves and intersections	1,981	Miles	\$267,409
Manual Tree Removal	Tree removal work is to be done from October to March on trees blocking site distance and signs	2,929	Man Hours	\$233,721
Tree Trimming	Work is performed to maintain a vertical clearance of 20' - 30' over the right-of-way and a horizontal clearance adequate to provide site distance	94	Miles	\$372,006

Herbicides

A Washington State Department of Agriculture license is required before we can apply herbicides to the County right-of-way. This license is necessary, so our applicators understand and observe the laws and safety around using chemicals to minimize risk to humans and the environment.

Road Operations Matrix of Activities

Chemical control on shoulders helps prevent the buildup of sod and allows proper drainage of the road surface. It controls the growth of brush along fence lines, guardrail, bridge approaches, signs and other areas where mowers cannot reach. During spring and summer, herbicide is applied to the County right-of-way; this is approximately 4 feet of roadside shoulders and guardrail. In the fall, herbicides are used to control the blackberries.

The County uses an herbicide truck that carries 800 gallons of water and has three chemical tanks. This truck uses a computer to record the spray data and is downloaded to the server every night. By law, these records must be retained for seven years. The chemical rates are also controlled by a computer to help eliminate any over-applications.

Activity	Description	Amount	Unit	Cost
Herbicides - Shoulders	Herbicides are applied annually to prevent vegetation on shoulders and to provide for shoulder drainage	230	Acres	\$40,422
Herbicides – Brush & Noxious Weeds	Applying herbicide to brush, weeds and grass encroaching the road and other areas mowers cannot reach	114	Acres	\$13,910

Signs and Pavement Markings

According to the Manual on Uniform Traffic Control Devices for Streets and Highway Signs and Object Markers, County signs must meet the standard requirement for shape, size and color, both day and night. Every year, the Sign Shop team members manage this requirement by performing a visual inspection of signs from a moving vehicle during hours of darkness. One of the following actions are taken for all signs that are visually identified to have reflectivity below the minimum level. The sign is replaced for reflective failure; will be washed if dirty; replaced if missing; or obstructive brush is removed for improved visibility.

In 2022, the team inspected all 13,395 signs and found 223 signs (less than 2%) had failed to meet standards.

In addition, the Sign Shop team does a Thermoplastic process which involves evaluating all pavement markings and determining the ones that need replacing, including the markings that were covered over during the Chip Seal process. The team replaced 317 lineal feet of 18" (stop bars), 125 lineal feet of 24" (cross walk bars), 5 traffic arrows, and 5 railroad markings.



Road Operations Matrix of Activities

Activity	Description	Amount	Unit	Cost
Sign Maintenance	Maintain and replace regulatory signs, signals, and warning signs. Install new signs as requested by an engineering study or requested by Traffic Engineer	3,597	Signs	\$400,292
Striping Edge Line	Restore faded and worn edge line on existing and newly resurfaced roads	783	Miles	\$317,175
Striping Centerline	Restore faded and worn centerline on existing or newly resurfaced roads with two lanes at least 16' or more in width and speed limit of 35 MPH or greater	688	Miles	\$185,264
Pavement Markings	Work is normally done to mark or re-mark on pedestrian crossings, railroad crossings, directional arrows and stop bars, legends marked on road, school crossings, and raised pavement markers	136	Marking	\$31,997

Environmental Services

Environmental Services team members often assist other Public Works sections including Natural Resources. This team partners and performs work for cities and towns within Skagit County when the need arises.

During 2022, the team partnered with the District 3 crew during a declared disaster removing sediment from Little Coal Creek and re-establishing the Coal Creek sediment basin. This was a very large project caused by the severe weather event we experienced in November and December of 2021. The Road Operations Division will assume maintenance and operation of the sediment pond. Environmental Services assisted on Samish Riverbank stabilization, the C Street construction project, and removal of log jams on County-owned bridges. These projects were all funded by Road Operations.

Environmental Services team members also helped the Drainage Utility Division with the Lyman House demolition and Legg Road ditch cleaning, as well as four Natural Resource Stewardship Program projects. They assisted the Districts with bypassing, removal of large woody debris (LWD) and fish removals. The team addressed beaver dams at a variety of locations throughout the County, including Marblemount and Britt Slough. They also ensured compliance with our membership in the Regional Roads Maintenance Program by tracking and removing debris according to Best Management Practices (BMPs) and obtained all road maintenance project and emergency permits.

Road Operations Matrix of Activities

Other Maintenance

Throughout the year, Skagit County roadways require routine maintenance as needed. Below are some of the accomplishments for those activities that were achieved during 2022:

Activity	Description	Amount	Units	Cost
Ditch Maintenance	Open ditch to keep water flowing and minimize road damage. Environmental laws prohibit ditch maintenance without a permit if there is water in the ditch	26,669	Yards	\$308,167
Culvert Install & Repair	Work is done to restore or improve roadway drainage. Normally done to enlarge existing culverts or catch basins, replace deteriorated pipes or to open up new drainage	3,139	Feet	\$426,705
Pothole Patching	Repair edge breaks and pot holes on the roadway by filling them with premixed hot or cold asphalt	188	Tons	\$106,306
Crack Sealing	Cleaning, filling, and sealing cracks in paved roadway surface to prevent passage of water into base of road	10,110	Pounds	\$40,870
Grading Roadway	Grading and shaping gravel roads to level ridges, cut and fill holes and distribute existing gravel evenly over the surface	74	Miles	\$54,387

Emergent Road Drainage Maintenance

Road	Description	Amount	Units	Cost
North Shore Drive	Create turn around at road end	35	Staff Hours	\$3,082
Fonk Road	Raise road due to flooding	94	Staff Hours	\$6,964
Edens Road	Raise road due to flooding	934	Staff Hours	\$99,883
Concrete Sauk Valley Road	Preparation work related to danger to road prism at mile post 3.7 due to riverbank erosion	231	Staff Hours	\$26,070

Interlocal Agreements

Throughout the year , the Road Operations teams, upon request, will do work for our partnering local agencies. During 2022, we performed the following work for other agencies:

Agency	Description	Amount
City of Anacortes	Chip seal and fog seal	\$21,989
City of Sedro Woolley	Chip seal and fog seal	\$25,088
D.E.M.	Sandbag delivery	\$564
P.U.D. #1	Spray herbicides	\$3,274
San Juan County	Cleaning catch basins	\$14,018
San Juan County	Striping center line and edge lines of multiple roads	\$3,956
Skagit Co Facilities	Various projects, as requested	\$519
Skagit Co Facilities	Spray herbicides around county buildings	\$1,470
Skagit Co Health	All costs for work at Fairgrounds/COVID site	\$6,000
Skagit Co Parks	Miscellaneous work including vector truck services, as requested	\$692
Skagit Co Parks	ARPA	\$27,658
Skagit Co Parks	Youngs Park	\$24,684
Skagit Co Sheriff	Tulip Festival traffic control	\$2,398
Skagit Co Solid Waste	Various projects as requested	\$3,208
Swinomish Indian Tribal Community	Tab center lines and fog for repaint	\$851
Whatcom County	Snowplow Baker Lake Road	\$1,786
Whatcom County	Stripe 11.79 miles of road	\$3,436
Total		\$141,591

Looking Forward

Despite all the challenges we had with staffing retention, 2022 was a productive year for Road Operations. Our employees are in an integral part of getting everything accomplished. One of our priorities for the new year is to become fully staffed and fully trained so we can accomplish all our goals. We are looking forward to an even better 2023. Our intent is to fog seal all our chip sealed roads. This process will help bind and cure the new surface. It is our expectation that this will produce stronger, longer-lasting road surface for our community.

Ferry Operations Division, Captain Rachel Rowe, Division Manager

Skagit County has operated a vehicle and passenger ferry service between Anacortes and Guemes Island, Washington since the early 1960s. The current vessel, M/V GUEMES, is a 21-vehicle, 99-passenger, diesel-powered ferry that was built and put into service in 1979. Today, the ferry operates 365 days a year and transports roughly 200,000 vehicles and 400,000 passengers annually.

There is no alternative access by road to Guemes Island; as such, the Skagit County ferry system serves as a vital transportation link for its ridership. In addition to transporting commuters, the ferry also carries tourist traffic, construction and logging trucks, essential services trucks and emergency vehicles and personnel to and from the Island.

The main challenge faced by Skagit County is the rising cost of operating and maintaining the 44-year-old vessel. Skagit County is currently in the design phase for a battery-electric replacement vessel. The overall objectives of the system are to plan for future replacement while continuing to fund and maintain the current vessel at the existing level of service or better. To provide reliable service, the Ferry Division must budget for the maintenance of the vessel, landing/bridge facilities, parking lots, and terminal building. The Division must also work with the Board of Skagit County Commissioners to recommend a fare structure that meets the Division's goals and revenue target.

Beginning February 16, 2010, a 65% 'ferry fare revenue target methodology' was established for the Skagit County ferry system. Essentially, the methodology requires that 65% of the operational and maintenance costs for the ferry system be borne by the fare payers, motor vehicle fuel tax, and the WSDOT deficit reimbursement, and the remaining 35% be borne by Skagit County property taxes. The formula uses a 5-year average "look-back" of system expenditures and revenue to calculate the revenue target. The Farebox Revenue Target is set annually. Since 2018, farebox revenue has not met the revenue target.

5-Year Revenue Target Variance					
	2018	2019	2020	2021	2022
Revenue Target	\$1,282,491	\$1,302,372	\$1,386,935	\$1,300,624	\$1,463,031
Fare Box Revenue	\$1,232,411	\$1,172,643	\$1,090,088	\$1,115,037	\$1,200,489
Variance	(\$50,080)	(\$129,729)	(\$296,847)	(\$185,587)	(\$262,542)

This has become increasingly burdensome on the County's Road Fund with the annual subsidy from that fund contributing an average of approximately \$1M/year for the last 5 years.

In 2022, Skagit County hired a consulting team to develop a recommended rate schedule along with a recommendation for fare policy and financial planning. The Board of Skagit County Commissioners has the authority to adopt fares and fare policy for the ferry system. For more information, visit <https://www.skagitcounty.net/Departments/PublicWorksFerry/2023ratestudy.htm>.

2022 SKAGIT COUNTY FERRY SYSTEM PERFORMANCE

Runs & reliability

In 2022, the Skagit County ferry system was scheduled to make 16,810 runs between Anacortes and Guemes Island. The ferry system completed 16,748 scheduled runs — or 99.63 percent.

2022 SCHEDULED RUNS

16,810 runs scheduled

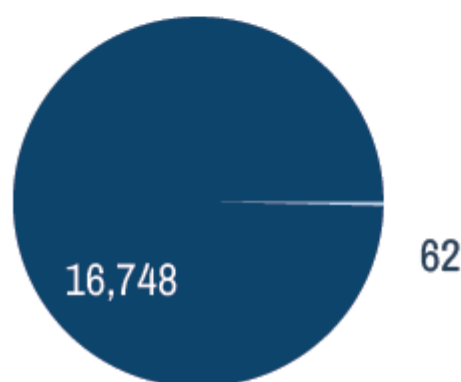
16,748 scheduled runs completed*

99.63%

reliability rating

* Scheduled runs completed by the M/V Guemes. Scheduled runs do not include double runs or after-hours runs.

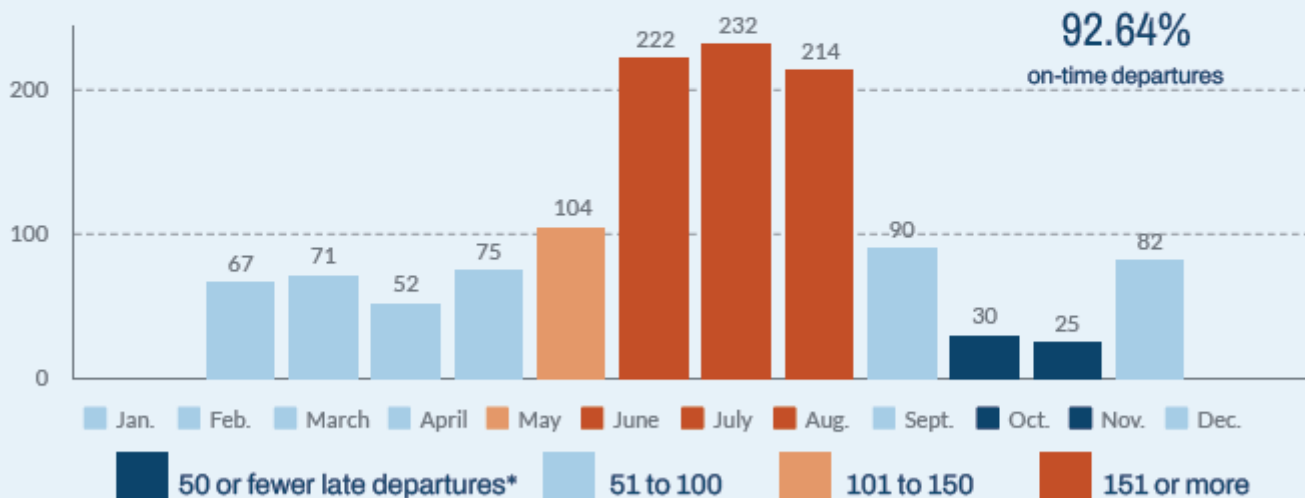
SCHEDULED COMPLETED RUNS VS. MISSED RUNS



Missed runs (0.37%) Scheduled completed runs (99.63%)

Missed runs due to severe weather, mechanical issues, emergencies, etc.

On-time performance



* Late departures: Any run that departs Anacortes more than 2 minutes after the nonpeak and 1 minute after the peak scheduled departure time. Late departures include impacts from medical runs, mechanical issues, weather-related delays, or other unplanned incidents. Only Anacortes departures count as late because Guemes departures have no set departure time.

2022 SKAGIT COUNTY FERRY SYSTEM PERFORMANCE

Total runs

In addition to scheduled completed runs, the ferry system completed 418 additional runs in 2022.

16,748

Completed
Scheduled runs



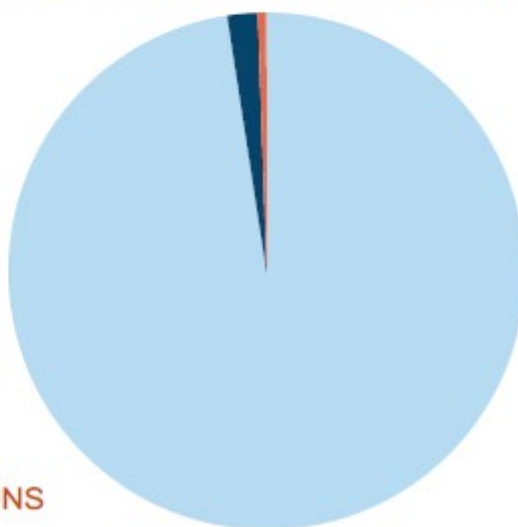
326

Double Runs



92

Other/Extra Runs*



- Completed scheduled runs (97.52%)
- Double runs (1.9%)
- Other/Extra runs (0.54%)

17,166 TOTAL RUNS

* Other/extra includes after-hours runs for medical, police, utility, public works construction, etc.

Ridership



205,802 total vehicles in 2022



393,937 total passengers in 2022

NOTE: Vehicle ridership was low in 2017, 2019, & 2021 due to scheduled haul-outs; low passenger ridership in 2020 was due to COVID restrictions.



Ferry Division Revenues and Expenditures

Revenues	2022
Taxes/Assessments	-
Intergovernmental	451,672
Licenses and Permits	-
Charges for Services	1,448,571
Miscellaneous	(1,603)
Other	-
Total Revenue	1,898,641
Expenditures	2022
Salaries and Wages	941,967
Benefits	362,589
Supplies	414,904
Other Services and Charges	1,185,134
Capital Outlays	472,014
Total Expenditures	3,376,607
Net Increase/(Decrease)	(1,477,967)

Engineering Division, Thomas Weller, PE, Division Manager

The Engineering Division has a budgeted staff of 18 full-time technical, administrative, and professional employees as well as one on-call construction inspector who are responsible for capital project funding, initiation, design, contract administration during construction, and close-out. In addition, our division provides private development review and topographic survey. This division is one of five within Public Works that works under the supervision and direction of the Public Works Director/County Engineer.

A project often begins when County staff identify a deficiency developing in a road or bridge, or on occasion observations provided by the public, and it is reported to the Office of the County Engineer. At other times, our routine inspections reveal developing deficiencies, deterioration, or we see a history of collisions within a certain geographic area. Concurrency assessments, the bi-annual priority array report, and the annual bridge report are the mechanisms that assist us in prioritizing the prospective projects we undertake. A project may also be identified when an extreme weather event causes a catastrophic failure of our infrastructure or a barrier to fish passage is identified by the Natural Resources Division.

Once a project is identified, appropriate engineering staff will define the project's scope of work and strategize as to the potential funding sources and how to use various federal and state resources to stretch our own road fund dollars. An initial estimate of construction costs and the preliminary project budget is established. The project is placed on the County's 6-Year Transportation Improvement Program (6-Year TIP), and dependent on its regional significance or funding source it may be placed on the State's Transportation Improvement Program (STIP).

Funding primarily comes from state and federal grants or through the County Road Fund. The County Road Fund is supported with property taxes and State Motor Vehicle Fuel Tax. There are strict limitations within the State Constitution that define where Road Fund dollars can be spent. The Road Fund diverts \$1.35M annually to the Current Expense Fund for Traffic Law Enforcement, as allowed by state law. Road Fund dollars are often used as a match for federal or state grants or occasionally fully fund a project.

The Transportation/Programs Section is responsible for preliminary research, data compilation, annual pavement rating, and preliminary scoping of projects until established as a County Road Project, as well as for various grant programs, grant applications, programmatic functions, bridge inspections, other elements associated with transportation planning, and initial project planning and scoping. This section is also responsible for preparation of County Road Administration Board (CRAB) and Washington State Department of Transportation (WSDOT) statutory and other reports, traffic investigations and studies, road database management and asset inventory, pavement management and traffic-count programs, the bridge inspection program, traffic control service requests, over legal permits, traffic safety coordination, crash documentation, crash response/investigations, concurrency assessments, and right-of-way vacations.

Development Review and the Right-of-Way/Utility Permits process ensures that developments whose work is performed or impacts the County's rights-of-way, complies with Skagit County ordinances, codes, and design standards. This group is also responsible for securing the proper easements or other right-of-way dedications related to frontage improvements brought about by the development process.

The Survey team performs topographic mapping and right-of-way surveys in support of County projects. They also support other divisions and departments within the County by researching right-of-way deeds and dedications. They are seeking to launch a small Unmanned Aircraft System (sUAS) (a.k.a. "Drone") program beginning in early 2023. The equipment has arrived, been evaluated, and our staff is excited to enter this new

age of surveying. Our program would support an FAA-certified commercial remote pilot using proven hardware and software solutions configured for consistently safe and efficient data gathering for Public Works projects. We currently have one certified staff member with additional staff seeking certification. Our certified remote pilot will operate under a locally developed and approved set of standards for Skagit County and would follow established workflows for data management.

What will Skagit County Public Works use a drone for?

- Provide precise topographic mapping of existing conditions for County infrastructure projects such as road, facility, trail, bridge, parks, and solid-waste projects.
- Provide volumetric measurement for management of County pits, quarries, and stockpile material resources.
- Provide situational awareness and damage assessment of storms, floods, earthquakes, and landslides by providing video, still photos and other electronic data of the disaster area.
- Provide video and still photos of County projects and facilities for communication with the public.

In conclusion, 2022 was an exciting year for our division as we emerged from the pandemic and added many new faces to the team. The future looks bright as we have successfully added crucial staff during the past 12 months to rebuild our internal capacity to prepare Contract Documents. We are continuing integration of our physical road assets signs, striping, guardrail, etc. into the spatial management program developed in 2021. We are utilizing technology to a greater extent in most areas of our day-to-day work life, from remote working capabilities to e-signing and many other areas that have improved our productivity and efficiency.

Below we have summarized our accomplishments for 2022.

2022 Accomplishments:

- Right-of-Way Acquisition and Vacations
- Franchise Agreements
- Vehicle Collision Reporting
- Service Requests from public, staff, WSDOT, and other local agencies
- Concurrency Report
- County Safety Report
- Traffic count services for the County and various area agencies
- Maintained County Freights and Goods System
- Bridge inspection of County's 110 bridges biennially as well as those 25 owned by local agencies
- Development review of plats for layout and drainage
- Permit review for fill-and-grade, access, utilities, administrative variance requests, special use applications, and technical input for Code Enforcement Action
- Administration of contracts in compliance with County Policy and State and Federal laws and regulations.
- Responsible for managing procurement and fulfilling the requirements to Federally Funded Grants and Projects
- Environmental Permitting
- Plan, design, coordinate, and oversee a wide variety of projects involving the construction of or the maintenance of, facilities, buildings, roadways, bridges, and the ferry system.

Submitted CRAB reports submitted for the Certificate of Good Practice include:

- Annual Certification
- Demonstrated County level of compliance with RCW/WAC
- Six-Year Transportation Improvement Plan
- Road Levy Certification
- Annual Construction Program
- Annual Construction Report
- County Arterial Preservation Program (CAPP)
- Annual County Rural Arterial Preservation Program (RAP) Report
- Pavement Management Condition Ratings
- Pavement Management System (PMS) Certification
- County Budget Summary
- Work Plan and Budget for MMS (Maintenance Management System)
- Maintenance Management Annual Certification
- Road-log Update
- Traffic Law Enforcement Certification
- Fish Passage Barrier Expenditures outside of the County right-of-way

Projects Initiated in 2022:

- Young's Park overflow parking lot
- RCO State grant for 11 Culvert Replacements for Fish Passage
- Fonk Road Culvert Replacement – FEMA Disaster 11/2022
- Hamilton Cemetery Road Culvert Replacement – FEMA Disaster 11/2022
- Concrete Sauk Valley Road M.P. 3.7 Slope Stabilization
- Countywide ADA Transition Plan

Projects Constructed in 2022:

- 2022 HMA Overlay — Snohomish County Line to Hill Ditch (Dike District #3)
- Josh Wilson Phase 1 – Jensen Lane to Avon Allen Road
- Bow Hill Road Reconstruction – Bow Ridge Drive to Old Hwy 99
- Farm to Market/Josh Wilson Road Intersection Improvement
- Cook Road Pedestrian Crossing @ Janicki playfields
- Prairie Road Guidance Improvements – Old Hwy 99 to State Route #9

Road Reconstruction Projects

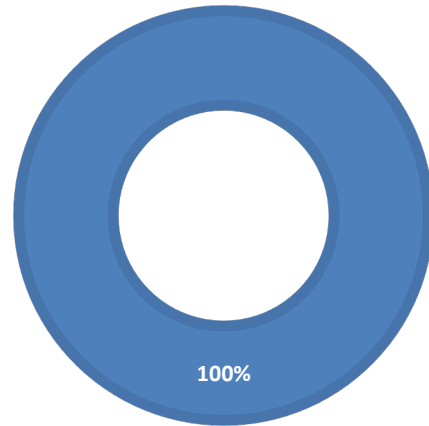
Farm to Market/Josh Wilson Road Intersection Improvement

Before & After Photos



PROJECT FUNDING

■ Skagit County (117 Fund): \$1,826,088



Project Narrative: This project converted a stop-controlled intersection into a single-lane roundabout where Farm to Market and Josh Wilson Road intersect. The work included clearing and grubbing; roadway excavation, subgrade construction, installation of new storm culverts and drainage features; placement of hot mix asphalt (HMA), luminaire pole foundation and fixtures including conduit installation; coordination with area utility companies; surveying; temporary erosion control; traffic control; trimming and cleanup; and other related work.

The project was advertised to bid on July 1, 2021, with bid opening on July 19, 2021. Seven bids were received, with Colacurcio Brothers emerging as the lowest responsible bidder. Construction began on September 13, 2021, with Substantial Completion issued on September 13, 2022, and Physical Completion issued on November 18, 2022.

Project History: Farm to Market Road was previously known as State Route 237 and in 1991, it was transferred into Skagit County ownership. Farm to Market Road and Josh Wilson Road are both 50 MPH rural roads with the intersection formerly controlled as a 2-way stop along Josh Wilson Road. This intersection borders on the Bayview Ridge Urban Growth Area, which includes the Skagit Regional Airport (Port of Skagit). As urban growth has continued in this area, so too have traffic volumes at this intersection. The constructed roundabout will serve the area's traffic needs for many years to come.



Road Reconstruction Projects

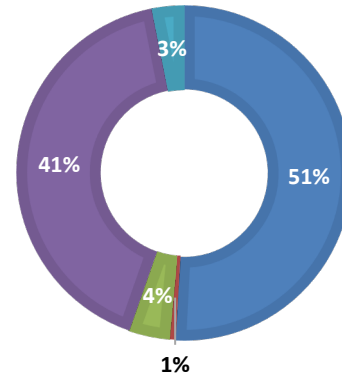
Bow Hill Road Reconstruction

Before & After Photos



PROJECT FUNDING

- Skagit County (117 Fund): \$2,819,250
- Skagit County (Req'd Match): \$33,560
- FHWA Surface Transportation Program (SCOG): \$216,135
- Rural Arterial Program (CRAB): \$2,306,700
- Economic Public Facilities Fund: \$170,000



Project Narrative: This project's work occurred over 0.6 miles of Bow Hill Road (County Road No. 21200), from Darrk Lane M.P. 0.610 to Old Highway 99 North M.P. 0.000. This project included removal of existing soldier pile wall and concrete barriers; cooperative work with utilities to transfer existing services to a joint utility trench; installation of new guardrail and concrete barriers; installation of soil nail walls and a soldier pile wall; removal of the existing and placement of new storm sewer pipes and catch basins; placing HMA; installing fencing; striping; erosion control, and other related work.

The project was advertised to bid on April 15, 2021, with bid opening on May 10, 2021. Six bids were received, with Granite Construction Company emerging as the lowest responsible bidder. Construction began on July 12, 2021, with Substantial Completion issued on April 21, 2022, and Physical Completion issued on April 22, 2022.

Project History: The project was in response to ongoing maintenance issues related to the slow creep of the roadway downslope to the south. This movement resulted in poor surfacing conditions, loss of the extruded curbing, and drainage issues resulting in further slope erosion. Additionally, slope failures above the road were common during extreme weather events resulting in road closures until the debris could be cleared. Through coordination with our utility providers, overhead utilities were relocated to underground reducing storm related outages that had been frequent in the area.



Road Reconstruction Projects

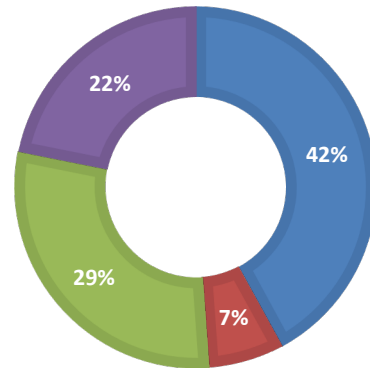
Josh Wilson Road – Phase 1 Reconstruction

Before & After Photos



PROJECT FUNDING

- Skagit County (117 Fund): \$1,927,340
- Skagit County (Req'd Match): \$309,531
- FHWA Surface Transportation Program (SCOG): \$1,342,522
- Rural Arterial Program (CRAB): \$1,000,000



Project Narrative: The project consisted of reconstructing 1.1 miles of Josh Wilson Road, from approximately Jensen Lane, easterly to Avon-Allen Road. The work included installation of a pre-cast box culvert; precast retaining walls; removal of existing pavement; planing the existing asphalt; grading the roadbed with gravel base and crushed surfacing; placing hot mix asphalt (HMA); placing streambed gravel; installing guardrail; and coordination with area utility providers.

The project was advertised for bid on February 4, 2021, with bid opening March 1, 2021. Eight bids were received with Interwest Construction Inc. (ICI) emerging as the lowest responsible bidder. Construction began April 13, 2021, with Substantial Completion achieved by October 26, 2021, and Physical Completion was issued March 25, 2022.

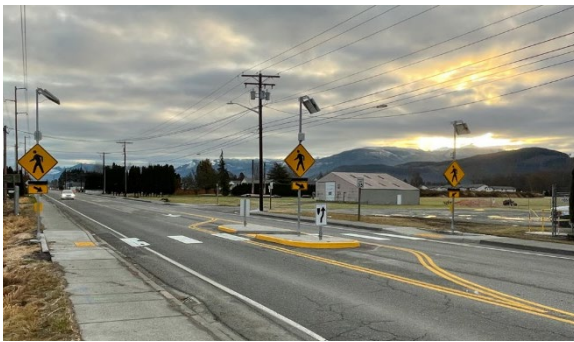
Project History: The existing road was built through the Olympic Marsh peat bog, originally established as F.S. Maiben Road in 1895. The road had been deteriorating over the years despite continuous County maintenance. Josh Wilson Road is a rural minor arterial carrying nearly 5,000 vehicles daily and 1.5 million Gross Tons of Freight Annually. It provides direct access to the Port of Skagit, over 100 businesses, connections between the farming communities, and residential housing.



Road Reconstruction Projects

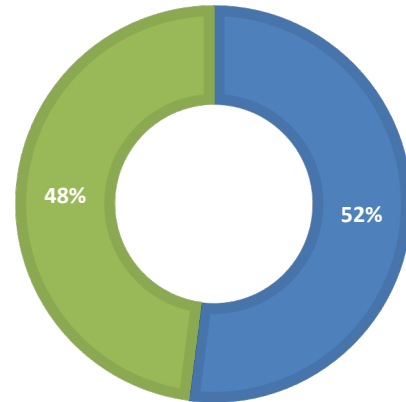
Cook Road Pedestrian Crossing

Before & After Photos



PROJECT FUNDING

- Skagit County (117 Fund): \$104,283
- Skagit County (Req'd Match): N/A
- City of Sedro-Woolley: \$96,121



Project Narrative: This project included pedestrian safety improvements consisting of ADA compliant parallel type curb ramps, retroreflective plastic crosswalk markings, raised cement concrete refuge island, pedestrian crossing signs with high intensity rapid flashing beacons, improved street lighting, and other related work. The County contracted with its on-call transportation consultant, TranspoGroup USA, to ensure that the intensity of the streetlights met industry standards.

The project was advertised for bid on July 28th, 2022, with bid opening August 15, 2022. Six bids were received with Larry Brown Construction Inc. (LBC) emerging as the lowest responsible bidder. Construction began November 11, 2022, with Substantial Completion and Physical completion issued on December 13, 2022.

Project History: The Cook Road Pedestrian Crossing project was initiated in 2021 in response to the new park (Pat's Playground) being constructed at Janicki Playfields. With expectations of increased pedestrian traffic within the vicinity, an interlocal agreement between the City of Sedro-Woolley and Skagit County was negotiated to split the cost of constructing the new pedestrian crossing with County Engineering staff preparing the Construction Documents for bidding.



Road Reconstruction Projects

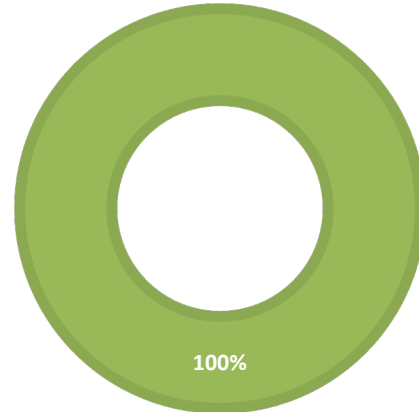
Prairie Road Guidance Improvements

Before & After Photos



PROJECT FUNDING

- Skagit County (117 Fund): \$0
- Skagit County (Req'd Match): \$0
- FHWA Highway Safety Improvement Program (HSIP): \$138,412



Project Narrative: This project included the installation of signage and guidance improvements along approximately 7.79 miles of Prairie Road (County Road No. 50000), from Old Highway 99 North at M.P. 0.00 to Highway 9 at M.P. 7.79. Work included but was not limited to; installation of flexible guideposts, striping, permanent signing, traffic control, and trimming and clean up, and other related work.

The project was advertised for bid on May 26, 2022, with bid opening June 21, 2022. Two bids were received with Specialized Pavement Marking, LLC (SPM) emerging as the lowest responsible bidder. Construction began August 29, 2022, with Substantial Completion and Physical Completion issued on September 12, 2022.

Project History: Skagit County's Risk Base Assessment (Safety Plan) annually evaluates our roadways to identify those with a higher percentage of run-off the road crashes as compared to other crash types occurring in Skagit County and other counties within Washington State. Based on this review, Prairie Road as a corridor that experiences a high percentage of these types of crashes, as outlined in the County Safety Plan, and would benefit from mitigating measures.



Solid Waste Division, Margo Gillaspy, Division Manager

The Solid Waste Division had a challenging year in 2022 but remained committed to providing excellent service to Skagit County. Ongoing train delays throughout the year resulted in several closures of the Transfer Station to self-haul customers. These closures were necessary to preserve what floorspace was available for municipal garbage trucks. Oftentimes the garbage was stacked to the second floor, as crews waited for the delivery of bins. It was a challenging and stressful time for staff and customers, and we thank everyone for their continued patience.

This division is responsible for the removal of all solid waste deposited at the Skagit County Transfer Station on Ovenell Road, the final collection point for all solid waste generated in Skagit County. Waste is brought to the transfer station by commercial trucks or self-haulers. Transfer station staff direct traffic to ensure safety of all customers while they unload waste. After the waste has been dumped on the tipping floor, transfer station staff will use a loader to push the waste into the compactor located below the tipping floor. The waste is then compacted into a bin to increase shipping efficiency. Each bin holds approximately 30 tons of material. Once a bin has been filled and fully compacted, a transfer station driver delivers the full bin to the rail yard close to the transfer station. The bin is loaded onto a train and taken to the Roosevelt Landfill in Klickitat County where the waste is landfilled; that is a more than a 300-mile journey! Empty bins are taken by train back to Skagit County where the process will begin again.

In addition to the Skagit County Transfer and Recycling Station on Ovenell Road, the Solid Waste Division operates two satellite sites to support solid waste disposal needs throughout Skagit County. These sites include The Sauk Transfer Station in Concrete and the Clear Lake Compactor Site in Clear Lake.

Each of these sites offers drop-off services for garbage disposal and household recycling as well as household appliances, used motor oil, batteries, and antifreeze. Recycled materials collected at all three transfer stations are taken to Skagit River Steel and Recycling for further sorting and processing. The Sauk Transfer Station and Clear Lake Compactor Site took in approximately 2% of the total waste collected in Skagit County in 2022.

In 2022, the three Skagit County sites collected 128,000 tons of solid waste and 2,300 tons of recycling. This is a 2% increase in solid waste and 15% decrease in recycling over 2021 tonnages. With an estimated 132,000 residents in Skagit County in 2022, that's almost a ton of garbage per person!

The Solid Waste Division has a staff of 22 full-time and regular part-time administrative and operational employees as well as one on-call employee. The division is responsible for Transfer Station operations, Household Hazardous Waste collection, the Litter Crew program, Recycling Education, and Environmental monitoring programs for the County's closed and abandoned landfills.

The Solid Waste Division had a rate increase for disposal in June 2022, increasing the disposal fee to \$103 a ton with a \$20 minimum for disposal at the Transfer Station and Sauk Transfer Site. Clear Lake maintained its rate of \$7 a can for disposal.

Litter Crew Program

The Litter Crew Program is an effective way to keep the County jail from becoming overcrowded by offering out-of-custody inmates the chance to show up for a job every morning and pay restitution to their community.

The litter crew had a difficult year with challenging weather conditions, and still dealing with the effects of COVID. Even with those aspects, the litter crew was still able to have a very successful year.

In 2022, the litter crew:

- Oversaw 49 Community Service Participants in completing their work hours
- Cleaned 219 miles of county roads
- Responded to 166 illegal dump sites
- Collected 83,380 pounds of trash

The Litter Crew assisted the Parks Department with preparation for the Skagit County Fair and participated in large scale clean-ups on County properties.

Household Hazardous Waste Program

The Skagit County Household Hazardous Waste (HHW) Facility is operated within the grounds of the Skagit County Transfer and Recycling Station on Ovenell Road in Mount Vernon. The HHW facility is free for Skagit County residents to dispose of their household generated hazardous materials. Household hazardous waste includes such items as household cleaners, used motor oil, herbicides, fertilizers, air fresheners, and fluorescent light bulbs.

The facility assisted 6,043 households in 2022 and disposed of approximately:

- 5,046 pounds of fluorescent lights
- 13,360 gallons of used motor oil
- 3 pounds of elemental mercury
- 28,200 pounds of automobile batteries
- 70,598 pounds of oil paint/solvents
- 66,114 pounds of poison/pesticide materials

In 2021, Skagit County Solid Waste began participating in the PaintCare Program as a collection site for household latex and oil-based paints and stains. These materials are collected through an Extended Producer Responsibility program and either recycled, re-blended, or resold as new paint products. This program is funded through a small fee on the sale of new paint projects. Drop-off into the PaintCare Program is free, and in 2022 Skagit County residents were able to dispose of 201,183 pounds of old paints and stains. This program keeps these materials out of the regular solid waste stream and allows for reuse when possible.

In addition to County households, businesses that qualify as Small Quantity Generators (SQGs) of hazardous waste use the facility for their hazardous waste disposal needs. Some examples of these businesses are dental offices, machine shops, tanning salons, and water treatment plants along with local cities. To qualify as an SQG, the business must produce less than 220 pounds of hazardous material per month.

In 2022, the Skagit County SQG program helped 149 local businesses dispose of approximately:

- 3,671 pounds of fluorescent lights
- 594 gallons of used motor oil
- 15,402 pounds of oil paints/solvents
- 7,886 pounds of poison/pesticide materials

Local businesses were also able to recycle 2,457 pounds of paint through the PaintCare Program.

The Skagit County HHW Facility ensures the safe disposal of these materials out of our general waste stream which keeps the transfer station staff safe and helps to keep our land, air, and waters safe from contamination.

Solid Waste Outreach and Education

In 2022, the Solid Waste Division was able to transition to more in-person events for education and outreach, which included hosting the Master Composter/Recycler training in the spring but continued to have an active presence on social media with a focus on Facebook and Nextdoor. The Skagit County Solid Waste Reduction/Recycling Education Specialist and Master Composter/Recycler Volunteers helped to lead waste reduction efforts through the following community events:

2022 Community Events for Outreach Education were:

- Storming the Sound Annual Conference, January
- Master Gardener Plant Faire, May
- Skagit County Fair, August
- “Where does it go?” Wednesday Social media posts throughout the year

September through June, waste reduction education outreach offers a variety of programs to schools such as: assistance with cafeteria composting, school lunch waste audits, zero waste lunch education displays, classroom presentations, and waste reduction books and video lending to teachers. Since 1998, Skagit County Solid Waste publishes a quarterly recycling newsletter and classroom activity pages for 4th and 5th grade students called Trash Talk! The newsletter continued publication and delivery to classrooms in 2022.

In 2022, the Public School Outreach events were:

- Participating in Sustainable WA Schools Cafeteria Meetings
- Composting talks to Anacortes Middle School STEM program
- Providing expertise to the Skagit Valley College Sustainability Committee

Throughout the year, the Waste Reduction Recycling Education Specialist provides oversight to the Washington State University Master Gardener Discovery Garden Compost Demonstration Area in Mount Vernon. This compost demonstration site is maintained by Skagit County Master Composter Recyclers, in coordination with Washington State University Master Gardeners.

The Waste Reduction Recycling Education Specialist continued to organize and offer technical assistance for event recycling around Skagit County. These efforts helped to reduce waste at several public events in 2022 including the Skagit County Fair, and events for the Port of Skagit and the Town of La Conner.

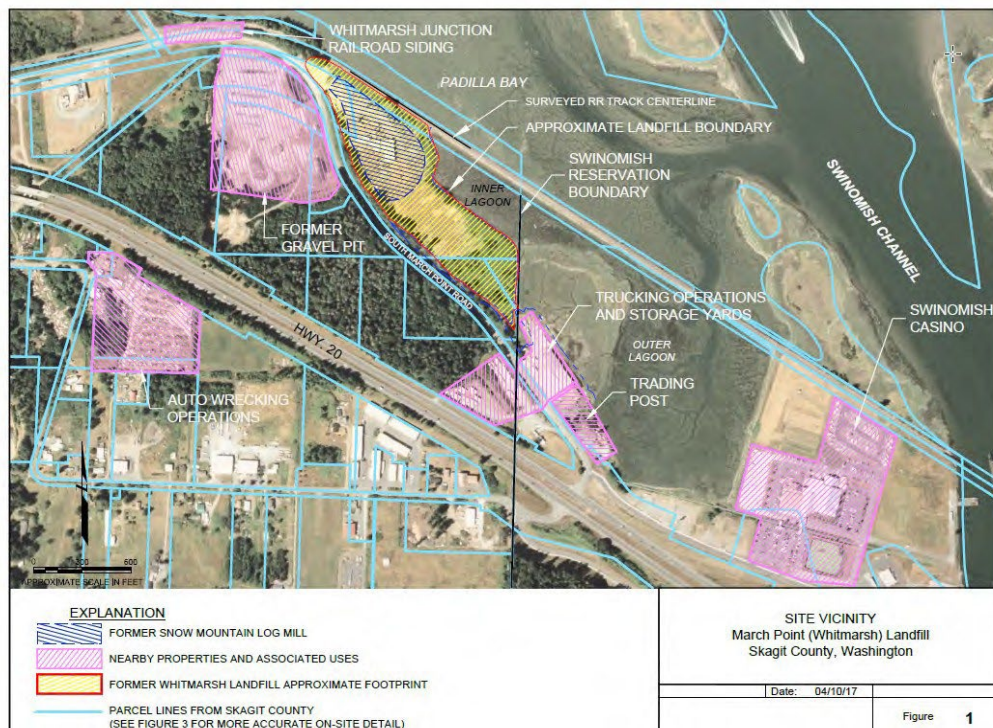
Another key event hosted by the Solid Waste Division include the annual training of the Master Composter & Recycler Volunteers, which was able to take place in-person again since 2019. Twenty-five Skagit County residents participated in the program, committing to give back 40 volunteer hours back into the community through recycling and composting education.

For the first time in several years, the Solid Waste Division also hosted a Tire Round-up giving Skagit County residents an opportunity to recycle tires for free. This took place at the Clear Lake Transfer Site in September 2022, and was extremely popular, quickly overwhelming the area with traffic. The event managed to collect 42 tons of tires from over 100 households! The popularity of the event has proved the need for accessible tire disposal in the County.



Landfill Environmental Monitoring Program

The County Hydrogeologist manages the Environmental Monitoring Program for the Solid Waste Division. The Environmental Monitoring Program includes groundwater and landfill gas (LFG) monitoring and maintenance of landfill caps and appurtenances at three closed landfills: Gibraltar, Inman, and Sauk, and the operation and maintenance of the LFG extraction and leachate collection system at Inman Landfill. The Environmental Monitoring Program also includes the investigation and management of several older landfills located throughout the County, including the environmental investigation of Whitmarsh Landfill.





Solid Waste Fund 401 Revenues and Expenditures

Revenues	2022
Taxes/Assessments	-
Intergovernmental Grants	454,184
Charges for Services	14,103,549
Miscellaneous	275,630
Other	(27,706)
Total Revenue	14,805,658
Expenditures	2022
Salaries and Wages	1,624,355
Benefits	541,820
Supplies	196,537
Other Services and Charges	10,993,573
Debt Service	83,831
Capital Outlays	354,000
Interfund Payments	(5,829)
Total Expenditures	13,788,288
Net Increase/(Decrease)	1,017,369
Balance (Cash Balance)	5,866,072



What is ER&R?

Equipment Rental and Revolving funds, also known as ER&R, was established by resolution #8059 on July 24, 1979, to provide equipment rental service within our local government. Per RCW 36.33A all Counties shall establish an ER&R fund to be used for the purchase of equipment, materials and supplies needed by the county Operations Division. It is the duty of the County Engineer or other appointee to administer the ER&R fund. The County Engineer is responsible for determining how rental rates are calculated and is held accountable by the County Road Administration Board (CRAB) for all equipment purchases.

ER&R Mission

ER&R strives to provide safe, cost efficient and reliable transportation that adequately meets our County's needs while being environmentally conscious. This is achieved by eleven full-time staff members. The manager, supervisor, five maintenance mechanics, one shop aide, a staff assistant and an inventory clerk provide all County departments with responsive, cost effective, maintenance and repair, purchasing and storage of materials, and supplies necessary for operation.

ER&R Fleet

With over 395 units in our fleet, ER&R rents vehicles and equipment to 29 County departments or divisions. Our four biggest customers are Operations, Solid Waste, Parks, and the Sheriff's office. We currently have maintenance mechanics with diverse backgrounds to maintain and repair our wide variety of equipment. With the increased size and weight of many of our large pieces of equipment we replaced our truck hoist with a new 80,000-pound lift. ER&R is putting extra emphasis on purchasing the most current low emission vehicles, while staying within our budget, to improve our fleet's environmental impact. In addition to enhanced emissions, we are using eco-friendly oils whenever possible. The following is a partial list of the fleet maintained by ER&R:

Dump Trucks	Front End Loaders	One Ton Trucks
Tractors with Boom	Mowers Road Graders	Vans, SUVs
Excavators	Sweepers	Pickups & Cars (gas & hybrid)
Rollers	Chip Spreader	Riding Mowers
Sod Picker	Paint Striper Truck	All-Terrain Vehicles
Vactor Truck	Road Oil Distributors	Ballfield Equipment
Patrol Vehicles	Impact Sheriff Vehicles	Communicable Disease Van
Vegetation Management Truck		Garbage Bin Hauling Trucks
Tractors with loaders & attachments		Pumps, Plate Compactors, Jumping Jacks

Reimbursable Customers

We also have several reimbursable customers. These customers have equipment not owned by ER&R but choose to have our shop maintain their vehicles and equipment. Parts and labor are then billed to these accounts on a quarterly basis. We have worked with many of these organizations for several years including the Sheriff Task Force and Search and Rescue. In the last couple years, we have entered into Inter-local agreements with Public Utility District No. 1 of Skagit County and the City of Sedro-Woolley for equipment repair. Due to the similar scope of work much of the equipment is familiar to our shop.

Other Activities of the Equipment Division

The ER&R Division coordinates an annual surplus auction which includes creating a list from ALL departments, hold a public hearing, facilitating transportation to the auction, and report ALL sales to Washington State Department of Licensing. The ER&R Division also performs a variety of work for other County departments. The following are just a few examples:

- Engine swaps and many other maintenance activities for the Guemes Island Ferry
- Repair work to 30-yard roll-off dumpsters for the Solid Waste Division
- Fabrication and installation of large steel gates for Operations Division
- Assisting with the demolition of large RVs for Operations Division
- Assisting Environmental Services with fish passage projects

Central Stores

Our division purchases and inventories a variety of parts and materials for the maintenance of our fleet, as well as supplies for the Operations Division including road salt for snow and ice remediation, culvert, guardrail, paint for striping center and fog lines on County roads, and road oil and tack used for annual chip sealing. Skagit County is in our third year in contract with Reisner Distributor Inc. for our fleets fueling needs. With multiple product options, increased theft protection, report access, proximity to existing locations and the addition of alternate locations, switching to an outside vendor was a great decision for our fleet. Central Stores still monitors transactions and allocates fuel purchases to equipment monthly using reports created by our vendor.

Maintenance Materials

Each year we advertise a call for bids for the following products: Liquid Asphalt, Gravel Products, Rock Products, Specialty and Mixed Asphalt Products, and Concrete Products. All these products are used by the Operations Division to complete a variety of projects. We enter into contracts with all vendors for which Operations plans to exceed \$25,000 in a one-year period.

Pits and Quarries

ER&R manages inventory at the following pits: Butler Pit, Duke's Hill Pit, and Eagle Hill Pit. All pits are permitted and have approved reclamation plans from the DNR.

Facilities in Burlington and Concrete

Facility maintenance is a team effort between ER&R, Operations, and Facilities Divisions: At both facilities we maintain a variety of buildings, structures, and roadways. We also service and winterize the Burlington wash rack and yard. Included in our yearly maintenance is the cleaning out of the oil/water separators as well as parking lot upkeep.

Burlington Yard Includes:

- Mechanic Shop
- Road Oil Tanks
- Wash Rack
- 2 Truck Sheds
- Sign Shop
- Old Shop along HWY 20
- Operations Office

Concrete Yard Includes:

- Admin Building (offices and crew room)
- Shop/Truck Shed
- Sand/Salt Storage Building



The County has over 200 mobile and portable radios. The radio system is not used nearly as much as it once was because cell phones are the primary form of communication. However, cell phones stop working during some emergencies so it is important for us to keep radios in all emergency response vehicles and in construction equipment so that crews can safely communicate. Our crew installs and programs the radios that go into new equipment. We maintain the repeater site at Leonard Ridge. This site is powered off 20 solar batteries. Two other repeater sites (Lyman Hill and Devil's Mountain) are maintained by a contractor.

Leonard Ridge Radio Tower



2022 Vehicle and Equipment Purchases

(Total Cost Includes all Outfitting)

New Vehicle	Total Cost	Department
Ford F350 4x2	44,270	Parks
Freightliner SD1400	232,073	Ops
Freightliner SD1400	232,073	Ops
John Deere	249,923	Solid Waste
Bandit 250 XP Chipper	100,417	Ops
John Deere 1445	35,267	Parks
Ford Transit Connect	61,055	Jail
Ford F350 4x4	55,975	Ops
Ford F150 4x4	32,963	Ops
Ford Escape 4x4	29,444	Ops
Ford Escape 4x4	29,444	Motor Pool
Chevy Tahoe	77,930	Sheriff
Chevy Tahoe	77,930	Sheriff
TOTAL	\$1,258,764	

Equipment Rental & Revolving Fund 501 Revenues and Expenditures

Revenues	2022
Taxes/Assessments	-
Intergovernmental Grants	-
Charges for Services	1,746,303
Miscellaneous	5,617,274
Other	17,089
Total Revenue	7,380,666
Expenditures	2022
Salaries and Wages	718,488
Benefits	215,612
Supplies	2,439,959
Other Services and Charges	1,192,384
Intergovernmental Services	-
Capital Outlays	2,190,603
Total Expenditures	6,757,047
Net Fund Increase/(Decrease)	623,619

Natural Resources Division, Jenn Johnson, Division Manager

The Natural Resources Division of Skagit County Public Works includes two primary groups; Surface Water (Drainage Utility Fund 402) and Water Resources (Clean Water Fund 120). The Voluntary Stewardship Program, Marine Resources Committee, Lake Management Districts, and the Noxious Weed program are also managed under the Natural Resources Division. A highly-trained staff of 18 manages several programs to provide clean water, effective drainage, flood damage reduction and habitat restoration. Partnering with dike and drainage districts, tribes, state and federal agencies, Skagit Conservation District and local non-profit agencies, Skagit County effectively leverages local funding sources and resources for maximum efficiency and results. The Natural Resources Division works closely with:

- Engineering Division
- Operations Division
- Solid Waste Division
- Skagit County Planning and Development Services Department
- Skagit County Environmental Health
- Skagit County Parks Department

Natural Resource Division Looking Forward

- Continue to decrease the average levels of bacteria in the Samish River
- Expand our education and outreach efforts to reach more of the Skagit community
- Increase the presence of Skagit County's Natural Resources Stewardship Program and Voluntary Stewardship Program in our priority watersheds
- Continue to expand the Pollution Identification and Correction program to the Padilla, Nookachamps, and other priority watersheds.
- Coordinate with other County departments to ensure all our NPDES Phase II Stormwater Permit requirements are fulfilled.
- Support the Skagit County Marine Resources Committee and projects that benefit marine habitat.
- Revise the goals of our ambient Water Quality Monitoring Program to reflect current needs.
- Seek grant funding to support removing priority salmon barriers under County roads.
- Utilize the County's Drainage Utility Fund to help address regional drainage concerns outside of County Right of Way.



Skagit County Natural Resource Division team

Clean Water Fund 120

The Clean Water Program (Fund 120) developed from the Clean Water (Shellfish Protection) District (CWD) created in 1995, which was originally designed to reduce bacterial pollution in Samish Bay by correcting failing septic systems in Edison and Blanchard.

From 1999 – 2005, Skagit County monitored water quality throughout the Samish Watershed. This monitoring revealed an ongoing fecal coliform pollution problem. Fecal coliform indicates the presence of bacterial organisms that can cause diseases such as typhoid fever, viral and bacterial gastroenteritis, hepatitis, and norovirus. As a result of the continued high bacterial levels, Skagit County created the Clean Water Program (CWP) to strengthen non-point pollution reduction measures, educate the public, control non-point pollution, and develop a more thorough water quality monitoring program.

Clean Water Fund 120 Revenues and Expenditures	
Revenues	2022
Taxes/Assessments	1,731,802
Intergovernmental Grants	262,681
Charges for Services	
Miscellaneous	4,400
Other	
Total Revenue	1,998,883
Expenditures	2022
Salaries and Wages	418,913
Benefits	202,958
Supplies	24,193
Other Services and Charges	928,552
Intergovernmental Services	-
Capital Outlays	-
Total Expenditures	1,574,616
Net Increase/(Decrease)	424,267
Balance	2,146,481

All of the programs listed below are entirely or partially funded by the CWP and are dedicated towards improving Skagit County's water quality.

Pollution Identification and Correction Program

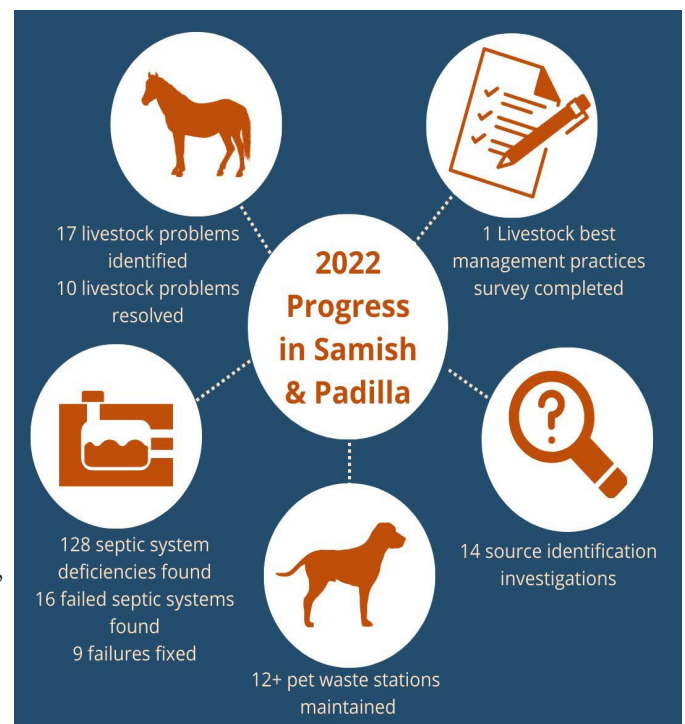
The mission of Skagit County's Pollution Identification and Correction (PIC) Program is to protect the public from waterborne illness and other related water-quality hazards. Skagit County's PIC program has been operating since 2010 and has successfully reduced levels of fecal coliform bacteria in the Samish Bay and Padilla Bay watersheds.

Water quality monitoring is the core of any PIC Program. Sampling sites are identified near the confluence of streams and are monitored on a regular basis. Where high levels of pollutants are found, source identification sampling occurs upstream to identify where the pollution is coming from. Staff then follow up with site visits with property owners to identify the source of pollution, working with them to correct any problems that are found. Common sources include pets, leaking septic systems, and livestock such as horses, cows, and pigs.

Thanks to partnerships with other organizations, the PIC Program can offer resources to property owners who may have problems on their property that need to be solved. With the help of partners like the Skagit Conservation District, the Skagit County Health Department, and Skagit Fisheries Enhancement Group, we can offer low interest loans and grants for septic system repairs or replacements, free and confidential farm assessments by trained farm planners, assistance with farm management, and financial assistance for fencing, invasive plant removal, native plantings, and other projects.

Clean Samish Initiative

The Clean Samish Initiative (CSI) is a partnership established in 2008 between state and local agencies, tribes, and volunteers to identify and correct sources of bacterial pollution in the Samish Bay watershed. Led by Skagit County, the CSI partners work to reduce bacteria levels in the watershed to meet state water quality standards and protect commercial shellfish beds from pollution.



Due to strong community participation and stewardship activities, we are continuing to make progress, and we are closer to our goal than ever.

Area of interest	Failures Found	Failures Fixed	Deficiencies Found
Samish Bay	12	8	108
Padilla Bay	4	1	20
South Skagit Bay	6	9	132
Greater Skagit County	22	43	302

Questions about Skagit's PIC program can be directed to Karen DuBose at:
karenb@co.skagit.wa.us or (360) 416-1460.

Water Quality Monitoring Program

Skagit County's Water Quality Monitoring Program (SCMP) was initiated as part of the Monitoring and Adaptive Management component of the current Critical Areas for Ongoing Agriculture (SCC 14.24.120)(Ag-CAO). The monitoring program began in October 2003 and consists of 40 sites throughout western Skagit County, located both within and outside of areas zoned Agricultural Natural Resources Lands (Ag-NRL) and Rural Resource.

Each sampling site is visited biweekly (26 times per year), and staffers measure such parameters as dissolved oxygen, temperature, pH, turbidity, conductivity, and salinity. Samples are also obtained for laboratory analysis of fecal coliform bacteria (each visit) and nutrients

(quarterly).

The intent of the SCMP is to assess current water quality conditions and determine if positive or negative trends in water quality are occurring in areas affected by the Ag-CAO, and to determine if those trends are unique to agricultural areas or widespread throughout the county. Data analysis indicates that for the length of the study, there are several statistically significant trends in water quality in Skagit County. As of the end of 2021 (latest data available), positive trends outnumbered negative trends across the 18-year length of the study, although there are vastly more positive trends than negative in the last five years. Positive and negative trends occurred in both agricultural and non-agricultural locations.

Several years ago, SCMP monitoring revealed fecal coliform problems in the Samish River. This finding led to the formation of the Clean Samish Initiative. Part of the CSI's effort is the PIC program, designed to locate and remediate sources of pollution through cooperative, common-sense measures.

Water quality monitoring remains an important component of the Natural Resource Division's functions. Water quality is an important barometer of natural resource conditions as we seek to protect and restore our aquatic resources.

Questions about Skagit's Water Quality program can be directed to Karen DuBose at:
kdubose@co.skagit.wa.us or (360) 416-1460.



Skagit County Marine Resources Committee

Established in 1999, the Skagit County Marine Resources Committee (SMRC) is one of seven community-based advisory committees formed under the congressionally authorized Northwest Straits Initiative (NWSI) to protect and restore local marine resources. The SMRC has primarily been supported by state and federal grant funding through the Northwest Straits Commission, and partly by the Clean Water Program.

Education and Outreach

Fidalgo Bay Day: Fidalgo Bay Day is a free, fun, educational event for people of all ages who want to learn about the marine environment and what they can do to help protect it. More than 300 attendees, 100 volunteers, 600 volunteer hours, 40 partnering organizations and businesses, and 20 educational booths participated in 2022.

Salish Sea Stewards: SMRC's signature Salish Sea Stewards program provides over 40 hours of classroom and some field-based training for volunteers. The classes are taught by qualified experts and cover marine science-related topics and important issues impacting the Salish Sea. Twenty-five (25) community volunteers completed 48 hours of free training from 39 local experts and contributed over 510 volunteer hours in 2022.

Kids on the Beach: The Kids on the Beach program is designed to increase literacy in marine science in Skagit County middle schools with real, relevant, local experience in marine science and restoration. The goal is to provide school-age children with a variety of hands-on authentic marine conservation research in the classroom and on the beach; 175 students from 3 schools collected and analyzed real scientific data!



Kids on the Beach fish seining event

Marine Habitat Protection and Restoration

Nearshore Monitoring: SMRC partnered with the Northwest Straits Foundation and the Department of Fish and Wildlife to collect nearshore monitoring data at the Bowman Bay, March's Point, and Kukutali Preserve nearshore restoration sites, as well as 3 forage fish index sites. Nearshore monitoring parameters include forage fish spawning surveys, beach seining, intertidal monitoring, and beach wrack and large woody debris surveys. In 2022, over 300 volunteer hours were logged for nearshore monitoring.

Bowman Bay Nearshore Restoration: SMRC partnered with the Skagit Fisheries Enhancement Group, Northwest Straits Foundation, and Deception Pass State Park to host 6 work parties to enhance and maintain nearshore vegetation at the Bowman Bay restoration site; 39 volunteers contributed over 78 volunteer hours watering, weeding, mulching, and planting 175 native plants.



Bowman Bay mulching and restoration event



Bull Kelp volunteer survey

Bull Kelp Kayak Surveys: As part of a regional collaborative effort, SMRC partnered with the Northwest Straits Commission to conduct kayak-based kelp surveys to monitor status and changes in kelp populations; 3 teams totaling 14 experienced kayak volunteers contributed 55 volunteer hours surveying 4 kelp bed locations.

Marine Species Protection and Restoration

Pinto Abalone Recovery: Since 2009, as part of an ongoing collaborative effort to recover the serious declining pinto abalone population, over 18,000 genetically diverse hatchery-raised juvenile abalone have been introduced to 8 different outplant sites in Skagit County. In 2022, SMRC partnered with the Puget Sound Restoration Fund (PSRF) to conduct diver surveys at 4 abalone recovery sites where 275 adult abalone were observed. Abalone appear to be increasing in size, density, and distribution.



Pinto Abalone

Olympia Oyster Restoration: Since 2002, SMRC has been working collaboratively with PSRF and other partners

to establish several sustainable native Olympia oyster beds in Fidalgo Bay. The Olympia oyster population has since spread from zero oysters to almost three million. Monitoring is conducted annually by community volunteers. In 2022, 20 annual recruitment bags were collected and monitored for oyster settlement with over 24 volunteer hours logged.



Salish Sea Stewards Mudflat Safari

Questions about
Skagit County's
Marine Resources
Committee can be
directed to
Tracy Alker at:

tracya@co.skagit.wa.us

or

(360) 416-1462

Successful Partnerships

The Drainage Utility covers most of the County, with some exceptions including drainage districts, cities, tribal lands, and forest lands. However, it was recognized that watersheds may overlap both Drainage Utility properties and exempt properties. Because of the mutual impact, Drainage Utility projects have been constructed in partnership with many groups, including:

- Dike, Drainage and Irrigation Improvement District 5
- Dike, Drainage and Irrigation Improvement District 12
- Drainage and Irrigation Improvement District 14
- Drainage and Irrigation Improvement District 15
- Drainage and Irrigation Improvement District 16
- Drainage and Irrigation Improvement District 17
- Drainage and Irrigation Improvement District 19
- Drainage District 21
- Consolidated Diking Improvement District 22
- Dike, Drain and Irrigation Improvement District 25
- Skagit River System Cooperative
- Sauk-Suiattle Indian Tribe
- Swinomish Indian Tribe
- Upper Skagit Indian Tribe

Partnerships have enabled the completion of dozens of mutual benefit projects over the years, including some of the projects shown below:



Edison Slough Flapgate Installation



Skagit River Derelict Vessel Removal



Beaver Lake Derelict Vessel Removal

Drainage Utility Fund 402

Skagit County's Drainage Utility started in 1997 to address drainage concerns within unincorporated Skagit County. Drainage concerns in the County are innumerable, and often fall within the categories of ditch maintenance/grading, culvert maintenance, lack of infrastructure, failing infrastructure, inadequate conveyance, and sedimentation. The source of a drainage issue is often from surface water or runoff that has traveled from other parts of the County, so staff examine concerns on a watershed scale.

Drainage Utility staff coordinated with Drainage Districts, Cities, WSDOT, Road Operations, Stormwater, and Planning staff to develop solutions to drainage concerns. The Drainage Utility financially partnered with the Upper Skagit Indian Tribe to develop a watershed management plan for the east fork of the Nookachamps creek, which experiences regular flooding.

In 2022, Drainage Utility staff responded to drainage concerns, investigated the source of the issue, developed projects to remedy the drainage concerns, and addressed regional drainage concerns through watershed planning efforts.



Chiquita Lane catch basin berm improvement
(before and after)



Gibraltar Road Culvert Repair
(before and after)



Tenneson Road Culvert Repair
(before and after)

**For information about the Skagit County
Drainage Utility, contact CJ Jones at
(360) 416-1448**

Drainage Utility Fund 402 Revenues and Expenditures

Revenues	2022
Taxes/Assessments	1,701,809
Intergovernmental Grants	3,124,248
Charges for Services	-
Miscellaneous	40,210
Other	-
Total Revenue	4,866,267
Expenditures	2022
Salaries and Wages	496,445.54
Benefits	153,582.01
Supplies	31,095.48
Other Services and Charges	1,509,123
Intergovernmental Services	316
Capital Outlays	-
Total Expenditures	2,190,562
Net Fund Increase/(Decrease)	2,675,705



Fish Habitat Restoration Program

The Fish Habitat Restoration Program (FHRP) is an ongoing County program guided by the Habitat Improvement Plan (HIP) and is dedicated to protecting water quality and fish habitat. The mission of the HIP is to create and advance restoration strategies that support Skagit County goals for promoting the health of our watershed, improved water quality, and enhanced habitat for salmon. The HIP provides a road map for restoring salmonid habitat and improving water quality by identifying short, medium, and long-term project goals while allowing flexibility to work on opportunistic projects.

Projects designed to improve fish habitat also have water quality and other benefits. Riparian vegetation acts as a filter by removing pollutants before they reach streams, while at the same time providing distance between pollutant sources and streams, and stabilizing banks. Riparian habitat restoration therefore results in improved stream temperatures, reduced pollution levels, and can improve sediment transport. Bank stabilization can reduce further erosion, decreasing sediment inputs and improving water quality as well.

Skagit County has more than 800 miles of roads with hundreds of culverts. Since 1999, the County has replaced 53 small, inefficient, and/or failing culverts with larger culverts or other fish-friendly crossings under County roads and 8 County owned or private culverts that are off right-of-way. Smaller, older culverts act as barriers for fish attempting to make the upstream migration while also easily plugging, causing erosion or flooding up-stream. Small culverts often present a velocity barrier for fish attempting to migrate through them, and perched culverts prevent fish from jumping into the culvert, meaning they can't access habitat available upstream.



Conversely, large culverts and bridges allow water to flow through at a more natural rate while also passing debris associated with streams. This provides a more stable stream environment for fish that also reduces flooding problems on private properties and on County infrastructure. Reducing flooding and erosion problems also improves downstream water quality throughout Skagit County. Many of the existing culverts were installed 50 or more years ago. Upsizing fish barrier culverts updates our County infrastructure, ensuring success in the face of climate change. The County is actively working on designs for eleven high priority culverts in addition to other restoration projects that may include culvert crossings. More information can be found here: <https://www.skagitcounty.net/Departments/PublicWorksCleanWater/FishPassageImprovement.htm>.

The County routinely applies for grants from various agencies including the State Recreation and Conservation Office, Salmon Recovery Funding Board, Department of Ecology, National Fish and Wildlife Foundation, and private sources. Additionally, we partner with various organizations throughout the County, including local Tribes, SFEG, Skagit Land Trust, and others.

Recently completed and ongoing Fish Habitat projects:

1. Completion of South Fork off-channel habitat project
2. Completion of the Overnell Slough project
3. County culvert analysis and optimization – Phase 2
4. Lorenzan Creek Alternatives Analysis
5. Lower-Day Slough culvert design
6. Completion of Barrel Springs Restoration design
7. Completion of final design for two Fisher Creek Crossing



Newly completed bridge at Overnell Slough.



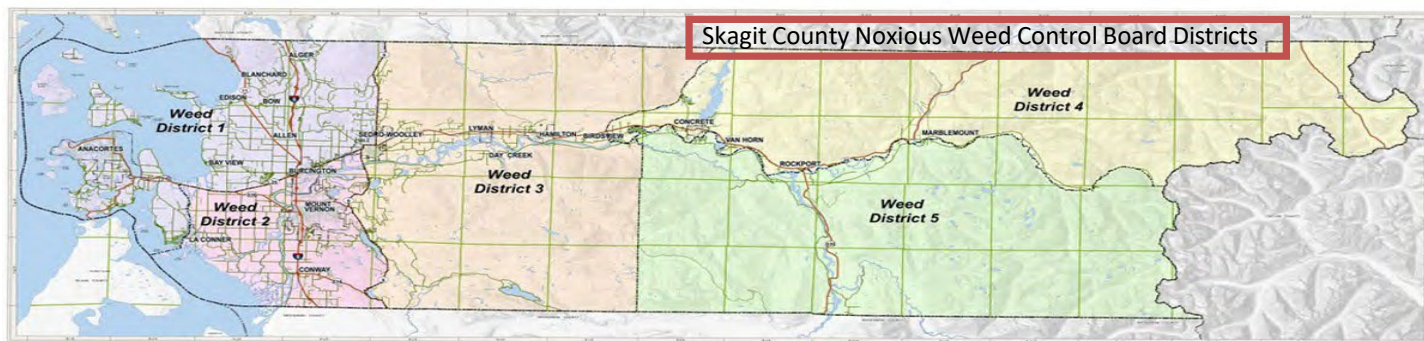
Newly completed bridge at Overnell Slough which replaced a culvert (represented by white square below bridge).

County on-going and completed projects can be found here:

<https://www.skagitcounty.net/Departments/PublicWorksSurfaceWaterManagement/RestorationProjects.htm>

**Questions about Skagit's Fish Enhancement program
can be directed to Emily Derenne at:
emilyjd@co.skagit.wa.us or (360) 416-1449.**

Noxious Weed Program



Skagit County Commissioners called for a public hearing to activate a Noxious Weed Board on December 04, 1979 (Doc# 8229) and was activated by Resolution on April 04, 1980 (Doc# 8392). Initially the Board's activities were directed at providing public information concerning one weed, tansy ragwort but now has grown to over 150 listed Noxious Weeds.

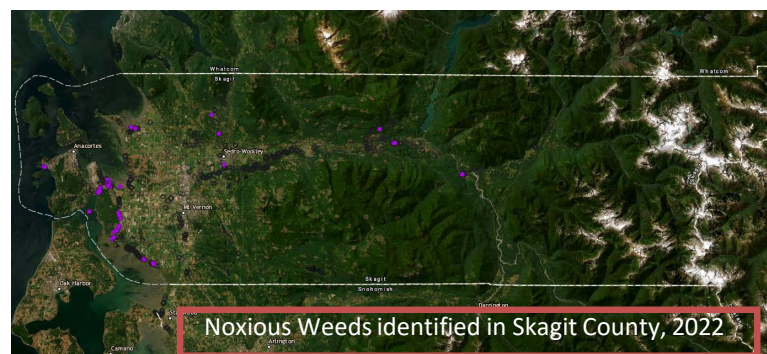
Board Composition	Member	Expiration of term
District 1	Kevin Anderson	1/06/2026
District 2	Henry Gohrman	4/16/2024
District 3	Vacant	N/A
District 4	Jason Kleinhouzen	4/16/2024
District 5	Vacant	N/A

Improvements – Additional FTE

In 2022, The Skagit County Noxious Weed Control Board (SCNWCB) employed Evan Emrick as Noxious Weed Technician and Madelyn Loy as Noxious Weed Coordinator. Skagit County Noxious Weed Control Board continued the Spartina and Knotweed Control Programs with the Washington State Dept. of Agriculture. The Spartina Biennium included a grant of \$80,000 and a \$30,000 grant for Knotweed for the biennium beginning on 7/1/2021. The Skagit County Noxious Weed Control Board was also able to add a boat to our equipment list. This has proven useful in making access and travel to many sites much more efficient.

Education and Outreach

We were able to participate in several education and outreach opportunities in 2022 including the Skagit County Fair, Washington Tree Farm Program Seminar, Master Gardener Plant Fair, Poison Hemlock presentations including a Public Works Stand Alone and King 5 segment, Country Living Expo, Washington State Home and Garden Show, Skagit Conservation District Backyard Conservation Workshops and SICBA Home and Garden Show. Outreach was also conducted through public mailings and notifications. The SCNWCB conducted noxious weed surveys and sent 21 letters to landowners to notify them of the presence of Noxious Weeds and their duty to control them under RCW 17.10.

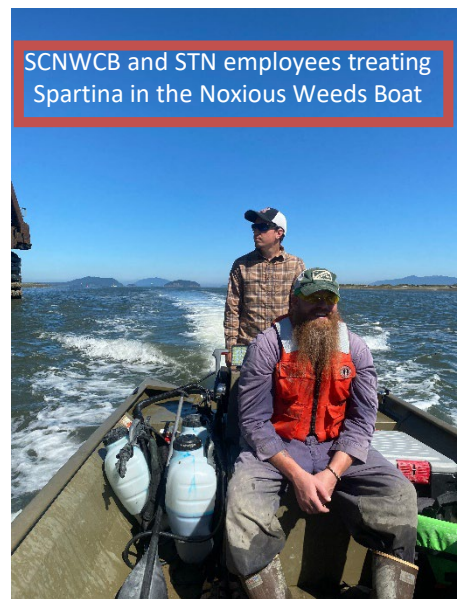


Most of these mailings focused on controlling the spread of Poison Hemlock, especially in areas near pastureland. Additionally, about 113 letters were sent to landowners to notify them of opportunities to participate in our Knotweed and Spartina Control Programs through the WSDA.

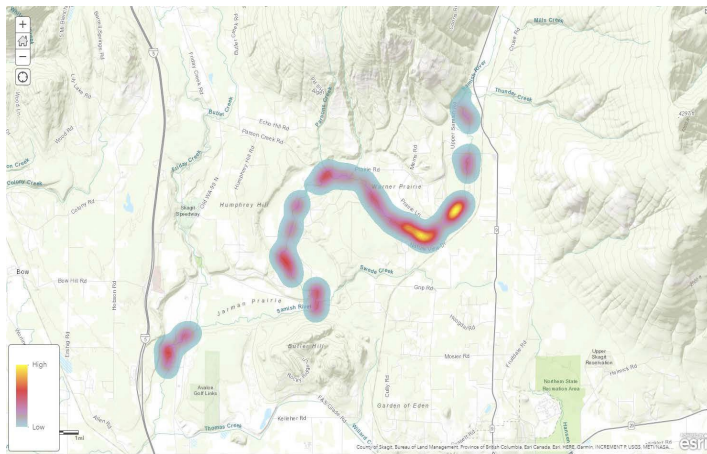
WSDA Grant Programs

Skagit Cooperative Weed Management Area Group (CWMA)

The Skagit County Noxious Weed Control Board helps facilitate the Skagit CWMA and works closely with Skagit Fisheries Enhancement Group, Skagit Land Trust, Washington Department of Natural Resources, Washington Conservation Corps, Sauk Suattle Tribe, Upper Skagit Tribe, Swinomish Tribe, Samish Tribe, Whatcom County, Snohomish County, Island County, The National Parks Service, Seattle City Light, Washington Department of Agriculture and others to Coordinate Knotweed Spp. Control in Skagit County. We all work cooperatively to treat Knotweed on the Samish, Sauk and Upper Skagit River Systems, as well as meet annually to coordinate our efforts. Samish River Knotweed Program From July to September 2022 for a total of 22 days, SCNWCB employees, surveyed approximately 6.1 river miles and 186 acres of riparian and upland habitats of the Samish River. This effort assisted 37 different landowners.



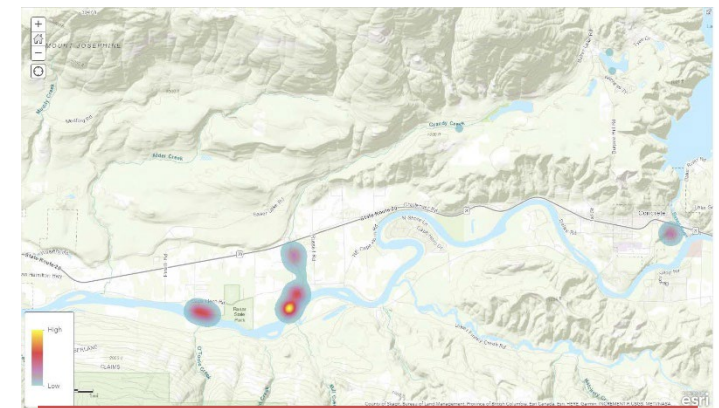
SCNWCB and STN employees treating Spartina in the Noxious Weeds Boat



Heatmap of Knotweed treated on the Samish River in 2022

Grandy Creek Program

In 2022, SCNWCB employees surveyed approximately 3.8 river miles and 150 acres of riparian and upland habitats of the Grandy Creek watershed over a total of 5 days. The knotweed in this area was treated using 9.5 gallons of herbicide solution. The efforts to control knotweed within the Grandy Creek watershed allowed SCNWCB employees to assist 7 separate landowners. A majority of the Knotweed treated in the Grandy Creek area was near the confluence of the Skagit. Years of consistent treatment has significantly reduced the Knotweed population in the headwaters.



Heatmap of Knotweed treated on the Grandy Creek in 2022

Skagit River Program

Over the past five years, Skagit County has put increased its efforts to Control Knotweed in the Skagit River. After our initial surveys in 2017 and 2018 Our CWMA extended their treatment area from the confluence of the Sauk River to the Town of Concrete. In 2022 over a total of 4 days, SCNWCB employees, with assistance from Earth Corps crews surveyed approximately 2.8 river miles of riparian and upland habitats of the Skagit River watershed. This area known as Howard Miller Steelhead Park and Mixmaster's Sandbar. In 2022, SCNWCB were also able to extend out Grandy Creek Control efforts past the confluence with the Skagit River. Skagit County will continue its work on the Skagit River continues to work with landowners downstream to gain treatment agreements to assist our CWMA partners.



Skagit County Spartina Program

Over 21 days in 2022 were spent surveying for *Spartina spp.* SCNWCB crew members surveyed roughly 158 miles of shoreline including salt marsh, mudflat, and estuarine habitat which resulted in the treatment of nearly 400 *Spartina anglica* plants. Skagit County Cooperating Agencies have been controlling *S. anglica* in the Tidelands since the early 2000s.

In 2021 the SCNWCB crew surveyed for *Spartina spp.* for a total of 36 days. In 2022 Skagit County crew members surveyed for a total of 21 days due to staffing shortages, the SCNWCB had to prioritize treatment of known sites over expanding survey efforts. In the coming years, hiring a full staff of Seasonal Noxious Weed Aides will be essential to expanding our Spartina survey and treatment, as well as continuing to partner with other landowners and managers. Although 2022 survey areas were more concentrated, *Spartina* populations seem to have been denser, requiring 22 gallons of herbicide solution where 2021 had only required approximately 12 gallons.

The addition of the year-round position has helped greatly with the coordination efforts with other counties and landowners. With more focused surveying and the ability to identify potential habitat by the new year-round position, the concentrations of *S. anglica* should continue to decline and the goal of eradication can be achieved perhaps at a faster rate. As for eradicating *S. anglica* from Skagit County and the greater Puget Sound area the number of plants and size of clones is decreasing within Skagit County overall. With focused efforts and more cooperative events, the concentrations of *S. anglica* should continue to decline and the goal of eradication can be achieved. We have very consistent survey lines and data tracking processes to neighboring weed managers. This allows multiple agencies to work the field simultaneously and gives them the ability to facilitate search grids in real time. With these features we have been extremely efficient and effective with our *S. anglica* treatments. With positive landowner relationships and effective multi-agency cooperation and coordination we believe we can eradicate *S. anglica* in Skagit Bay.



SCNWCB Noxious Weed Technician, Evan Emrick, manually removing seedheads from *Spartina* ahead of chemical treatment to prevent those seeds from spreading and establishing new plants.

Lake Management Districts Funds 141-144

The purpose of the Lake Management Districts is to manage aquatic plants, particularly invasive plants, in cooperation with the lake communities. The districts are authorized for a term of ten years. Funding is through Lake Management Property Tax Assessments.

Lake Management District Fund 141 Revenues and Expenditures

Revenues	2022
Taxes/Assessments	59,153
Intergovernmental Grants	-
Charges for Services	-
Miscellaneous	-
Other	-
Total Revenue	59,153
Expenditures	2022
Salaries and Wages	16,179
Benefits	7,383
Supplies	142
Other Services and Charges	82,415
Intergovernmental Services	-
Total Expenditures	106,119
Net Increase/(Decrease)	(46,966)
Balance	36,923

Lake Management District Fund 142 Revenues and Expenditures

Revenues	2022
Taxes/Assessments	15,278
Intergovernmental Grants	-
Charges for Services	-
Miscellaneous	-
Other	-
Total Revenue	15,278
Expenditures	2022
Salaries and Wages	2,266
Benefits	1,084
Supplies	-
Other Services and Charges	15,765
Intergovernmental Services	-
Total Expenditures	19,115
Net Increase/(Decrease)	(3,837)
Balance	54,007

Lake Management District Fund 143 Revenues and Expenditures

Revenues	2022
Taxes/Assessments	52,192
Intergovernmental Grants	-
Charges for Services	-
Miscellaneous	-
Other	-
Total Revenue	52,192
Expenditures	2022
Salaries and Wages	5,521
Benefits	2,573
Supplies	-
Other Services and Charges	46,670
Intergovernmental Services	-
Total Expenditures	54,764
Net Increase/(Decrease)	(2,572)
Balance	8,354

Lake Management District Fund 144 Revenues and Expenditures

Revenues	2022
Taxes/Assessments	20,768
Intergovernmental Grants	-
Charges for Services	-
Miscellaneous	-
Other	-
Total Revenue	20,768
Expenditures	2022
Salaries and Wages	823
Benefits	390
Supplies	-
Other Services and Charges	24,668
Intergovernmental Services	-
Total Expenditures	25,881
Net Increase/(Decrease)	(5,113)
Balance	20,142

Conservative Futures/

Farmland Legacy Program Fund 122 Sarah Stoner, Program Manager

The [Skagit County Farmland Legacy Program](#) is a County initiative that purchases agricultural easements on Skagit farmland, and works to support policies, programs, and plans that enhance the protection of farmland. Funding comes from the [County conservation futures fund](#) and can be leveraged with federal and state grants or private donations.

The Farmland Legacy Program became part of Skagit County Public Works in 2014. Program staffing increased from 0.33 FTE to 1.0 FTE in 2021.

Program Concept

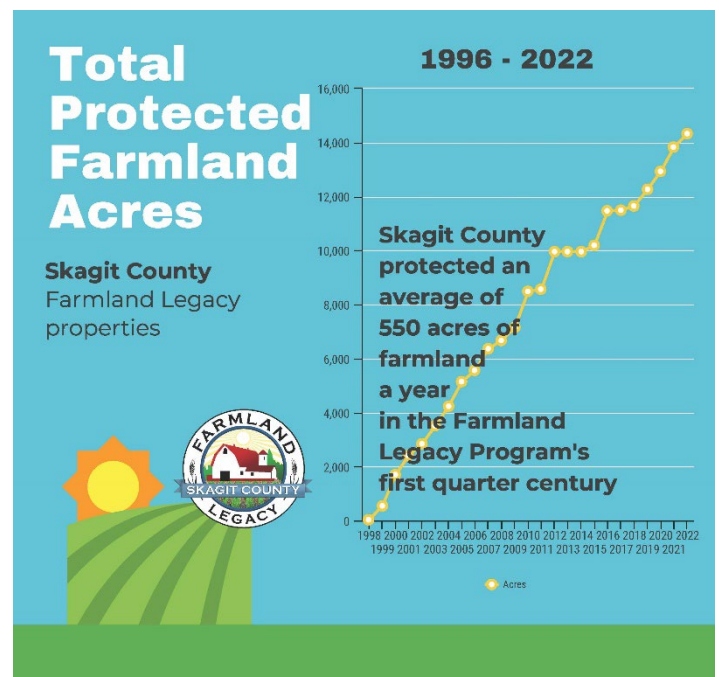
The principles of the Farmland Legacy Program are to preserve the critical mass of farmland which sustains Skagit's farm-related agricultural industry, to protect farmlands under pressure from development, to coordinate with other farmland preservation programs, and provide for ongoing easement monitoring and enforcement.

The voluntary program enables farmland owners to sell unused residential development rights to the county. Landowners retain ownership and continue farming. Future building is limited to ag-related structures.

Program Status: 2022

Skagit County's Farmland Legacy Program continues to be one of the most active and successful farmland preservation programs in the state of Washington. Now in its 25th year, the Skagit County Farmland Legacy Program has protected more than 14,000 acres of fertile Skagit County farmland from future development—this includes acreage for row crops, seed crops, dairy and cattle operations, as well as silage, hay pasture, bulbs, flowers and berries.

The year 2022 closed with 14,325 acres of Skagit County farmland protected through agricultural conservation easements, and 264 residential development rights extinguished to-date.



A total of 389 acres of farmland protected in 2022 includes:

- 227 acres protected in 2022 through the [Ag Lands Preservation Code](#)
- 162 acres protected in 2022 through the [Farmland Legacy purchase-of-conservation-easement program](#), which includes five development rights extinguished in 2022

Farmland Legacy [announced its 190th farmland property protected](#) in 2022; [three additional properties were protected by the year's end](#). Farmland parcels protected in 2022 were smaller in acreage than years prior. It is important to note that while the 'protected acreage numbers' don't add up as quickly with smaller parcels, it's the smaller farmland parcels that are often under more development pressure than larger parcels of farmland. This is due to afford ability of a 10 or 25-acre parcel and the appeal to home builders to manage parcels this size versus a 120-acre piece.

Improvements & Successes

Program improvements in 2022 focused on system improvements to enhance program efficiency. These improvements also prioritized ease of program access for applicants. The application process was streamlined, and materials were developed to build a 'Toolkit for Applicants' depending on the individual needs of the applicant. These tools include a landowner questionnaire to support family conversations in the legacy process, a summary sheet of the Lot of Record Certification process, and details on how the Ag Land Preservation code works to also protect Skagit County farmland.

Outreach activities focused on farmland owners, who can be both farmers and non-farmers, live locally or out-of-county and out-of-state, in addition to stakeholders in the ag community. A postcard with Farmland Legacy Program information and Voluntary Stewardship Program information was mailed to approximately 3,000 separate farmland owners in Skagit County.

Staff produced an [8-page Annual Report](#) highlighting the farmland owners and properties protected in 2021. This is the program's third annual report published in the last 12 years. Additional outreach included presenting at the Washington State Legislators Tour, Ag Advisory Board, Western WA Ag Association and the Skagit Ag Forum, with regular participation in Skagit Ag Leaders meetings and state-wide Ag Preservation Round tables. Program marketing resulted in publications of front page articles. The Skagit Valley Herald published ["Another piece of local farmland protected from development"](#) on January 2, 2022 and the La Conner Weekly News published ["Ring Lane acreage now protected from development"](#) on March 16, 2022. Staff developed social media campaigns like the popular 'Faces of Farmland Legacy' featuring a previously protected farm and its owner's story on Skagit County Government Facebook page.

Advisory Responsibilities

The Conservation Futures Advisory Committee (CFAC) is a diverse group of farmers, conservationists and businesspeople who oversee the preservation program and its associated Conservation Futures fund. This committee reports to the Board of Skagit County Commissioners and was established along with the Farmland Legacy Program where committee members attend monthly meetings together with County staff and local partners. Three subcommittees were formed in 2022 to provide important programmatic recommendations to the Board of County Commissions in preparation for the program's 25 years.

CFAC Committee Members

Audrey Gravely	Skagitonians to Preserve Farmland	(2021-2025)
Keith Morrison	At-Large	(2018-2025)
Margery Hite	Skagit Conservation District	(2021-2024)
Owen Peth	District 1	(2013-2022)
Andrea Xaver	District 2	(2007-2024)
Scott DeGraw (Chair)	District 3	(2008-2025)
Jim Glackin	Skagit Land Trust	(2018-2026)

Annual Monitoring

Farmland Legacy completed all 2022 monitoring. No easements were found to be out of compliance in its annual review of 187 conservation easements, of which 70 are USDA funded (37%). Nearly 20% (2,660 acres) of easement acres monitored under the Farmland Legacy umbrella originate from landowners enacting the [Ag Lands Preservation code](#). Aerial map photography is used unless further investigation required.

Budget

Conservation Futures spent \$350,000 in 2022 on the purchase of conservation easements. A funding donation of \$108,000 from Skagitonians to Preserve Farmland further extended the county's funding for farmland protection.

Conservative Futures/Farmland Legacy Fund 122 Revenues and Expenditures	
Revenues	2022
Taxes/Assessments	1,006,800
Intergovernmental Grants	14,731
Charges for Services	72,926
Miscellaneous	-
Other	-
Total Revenue	1,094,457
Expenditures	2022
Salaries and Wages	74,159
Benefits	35,027
Supplies	-
Other Services and Charges	112,085
Intergovernmental Services	-
Capital Outlays	349,101
Total Expenditures	570,372
Net Increase/(Decrease)	524,085

Skagit County Public Works

Partnering Agency

Acknowledgements

The Skagit County Public Works Department would like to acknowledge the agencies and partners that have provided support in the vast number of programs and projects we accomplish each year.

Skagit County partners with multiple governmental, tribal, and private organizations to provide assistance in meeting mutual public program goals.

Some of these partnerships include:

Cities of Anacortes, Burlington, Mount Vernon, and Sedro-Woolley
Federal Emergency Management Agency (FEMA)
National Fish and Wildlife Foundation
Puget Sound Energy
Puget Sound Partnership
Rose Foundation for Communities and the Environment
Samish Indian Nation
Shell Oil Company
Skagit Conservation District
State of Washington County Road Administration Board (CRAB)
State of Washington Department of Ecology
State of Washington Recreation and Conservation Office (RCO)
Towns of Concrete and La Conner
United States Army Corps of Engineers
United States Coast Guard
United States Environmental Protection Agency (EPA)
United States Fish and Wildlife Service
United States Federal Highway Administration (FHWA)
United States Department of Interior
United States Geological Survey
Upper Skagit Indian Tribe
Washington Department of Fish and Wildlife
Washington State Conservation Commission
Washington State Department of Agriculture
Washington State Department of Commerce
Washington State Department of Health
Washington State Department of Transportation
Washington State Military Department