



Transportation Improvement Board

Location: Webinar
 Log in information available at
www.tib.wa.gov

January 22, 2021 – 9:00 am
 BOARD AGENDA

			Page
9:00 am	1. CALL TO ORDER & WELCOME	Vice-Chair Johnson	
9:05 am	2. GENERAL MATTERS		
	A. Approval of November 20, 2020 Minutes	Vice-Chair Johnson	2
	B. New Board Member Introduction	Vice-Chair Johnson	
	C. Lighting Round: COVID-19 Updates	Board members	
	D. Communications	Ashley Probart	
	1. Cheney Free Press - Airway Heights nabs \$2.5 million transportation grant		22
	2. Herald Net - Bad soil, concrete and COVID added to Rucker project costs		23
	3. The Daily News - Kelso City Council passed budget, honored outgoing council...		26
	4. Fox 11 & Fox 41 - City of Walla Walla awarded \$2.5 M grant for the Poplar/Alder...		27
	5. Moscow-Pullman Daily News - Whitman County legislators want schools to reopen		28
	6. Empire Press - CARES funds provide HEPA filters for Waterville businesses		29
	7. The Olympian - Guess what's coming to northeast Lacey? An extension of College St.		31
	8. Kitsap Sun - Construction on Highway 305 roundabout in Poulsbo to begin soon		33
	9. The Daily Chronicle - Tenino Optimistic About 2021 Projects and Grants		35
	10. go Skagit - Mount Vernon to install traffic signal at Hoag and LaVenture		37
	11. Auburn Reporter - 4th Street Northeast will finally see fixes and repairs		38
	12. Auburn Reporter - Pavement projects press forward in Auburn		39
	13. The Courier Herald - Buckley budget includes money for streets, recreation projects		41
	14. The Dispatch - Eatonville leaders look back at a challenging year		42
	15. The Suburban Times - Reconstructed traffic signal system coming to Canyon Rd E...		43
	16. The Times Dayton - Dayton City Council meeting for December		44
	17. The Goldendale Sentinel - City receives funding for street project		46
	18. Columbia Basin Herald - Warden budget includes money for fourth police officer...		47
10:00 am	3. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Annual Assessment Report	Vaughn Nelson	8
	C. Financial Report	Vaughn Nelson	
	D. Project Activity Report (11/1/20 -12/31/20)	Chris Workman	12
	E. Pilot Project Review	Chris Workman	
	F. Program Changes Discussion	Chris Workman	20
10:50 am	4. ACTION ITEMS		
	A. TIB Chair Special Election	Ashley Probart	21
11:00 am	5. ADJOURNMENT		
	FUTURE MEETINGS		
	March 26, 2021 (WebEx)		
	May 27-28, 2021 (Chelan)		
	September 23-24, 2021 (Yakima - 2020 location)		
	November 18-19, 2021 (Everett)		

**Transportation Improvement Board
November 20, 2020
WebEx**

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Chair
Mayor Glenn Johnson, Vice Chair
Ms. Amy Asher
Mr. Aaron Butters P.E.
Ms. Barb Chamberlain
Ms. Elizabeth Chamberlain
Mr. Chad Coles, P.E.
Mr. Mike Dahlem, P.E.
Ms. Sue Dreier

Mr. John Klekotka, P.E.
Ms. Colleen Kuhn
Councilmember Sam Low
Mayor Ron Lucas
Mr. David Ramsay
Mr. Steve Roark, P.E.
Mr. Peter Rogalsky, P.E.
Ms. Jennifer Walker

TIB STAFF

Ashley Probart
Chris Workman, P.E.
Greg Armstrong, P.E.
Christa Draggie, P.E.
Chris Langhoff, P.E.
Jonathan Heusman, P.E.
Vaughn Nelson
Kelsey Davis/recorder

1. CALL TO ORDER

Chair Richard Stevens called the meeting to order at 9:30 am.
Board members Commissioner Bob Koch, Mr. John Koster, and Ms. Ruth Robertson were excused.
Before the meeting there was an Executive Session from 9:00 a.m. to 9:30 a.m.

2. GENERAL MATTERS

A. Approval of September 25, 2020 Minutes

MOTION: It was moved by Mayor Johnson and seconded by Pete Rogalsky **to approve the minutes of the September 25, 2020 board meeting.**

Mr. Rogalsky noted a correction in his update for the City of Richland in the Delayed Projects Report section of the September 2020 minutes. The city anticipates construction to begin in 2022.

Motion carried unanimously.

B. New Board Member Introduction

Chair Stevens announced TIB's newest member Ruth Robertson to the position of a Governor Appointed Member. Ms. Robertson was unable to attend this meeting but hopefully she will be able to attend the January 2021 meeting.

C. Lightning Round: COVID updates

Ashley Probart invited Board members to speak about how the coronavirus pandemic is affecting their business areas.

Colleen Kuhn – Human Services Council, Aaron Butters – HW Lochner, Mike Dahlem – City of Sumner, Sam Low – Snohomish County, John Klekotka – Port of Everett, Sue Dreier – Pierce Transit, Amy Asher – RiverCities Transit, Barb Chamberlain – WSDOT, Steve Roark – WSDOT, Mayor Glenn Johnson – City of Pullman, and Commissioner Richard Stevens – Grant County.

D. Communications - Ashley Probart shared a number of articles from the Board packet:

- Regarding an article from Moscow- Pullman Daily News, Traffic projects for Airport Road, more slated in Pullman, The article notes the importance of TIB funding. Without the grant, the City of Pullman would have to delay the project

another year. TIB staff monitors most, if not all local newspapers and journals. Articles such as this one stressing the importance of grant funding is pretty typical this time of year.

- The Puget Sound Business Journal, Lander Street Bridge Opens, Easing Bottleneck on Key Sodo Freight Route. This is a real legacy project where everybody wins. Previously the road had a train intersection with over 100 train crossings a day and totaling nearly 4.5 hours of daily traffic delays. The City of Seattle did a 24 hour time lapse study of the corridor as part of a traffic study and to assess train crossing violations of vehicles and pedestrians. The results were frightening. Everyone was amazed that the injury rate wasn't even higher than it is. The bridge now brings vehicles and pedestrians over the train tracks and separates them from train traffic. Seattle had secured almost all of the funding early and TIB one of the last funding partners.
- An article from the Normandy Park Blog references the Route Jurisdiction Transfer process. As part of the Puget Sound Gateway project, there are several current segments of state highways that are being considered for transfer to cities and counties once the new corridors are completed. Normandy Park would receive a substantial segment of SR 509 with limited, to no resources to assume the state highway. Because awarding corridors to cities without funding to care for them can create a hardship for cities, the City Hardship Assistance Program (CHAP) was created in the early 1990s to help mitigate the problem. CHAP is allocated \$1million per year and is distributed on a first come first served basis to all cities who qualify. Due to the limited funds available in CHAP, staff is unsure if TIB will be able to provide the full support they will need.
- Ribbon cuttings have mostly been cancelled or delayed due to COVID concerns.

3. NON-ACTION ITEMS

A. Executive Director's Report – Ashley Probart reported on the following:

- We continue our internal practice of having staff work from home and only come into the office as needed.
- Christa Draggie, SE Region Engineer, has been working double duty with the National Guard since the beginning of April and then doing her TIB work at night.
- Jonathan Heusman, our new NE Region Engineer, has been working hard and is stepping into his position at TIB.
- Richland is planning a virtual ribbon cutting for Duportail Bridge. It has not happened yet, but I sent in a congratulations video.
- Regarding budget updates, Vaughn and I will discuss this in more detail later but we have been in constant contact with governor's office regarding our budget situation.
- What the repeal I-976 means for TIB:
 - The TIB portion of the electric vehicle fee has been reinstated back to TIB. These funds were held in an account, pending the court ruling.
 - The supplemental budget reduction of \$4.7M and Complete Streets Program funding was a result of legislative action in response to I-976. This also requires legislative action to reinstate this funding.
- Mr. Probart is in the process of requesting a meeting with Senate and House staff for TIB budget updates in early December
- Recently the House Democratic Transportation Members and Representative Fey gave Mr. Probart about 90 minutes to speak and field questions. Themes included preservation, environmental and social justice and diversity. Key take-aways for

Representative Fey and House Transportation Democrats were that funding has not kept up with inflation and funding sustainability is critical.

B. Financial Report – Vaughn Nelson reported on the following:

- In May, TIB income (which was collected in March) was hardest hit by COVID-19 and has slowly been climbing back
- September revenue was especially low due to some funds that were not deposited until November. The two month average of September and October is more representative of an average monthly reduction of approximately 12-13%.
- Overall, this is a \$12 million loss to date; this is the equivalent of over 10% of the TIB annual budget. (The difference between the average monthly reduction of 12-13% and annual reduction of 10% is because TIB received forecasted deposits the first three months of the year.)
- The other major challenge is expenses.
- By September, TIB had already been invoiced for over \$114M, the annual average. What we have learned:
 - There were more projects selected in the last few years that were construction ready and agencies are not holding onto reimbursements as they have in the past.
 - Many agencies are billing within 15-30 days of receiving the bill from their contractors.
 - Some agencies are invoicing in order to demonstrate that it is a pending accounts receivable and allows them to demonstrate a balanced budget at the end of the calendar year.

C. Project Activity Report (9/1/20 – 10/31/20) – Chris Workman reported on the following:

- Over the last 6 months, there have been increasing contract completions. This is common this time of year.
- After this meeting, we will start seeing more design approvals and bid authorizations as a result of the Board approving the next round of grants.
- Overall there have been approximately 25% fewer actions, which is a significant reduction. Staff anticipated this was likely to happen due to COVID-19. On the flip side, there are likely to be more project actions in 2021 when projects resume.
- Four projects were withdrawn, which is fairly high compared to normal. Two were clean up, one was underfunded, and one was part of the crack seal pilot the agency could not complete.

4. PROGRAM & PROJECT MATTERS

A. 2020 Project Recommendation Summary

Ashley Probart introduced the presentation of the staff's project review and funding recommendation for projects.

TIB Region Engineers, Greg Armstrong, P.E., Christa Draggie, P.E., Chris Langhoff, P.E., and Jonathan Heusman, P.E. presented an overview with examples of projects recommended by staff for Board funding.

Vaughn Nelson posted a link to the project list in the chat box for observers.

Mr. Klekotka asked a question about the Ellensburg project saying it looks to be mostly a bike trail and he was unsure of eligibility. Christa Draggie clarified the main project is the intersection signal project with an extension of the bike trail to the event center.

Ms. Dreier, asked if agencies ever apply for the same project after not being selected in a previous year and if so, does it get a higher priority? Mr. Probart said yes, often “silver medalists” from a previous year will reapply. Whenever an agency does not get funding, staff is available for an application debrief. As part of the debrief, staff works with the agency to help them either make the project more competitive or select a more competitive TIB project. Even if the agency reapplies, the project still may not be accepted if there are other, better projects competing in the same grant cycle.

5. ACTION ITEMS

A. 2020 Project Selection

The preliminary target size for project selection approved at the May 2020 board meeting was \$70 million. This reflected preliminary COVID-19 revenue reductions, and a \$5M reduction in funds due to the legislative response to I-976. At the September 2020 Board meeting, staff communicated a \$60 million call size is the most that can be awarded due to continued COVID-19 related revenue reductions. Both the urban and small city sidewalk programs are suspended for 2020.

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate their initial desk ratings (when applications are first scored). During October, the engineers met with the Executive Director to discuss the criteria ratings and propose a preliminary list of projects for approval at the November Board meeting. In addition to using program criteria, other factors were considered. This includes: project scope, schedule, funding package, overall design, and any additional knowledge about the project or agency that would affect project completion. Some projects that ranked highly based solely on the application and criteria may not be recommended for funding based on these factors.

The table below shows the target funding level recommended to the Board in September, the recommended program funding levels based on the proposed Priority Array, and total project cost in each program.

SUMMARY OF RECOMMENDED FUNDING

Program	Board Proposed Funding Level	Number of Recommended Projects	Recommended TIB Funds	Total Project Cost
Urban Arterial Program	\$50,000,000	24	\$45,597,161	\$322,235,156
Arterial Preservation Program		11	\$3,420,011	\$12,889,753
Small City Arterial Program	\$10,000,000	14	\$6,888,230	\$26,967,060
Small City Preservation Program		22	\$2,808,563	\$7,921,708
TOTAL	\$60,000,000	71	\$58,713,965	\$370,013,677

MOTION: It was moved by Councilmember Low with a second by Ms. Dreier **to adopt the FY 2022 Priority Array as presented.**

Motion carried unanimously.

B. Obsolete State Laws

Prior to each legislative session, it is common for the Governor’s Office, the respective transportation committees, or individual legislators to request information on obsolete, redundant, or administratively burdensome state laws.

The Governor’s Office sent a broad request to all state transportation agencies to identify redundant or obsolete reporting requirements with the important caveat that any gained efficiencies cannot be at the expense of transparency in reporting. TIB staff identified two RCWs that qualified for consideration:

1. **RCW 47.26.170 Long-range arterial construction planning—Arterial inventory**
This RCW was originally established to provide a proxy for long range, city and county arterial needs to the legislature and transportation commission. TIB has not received a report of this kind for at least one or two decades. At a city and county level, developing, maintaining, and reporting this information to a state agency is costly. Similar street network reporting requirements for cities was repealed in 2019.
2. **RCW 35.58.2795 Public transportation systems—Six-year transit plans.**
This reporting requirement was established as part of the enabling legislation in 1989. It was intended to ensure state agencies were informed of potential transit projects that could impact the state system and/or become eligible for state grant agencies.
TIB does not make investment decisions based on transit agency plans. WSDOT-Public Transportation Division also receives these plans and currently uses this information for its annual Washington State Summary of Public Transportation report, asset management planning, and to ensure the respective plans are consistent with state policy goals.
TIB director, Ashley Probart, contacted the Washington State Transit Association and the WSDOT-Public Transportation Division about this possible change. Both are neutral on this proposal if it were to become state law.

Note: This is a proposal or recommendation, not a guarantee the changes will be made.

MOTION: It was moved by Mr. Klekotka with a second by Mayor Lucas **to approve the staff’s recommendation to repeal the following:**

1. **RCW 47.26.170: Long-range arterial construction planning—Arterial inventory data.**
2. **“transportation improvement board” from RCW 35.58.2795: Public transportation systems—Six-year transit plans.**

Motion carried unanimously.

C. Executive Director’s Salary

TIB chair and vice chair have met with the Executive Director and discussed his annual performance review. Prior to the public meeting, the full Board also met to discuss the Executive Director’s annual performance review and compensation.

The Board requested the Executive Director to provide a monthly report. The Board has also requested a copy of the performance review prior to the scheduled November 2021 Executive Session.

MOTION: It was moved by Mayor Johnson with a second by Councilmember Low **to increase the compensation for the executive director of the Transportation Improvement Board to by 3% effective December 1, 2020.**

Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 12:00 pm



Annual Assessment

January 22, 2021

BACKGROUND

In 2013, the board adopted TIB's ten-year strategic plan. The plan aligns program and administrative goals with the agency's charter outlined in RCW 47.26.084. It also reflects TIB's mission and core values, as well as the State's Transportation Policy Goals. When the plan was adopted, it was determined that a performance assessment would be brought before the board on an annual basis to ensure ongoing strategic alignment. This is accomplished through two processes:

- The *annual assessment scorecard* is incorporated into the TIB dashboard and displays measures charting ongoing progress toward strategic plan targets.
- The *annual assessment report* is a document presented to the Board that analyzes goal attainment and progress while informing potential course corrections in the coming year.

STATUS

Annual assessment scorecard measures were updated based on:

- November 2020 project selection;
- Fund balance as of December 1, 2020;
- Active projects during 2020; and
- Performance metrics for the 2020 calendar year.

The report outlines that overall, TIB's financials and program performance is strong. Graphics used are taken directly from the TIB's Performance Dashboard. The scorecard can be accessed at www.tib.wa.gov/TIBDashboard/ and the annual assessment report is on the following pages of this packet.

RECOMMENDATION

For information only, no action required.



Annual Assessment

January 22, 2021

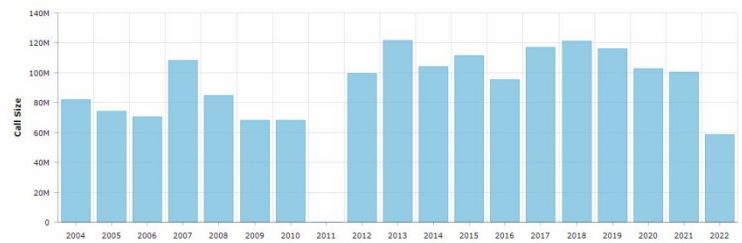
FINANCIAL HEALTH

Project awards typically are processed on a four-year rolling average: agency financial health is a reflection of award decisions dating from 2017 to today.

In November 2020, TIB staff recommended and the Board adopted \$58.71 million representing 71 projects. Total agency requests were 177 applications and \$188.8 million in TIB funding. This award amount is based on forecasted annual revenues and historic data of anticipated project surpluses and/or project withdrawals. (See FY 2022 in graph to the right.)

This amount was considerably lower than the previous years' sizes due to lost revenue in 2020 and a low fund balance. For several years, the call sizes were larger due to a few big project cancellations and a favorable bidding climate that resulted in projects cost savings.

Historic Funding Program Sizes



The following programs are funded:

- Urban Arterial Program (UAP)
- Arterial Preservation Program (APP)
- Small City Arterial Program (SCAP)
- Small City Preservation Program (SCPP)

In addition to the November awards, TIB granted \$238,000 in Relight Washington (LED) grants throughout the year as cities became qualified for the grants. TIB continued to pursue several pilot preservation program grants. The pilot preservation grants totaled approximately \$500,000.

Note: The Urban Sidewalk Program and Small City Sidewalk Program was suspended in 2020 due to COVID-19 revenue reductions. Sidewalks were still funded as part of the Urban and Small City Arterial Program. The Complete Streets Program was suspended in 2020 due to legislative action that eliminated this funding in the wake of I-976.

ACCOUNT BALANCES

The Transportation Improvement Account is approximately \$100M annually and represents 97-98% of road related funding. Staff targets a \$20M average reserve in the account. After the great recession, TIB had a larger than optimal fund balance. In response, larger annual call sizes and an emphasis on construction ready grants brought the fund balance down to an acceptable level. COVID-19 and the effects of I-976 further lowered that balance to the point where current obligations could not be met. The 2020 and future call sizes are designed to pay off existing outstanding obligations and return the fund balance up to two months equivalent of revenue or \$16M.

Account Balance History

Initial Monthly Account Balances



KEY PROCESS INDICATORS

Starting in 2012, the TIB Dashboard was augmented with a scorecard (see below) to help evaluate agency performance on an annual basis. This dashboard page displays approximately 20 metrics that derive from strategic plan goals and objectives. Measures for the past five years are visible and as more annual data are collected, the scorecard is updated.

TIB Annual Assessment

Measure	2016	2017	2018	2019	2020	Historic Data	Trend
Percent Reduced Collisions on Arterials	16.02%	16.75%	17.89%	17.23%	18.19%		▲
Percent of Small Cities with an Average PCR Score above 70	67.9%	72.9%	73.5%	74.8%	71.4%		▲
Projects Completed	123	254	208	206	174		▲
Projects Awarded	171	344	174	200	83		▲
Miles of Roadway Awarded with Sidewalk Added	18.02	15.12	19.03	6.34	7.77		▲
Miles of Resurfacing Awarded	50.84	32.94	51.7	49.29	38.54		▲
Miles of Urban Street Extension or Improvement Awarded	17.51	17.23	14.16	10.15	10.9		▲
Miles of Urban Roadway Awarded with Bikelanes Added	9.74	9.01	9.77	9.79	8.2		▲
Average Number of Points Achieved in Sustainability	10.85	9.42	7.8	8.4	8.4		▲
Agencies Without Awards in the Past 7 Years	34	26	24	22	27		▲
Number of Projects not Billing in Last Calendar Year	67	60	28	71	22		▲
Percent of Dollars Spent on Design	10.12%	9.99%	9.71%	9.68%	9.81%		▲
Percent of Dollars Spent on Construction	89.88%	90.01%	90.29%	90.32%	90.19%		▲
Percent of Transactions Processed Within Target	99.72%	99.54%	99.34%	97.33%	96.54%		▲
Number of Active Projects	428	480	476	493	355		▲
Total Outstanding Obligation	\$348.0M	\$340.0M	\$337.6M	\$319.2M	\$260.3M		▲
Fund Balances - TIA	\$47.2M	\$31.5M	\$15.2M	\$10.1M	\$8.2M		▲
Fund Balances - SCPSA	\$2.1M	\$1.5M	\$1.5M	\$0.1M	\$0.5M		▲
Average Age of Active Projects - Urban	1.87	1.94	1.83	1.7	1.8		▲
Average Age of Active Projects - Small City	0.98	0.92	1.07	1.07	1.3		▲
Number of Delayed Projects	1	4	1	1	1		▲

Green indicators: Most scorecard measures are within target. Measures worth highlighting are below.

- **Miles of Roadway Awarded with Sidewalk Added:** In 2019 there was a large reduction in the number of sidewalks built on TIB projects, due to smaller projects and many projects with existing sidewalk being proposed. Staff made an emphasis in 2020 to be sure to build sidewalks. Although the call size was greatly reduced the number of miles of sidewalk built did increase by almost 1.5 miles. Not back up to previous levels, but a good number without the sidewalk programs.
- **Number of Projects not Billing in the Last Calendar Year:** While this did provide to be a financial challenge, it is a good indicator for project delivery. Only 22 projects did not bill last year. This number is not unusual because there are always some projects that bill only once at the end, such as smaller preservation projects.

Yellow indicators: Six of the 21 targets are yellow, which indicates that monitoring may be necessary.

- **TIA Fund Balance:** The low fund balance will be a concern and challenge of the next few years.
- **Number of Active projects and Total Outstanding Obligation:** This shows a slight decline in both areas which is needed to keep within fiscal capacity, but is concerning as TIB cannot build as much.
- **Percent of Small Cities with an Average PCR Score above 70:** There are many cities on the bubble of 70. Several went below this year. This is consistent with the life cycle of the transportation system.

KEY ACCOMPLISHMENTS

TIB recent achievements include:

- **Crack seal pilot projects:** The Transportation Improvement Board engaged five small cities in eastern Washington in a crack seal pilot program. The cities are: Fairfield, Millwood, Rockford, Spangle, and Waverly. The objectives were:
 - To determine if small cities were capable of performing their own crack seal work with basic training;
 - Preserve and extend the life of existing pavement;
 - Potentially prepare these cities for future TIB preservation grants.

Overall, the pilot project was a success. Four of the five cities completed the work (Rockford dropped out of the pilot project) and demonstrated this is an opportunity to incentivize cities to preserve their streets. A total of \$100k was invested.

- **SCAP application online:** The first online application opened in 2019 with the sidewalk application. In 2020 TIB transitioned the SCAP application to a web based version. The original objectives of online applications were to decrease administrative time (i.e. manual data) and enable TIB staff to field review projects earlier. An unanticipated benefit was the ability to see projects applications that were in progress, but not formally submitted.

FUTURE ISSUES

- **Budget/COVID revenue loss:** Current revenue forecasts suggest 2021 gas tax receipts will be approximately 10-12% below the four year revenue forecast and will not return to 2019 levels until 2023 or 2024. This reduced forecast, in combination with the need to rebuild a reserve fund balance will result in an overall program size in the \$80M range for 2021.
- **Past due obligations:** TIB currently has \$26 Million in past due reimbursement requests to cities and counties. These past due obligations will need to be paid off before the fund balance can recover.
- **Crack seal preservation grants:** For 2021, TIB will continue to look for crack seal preservation opportunities. The objective will be to transition crack seal preservation as part of the overall small city preservation program.
- **Transitioning the sidewalk program to “Active Transportation”:** Staff is currently working on augmenting the scope of the sidewalk program to include more than just sidewalks. It would include bike lanes, lighting, and other active transportation type projects.



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-144(004)-1	BRIER	FY 2021 Overlay Project	Audit	CC FV AD	229,284	-37,827	Director
3-W-159(008)-1	BURLINGTON	FY 2022 Overlay Project	Design	DE	21,089	0	Director
3-E-177(005)-1	COLLEGE PLACE	FY 2021 Overlay Project	Construction	CN	45,360	0	Director
3-P-802(003)-1	DUVALL	FY 2019 Rehabilitation Project	Audit	FV AD	332,830	0	Director
3-P-802(004)-1	DUVALL	FY 2022 Overlay Project	Design	DE	9,088	0	Director
3-P-124(009)-1	ENUMCLAW	FY 2022 Overlay Project	Design	DE	8,500	0	Director
3-P-130(003)-1	FIRCREST	FY 2021 Overlay Project	Audit	CC FV AD	266,479	-24,969	Director
3-E-183(009)-1	GRANDVIEW	FY 2022 Overlay Project	Design	DE	29,070	0	Director
3-W-188(003)-1	KELSO	FY 2022 Overlay Project	Design	DE	82,463	0	Director
3-P-112(007)-1	NORMANDY PARK	FY 2022 Overlay Project	Design	DE	32,300	0	Director
3-P-804(005)-1	NORTH BEND	FY 2020 Overlay Project	Audit	FV AD	128,273	0	Director
3-W-126(006)-1	SEDRO WOOLLEY	FY 2021 Overlay Project	Audit	CC FV AD	296,846	-11,561	Director
3-W-126(007)-1	SEDRO WOOLLEY	FY 2022 Overlay Project	Design	DE	8,670	0	Director
3-E-182(005)-1	SELAH	FY 2021 Overlay Project	Audit	CC FV AD	228,929	0	Director
3-P-142(007)-1	SNOHOMISH	FY 2022 Overlay Project	Design	DE	17,000	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-E-181(003)-1	UNION GAP	FY 2022 Overlay Project	Design	DE	31,554	0	Director
Total APP Change						-74,357	
CSP Program							
C-P-114(002)-1	BOTHELL	Complete Streets Award	Audit	CC AD	600,000	0	Director
C-P-802(001)-1	DUVALL	Complete Streets Award	Audit	CC AD	200,000	0	Director
C-E-944(002)-1	NACHES	Complete Streets Award	Audit	CC AD	250,000	0	Director
C-P-027(002)-1	PIERCE COUNTY	Complete Street Award	Audit	CC AD	250,000	0	Director
Total CSP Change						0	
LED Program							
S-P-137(001)-1	DUPONT	LED Streetlight Conversion	Bid Award	DE CN BA	11,550	0	Director
S-P-802(001)-1	DUVALL	LED Streetlight Conversion	Audit	FV AD	307,319	0	Director
S-P-200(001)-1	NEWCASTLE	LED Streetlight Conversion	Bid Award	BA	501,281	150,281	Director
Total LED Change						150,281	
SCAP Program							
6-E-921(004)-1	ASOTIN	2nd Street	Audit	FV AD	814,048	0	Director
6-W-837(013)-1	BLAINE	Hughes Avenue and Peace Portal Intersection	Audit	FV AD	814,271	0	Director



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Project Activity Report

Reporting Period
From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-808(016)-1	BUCKLEY	112th Street East Pavement Preservation	Design	DE	56,839	0	Director
6-P-801(009)-1	CARNATION	Tolt Avenue (SR 203)	Bid Award	CN BA	750,000	0	Director
6-W-952(005)-1	CASTLE ROCK	Dougherty Drive	Audit	CC FV AD	734,919	0	Director
6-E-901(008)-1	CHEWELAH	1st Street West Reconstruction	Design	DE	37,521	0	Director
6-E-902(010)-1	COLVILLE	7th Street Cedar to Madison	Design	DE	77,036	0	Director
6-P-811(110)-1	EATONVILLE	SR 161/ Washington Ave N. Corridor Streetscape	Audit	CC FV AD	143,112	0	Director
6-W-955(012)-1	ELMA	12th Street Improvements	Design	DE	47,864	0	Director
6-W-831(007)-1	FRIDAY HARBOR	Mullis Street	Construction	CN	83,587	0	Director
6-W-831(008)-1	FRIDAY HARBOR	1st Street Overlay	Design	DE	43,316	0	Director
6-P-819(004)-1	GOLD BAR	1st Street	Audit	CC FV AD	296,137	-16,345	Director
6-E-935(009)-1	GOLDENDALE	W Byars Street	Design	DE	51,381	0	Director
6-P-820(009)-1	GRANITE FALLS	Jordan Road and Galena Street	Audit	CC FV AD	377,181	-47,331	Director
6-W-953(010)-1	KALAMA	Elm Street	Audit	FV AD	271,522	0	Director
6-W-953(011)-1	KALAMA	W Frontage Road	Audit	FV AD	181,389	0	Director
6-E-843(005)-1	LIND	5th Street	Design	DE	48,083	0	Director
6-E-942(004)-1	MABTON	Main Street Reconstruction Project	Design	DE	40,581	0	Director
6-E-897(005)-1	MEDICAL LAKE	Pineview, Evergreen, Stanley Drive and Sherman Ave	Audit	FV AD	593,820	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-957(010)-1	MONTESANO	1st Street and Marcy Avenue	Audit	CC FV AD	441,764	-9,552	Director
6-E-943(006)-1	MOXEE	Morrier Lane Extension	Design	DE	25,925	0	Director
6-E-944(010)-1	NACHES	Naches Avenue	Audit	FV AD	171,693	0	Director
6-E-987(006)-1	OMAK	Jasmine Street	Audit	FV AD	678,138	0	Director
6-E-929(005)-1	POMEROY	Columbia Street and 5th Street	Audit	CC FV AD	441,401	55,293	Director
6-E-845(008)-1	RITZVILLE	Main Avenue	Design	DE	9,500	0	Director
6-P-135(003)-1	RUSTON	N 52nd Street	Audit	CC FV AD	473,074	13,670	Director
6-E-886(008)-1	TWISP	Canyon Street	Audit	FV AD	414,847	0	Director
6-E-866(004)-1	WARDEN	N Country Road	Design	DE	75,150	0	Director
Total SCAP Change						-4,265	

SCPP Program

2-E-907(003)-1	ALBION	FY 2021 Seal Coat Project	Audit	CC FV AD	14,574	-13,036	Director
2-P-800(010)-1	BLACK DIAMOND	FY 2022 Overlay Project	Design	DE	3,783	0	Director
2-E-851(006)-1	BRIDGEPORT	FY 2022 Overlay Project	Design	DE	25,744	0	Director
2-P-809(003)-1	CARBONADO	FY 2022 Overlay Project	Design	DE	10,450	0	Director
2-W-952(005)-1	CASTLE ROCK	FY 2018 Rehabilitation Project	Audit	CC FV AD	155,430	0	Director
2-W-952(006)-1	CASTLE ROCK	FY 2022 Seal Coat Project	Design	DE	855	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-901(004)-1	CHEWELAH	FY 2022 Seal Coat Project	Design	DE	13,104	0	Director
2-E-908(003)-1	COLTON	FY 2021 Seal Coat Project	Audit	FV AD	50,138	0	Director
2-E-926(004)-1	CONNELL	FY 2021 Seal Coat Project	Contract Completion	CC	38,346	-2,018	Director
2-E-926(005)-1	CONNELL	FY 2022 Seal Coat Project	Design	DE	1,900	0	Director
2-W-827(010)-1	COUPEVILLE	FY 2022 Overlay Project	Design	DE	15,466	0	Director
2-P-811(002)-1	EATONVILLE	FY 2020 Seal Coat Project	Audit	FV AD	43,571	0	Director
2-P-819(004)-1	GOLD BAR	FY 2022 Overlay Project	Design	DE	16,025	0	Director
2-E-859(004)-1	GRAND COULEE	FY 2020 Overlay Project	Audit	CC FV AD	82,017	-3,084	Director
2-E-850(004)-1	LEAVENWORTH	Pavement Pilot Project	Audit	CC FV AD	81,589	-50,865	Director
2-E-166(002)-1	MILLWOOD	Chip Seal PILOT	Audit	CC FV AD	47,997	-2,003	Director
2-W-957(006)-1	MONTESANO	FY 2022 Seal Coat Project	Design	DE	0	0	Director
2-E-915(004)-1	OAKESDALE	FY 2020 Rehabilitation Project	Audit	FV AD	262,132	0	Director
2-E-883(006)-1	PATEROS	FY 2020 Seal Coat Project	Audit	CC FV AD	59,550	869	Director
2-E-855(003)-1	REPUBLIC	FY 2020 Seal Coat Project	Audit	FV AD	205,965	0	Director
2-E-933(002)-1	SOUTH CLE ELUM	FY 2021 Seal Coat Project	Audit	CC FV AD	41,853	2,218	Director
2-E-933(003)-1	SOUTH CLE ELUM	FY 2022 Seal Coat Project	Design	DE	0	0	Director
2-W-841(005)-1	SUMAS	FY 2022 Overlay Project	Design	DE	12,197	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-967(003)-1	VADER	FY 2022 Seal Coat Project	Design	DE	0	0	Director
2-E-867(007)-1	WILSON CREEK	FY 2022 Seal Coat Project	Design	DE	7,700	0	Director
2-E-887(003)-1	WINTHROP	FY 2021 Seal Coat Project	Audit	CC FV AD	56,297	-68,343	Director
2-E-947(003)-1	ZILLAH	FY 2022 Overlay Project	Design	DE	28,620	0	Director
Total SCPP Change						-136,262	
SP Program							
P-E-901(P03)-1	CHEWELAH	US 395 and Main Avenue	Audit	CC FV AD	278,035	11,965	Director
P-E-201(P03)-1	EDGEWOOD	Meridian Avenue and 24th Street E	Construction	CN	113,652	0	Director
P-P-130(P02)-1	FIRCREST	Emerson Street Sidewalk Extension	Audit	CC FV AD	366,403	-7,663	Director
P-P-199(P08)-1	LAKEWOOD	Lakewood Drive	Bid Award	BA	441,537	-98,463	Director
P-W-957(P01)-1	MONTESANO	E Pioneer Avenue	Audit	FV AD	152,576	0	Director
P-E-182(P01)-1	SELAH	W Goodlander Road	Audit	CC FV AD	136,271	0	Director
P-E-165(P07)-1	SPOKANE	Driscoll Blvd	Audit	CC FV AD	259,640	-858	Director
P-E-165(P08)-1	SPOKANE	37th Avenue	Audit	CC FV AD	196,080	-39,413	Director
P-E-208(P06)-1	SPOKANE VALLEY	Adams Road	Audit	FV AD	298,994	0	Director
P-E-179(P03)-1	SUNNYSIDE	East Edison Avenue	Audit	CC FV AD	232,681	-9,663	Director
P-E-178(P04)-1	TOPPENISH	Lincoln Avenue, Dayton Avenue, and Beech Street	Audit	CC FV AD	218,862	-18,042	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-978(P03)-1	YELM	Mill Road SE	Audit	CC FV AD	190,518	-21,762	Director
Total SP Change						-183,899	
UAP Program							
8-1-125(003)-1	BURIEN	S 144th Way	Audit	FV AD	2,943,270	0	Director
8-5-188(017)-1	KELSO	Catlin Street	Bid Award	BA	3,817,818	-682,182	Director
8-5-197(026)-1	LACEY	College Street NE	Design	DE	386,177	0	Director
8-1-146(002)-1	LAKE STEVENS	91st Avenue SE / 24th Street SE / S Lake Stevens Road	Design	DE	0	0	Director
8-1-199(015)-1	LAKEWOOD	Gravelly Lake Drive and Washington Boulevard SW	Design	DE	0	0	Director
8-1-140(020)-1	LYNNWOOD	36th Avenue W	Audit	FV AD	3,973,604	0	Director
8-1-205(005)-1	MAPLE VALLEY	Maple Valley-Black Diamond Road SE (SR 169)	Audit	CC FV AD	3,193,366	0	Director
8-1-141(007)-1	MOUNTLAKE TERRACE	236th Street SW	Contract Completion	CC	2,489,847	0	Director
8-1-145(004)-1	MUKILTEO	Harbour Point Boulevard	Audit	CC FV AD	1,039,790	0	Director
8-4-174(020)-1	PASCO	Lewis Street	Construction	CN	0	0	Director
8-3-863(005)-1	QUINCY	F Street SW (SR 28)	Contract Completion	CC	1,055,987	-121,918	Director
8-1-121(008)-1	SEATAC	Military Road S and S 152nd Street	Audit	CC FV AD	2,367,600	0	Director
8-1-133(004)-1	STEILACOOM	Union Avenue Roundabout	Design	DE	0	0	Director
8-4-179(011)-1	SUNNYSIDE	Midvale Road	Design	DE	207,472	0	Director



Washington State Transportation Improvement Board
Project Activity Report

Reporting Period
 From 11/01/2020 to 12/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					Total UAP Change	-804,100	
					Total Change	-1,052,602	

PND - Pending DE - Design BA - Bid Award FV - Final Voucher WD - Withdrawn
 PD - Predesign CN - Construction CC - Contract Completion AD - Audit



Upcoming Program Changes

January 22, 2021

BACKGROUND

Each year, program criteria are reviewed and, if needed, proposed changes are brought before the Board for consideration.

STATUS

This year, TIB staff would like to present potential future changes to the following programs:

- **Small City Preservation Program (SCPP)** - Staff would like to further continue a more formal crack seal option within the SCPP. The Board will be presented with some ideas for “soft launching” an option for crack seal projects, which is currently not offered. The intent is to encourage agencies to use crack sealing as an early, low cost preservation treatment.
- **Small City and Urban Sidewalk Program (SCSP/SP)** - For the 2021 call for projects, staff proposes to restore the sidewalk program criteria as they were prior to the suspension of the programs in 2020. The Board will be presented with some concepts and a timeline for changing this to a more inclusive “Active Transportation” program. These anticipated changes will require the need for revising the Washington Administration Code (WAC) criteria for these programs.

RECOMMENDATION

For information only, no action required.



State of Washington
Transportation Improvement Board

SPECIAL ELECTION – CHAIR

January 22, 2021

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board (TIB Bylaws, Article II, Sections 1(a) and 1(b)). One is to be a county official and one a city official (TIB Bylaws, Article II, Section 1(c)).

STATUS

Chair Richard Stevens retired from his service as Grant County Commissioner and is ineligible to sit on the board as of January 1, 2021. His position as Chair needs to be filled by a county elected official from among the Board.

The current elected COUNTY officials serving on the Board who are eligible to serve as Chair are, in alphabetical order:

- Commissioner Al French, Spokane County (*Term runs through June 2024, eligible for one additional term*)
- Commissioner Scott Hutsell, Lincoln County (*Term runs through June 2022, eligible for two additional terms*)
- Councilmember Sam Low, Snohomish County (*Term runs through June 2022, eligible for two additional terms*)

BOARD ACTION

Friday, January 22, 2021 Board Meeting:
Special Election of Chair



Airway Heights nabs \$2.5 million transportation grant

Transportation Improvement Board funds will go to West Plains Connection project

by Drew Lawson

December 3, 2020

AIRWAY HEIGHTS — The city’s plans to expand transportation options just received a boost. The West Plains Connection project has been awarded a \$2.5 million grant from the Transportation Improvement Board.

The money will be used for Phase One of the project, which will link Garfield Road and South Hayford Road via 10th Avenue, a street grid section that doesn’t presently connect.

The continuation of 10th Avenue would connect with the current 12th Avenue behind Walmart off South Hayford Road.

The new route will have two travel lanes, landscaped or hardscaped center media with turn-lanes at major and future intersections and a multi-use pathway with a sidewalk on the opposite side of the road, according to a press release from West Plains Connection.

Construction is expected to begin in 2022.

“As a whole, the West Plains is expanding swiftly,” public works director Kevin Anderson said. “We are working to design ‘smarter’ solutions to rapidly meet rising demands on our transportation system. Projects such as the West Plains Connection do just that – they leverage current resources in the street grid and improve them. Grant funds from the Transportation Improvement Board are the catalyst to making this happen and we are grateful for their partnership and support.”

The economic development group and lead agency for preliminary design of the project is S3R3 Solutions, whose Board Chair is Spokane County Commissioner Al French.

“Connecting the grid will deliver improvements for emergency response times, multimodal transportation options, access to workforce housing, reduced congestion, and increased safety,” French said. “Over the life of the project, these advances have the potential to spur as much as \$1.4 billion in development along the corridor.”

S3R3 predicts the corridor development could bring more than 3,300 jobs with annual wages of \$132 million, according to the press release.

The West Plains Connection project, designed to create more transportation efficiency between Spokane and Airway Heights, is supported by many key stakeholders, according to the press release, including the Kalispel and Spokane tribes, Spokane Regional Transportation Council, Spokane Transit Authority, Fairchild Air Force Base and the Department of Transportation.

“By working together, we’re ensuring that growth does not just happen to us,” mayor Kevin Richey said. “Instead, we are using the momentum to thoughtfully and intentionally create a better community both now and in the future.”

The first steps of preparing for construction include full design plan development, confirmation of right-of-way and initial geotechnical assessments for completing the 10th Avenue stretch, according to the press release.

Bad soil, concrete and COVID added to Rucker project costs

Change orders for the project added nearly \$2 million to the project's original \$9.5 million budget.

by Ben Watanabe

January 5, 2021

EVERETT — Work on the Rucker Renewal utilities and road project in downtown Everett largely wrapped up in July, but the city just finished picking up the final tab, which was almost \$2 million and 60 working days more than originally projected.

Unexpected problems with soil condition under the four-block stretch, choosing concrete instead of asphalt, keeping open some of the road and sidewalk in sections, and COVID-19 added hundreds of thousands of dollars. Over the year of construction, crews found deteriorated wood water pipes, unsuitable soil and old brick that once was the city's road, Everett Public Works director Ryan Sass said.

"Everett's a very old city and there's all kinds of things to find under there," he said.

Crews found relics from Everett's past decades: ceramic flatware, an oil lamp chimney top and even a glass prescription bottle for Dr. Kilmer's Swamp Root Kidney Cure.

The project included replacing the water main underneath Rucker Avenue between Everett and Pacific avenues and redesigning the streetscape with wider sidewalks, traffic calming medians and signal improvements for pedestrians and vehicles.

Originally the final contract was for \$9.5 million when construction started in summer 2019. Change orders, including the last one in December, brought the total past \$11.5 million. The roughly 21% increase was at the high end of the range Everett public works projects typically see for additional costs. Those added costs weren't fully covered in the project budget contingency.

"Most of the time we're around 10% or under on the majority of our projects," Sass said.

Several business owners repeatedly complained about the traffic disruption and a loss of sales because of the project.

The Everett City Council approved the fourth and final change order totaling \$650,667 on Dec. 30. It closed the project's contract, but people may see crews finishing small tasks in the months to come.



The Rucker Renewal project wrapped up in July 2020 for through traffic, but change orders over the yearlong construction added almost \$2 million to the original \$9.5 million budget. (Kevin Clark / Herald file)



The Rucker Renewal utilities and road project ended up almost \$2 million over the original budget because crews found unexpected conditions, such as this pavement-brick-pavement layering. (City of Everett)

The last round of additional expenses covered items ranging from \$1,416 for lighting conductors to \$160,604 because of costs for more excavation and fill than initially estimated.

During the design portion of the project, before construction, at least one boring down to 20 feet and three or four shallow pavement corings per block were done. That information helped the contractor plan for how much excavation and infill would be needed. But when more was required, more had to be bought, which resulted in unexpected costs.

If the initial bores were done in different spots, sometimes just feet away, it could have been found.

In hindsight, additional boring and core sampling could have found the areas that resulted in change order expenses, Sass said. But what they yielded would have needed to be removed and filled either way.

“What I wish we had done is deeper cores to find that stuff,” Sass said. “Any time we’re working in the old part of the city like this, we should increase our contingency and potential quantities.”

While drivers couldn’t take Rucker Avenue straight between Everett and Pacific, they could access at least a part of it during the phased construction. Plus, the phases allowed for sidewalks to remain open most of the time that businesses in the construction area were. But that required more flaggers to help manage construction work and business access at an additional \$69,000.

“That’s really us underestimating the amount of work that was needed to keep those downtown businesses open all the time,” Sass said. “That’s really the right thing to do.”

COVID-19 ended up costing the city over \$48,700 to pay for cleaning and sanitation supplies, handwashing stations, personal protective equipment and worker screening stations. That was negotiated down from an early estimate of over \$245,000, according to the change order. Sass said the city and contractor agreed to split over \$90,000 for the unexpected costs because the city wasn’t contractually obligated for all of it.

“The city’s perspective was we recognized the impacts are real, but we don’t recognize that the city’s on the hook for them necessarily,” he said.

While the road was still closed and work being done, someone stripped copper wiring used for the underground vehicle detection loops that trigger signal light changes. Copper theft has been a problem for over a decade across the country as people steal it from construction sites and even electrical sub-stations, according to the FBI.

The open and unsecured work zone meant the city was responsible for the expense to replace the vehicle detection system. Instead of the high cost to redo the in-ground induction loop that senses magnetic variations, the city opted for a video detection system at \$12,150.



**The Rucker Renewal utilities and road project ended up almost \$2 million over the original budget because crews found unexpected conditions, including a void from deteriorated wood water pipes that had to be removed and filled.
(City of Everett)**

“Otherwise we would have had to break up the slab, re-pour the concrete and put in the detection loops,” Sass said.

The third change order in March included \$753,000 for concrete pavement instead of asphalt. That work alone added 29 working days because of noise ordinances, according to the change order.

Concrete should require less maintenance than asphalt, which usually requires an overlay between eight and 12 years, Sass said.

“One of the nice things with this type of construction and the kind of roadway is the cost of maintenance is significantly less” and should be around for the next 100 years, he said.

If the city ever has to dig it up in the future, there at least should be records of what’s underneath the concrete.

Ben Watanabe: bwatanabe@heraldnet.com; 425-339-3037; Twitter @benwatanabe.

Correction: This story has been modified to correct the number of shallow pavement core samples taken.



**Workers who dug up and rebuilt Rucker Avenue found several items from the city’s past, including this glass prescription bottle for Dr. Kilmer’s Swamp Root Kidney Cure.
(City of Everett)**

Kelso City Council passed budget, honored outgoing council member Futcher

by Marissa Heffernan

December 17, 2020

The Kelso City Council adopted its biennial budget and honored outgoing council member Dave Futcher on Tuesday.

The council unanimously passed 2021-2022 budget of about \$11 million in general fund expenditures in 2021 and \$10 million in 2022.

Mayor Nancy Malone presented Futcher with a plaque for his 16 years of service, saying she would miss “his smiles and little snippy comments.” Futcher is resigning at the end of the year because he is moving outside the Kelso city limits. Tuesday night was his last council meeting.

“We are definitely going to miss you,” Malone sad. “You have been an asset and I don’t know if we can find anybody to fill your shoes.”

City staff members thanked Futcher and said they would miss his wit and dedication to the city.

Futcher said in 2005 when he was selected to fill a council role, he “came in thinking I knew something and learned very quickly I knew little. I spent the next 16 years trying to learn more,” he said.

He said he was very proud of his time and work to enhance youth recreational opportunities like the skate park and Tam O’Shanter Park, as well as the council’s fiscally responsibility while also getting outside investments.

“I appreciate all the folks I’ve been able to serve with,” Futcher said, adding that he “will not be far away and I will always be Kelso in my heart.”

Costs for the South Kelso Railroad Crossing project management are higher than anticipated, so the council to approve an increase of \$89,700 to Walsh Consulting Group, LLC, which would make to total contract amount about \$287,600.

The council also approved the 2021 legislative agenda, which includes funding existing transportation improvement board projects, such as the Catlin Street Project, asking for flexibility with awarding bids to the lowest bidder, protecting state-shared revenues and defending against unfunded mandates.

In other business, the council:

- Extended its agreement with Castle Rock-based Compass Lane, Inc. for on-site computer services. The 2021-2022 agreement is for 720 hours per year at a cost of about \$91,600 in 2021 and \$94,000 in 2022. That’s a 0% increase in 2021 and a 2.5% increase in 2022.
- Approved a total water treatment chemical purchase of \$54,000 for 2021. Staff recommended purchasing sodium hydroxide from Northstar Chemical for 60 cents per gallon, sodium hypochlorite from HASA for 89 cents per gallon and sodium fluoride from Cascade Columbia for 92 cents per pound.



David Futcher



City of Walla Walla awarded \$2.5 million grant for the Poplar/Alder project

by Fox 11 / Fox 41
November 23, 2020

WALLA WALLA, WA — The city of Walla Walla recently received notice of a grant award in the amount of \$2,554,000 from the state of Washington’s Transportation Improvement Board for the Poplar Street/Alder Street — South Colville Street to Howard Street project.

This project will convert Poplar to two through lanes with a center turn lane, and bicycle lanes on both sides. In addition, the existing traffic signals at the Alder/Park Street, Alder/Palouse Street and Poplar/Palouse intersections will be replaced with roundabouts. Enhanced pedestrian crossings with curb extensions will be added at the Poplar/Colville and Alder/Howard intersections. New street lighting will also be installed for improved visibility.



“We have been successful in obtaining this grant due to the Poplar Street Corridor Study completed in 2018-2019. This study, approved by the public and adopted by our City Council, resulted in grant success by focusing on significant safety improvements and optimizing traffic flow in this corridor,” said Monte Puymon, transportation engineer for the city of Walla Walla.

A start date for the project has not been identified. The current total cost is estimated at \$6,654,000. Funding sources are as follows:

\$2,554,000 – Transportation Improvement Board grant · \$1,836,000 – Transportation Benefit District (TBD) · \$999,000 – Infrastructure Repair and Replacement Program (IRRP) \$675,000 – Water \$325,000 – Real Estate Excise Tax (REET) \$165,000 – Wastewater \$100,000 – Stormwater

More information about the project is available on the TIB’s website.

Whitman County legislators want schools to reopen

Sen. Schoesler, Reps. Dye and Schmick meet with Pullman City Council on Tuesday

by Anthony Kuipers

December 16, 2020

Washington's 9th Legislative District Sen. Mark Schoesler told the Pullman City Council on Tuesday that reopening schools for at least some of the student population is "paramount" for the state.

Schoesler, R-Ritzville, joined 9th Legislative Rep. Mary Dye, R-Pomeroy, and Rep. Joe Schmick, R-Colfax, in meeting with the city council to talk about legislative issues related to COVID-19, the possibility of a carbon tax, mental health resources and other issues.

Schoesler said he has heard stories in his district of academic failures, children with mental health problems and parents having difficulty finding day care options as schools have closed their doors in the face of the COVID-19 pandemic.

"Getting those schools at least open for the younger kids at the earliest possible time is paramount to several of the problems we're facing," he said.

Then, he said, the taxpayers must face the issue of how to catch up on months of "less than desirable education."

"Somewhere we have to make up that ground academically," he said.

Pullman Mayor Glenn Johnson said he has heard of local families moving their children to Colfax schools where they are having in-person classes.

Schmick said he is going to push to reopen schools, and he cited concerns about the mental health of children not attending schools in person. As an example, he said numbers show suicides among the youth have increased.

While talking about the upcoming legislative session, Schoesler said he is also concerned about the potential for a carbon tax that he said will disproportionately hurt rural residents.

Dye discussed Gov. Jay Inslee's goal of requiring new buildings to be carbon-free by 2030 and eliminating fossil fuels from existing buildings by 2050 and warned of significant costs associated with that effort.

Schoesler also stated he is concerned about businesses being on the hook to pay unemployment insurance, even if those businesses have shut down because of the pandemic.

The legislators heard concerns from the council about Whitman County not being on the first list of counties to receive shipments of COVID-19 vaccines, the risk of losing small businesses if COVID-19 restrictions continue, and supporting the Washington police and fire academies to ensure law enforcement and firefighting positions are filled.

Tuesday's meeting can be viewed on the City of Pullman's YouTube channel.

In other business, the city council approved \$732,050 in grant funding from the Washington State Transportation Improvement Board toward constructing a roundabout at the intersection of Terre View Drive and North Fairway Drive. The \$984,385 project will begin construction in 2022.

The city also approved a \$250,000 grant from the Lodging Tax Advisory Committee for the Pullman-Moscow Regional Airport. The airport is raising \$1.5 million as a revenue guarantee that would allow interested airlines to provide flights to Denver.

CARES funds provide HEPA filters for Waterville businesses

by Karen Larsen

December 17, 2020

The Town of Waterville has purchased nine HEPA air purification devices for use in local businesses. The air purification devices were one way the town was able to use CARES (Coronavirus Aid, Relief and Economic Security) funds to provide assistance within the town of Waterville. The information was announced during the Dec. 7 regular town council meeting.

The purification devices are being disbursed and installed in businesses town staff felt had the highest volume of traffic.

Additional CARES funding was used to purchase jackets and material to make protective gowns for the Waterville Ambulance crew.

Waterville was awarded a maximum of \$53,325 in CARES reimbursement funding. The deadline to spend the funds was set at Nov. 30, and Mayor Jill Thompson said during the meeting she had not yet heard a word about whether the funding would be extended. Clerk/treasurer Marsha Peterson said on Dec. 8 total town claims so far had reached \$14,991.

In other matters, the council passed its 2021 final budget after a hearing in which no comments from the public were received. It also passed the amended 2020 final budget. Peterson said the amended budget reflects the receipt of unanticipated grant money, such as the CARES funding, Transportation Improvement Board Relight Washington money, and the Department of Natural Resources grant for developing the forestry plan. It also reflects a \$20,000 transfer from the current expense fund to the park fund. Peterson said the transfer was needed because the pool fund started in 2020 with a shortfall due to costs for some long-term projects undertaken in 2019.

The council approved an Interlocal Cooperative Agreement with Douglas County for hiring the county's code enforcement officer on an hourly basis. The council also approved a renewed contract with Davis Arneil Law Firm for the services of town attorney Steve Smith. They approved an amended logging contract with Elite Logging & Excavation for commercial logging of the town property on Badger Mountain.

Link Board Representative Joyce Huber reported Link had passed its 2021 budget at the most recent meeting.

Thompson reported that a proposal to rezone the blocks encompassed by Chelan Avenue, South Rainier Avenue, Birch Street, and Walnut Street had moved onto the Department of Commerce and that the town had requested that the process of rezoning be expedited. Peterson said on Dec. 8 town hall had just learned that the expedited process was not possible for this type of re-zoning. So the council will consider the change after the standard 60-day review period.

According to Thompson, the Historic Preservation Commission has been awarded the Sivinski Grant of \$1,500 for providing instruction on how to repaint historic brick buildings. A workshop on this skill will be conducted in the spring, if possible, and will be available to members of the public.

The commission is in the process of working on its survey of historic buildings in town. The Blue Rooster, located in the historic Waterville Grange Hall building, is set to be the first building on the town's new local historic register.

The Historic Preservation Commission meets at 5:30 p.m. the fourth Tuesday of each month via Zoom. For more information, inquire at town hall.

Thompson said that the Livestock Ordinance Update Committee will meet on Dec. 15 to work on revisions to the livestock ordinance. She said that they would be bringing their revisions before the council at the Dec. 21 meeting.

The Douglas County Commissioners have approved a grant of \$8,000 from Solid Waste of Douglas County to help pay for a new waste oil furnace to heat the town shop. The total cost of the furnace is about \$12,000. The town collects waste motor oil from residents to fuel the furnace.

Town hall will be closed on Dec. 24 and 25 in observance of the Christmas holiday and on Jan. 1 in observance of New Year's Day. The next council meeting is scheduled for 6:30 p.m. Dec. 21 via Zoom.

Guess what's coming to northeast Lacey? An extension of College Street

by Rolf Boone

January 6, 2021

The city of Lacey is set to extend College Street north to 15th Avenue Northeast, eliminating the need for traffic to wind its way through an adjacent neighborhood to reach the same destination.

That was the update the Lacey City Council transportation committee heard on Tuesday. Committee members are council members Carolyn Cox, Malcolm Miller and Michael Steadman.

The city received a state transportation improvement board grant of \$2.8 million in November, public works director Scott Egger said. The project will be designed this year, followed by construction in 2023. The city owns most of the right-of-way property it needs, but will have to acquire some additional property before the project can begin, he said.

Heading north, College Street crosses Martin Way, passes the North Thurston Public Schools district offices, then when it reaches Sixth Avenue Northeast, it veers to the right and down a hill where College Street dead-ends at Eighth Avenue Northeast. For motorists to get to 15th Avenue, traffic has to take a right and then work its way through the neighborhood.

Over the years, neighbors have complained about that traffic, Egger said. He also said the plan to extend the street has been on the city's books for about 20 years.

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Where College Street dead-ends at Eighth Avenue there is a sign that says, "Future Street Connection." Beyond the sign is a strip of woods, although there also appear to be residences on both sides of the future extension. College Street will be extended with a lane in each direction, along with a center turn lane, Egger said.

Also on Tuesday

The city has about \$900,000 in federal funding in hand for the next phase of work to widen College Street south of Lacey Boulevard. The first phase was recently completed, which widened the street between 18th and 25th, including a new roundabout at 22nd Avenue. The next phase will widen the street between Lacey Boulevard and 18th and add a roundabout at 16th Avenue.

The money will be used to design the next phase of work, but the city still needs money for right-of-way acquisition and construction, Egger said.

The city's plan to widen College Street to 37th Avenue has multiple phases, but this one near 16th Avenue is the costliest, Lacey transportation manager Martin Hoppe said, because of all the right-of-way property the city will



Awarded \$2.8 million in the fall, the city of Lacey is now set to extend College Street Northeast to 15th Avenue Northeast, eliminating the need for traffic to wind its way through an adjacent neighborhood to reach the same destination.

By Rolf Boone

Read more and video available here:

<https://www.theolympian.com/news/local/article248303740.html#storylink=cpy>

have to purchase. The future roundabout at 16th also will have to be moved west not to interfere with an apartment complex in the area, he said.

More projects

- The city created a north-south bike route on Judd Street and now plans to do the same east of Ruddell Road. The Sycamore bike route will run from Lacey Boulevard to Alder Street to Gemini Street to Sycamore Street and finally to 22nd Avenue Southeast. It's expected to be ready this summer.
- A new pedestrian crossing with a raised median is planned for College Street, linking Woodland Square Loop to the Saint Martin's University campus. The city is in the process of purchasing right-of-way property for the project.



Awarded \$2.8 million in the fall, the city of Lacey is now set to extend College Street Northeast to 15th Avenue Northeast, eliminating the need for traffic to wind its way through an adjacent neighborhood to reach the same destination. College Street Northeast currently dead-ends at Eighth Avenue Northeast.

Construction on Highway 305 roundabout in Poulsbo to begin soon

by Nathan Pilling
December 4, 2020

POULSBO – Work is set to begin in the coming weeks on a large roundabout at the eastern entrance to Poulsbo on Highway 305, kicking off months and millions of dollars in construction there.

Work on the roundabout, sited at the highway's intersection with Johnson Road, could take as long as 18 months or be finished in about a year, said Josh Raney, who is overseeing the project for the city of Poulsbo as its capital projects construction manager.

The city's contractor – Tacoma-based Active Construction, Inc. – was awarded a \$15.3 million contract for the work in June. Funding for the project comes from a variety of local, state and federal sources. The city expects construction to begin in earnest likely in January.

"They're hoping to get out there and work pretty heavily through the winter months and we'll monitor any erosion and stormwater issues pretty closely with them," Raney said.

Drivers used to speeding on Highway 305 between Suquamish and Poulsbo should note that traffic will be slowed in the construction area down to 35 mph and down to 25 mph with cautionary signing. Traffic will continue to move through the area, but occasional delays can be expected.

The contractor is required to keep two lanes of traffic open during the project with the exception of occasional flagged limitations, Raney said. Some limited night work may occur during construction.

Preparation work at the site is kicking off with Puget Sound Energy, the Kitsap Public Utility District and CenturyLink doing utility work in the area. The project contractor will begin moving dirt with the construction of a loop road north of the highway that will route drivers around the area where the two-lane roundabout and a pedestrian tunnel under the highway will be built.

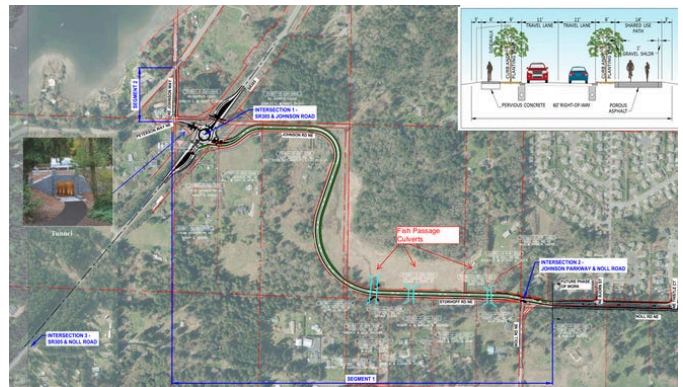
As part of the work, crews will also add a large fish-friendly box culvert on Bjorgen Creek, which would open up passage to about 2,500 feet of stream habitat for fish, according to the city.

The contractor will also build a realigned roadway – Johnson Parkway – that will connect north up to Noll Road. A wide shared-use pathway will run along Johnson Parkway from Noll Road down to Lemolo Shore Drive via the tunnel, connecting homes along Liberty Bay up to the neighborhoods surrounding North Kitsap schools.

The larger Noll Road Corridor project envisions the connection on Johnson Parkway up to Noll Road and



A conceptual rendering of a new roundabout to be built on Highway 305 in Poulsbo.
Contributed Graphic / City of Poulsbo



An illustration shows the extent of the work on Highway 305 in Poulsbo.
Contributed Graphic / City of Poulsbo

eventually all the way up to Lincoln Road as an established entrance to the residential neighborhoods on the east side of the city.

"We're excited to get this project underway," Raney said. "The concept for the Noll Road corridor has been in planning with the city since the (1990s) and has been really active in the last 15 years to get to this point."

"I'm really excited about the roundabout project, it's going to improve the safety of that area of the road dramatically," said Mayor Becky Erickson. "It's going to be a wonderful pedestrian connection with the tunnel underneath and the shared-used pathway up to Johnson Parkway."

Public art elements will also be installed at the roundabout, including on the face of a 500-foot retaining wall and in an installation right in the middle of the traffic circle, which will welcome those arriving to the city. The city is currently working through a process to finalize the designs and artists for the work, city officials said.

"The center of the roundabout will include an art feature that is consistent with a Nordic and maritime theme," an art plan for the project states. "The center island will also welcome visitors to Poulsbo, since this roundabout is located at the southern entrance to the city."

Slideshow of plan available at:

<https://www.kitsapsun.com/story/news/2020/12/04/construction-highway-305-roundabout-poulsbo-begin-soon/3820181001/>

The Daily Chronicle

SERVING THE GREATER LEWIS COUNTY AREA SINCE 1889

Tenino Optimistic About 2021 Projects and Grants

by The Chronicle
December 9, 2020

With COVID-19-ravaged 2020 nearly in the rearview mirror — thankfully — 2021 is already shaping up to help Tenino alleviate some of the past year’s trauma.

According to Tenino Clerk-Treasurer John Millard, the city’s budget is the lowest it’s been since 2015, but he says there’s reason for optimism — in the form of much-needed street improvements and other projects.

In a Dec. 4 press release, Millard unveiled a slate of grants the city has received: They include a \$591,132 Small City Arterial Program (SCAP) grant from the Washington State Transportation Improvement Board (TIB), which will be used to renovate Ritter Street between Sussex and Park avenues.



Tenino City Hall
Courtesy Photo

The completed project, Millard wrote, will “remake” the Ritter road surface that will be 25 feet wide between the two cross streets and will include about 100 feet of concrete curb to improve traffic flow at the Ritter-Sussex intersection.

Along the west side of the street, 5-foot-wide sidewalks will be installed with curbs and gutters, and on the east side a 2-foot-wide shoulder and 3-foot-wide landscaped depression with sloped sides will channel rain water runoff to the city’s storm drain system. While the roadway is repaired, Millard added, the city will replace the associated water mains. Working with Puget Sound Energy, the city also hopes to place the electrical distribution lines along Ritter Street underground, though the cost of this project may prohibit its execution, Millard said. Under the terms of the Small City Arterial Program (SCAP) grant, the Ritter Street project must be complete by Sept. 30, 2022.

In addition to the before-mentioned grant, Tenino also expects to receive approximately \$137,500 through the Thurston Regional Planning Council’s Rural Communities Support Program to repair Hodgden Street North from the intersection of Sussex Avenue to a point approximately 115 feet north of the intersection.

According to Millard, the project will include improvements to road surfaces, curbside parking on the west side of the street, curbs, gutters, and 5-foot-wide sidewalks along the east side of the street. Engineering work will occur in 2021 and construction in 2022; project completion is set for Sept. 30, 2022.

A grant for \$500,470 from the Washington State Legislature will help renovate the historic structure. It will help pay to repair the roof, re-tuck mortar between the sandstone blocks on the building’s north face, remodel office space, install new carpet and ceiling tiles, paint the exterior, install an awning over the entrance, install a new security system, and bring the building into compliance with the Americans with Disabilities Act.

The Washington State ARTS Commission has bolstered Tenino’s Christmas spirit, too. It recently awarded the city a \$26,416.66 Creative District Pilot Capital Projects Grant. The grant requires a 1:1 match, so the total value could be as high as \$52,833.32.

The city hopes to use the funding to pave the parking lot behind the Tenino Mini-Mall that will include “asphalt art.”

Tenino's quarry pool is also being renovated to improve the appearance and function of the "kiddie pool," and renovate the mechanical and electrical systems to improve the efficiency of the pool's filtration. In addition, a Thurston County Community Development Block Grant (CDBG) will help the city renovate the city park's Quarry House by upgrading kitchen facilities, bring the building into compliance with the Americans with Disabilities Act and cosmetically improve the facility.

In total, Tenino's projects represent approximately \$1.55 million in municipal improvements. For more information, visit <https://ci.tenino.wa.us>.



Mount Vernon to install traffic signal at Hoag and LaVenture

by Brandon Stone

December 10, 2020

MOUNT VERNON — The city of Mount Vernon will install a traffic signal at the intersection of Hoag Road and North LaVenture Road, thanks to a \$1.3 million state grant.

The city is seeking a design consultant, and construction is set to start in early 2022, city Public Works Director Esco Bell said during a City Council meeting Wednesday.

Increasing congestion at this intersection, and traffic along LaVenture in general, pushed this project up on the city's list of priorities, Bell said in an interview.

"That four-way (stop) has done its job for a long time, but it's time for an upgrade," he said.

The grant was awarded by the state Transportation Improvement Board, and will require about a 20% match from the city, Bell said.

This intersection is near the new Skagit Valley Family YMCA, which Bell said has increased traffic somewhat. But this intersection was slated for an upgrade before the new facility opened.

Bell said he considered a roundabout rather than a traffic signal, but said a roundabout wasn't a good choice at this intersection because there is a steep hill.

Also, to build a roundabout of the size needed at the intersection the city would have needed to acquire property, he said. This would have driven up the project cost.

Later at Wednesday's meeting, The City Council approved permanent regulations on both cold-weather homeless shelters and overnight parking for the homeless.

The council first approved temporary ordinances on these issues last year, and has extended them since. The details of these permanent ordinances remained largely unchanged.

During a severe weather event, the city allows property owners to open temporary homeless shelters. This program was used last winter at the Skagit County-owned Mount Vernon Senior Center.

The parking ordinance allows for faith-based organizations to host up to one car per 10 available parking spaces on their properties for as many as six months, without needing a permit or having to pay fees.

No organization has contacted the city with the intent to use this program, Council member Mark Hulst said at the meeting.

AUBURN REPORTER

4th Street Northeast will finally see fixes and repairs

by Robert Whale
January 9, 2021

In and out of season, former Auburn Deputy Mayor Bill Peloza seldom failed to mention the woeful condition of 4th Street Southeast and to urge, urge, urge the city to do something about it.

City engineers have known about that need for years. But as they reluctantly and patiently reminded Peloza time and again, the city did not have the money to do what had to be done without grant funding.

Peloza, who died on April 29, 2020, didn't live to see it launch. But when city leaders accepted a \$1.7 million state grant Jan. 4 to complete the road's rehabilitation from Auburn Way South to L Street Southeast, it was of him they were thinking.

"I have no doubt that former Deputy Mayor Bill Peloza would be happy with the receiving of this grant funding," said Auburn Mayor Nancy Backus.

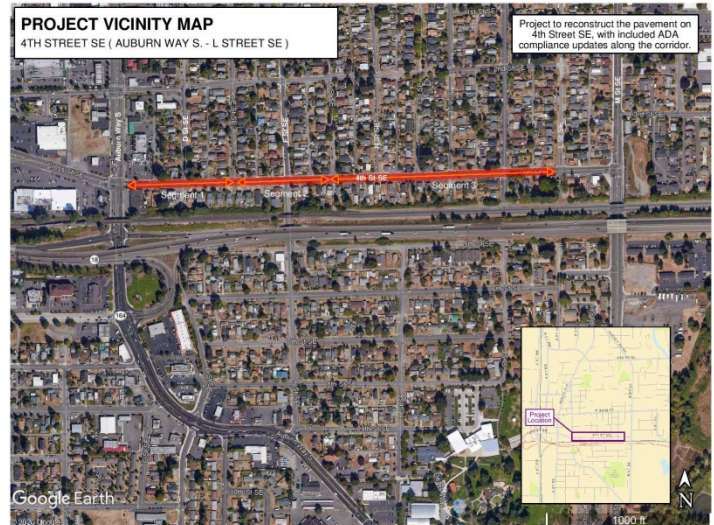
The \$4.86 million price breaks down as follows: \$2.2 million funded by the city's water and sewer utilities for normal repair, replacement and maintenance; \$1.75 million in grant funds from the state Transportation Improvement Board, a sum that is comprised of state gas tax revenues; and money from from the city's street preservation funds.

What residents will get for their money is the repair and replacement of the water and sewer utility line and a rebuilt roadway pavement between D Street Southeast and L Street Southeast with new pavement to its full depth. From Auburn Way South to D Street Southeast, the project will grind down the top surface of the existing pavement and will replace it with an overlay.

The project should begin its design and permitting phases in 2021 with construction anticipated to start in early to mid-2022. It should be finished by late 2022 or early 2023, depending on weather conditions during the construction phase.

The city has had a continued goal of maintaining its streets at an average pavement condition index of 70 out of 100 — 100 being a brand new street, and zero being a street that has failed. Although in recent years the city has made significant progress toward this goal, 4th Street Southeast had been among the projects that remained to be reconstructed.

"The city's available funding without grant supplements will not allow us to sustain this goal for our streets' condition over the long term," Public Works Director Ingrid Gaub said recently. "Winning this highly competitive state grant helps the city to stretch the limited funding for street preservation further and allows us to do more."



Thanks to a state grant, the city expects to begin work on the rehabilitation of 4th Street Southeast from Auburn Way South to L Street. as shown here. Map courtesy City of Auburn.

AUBURN REPORTER

Pavement projects press forward in Auburn

Here's a sampling of what Auburn has squeezed out of a \$32 million investment of taxpayer dollars.

by Robert Whale

December 24, 2020

Among the 23 active replacement or pavement preservation construction projects city of Auburn crews have busied themselves with in 2020 or carried over from the previous year, many are above ground.

Like the 23 lane-miles of new or preserved pavement, the three new roadway dynamic message signs and the five pedestrian-activated, rectangular rapid flashing beacon crossings in process.

Underground, the city has already replaced seven large water meters and their vaults, and is replacing more than 12,500 linear feet of water mains, more than 8,600 linear feet of storm drain pipe and more than 450 linear feet of sanitary sewer pipe.



Downtown Auburn. Courtesy photo

That is a sampling of what Auburn has squeezed out of a \$32 million investment of taxpayer dollars, as Ryan Vondrak, Capital and Construction Engineering Manager, told the Auburn City Council in his annual end-of-year report during a study session Dec. 14.

The \$32 million is also upgrading electrical components within 12 sanitary sewer pump stations; installing nearly four miles of new traffic signal communication infrastructure; converting 2,850 citywide, cobra-head-style, city-owned street lights to LEDs; adding 6,500 linear feet of new or replaced sidewalks; and updating numerous curb ramps to meet the requirements of the Americans with Disabilities Act.

This past spring, that \$32 million helped augment the Auburn Municipal Airport runway by 441 feet.

In all, Vondrak said, the city's capital project's team is at work on 36 active projects 16 in construction phase, 20 in design, worth a total of \$60 million.

Among the projects the city expects to begin construction work on in early 2021 or 2022 are the following:

- Preservation of Second Street Southeast from A Street Southeast to Auburn Way South. In 2019, the city received a grant from the state's Transportation Improvement Board (TIB) for almost \$600,000 to help complete this project, which calls for street lighting components, 150 feet of sanitary sewer improvements, storm drainage improvements and updated curb ramps and crosswalks to meet ADA requirements.
- The Lakeland Hills Preservation Project from 57th Drive Southeast to Lake Tapps Drive Southeast, just behind the Hagggen's Shopping Center. This project calls for a patch-and-grind overlay, upgraded curb ramps to meet the ADA and replacement of the vehicle-impacted detection loops under the intersection of Lake Tapps and Lakeland Hills parkways.

- Lea Hill Road Bridge Deck preservation project, which will complete grinding and overlaying of pavement along the bridge deck on 8th Street Northeast. The federal government has awarded the city a \$600,000 grant to complete this project.
- 4th Street Southeast from Auburn Way South to L Street Southeast. Partial grind and overlay, partial roadway reconstruction, including 1,700 linear feet of water improvements, 880 linear feet of sewer improvements, replacement of sections of sidewalk to meet the ADA and include street lighting components. City anticipates construction in 2022.
- The M Street Southeast sidewalk improvement project. In 2019, the TIB awarded the city a \$450,000 grant to help add missing sections of sidewalk and curb ramps along M Street South from 8th Street South to Auburn Way South.

“After this is done, how much of M Street will remain unsidewalked?” Council member Chris Stearns inquired.

“We’ll have a sidewalk on the west side from 8th all the way to Auburn Way South,” said Public Works Director Ingrid Gaub. “We’ll have a sidewalk on the east side from 12th to Auburn Way South. We’ll still be missing a piece between 8th and 12th on the east side.”

To date in 2020, the city has bid a total of 17 street projects for a total value of about \$21.3 million.

Buckley budget includes money for streets, recreation projects

Residents can look forward to work being done on River Avenue and a new athletic court.

by Kevin Hanson

November 25, 2020

The city of Buckley plans to spend nearly \$4.4 million during the coming year, all in the name of making the small community a better place to live.

The expenditures – all under the heading of “capital improvements” – are scattered throughout various elements of the 2021 municipal budget, which was to be adopted this week. The lion’s share of the money comes from the city’s revenue stream, but there are hundreds of thousands of grant dollars included.

While much of the spending will be on highly-visible projects (pavement and parks, for example) other expenditures will be buried underground in the form of utility improvements.

Here’s a look at some of the largest projects Buckley looks to tackle during 2021.

Heavily-used River Avenue will see extensive improvements, just as nearby Cedar Street did this year. The roadway will be upgraded between Main Street and the post office.

The anticipated River Avenue work carries an estimated price tag of \$766,400. A grant from the state’s Transportation Improvement Board will contribute \$285,075 toward the cost, with the city picking up the rest of the tab.

A trio of Buckley alleyways will take a decent chunk of money from the city’s “sewer repair and construction” fund. Earmarked for projects are Naches and Second streets between Park and Mason; a second project calls for work to Edith and Cascade and a final alley plan calls for sewer work Norma and Edith; both of those will extend from Park to Fourth.

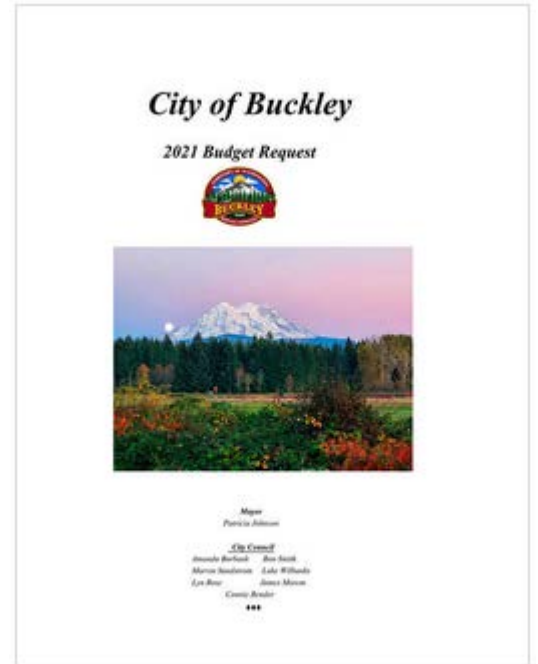
The financial tally for the three projects climbs to \$779,000, all coming from the city’s sewer and stormwater funds.

An estimated \$400,000 is earmarked to enhance the stretch of the Foothills Trail that runs through the heart of Buckley. The money is pegged for parking and “trailhead construction.”

An athletic complex, which likely will include tennis courts and a basketball court, is on the 2021 capital improvement schedule. The new attraction is planned for city-owned land near existing attractions like the skate park, climbing rocks and the Buckley Youth Center.

Next year’s spending plan includes \$215,000 for the sporting feature.

Local money and grant funds are identified for Rainier Gateway Court. Spending in 2021 is listed at \$167,694, with nearly 45 percent grant-funded and the rest coming from the city.



The City of Buckley recently approved the 2021 budget during its Nov. 24 council meeting.

Courtesy image

Eatonville leaders look back at a challenging year

by Patti Danner, Contributing writer
December 30, 2020

As people prepare to say farewell, and in many cases, good riddance to 2020, some Eatonville notables shared a look back at the challenges of the previous year.

Mike Schaub, Eatonville mayor: “The year started out with more than our share of heavy rain and a couple of landslides that impacted the town. There was a large landslide a few miles outside of Eatonville that took place on the Mashell River that took out trees along the river’s edge, caused severe silt and other debris that impacted the town’s water inlet on the river and damaged a couple of the woody debris structures just outside Smallwood Park. The smaller slide took place just off Mashell Avenue where a small section of the hill moved several feet with the excess water moving through the hillside,” Schaub stated. “Like all municipalities throughout Washington and across the United States, the impacts of COVID hit in March. Per the governor’s order, we closed down Town Hall, the visitor center and the community center to the public. With the closure, we had to provide services via the phone or email and could no longer help citizens in person. Certain services are on hold until we open back up to the public, like passport applications or concealed weapon permits. Although we have been able to provide services to the citizens, we would much rather help in person.

“We were able to complete three road projects this year with the help of grants the town received from the state through the Transportation Improvement Board. These projects improved three sections of roads on Rainier Avenue, Penn Avenue and Lynch Street. The first two were a complete removal of the old pavement replaced with a new layer of pavement. The last project was a chip seal project to extend the life of two blocks of road by the high school.

“Working with the Eatonville Chamber of Commerce, we had to cancel the July 3 fireworks show and the July 4 parade. It was such a disappointment not to enjoy what has become a large draw to the town.

The 25th Rod Knockers Car Show had to be canceled. This is another big draw, bringing in 300-400 cars into town for all to see.”

Schaub said there were good things that happened as well, including the town receiving funding opportunities.



Photo courtesy of the Town of Eatonville: Not everything in 2020 was negative in Eatonville. The town was able to complete significant road projects, including one on Rainer Avenue South, using Transportation Improvement Board grant funds.



Reconstructed traffic signal system coming to Canyon Road East and 84th Street East

by Pierce County News
December 8, 2020

A reconstructed traffic signal system will be activated at the Canyon Road East and 84th Street East intersection around noon on Wednesday, Dec. 9.

Activation work will start around 10 a.m. Motorists should expect delays. The activation is weather dependent.

The signal system is part of a larger project to enhance safety and relieve traffic congestion on Canyon Road East between 99th Street Court East and 84th Street East.

The intersection previously had a traffic signal system. However, the system had to be reconstructed to accommodate the roadway's future configuration.

Canyon Road East from 96th Street East to 84th Street East is in the process of being widened to five lanes, with two through lanes in each direction and a two-way left-turn lane. The section will also have paved shoulders, curbs, gutters and sidewalks.

About the project

Construction work started April 8. Visit www.piercecountywa.gov/crp5726 to learn about the construction schedule and project features between 99th Street Court East to 96th Street East.

Work hours were changed in mid-November to 7 a.m. to 3:30 p.m. Monday to Friday in response to fewer daylight hours. The road may periodically be reduced to one lane with alternating traffic between 8:30 a.m. and 3 p.m.

A significant portion of the construction work is expected to be completed by February 2021. Landscaping maintenance is expected to run through February 2022. If a construction suspension is needed due to weather, this schedule could be impacted.

Rino Construction is the contractor. The construction cost is approximately \$8.9 million and is funded with County Road Funds, Traffic Impact Fees and Washington State Transportation Improvement Board Urban Arterial Program funds.

This project will support the planned Canyon Road Regional Connection Project. Learn more at www.canyonroadconnection.org.

Dayton City Council meeting for December

by Michelle Smith

December 24, 2020

DAYTON—At the Dayton City Council meeting on Dec. 16, 2020, Planning and Community Development Director Meagan Hayes discussed progress by the Affordable Housing Commission. The Commission is reviewing multi-family tax exemptions, which could stimulate the construction of new or existing multi-family housing. The commission is also in the process of developing a marketing campaign.

The Dayton Planning Commission is working on docketing items and will be opening the Subdivision Code. Hayes said that would be done to streamline procedures and remove unknown and undesirable burdens or hurdles within the code. She said the goal is to stimulate growth and development in the city, to expand the economic base.

The Dayton Preservation Commission is working on restoring the grist wheel next to the Dayton levee path. Re-grouting will take place in the spring.

Hayes, along with Dayton Development Task Force members, are implementing a trial run of improvements for Main Street Trees, and the Task Force will fund those.

Hayes said the Planning Department had received a variance in a subdivision application, and the application is under review.

Recently, various site plan development applications have come into city hall.

Development inquiries and meetings are increasing “exponentially,” the housing market is on fire, and vacant lots are selling the second they are posted, said Hayes.

City Administrator Trina Cole said the South Third Street Sidewalk Project’s final walkthrough would take place this week.

She said Mayor Zac Weatherford and staff in the Public Works Department met with representatives from the Army Corps of Engineers for a walkthrough of the Dayton levee. The Public Works Department needs to remediate a few areas before a final inspection can be done.

County Commissioner Ryan Rundell, who was at the city council meeting, said the commissioners would vote this week on the new interlocal agreement with the City for law enforcement, dispatch, and court services. Once both parties sign the contract, the City’s Finance committee will meet to discuss its effect on the 2021 budget.

Rundell reported to the city council about the county’s Flood Control Zone District. The county engineer is waiting for permits from the state so that sediment removal from the Touchet River can begin, he said.

The Dayton City Council considered and adopted Ordinance No. 1972, amending portion of Title 8 of the Dayton Municipal Code, adopting new provisions related to real property surplus procedures and vacation procedures as requested by the Affordable Housing Commission. A Real Estate Review Committee could be established to make recommendations to the city council.

The City Council also considered and authorized the following:

The first reading, by title only, of Ordinance No. 1973, an ordinance granting PacifiCorp Inc, to provide for the transmission, distribution, and sale of electric energy for power, heat and light, and any other purpose for which electric energy may be used, within the City of Dayton's public right of ways.

Resolution No. 1447; amending the Solid Waste Collection Service Agreement with Basin Disposal, Inc. The monthly collection rate will be 17.50 per month for a 96-gallon trash can.

Resolution No. 1448; repealing Section 2 of Resolution No. 1400 and authorizing the 2021 City of Dayton Master Fee Schedule.

Resolution No. 1449; a Fuel Tax Grant Agreement with the Transportation Improvement Board, in an amount up to \$300,780, for overlay projects on "J" Street, between S Third St. and S. Fourth St., on Pearson Street between S. Third St. and S. Fourth St., and from Tremont St. to School Bus Street in 2022.

Resolution No. 1450; the Urban Forestry Management Plan by Community Forestry Consultants, for management of Main Street Trees.

Resolution No. 1451; giving the City Administrator the authority to legally bind the City for the sole purpose of requesting federal reimbursement for various federally funded transportation projects.

Resolution No. 1452; Authorizing Dec. 24, 2020, as Council's discretionary holiday. This is to allow city staff a day off on Christmas Eve.



City receives funding for street project

November 25, 2020

The Washington Transportation Improvement Board (TIB) last week announced a grant to the City of Goldendale for the city's W. Byars Street, Mill Street to Columbus Avenue project.

The TIB is awarding 90 percent of eligible project costs, with a maximum grant of \$616,569.

The project improvements include:

- 24-foot wide street with rolled curb;
- Sidewalk on one side;
- New storm water system;
- Site distance improved at both intersections.

The grant will enable the long-needed repairs on Byars Street to be carried out later in Spring 2021. The proposed city budget had earmarked \$60,000 to meet the TIB required matching contribution.

Warden budget includes money for fourth police officer, sewer improvements

by Cheryl Schweizer

December 23, 2020

WARDEN — Working on its sewer system, adding a fourth police officer and a new walking path from Sandy Way to East First Street are among the projects detailed in Warden’s \$6,333,471 budget next year.

The water/sewer budget was \$2.89 million. That included the completion of one sewer lift station and construction of a second one, said City Clerk-Treasurer Kris Shuler.

City officials also plan work on an east-west water main, she said. The water/sewer fund includes \$466,000 to pay back bonds issued for the city’s wastewater treatment facility.

Warden Mayor Tony Massa said the budget includes funding for a fourth officer for the Warden Police Department. That will allow the department to expand the hours officers are on patrol in the city.

“We’re hoping to get 24-hour coverage,” or very close to it, Massa said.

Shuler said the city received a grant from the regional Transportation Improvement Board for planning and construction of improvements to North County Road (Road U Southeast), from West First Street to the city limits.

“It’s a really busy road,” Massa said.

It’s used by local commercial traffic, as well as general traffic, coming to and from Warden. There’s also a lot of pedestrian traffic along that road, Massa said, and it’s a popular route to Interstate 90.

The \$652,000 grant will pay for construction planning, with construction scheduled for 2021. The project will be a complete rebuild of that section, Shuler said.

The budget also includes money to build the pathway from the residential neighborhood on Sandy Way to East First Street, an area of high pedestrian traffic but inadequate pedestrian routes.

The project had been scheduled for 2020, Shuler said, but required the Grant County PUD to move some electrical poles. The COVID-19 outbreak meant the PUD wasn’t doing much of that work in 2020, Shuler said, so the project was pushed back to 2021.

The portion of the project along First Street will be a sidewalk, she said. Massa said one of the long term goals of city officials is to improve routes for pedestrians all around town.

The 2021 current expense fund will be \$1.57 million. The water/sewer fund is \$2.89 million, and the street fund is budgeted at \$787,295. The public safety fund is budgeted at \$210,00. The sanitation fund was budgeted at \$548,400, and the cemetery fund at \$101,813.

The equipment fund is budgeted at \$101,600, and the capital improvement fund was budgeted at \$102,000.

The consumer deposit fund was budgeted at \$3,000. The consumer deposit fund is the city’s designation for people who live in a rental and are making a deposit for water-sewer services.