

PORT OF BREMERTON
KITSAP COUNTY, WASHINGTON

RESOLUTION NO. 2008-62

DATED: July 22, 2008

A RESOLUTION of the Board of Commissioners, Port of Bremerton, supporting funding for development of a small, light-weight hybrid-electric or electric bus.

WHEREAS, our nation is facing dramatic increases in the price of oil;

WHEREAS, the continued consumption of oil at historic levels is neither financially nor environmentally sustainable;

WHEREAS, it is vitally important that fossil fuel consumption and harmful emissions by transit and paratransit vehicles be radically reduced;

WHEREAS, a low-floor, lightweight, electric or hybrid-electric, small paratransit and shuttle bus vehicle is a means to reduce said consumption and emission levels;

WHEREAS, there is an apparent lack of small, ultra-lightweight, low floor, electric and hybrid-electric buses available for purchase by transit and paratransit agencies in the U.S.; and

WHEREAS, Washington State is uniquely positioned to develop, test, and produce a "breakthrough" paratransit/local shuttle bus due to its climate for and commitment to innovation; and

WHEREAS, it is in the interest of the citizens of the State to support this effort,

NOW, THEREFORE BE IT RESOLVED by the Board of Commissioners, that the Port of Bremerton wholeheartedly supports the innovative research and development by the Western Washington University Vehicle Research Institute of a small, light-weight electric or hybrid-electric bus for potential future manufacture and use in transit and paratransit operations. And, toward that end, the Port of Bremerton is strongly supportive of all requests for funding from public and private sources to advance this vitally important and timely program.

ADOPTED by the Board of Commissioners of the Port of Bremerton at the regular public meeting thereof held this 22nd day of July, 2008, and duly authenticated in open session by the signatures of the Commissioners voting in favor thereof and the Seal of the Commission.



President and Commissioner

ATTEST:



Secretary and Commissioner

Commissioner



King County

Department of Transportation
Metro Transit Division
General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

RECEIVED
JUN 30 2008
BY: *CKB*

June 24, 2008

Richard Hayes
Executive Director
Kitsap Transit
60 Washington Ave., Suite 200
Bremerton, WA 98337

Thomas Hingson
Transportation Services Director
City of Everett
2930 Wetmore Ave.
Everett, WA 98201

Dear Mr. *Dick* Hayes and Mr. *Tom* Hingson:

King County Metro is pleased to support and jointly participate in the funding for development of a small, light-weight hybrid-electric or electric bus. We wholeheartedly support the innovative research and development by the Western Washington University Vehicle Research Institute of a small, light-weight electric or hybrid-electric bus for potential future manufacture and use in transit and paratransit operations.

We recognize that our nation is facing a dramatic increase in the price of oil, and the continued consumption of oil at these historic levels is neither financially nor environmentally sustainable. It is vitally important that fossil fuel consumption and harmful emissions by transit and paratransit vehicles be radically reduced. There is an apparent lack of small, ultra-lightweight, low-floor, electric and hybrid-electric buses available for purchase by transit and paratransit agencies in the U.S. Washington State is uniquely positioned to develop, test and produce a "breakthrough" paratransit/local shuttle bus due to its climate for and commitment to innovations. It is in the interest of the citizens of the State to support this effort.

And, toward that end, King County Metro Transit is strongly supportive of requests for funding from public and private sources to advance this vitally important and timely program.

Sincerely,

Kevin Desmond
General Manager
Metro Transit Division

cc: Harold S. Taniguchi, Director, Department of Transportation (DOT)
Ron Posthuma, Assistant Director, Office of Regional Transportation Planning, DOT
Park Woodworth, Manager, Paratransit Rideshare Section, Metro Transit Division, DOT
Jim Boon, Manager, Vehicle Maintenance Section, Metro Transit Division, DOT

Clallam Transit System

830 W. Lauridsen Blvd.
Port Angeles, WA 98363
www.clallamtransit.com

(360) 452-1315
1-800-858-3747 WA
FAX (360) 452-1316
Passenger Assistance:
(360) 452-4511

August 4, 2008

RECEIVED
AUG - 8 2008
BY: CKB

Cathie Knox-Browning
Executive Assistant/Clerk to the Board
Kitsap Transit
60 Washington Avenue
Suite 200
Bremerton, Washington 98337

Dear Cathie:

Re: Interagency Collaboration Agreement – Green Bus Partnership

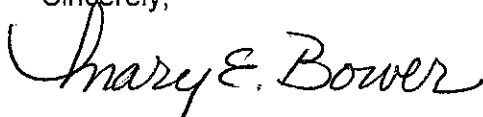
At their regular monthly meeting on July 21, the Clallam Transit System Board unanimously adopted a resolution to approve entering into the Interagency Collaboration Agreement for the development of a small, light-weight electric bus presented for consideration.

Our General Manager has executed four copies of the agreement.

I understand an executed document will be forwarded to us in the future as a participating agency.

Thank you for your assistance.

Sincerely,



Mary E. Bower
Office Manager

Enclosures 4





RECEIVED
JUL - 7 2008
BY: CKB

(509) 525-9140 • FAX (509) 525-9142 • www.valleytransit.com

1401 West Rose, Walla Walla, WA 99362

July 2, 2008

Cathie Knox-Browning
Kitsap Transit
60 Washington Avenue, Suite 200
Bremerton, WA 98337

Re: Green Bus Partnership

Dear Ms. Knox-Browning:

The Valley Transit Board of Directors took action on May 15, 2008 to authorize our membership and financial participation in the Green Bus Partnership. Board Members expressed enthusiasm for taking a progressive and action-oriented stance on both peak oil issues and global warming by participation in this project to build a modern, fuel efficient and durable small public transportation vehicle.

We are optimistic and hopeful about the prospect of being a partner and eventual operator of a new generation of cost efficient paratransit and shuttle bus. The Valley Transit Board of Directors consider the need to develop an affordably fueled bus a top priority to enable our transit agency to be able to maintain our current level of public transportation services.

Please keep us informed of developments and how we may continue to help move the Green Bus Partnership forward.

Sincerely,

Richard (Dick) Fondahn
General Manager

RESOLUTION 4-08

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ISLAND COUNTY PUBLIC TRANSPORTATION BENEFIT AREA (PTBA), dba, ISLAND TRANSIT BOARD OF DIRECTORS, IN SUPPORT OF THE DEVELOPMENT OF A SMALL, LIGHT-WEIGHT HYBRID-ELECTRIC OR ELECTRIC BUS

HEREAS, our nation is facing dramatic increases in the price of oil;

HEREAS, the continued consumption of oil at historic levels is neither financially nor environmentally sustainable;

HEREAS, it is vitally important that fossil fuel consumption and harmful emissions by transit and paratransit vehicles be radically reduced;

HEREAS, a low-floor, lightweight, electric or hybrid-electric, small paratransit and shuttle bus vehicle is a means to reduce said consumption and emission levels;

HEREAS, there is an apparent lack of small, ultra-lightweight, low-floor, electric and hybrid-electric buses available for purchase by transit and paratransit agencies in the U.S.; and

HEREAS, Washington State is uniquely positioned to develop, test, and produce a "breakthrough" paratransit / local shuttle bus due to its climate for and commitment to innovation; and

WHEREAS, it is in the interest of the citizens of the State to support this effort.

NOW, THEREFORE BE IT RESOLVED THAT:

The Island Transit Board of Directors wholeheartedly supports the innovative research and development by the Western Washington University Vehicle Research Institute of a small, light-weight electric or hybrid-electric bus for potential future manufacture and use in transit and paratransit operations.

And, toward that end, the Island Transit Board of Directors is strongly supportive of constructive efforts to advance this vitally important and timely program.

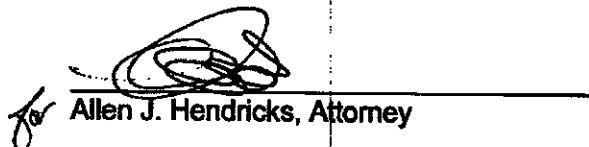
APPROVED AND PASSED this 13th day of June, 2008.


Robert Clay, PTBA Chairman

ATTEST:

APPROVED AS TO FORM:


John Dean, PTBA Secretary


for Allen J. Hendricks, Attorney



**Washington State
Department of Transportation**

Paula J. Hammond, P.E.
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 27, 2009

The Honorable Patty Murray
173 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Murray:

I am writing to ask for your consideration of the following project for the FFY 2010 appropriations process. This project is consistent with the regional transportation plan.

- Washington Green Bus program (Kitsap Transit)

If you have questions about this project please contact the project sponsor or Larry Ehl at 360.705.7507.

Sincerely,

A handwritten signature in black ink that reads "Larry Ehl".

Larry Ehl
Federal Relations Manager



**TRANSPORTATION
SERVICES**

THOMAS E. HINGSON, DIRECTOR

February 24, 2009

Office of Senator Patty Murray
Attn: Travis Lumpkin
173 Russell Senate Office Building
Washington, D.C. 20510

RE: Kitsap Transit Washington Green Bus Project

Dear Senator Murray,

This letter is to support the Washington Green Bus project that Kitsap Transit has submitted as a funding request on behalf of a large proportion of the transit systems in the state of Washington. The State of Washington and the entire nation use a significant number of small buses in ACCESS/Dial-a-Ride and small town routed service. The small buses with low floor design get much better mileage than large buses customarily associated with transit. These small buses specialize in carrying elderly and disabled passengers and almost exclusively use elaborate wheel-chair lifts to raise passengers about three feet to the level of the bus floor. This procedure is time consuming and the cost is high. There is a history of injury related accidents to the elderly and disabled passengers as well as the drivers trying to assist them.

Western Washington University Vehicle Research Institute (WWU VRI) has nearly completed the design of the Green Bus which weighs about half of the current small bus. Low floor boarding will enhance both speed and safety. Improved electric and hybrid drive trains will reduce fuel consumption by nearly half.

Finally, unlike most motor vehicles of this size, there is a sub-market where the State of Washington has an opportunity to compete effectively. It's not Detroit that is the world leader in carbon fiber and other forms of composite, light-weight construction, but the greater Seattle area. Kitsap Transit hopes to pursue this alternative technology and then later commit to group purchases which could secure a competitive builder of this type of bus to support the State's economy and its surrounding communities.

Please join me in mutual support of the request submitted by Kitsap Transit. There are 15 transit agencies, a clear majority of the State's 27 systems, who believe this project is essential. Continued cost control and the ability to offer additional and better service is critical in this growing arena. If you can assist us in any way we would be very grateful.

Sincerely

Tom Hingson
Transportation Services Director



705 30th Street
Hoquiam Wa 98550
Phone - (360) 532-2770
Fax - (360) 532-2784
www.ghtransit.com

February 23, 2009

Office of Senator Patty Murray
Attn: Travis Lumpkin
173 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Murray:

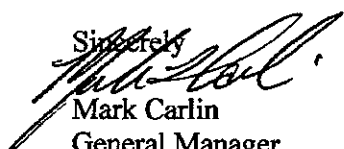
This letter is to support the Washington Green Bus project that Kitsap Transit has submitted as a funding request on behalf of a large proportion of the transit systems in the state of Washington. The State of Washington and the entire nation use a significant number of small buses in ACCESS/Dial-a-Ride and small town routed service. The small buses we use do get much better mileage than the large buses customarily associated with transit, but should get much better mileage than they do and should be of low-floor design. These small buses essentially specialize in carrying elderly and disabled passengers and almost exclusively use elaborate wheel-chair lifts to raise passengers about 3 feet to the level of the bus floor. This time consuming procedure makes the service take longer and cost more than it needs to and has a history of accidents causing injuries to the elderly and disabled passengers and in equal amount, injuries to drivers trying to assist the patrons.

The Green Bus, of which Western Washington University Vehicle Research Institute (WWU VRO) has a nearly completed design, would weigh roughly half what our current small buses weigh, would have a low floor for boarding speed and safety and would have improved electric and hybrid drive trains that we believe will cut our fuel consumption in this type of service almost in half.

Finally, unlike most motor vehicles of any size this is a sub-market where the State Washington has an opportunity to compete effectively. It's not Detroit that is the world leader in carbon fiber and other forms of composite, light-weight construction, but the greater Seattle area. We hope by pursuing this alternative technology and then later committing to group purchases we could secure a competitive builder of this type of bus to support the State's economy as well as our needs.

We would urge you to support the request submitted by Kitsap Transit to your office on our behalf or in the case of the EPA the request submitted on our behalf by WWU VRI. There are 15 of us, a clear majority of the State's 27 systems that believe this is a project essential to our continued cost control and our ability to offer more and better service in this crucial and growing arena. If you can assist us in any way we would be very grateful.

Sincerely



Mark Carlin
General Manager

February 24, 2009

Office of Senator Patty Murray
ATTN: Mr. Travis Lumpkin
173 Russell Senate Office Building
Washington, DC 20510

Re: FTA Research Program Grant for Kitsap Transit

Dear Senator Murray:

This letter is to support the Washington Green Bus project that Kitsap Transit has submitted as a funding request on behalf of a large proportion of the transit systems in the state of Washington. The State of Washington and the entire nation use a significant number of small buses in ACCESS/Dial-a-Ride and small town routed service. The small buses Kitsap Transit uses get much better mileage than the large buses customarily associated with transit; however, the small buses should get even better mileage than they currently do and should be of low-floor design. These small buses essentially specialize in carrying elderly and disabled passengers and almost exclusively use elaborate wheel-chair lifts to raise passengers about 3 feet to the level of the bus floor. This time-consuming procedure makes the service take longer and cost more than it needs to and has a history of accidents causing injuries to the elderly and disabled passengers and to drivers as well when they are trying to assist the patrons.

The Green Bus, of which Western Washington University Vehicle Research Institute (WWU VRO) has a nearly completed design, would weigh roughly half of what current small buses weigh, would have a low floor for boarding speed and safety and would have improved electric and hybrid drive trains that Kitsap Transit believes will cut its fuel consumption for this type of service almost in half.

Finally, unlike most motor vehicles of any size this is a sub-market where the State of Washington has an opportunity to compete effectively. It isn't Detroit that is the world leader in carbon fiber and other forms of composite, light-weight construction, but rather the greater Seattle area. Kitsap Transit hopes that by pursuing this alternative technology and then later committing to group purchases it could secure a competitive builder of this type of bus to support the State's economy as well as Kitsap Transit's needs.

The Puget Sound Clean Air Agency urges you to support the request submitted by Kitsap Transit to your office. There are 15 transit systems, a clear majority

EXECUTIVE DIRECTOR
Dennis J. McLerran

BOARD OF DIRECTORS

BREMERTON
Cary Bozeman, Mayor

EVERETT
Ray Stephanson, Mayor

KING COUNTY
Ron Sims, Executive

KITSAP COUNTY
Steve Bauer, Commissioner

PIERCE COUNTY
Pat McCarthy, Executive

PUBLIC AT LARGE
Marina Cofer-Wildsmith

SEATTLE
Gregory J. Nickels, Mayor

SNOHOMISH COUNTY
Mike Cooper, Councilman

TACOMA
Jake Fey, Councilman

Page 2
Senator Patty Murray
February 24, 2009

of the State of Washington's 27 transit systems, that believe this is a project essential to their continued cost control and their ability to offer more and better service in this crucial and growing arena. If you can assist Kitsap Transit in any way, we believe it would be a benefit to the Puget Sound region.

Sincerely,



Dennis McLerran
Executive Director

cc: Dick Hayes, Kitsap Transit

jwc



1000 Columbia Park Trail Richland, WA 99352.4851
509.735.4131 509.735.1800 fax www.bft.org

February 25, 2009

The Honorable Senator Patty Murray
United State Senate
Attn: Travis Lumpkin
173 Russell Senate Office Building
Washington, DC 20510

Dear Senator Murray:

Please accept our letter of support of the Washington Green Bus project that Kitsap Transit has submitted as a funding request on behalf of a large proportion of the transit systems in the state of Washington. The State of Washington and the entire nation use a significant number of small buses in ACCESS/Dial-a-Ride and small town routed service. The small buses we use do get much better mileage than the large buses customarily associated with transit, but should get much better mileage than they do and should be of low-floor design. These small buses essentially specialize in carrying elderly and disabled passengers and almost exclusively use elaborate wheel-chair lifts to raise passengers about 3 feet to the level of the bus floor. This time consuming procedure makes the service take longer and cost more than it needs to and has a history of accidents causing injuries to the elderly and disabled passengers and in equal amount, injuries to drivers trying to assist the patrons.

The Green Bus, of which Western Washington University Vehicle Research Institute (WWU VRI) has a nearly completed design, would weigh roughly half what our current small buses weigh, would have a low floor for boarding speed and safety and would have improved electric and hybrid drive trains that we believe will cut our fuel consumption in this type of service almost in half.

Finally, unlike most motor vehicles of any size this is a sub-market where the State of Washington has an opportunity to compete effectively. It's not Detroit that is the world leader in carbon fiber and other forms of composite, light-weight construction, but the greater Seattle area. We hope by pursuing this alternative technology and then later committing to group purchases we could secure a competitive builder of this type of bus to support the State's economy as well as our needs.

We would urge you to support the request submitted by Kitsap Transit to your office on our behalf. There are 15 of us; a clear majority of the State's 27 systems that believe this is a project essential to our continued cost control and our ability to offer more and better service in this crucial and growing arena. If you can assist us in any way we would be very grateful.

Sincerely,


Timothy J. Fredrickson
General Manager

Cc: Board of Directors/Department Managers



2301 Fruitvale Blvd. Yakima, WA 98902

City of Yakima, Transit Division

Yakima Transit.....575-6175

Dial-A-Ride.....575-6054

Transit Administration.....575-6005

23 February 2009

Washington Senator Patty Murray
173 Russell Senate Office Building
Washington, District of Columbia 20510

COPY

Dear Senator Murray:

It is our understanding that Western Washington University's Vehicle Research Institute, (WWU VRI) has designed and engineered the development of a smaller Transit bus that is environmentally friendly and reduces the carbon footprint impacts on the Pacific Northwest. The University is now ready to develop a working prototype and is seeking support from throughout the State's transit agencies.

Fuel costs and operating efficiencies have long been the bane of public transportation systems. While Yakima's route structure is smaller in comparison to that of the State's larger cities and population centers, each of us share the same desire to do what we can to improve ourselves (including fuel usage) by researching the various options in development or those currently available.

I am therefore requesting that you consider the funding request from WWU VRI to build and operate their proto-type vehicle. Once it is operational, all the Transit systems in our State can then evaluate and test the unit in actual fixed route service.

With your project endorsement and financial support, Yakima Transit concurs that the WWU IRV proto-type could very well be a winner for both the Operators and transit users alike.

Sincerely,

Ken Mehin
Transit Manager

Xc: Richard Hays, Kitsap Transit
Tom Hingson, Everett Transit

Yakima Transit, the neighborhood bus!



February 26, 2009

Island Transit

P.O. Box 1735 Coupeville, WA 98239

Phone: (360) 678-7771
(360) 321-6688

Fax: (360) 678-4353

www.islandtransit.org
info@islandtransit.org
vanpool@islandtransit.org

Office of Senator Patty Murray
Attn: Travis Lumpkin
173 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Murray:

This letter is to support the Washington Green Bus project that Kitsap Transit has submitted as a funding request on behalf of a large proportion of the transit systems in the state of Washington. The State of Washington and the entire nation use a significant number of small buses in ACCESS/Dial -a-Ride and small town routed service. The small buses we use get much better mileage than the large buses customarily associated with transit, but should get much better mileage than they do and should be of low - floor design. These small buses essentially specialize in carrying elderly and disabled passengers and almost exclusively use elaborate wheel-chair lifts to raise passengers about 3 feet to the level of the bus floor. This time-consuming procedure makes the service take longer and cost more than it needs to, and has a history of accidents causing injuries to the elderly and disabled passengers and in equal amount, injuries to drivers trying to assist the patrons.

The Green Bus, of which Western Washington University Vehicle Research Institute (WWU VRI) has a nearly completed design, would weigh roughly half what our current small buses weigh, would have a low floor for boarding speed and safety, and would have improved electric and hybrid drive trains that we believe will cut our fuel consumption in this type of service almost in half.

Finally, unlike most motor vehicles of any size, this is a sub-market where the State Washington has an opportunity to compete effectively. It's not Detroit that is the world leader in carbon fiber and other forms of composite, lightweight construction, but the greater Seattle area. We hope that by pursuing this alternative technology, and then later committing to group purchases, we could secure a competitive builder of this type of bus to support the State's economy as well as our needs.

We urge you to support the request submitted by Kitsap Transit on our behalf, or in the case of the EPA, the request submitted on our behalf by WWU VRI. There are 15 of us, which is a clear majority of the State's 27 systems that believe this is a project essential to our continued cost control and our ability to offer more and better service in this crucial and growing arena. If you can assist us in any way, we would be very grateful.

Sincerely

Martha M. Rose
Executive Director
ISLAND TRANSIT

RESOLUTION 4-08

**A RESOLUTION OF THE BOARD OF DIRECTORS OF THE ISLAND COUNTY PUBLIC
TRANSPORTATION BENEFIT AREA (PTBA), dba, ISLAND TRANSIT BOARD OF
DIRECTORS, IN SUPPORT OF THE DEVELOPMENT
OF A SMALL, LIGHT-WEIGHT HYBRID-ELECTRIC OR ELECTRIC BUS**

HEREAS, our nation is facing dramatic increases in the price of oil;

HEREAS, the continued consumption of oil at historic levels is neither financially nor environmentally sustainable;

HEREAS, it is vitally important that fossil fuel consumption and harmful emissions by transit and paratransit vehicles be radically reduced;

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HEREAS, there is an apparent lack of small, ultra-lightweight, low-floor, electric and hybrid-electric buses available for purchase by transit and paratransit agencies in the U.S.; and

HEREAS, Washington State is uniquely positioned to develop, test, and produce a "breakthrough" paratransit / local shuttle bus due to its climate for and commitment to innovation; and

WHEREAS, it is in the interest of the citizens of the State to support this effort.

NOW, THEREFORE BE IT RESOLVED THAT:

The Island Transit Board of Directors wholeheartedly supports the innovative research and development by the Western Washington University Vehicle Research Institute of a small, light-weight electric or hybrid-electric bus for potential future manufacture and use in transit and paratransit operations.

And, toward that end, the Island Transit Board of Directors is strongly supportive of constructive efforts to advance this vitally important and timely program.

APPROVED AND PASSED this 13th day of June, 2008.


Robert Clay, PTBA Chairman

ATTEST:

APPROVED AS TO FORM:


John Dean, PTBA Secretary


for Allen J. Hendricks, Attorney



January 26, 2009

Office of Senator Patty Murray
Attn: Travis Lumpkin
173 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Murray:


This letter is to support the Washington Green Bus project that Kitsap Transit has submitted as a funding request on behalf of a large proportion of the transit systems in the state of Washington. The State of Washington and the entire nation use a significant number of small buses in ACCESS/Dial-a-Ride and small town routed service. The small buses we use do get much better mileage than the large buses customarily associated with transit, but should get much better mileage than they do and should be of low-floor design. These small buses essentially specialize in carrying elderly and disabled passengers and almost exclusively use elaborate wheelchair lifts to raise passengers about 3 feet to the level of the bus floor. This time consuming procedure makes the service take longer and cost more than it needs to and has a history of accidents causing injuries to passengers and in equal amount, injuries to drivers trying to assist them.

The Green Bus, of which Western Washington University Vehicle Research Institute (WWW VRI) has a nearly completed design, would weigh roughly half what our current small buses weigh, would have a low floor for boarding speed and safety and would have improved electric and hybrid drive trains that we believe will cut our fuel consumption almost in half for this type of service.

Finally, unlike most motor vehicles of any size this is a sub-market where the State of Washington has an opportunity to compete effectively. It's not Detroit that is the world leader in carbon fiber and other forms of composite, light-weight construction, but the greater Seattle area. We hope by pursuing this alternative technology and then later committing to group purchases, we could secure a competitive builder of this type of bus to support the State's economy as well as our needs.

We would urge you to support the request submitted by Kitsap Transit to your office on our behalf, or in the case of the EPA, the request submitted on our behalf by WWU VRI. There are 15 of us, a clear majority of the State's 27 systems that believe this is a project essential to our continued cost control and our ability to offer more and better service in this crucial and growing arena. If you can assist us in any way, we would be very grateful.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave O'Connell", written in a cursive style.

Dave O'Connell
General Manager



SKAGIT TRANSIT

600 County Shop Lane
Burlington, WA 98233-9772
Ph: (360) 757-8801 • Fax: (360) 757-8019
www.SkagitTransit.org

February 24, 2009

Office of Senator Patty Murray
Attn: Travis Lumpkin
173 Russell Senate Office Building
Washington, D.C. 20510

Dear Senator Murray:

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Sincerely,

Dale O'Brien
Executive Director

Board of Directors:

Kenneth A. Dahlstedt,
*Skagit County Commissioner
Board Chair*

Mayor Ed Brunz,
*City of Burlington
Board Vice-Chair*

Sharon Dillon,
Skagit County Commissioner

Ron Wesen,
Skagit County Commissioner

Mayor Dean Maxwell,
City of Anacortes

Mayor Bud Norris,
City of Mount Vernon

Mayor Mike Anderson,
City of Sedro-Woolley

Joanne Valentine,
Burlington City Council

John Cheney,
Mount Vernon City Council