



Transportation Improvement Board  
November 19-20, 2015 – Tukwila, Washington

Location: Double Tree Suites  
16500 Southcenter Parkway,  
Seattle, WA 98188  
206-575-8220

November 19, 2015 – 2:00 p.m.  
WORK SESSION AGENDA

			Page
2:00 p.m.	A. Welcome	Chair Olson	
	<b>PROGRAM &amp; PROJECT MATTERS</b>		
2:05 p.m.	B. Customer Presentation: Columbia Way	City of Vancouver Ryan Lopossa and Bill Whitcomb	
2:20 p.m.	C. Complete Streets Consultant Presentation	MIG, Inc. Brice Maryman	
2:50 p.m.	D. Call Size Funding Overview	Vaughn Nelson	
3:00 p.m.	E. 2015 Project Selection	TIB Engineers	6
4:10 p.m.	F. Adjournment	Chair Olson	

*Dinner on your own*



Transportation Improvement Board  
November 19-20, 2015 – Tukwila, Washington

Location: Double Tree Suites  
16500 Southcenter Parkway,  
Seattle, WA 98188  
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November 20, 2015 – 9:00 a.m.  
BOARD AGENDA

			Page
9:00 a.m.	1. CALL TO ORDER	Chair Olson	
9:05 a.m.	2. GENERAL MATTERS		
	A. Approval of September 25, 2015 Minutes	Chair Olson	1
	B. Communications	Steve Gorcester	
	1. Breaking ground on the Sammamish Town Center – Sammamish Reporter		13
	2. Gold Bar mayor enlists elementary students to beautify... – The Monroe Monitor		15
	3. Public Works   Final task for 85th Street project begins – Kirkland Views		17
	4. City of Kent to return \$221,750 grant for bike lanes – Kent Reporter		20
	5. Coleman: Partnerships, community input shape port's Terminal... – The Columbian		22
	6. Hwy. 503 project complete – The Columbian		24
	7. Audit: City of Snohomish over-claimed \$125K for roundabout costs – Herald Net		25
	8. Improvements coming to Marysville streets – North County Outlook		27
	9. Federal lawsuit claims Seattle sidewalks, streets are inadequate – Komo News		29
	10. Arlington business park expected to generate... – The Herald Business Journal		30
	11. McMenamin's opens this weekend in Bothell with live music – Bothell Reporter		32
	12. Lake Sammamish Parkway drivers will rejoice with this news – My Northwest		34
	13. Port Townsend City Council approves eminent domain... – Peninsula Daily News		35
	14. Agreement reached for freight route improvements – Tacoma Weekly		37
9:10 a.m.	3. LOCAL PRESENTATIONS		
9:50 a.m.	4. NON-ACTION ITEMS		
	A. Chair's Report	Chair Olson	
	B. Executive Director's Report	Steve Gorcester	
	C. Financial Report	Vaughn Nelson	
	D. Project Activity Report (9/1/15 – 10/31/15)	Greg Armstrong	8
10:35 a.m.	5. ACTION ITEM		
	A. 2015 Project Selection	Steve Gorcester	6
10:55 a.m.	6. FUTURE MEETINGS	Steve Gorcester	
	January 21-22 (Olympia)		
	March 17-18 (Leavenworth)		
	May 19-20 (Port Angeles)		
	September 22-23 (Moses Lake)		
	November 17-18 (Bothell)		
11:00 a.m.	7. ADJOURNMENT	Chair Olson	

**Transportation Improvement Board  
September 25, 2015  
Red Lion Hotel  
Wenatchee, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Commissioner Richard Stevens, Vice Chair  
Mr. Pasco Bakotich  
Ms. Wendy Clark-Getzin  
Mr. Gary Ekstedt  
Mayor Jim Irish  
Mr. John Klekotka  
Commissioner Bob Koch

Ms. Colleen Kuhn  
Mr. Mick Matheson  
Mr. David Ramsay  
Mr. Ron Pate, fill in for Amy Scarton  
Mr. John Vodopich  
Mr. Jay Weber  
Mr. Clay White

**TIB TAFF**

Steve Gorcester  
Gloria Bennett  
Vaughn Nelson  
Kelsey Davis/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Councilmember Bob Olson, Chair  
Mr. Jim Albert  
Mayor Patty Lent  
Ms. E. Susan Meyer  
Ms. Laura Philpot  
Ms. Heidi Stamm

**CALL TO ORDER**

Vice Chair Stevens called the meeting to order at 9:00 a.m.

**GENERAL MATTERS**

**A. Approval of May 29, 2015 Minutes**

**MOTION:** It was moved by Mayor Irish with a second from Mr. Weber to approve the minutes of the May 29, 2015 board meeting.  
Motion carried unanimously.

**B. Communication**

Steve highlighted a few articles published since the May Board Meeting. There was an article highlighting the ribbon cutting Urban Transit Center in the City of Tukwila. There were also several articles about LED streetlights. We expect more articles after the Carnation project kicks off. News has been mostly positive from our point of view.

**LOCAL PRESENTATIONS**

Three local agencies presented before the board.

Jeff Wilkens, Executive Director, Chelan-Douglas Transportation Council spoke regarding the unique needs for Wenatchee and the whole region, their 25 year plan and partnership with TIB.

Joel Walinski, City Administrator, City of Leavenworth spoke regarding the creation of the Transportation Benefit District in 2011, which was voted on by the public to increase the sales tax to provide funding for transportation projects. He highlighted two important projects partly funded by TIB, Commercial Street which serves as the main alternate access to downtown, and a collection of streets they are looking to restore in the coming years.

Gary Owen, City Engineer, City of Wenatchee spoke regarding a number of completed TIB projects which have brought a lot of value to the area especially near the waterfront and Pybus public market. He also talked about a few in process and future projects with TIB funding.

## NON-ACTION ITEMS

### A. **Executive Director's Report-** Steve Gorcester reported on the following:

- The biggest news since the last board meeting is the Legislature passed the budget; the impacts on TIB were significantly positive.
- Due to the short amount of time there is to make decisions it is generally very difficult to recover decreases in the budget already in place on both sides of the legislature, however it happened for TIB. The cut to HSA was restored allowing full funding of street light and preservation programs.
- Several local projects in the Tri-Cities and one in Fife were partially funded in the state budget. They are Kennewick Ridgeline Interchange, Pasco Lewis Street Overcrossing, Richland Duportail Bridge and Fife Port of Tacoma Road Interchange. The cities are planning on requesting TIB assistance for these projects. Mr. Gorcester suggested the Board consider a funding plan for the Tri-Cities projects to schedule funding to match the state budget schedule in the future. Mr. Ekstedt asked how the remaining agencies in the region would be kept whole. The plan could include a non-compete provision wherein the benefiting cities would be ineligible for other TIB projects for several years depending upon the amount of funding.
- Update to the Risk Register. We have downgraded Appropriation Failure from a high risk to a low risk area due to the positive outcome in the 2015 budget. We have also downgraded the risk of "Wrong Scope" from high to medium risk by ensuring scope meets business objectives at selection through improved process design. "Project Cost Exposure" has been raised to high risk exposure due to the impact a large budget may have on the bidding climate. We will actively be mitigating this risk by exercising control in the increase process and holding back some financial capacity.
- We had a good request to call size ratio. We will likely not run out of good projects. It is also likely most agencies who requested preservation will get something. We are currently finishing the rating process and staff analysis of projects will take place in October. The board will see the projects for selection at the November meeting.
- Went over ribbon cuttings since last board meeting and upcoming events.

### B. **Delayed Project Report-** Steve Gorcester reported on the following:

- There are currently four projects in delayed status:
  - Kennewick should be bidding later this year.
  - Lakewood should be bidding in January.
  - Moxee is up for termination at this meeting.
  - Richland is currently in court and the board has previously said we want to let it wait. It will continue to stay in contingency status as this was the board decision made in 2013.

Ms. Kuhn asked if having projects on delay will effect an agency's eligibility for future projects. Mr. Gorcester said this is currently part of the rating system and has an influence in the selection process but it does not make them ineligible. When this happens TIB staff checks to see if this is a project specific issue or if the agency lacks capacity to produce additional projects.

### C. **Financial Report-** Vaughn Nelson reported on the following:

- We are currently carrying a large fund balance in the TIA at about \$47 million.
- Excess CHAP funds in the SCPSA can be used for preservation in the following year.
- Most of the money is dedicated for the Urban Arterial Program.
- Typically expect to see fund balance fall after the construction season and we start paying out those bills.
- Looking at the multi- year account balance shows annual cycle of low balance in winter and high in summer.
- For the last three years we have been seeing an upward trend which we hope to get back out in additional preservation projects this coming selection cycle.
- We are currently in a good position for any potential project cost increases and have planned on being prepared to be able to adjust if general construction costs go up.

- Need to make sure we continue to have projects under construction or the balance will continue to rise.

**D. Project Activity Report,** Gloria Bennett reported on the following:

- Staff has worked hard with agencies to try to get projects out to bid earlier.
- SCAP and UAP did not (in general) get bids out as quickly as we would have hoped so they are seeing higher bids than expected.
- Surpluses:
  - Clark County had a large surplus after bidding.
  - Spokane Valley also had a surplus.
- The LED program is progressing. There are currently 10 projects in design and 6 in bid authorization.

**ACTION ITEMS**

**A. Grant Termination: Moxee – Morrier Lane**

This project was selected for Surface Transportation Program (STP) federal funding in 2012. Later in 2013, TIB staff processed this project for federal match funding totaling \$755,660. The project is currently approved for \$281,000 for design and right-of-way phases, with an estimated additional future commitment of \$474,660 for the construction phase.

In 2013, the city received notification from the Yakima Valley Conference of Governments (YVCOG) that this project was included on the prioritized list requesting \$4,841,840 in STP funding which they thought was reasonably expected to be available for obligation during the federal fiscal years 2013/14 (10/1/2012-9/30/2014).

YVCOG programmed additional projects beyond their allocation in the hopes of obtaining more funds from a potential statewide pool of unobligated projects. No additional funding resulted from a statewide pool. Staff recommends terminating the remaining anticipated funding of \$548,738 until STP construction funds are obligated. Once the city has obligated construction funds, the city may reapply for eligible TIB federal match funding.

Mr. Klekotka stated that the board has funded a lot of design and right of way. Ms. Bennett confirmed that right of way was a large cost for this project.

Ms. Kuhn asked if there is a contingency that if the other funds become available they can get funding again without reapplication. Ms. Bennett said federal matching is not a competitive fund, so in the future if the project is funded federally they can come back and ask for funds. Mr. Gorcester added that he thinks the project will be built at a future date but he does not think it makes sense to pay the opportunity cost of having the funds tied up in this project in the meantime.

**MOTION:** It was moved by Mayor Irish with a second from Mr. Weber to terminate remaining funding in the amount of \$548,738 for the Moxee, Morrier Lane project.

Motion carried unanimously.

**B. Grant Termination: Thurston County – Steilacoom Road SE**

This project was selected by the Board in November 2011 for funding. In December 2012, pocket gophers were identified on the federal register as endangered species. In April 2014, the classification was ruled as a threatened species. Currently, there is no approved mitigation process in place for the newly classified species. Any habitat impact to pocket gophers requires an approved Habitat Conservation Plan (HCP) approved by the United States Fish & Wildlife (USFW). Mr. Gorcester said Thurston County asked if they could have their funding reinstated administratively.

Staff recommends termination of the remaining TIB funds. If the project becomes ready to advertise for construction before the end of the stage 2 delay date (June 1, 2018), staff recommends the Board consider allowing administrative restoration of the remaining TIB funds into the construction phase. After June 1, 2018, the project will be closed and the County may reapply during a new call for projects.

Ms. Kuhn asked if the mitigation process is a federal process or if it is unique to each local region. Mr. Gorcester said it is a federal process but the pocket gopher is a newly threatened species so there is not an existing standard for how to handle this situation.

**MOTION:** It was moved by Mayor Irish with a second from Mr. Weber to terminate remaining TIB funds for the Thurston County, Steilacoom Road SE project with the option to restore funding if the project becomes construction ready before June 1, 2018.  
Motion carried unanimously.

**C. Grant Termination: Tumwater – Capitol Blvd.**

This project was selected by the Board in November 2011 for funding. In December 2012, pocket gophers were identified on the federal register as endangered species. In April 2014, the classification was ruled as a threatened species. Currently, there is no approved mitigation process in place for the newly classified species. Any habitat impact to pocket gophers requires an approved Habitat Conservation Plan (HCP) approved by the United States Fish & Wildlife (USFW).

Staff recommends termination of the remaining TIB funds. If the project becomes ready to advertise for construction before the end of the stage 2 delay date (June 1, 2018), staff recommends the Board consider allowing administrative restoration of the remaining TIB funds into the construction phase. After June 1, 2018, the project will be closed and the City may reapply during a new call for projects.

**MOTION:** It was moved by Mr. Matheson with a second from Mayor Irish to terminate remaining TIB funds for the Tumwater, Capitol Boulevard project with the option to restore funding if the project becomes construction ready before June 1, 2018.  
Motion carried unanimously.

**D. 2016 Meeting Schedule**

There are two board meeting dates on the current schedule which precede holiday weekends. If this is undesirable the board may decide to move the meetings. The following alternate schedule was presented for the Board's consideration.

**TIB 2016 Meeting Schedule**

DATE	CITY
January 21-22	Olympia
March 17-18* <sup>1</sup>	Leavenworth
May 19-20* <sup>2</sup>	Port Angeles
September 22-23	Moses Lake
November 17-18* <sup>3</sup>	Bothell

\*1 Meeting date moved to THIRD Thursday & Friday of month due to Easter.

\*2 Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day.

\*3 Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.

**MOTION:** It was moved by Commissioner Koch with a second from Mayor Irish to change the March and May board meeting dates to March 17-18 and May 19-20.  
Motion carried unanimously.

## **E. WAC Public Hearing**

### **Chapters 479-01, 479-02, 479-05, 479-06, 479-10, and 479-14**

Vice Chair Stevens called the public hearing to order at 11:08 a.m. to consider written and oral testimony presented on the proposed rule revisions in WAC Chapters 479-01, 479-02, 479-05, 479-06, 479-10, and 479-14 addressing the Relight Washington Program, changes to the Small City line of business and other editorial changes. The hearing was held in accordance with Chapter 42.30 RWC, the Open Public Meetings Act, and Chapter 34.05 RCW, the Administrative Procedure Act. There was one written comment received that was entered into the record. Vice Chair Stevens requested Stevan Gorcester provide a summary of the WAC revisions and written comments received.

Mr. Gorcester noted that at the March 2015 meeting, the board approved and released for public comment the proposed WACs.

Written comments were received from Mayor George Brady of the city of Pateros indicating support of the changes.

No oral testimony was given during this hearing.

Vice Chair Stevens closed the public hearing at 11:10 a.m.

MOTION: It was moved by Mayor Irish with a second by Mr Weber to adopt the amended rules in WAC Chapters 479-01, 479-02, 479-05, 479-06, 479-10, and 479-14 addressing the Relight Washington Program, changes to the Small City line of business and other editorial changes, as presented.

Motion carried unanimously.

## **FUTURE MEETINGS**

The next meeting is scheduled for November 19-20 in Tukwila.

## **ADJOURNMENT**

The meeting adjourned at 11:17 a.m.



## Project Selection Summary

November 20, 2015

### BACKGROUND

The preliminary target size for project selection approved at the March 2015 board meeting was \$117 million. An additional \$6 million in allocation was given to the Relight Washington program. Those projects are being awarded on an ongoing basis, based on agency readiness.

In June, TIB staff trained more than 250 individuals on agency funding programs and criteria. Project applications were due August 19, 2015. TIB received 379 applications requesting approximately \$301 million, with details of specific program request, shown in the table below.

### SUMMARY OF APPLICATIONS RECEIVED

Program	Applications	Funds Requested
Urban Arterial Program	81	\$205,097,659
Urban Sidewalk Program	38	\$11,351,887
Arterial Preservation Program	42	\$17,510,081
Small City Arterial Program	71	\$41,263,649
Small City Sidewalk Program	46	\$10,716,085
Small City Preservation Program	101	\$15,117,397
<b>TOTAL</b>	<b>379</b>	<b>\$301,056,758</b>

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate the desk ratings applied to the applications. At the end of 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, a set of jury questions was considered. Jury questions included project scope, schedule, funding package, 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 delineates the target funding level approved by the board, the recommended program funding levels based on the proposed Priority Array, and total project cost in each program.

**SUMMARY OF RECOMMENDED FUNDING**

<b>Program</b>	<b>Number of Recommended Projects</b>	<b>Target Funding Level</b>	<b>Recommended TIB Funds</b>	<b>Total Project Cost</b>
Urban Arterial Program	35	\$83,000,000	\$80,721,741	\$177,076,626
Urban Sidewalk Program	15	\$4,000,000	\$4,175,512	\$9,406,780
Arterial Preservation Program	28	\$12,000,000	\$13,411,694	\$15,352,543
Small City Arterial Program	19	\$10,000,000	\$10,336,526	\$14,636,023
Small City Sidewalk Program	14	\$3,000,000	\$3,064,542	\$3,360,594
Small City Preservation Program	32	\$5,000,000	\$5,131,830	\$5,342,271
<b>TOTAL</b>	<b>143</b>	<b>\$117,000,000</b>	<b>\$116,841,854</b>	<b>\$225,174,837</b>

**RECOMMENDATION**

TIB staff recommends that the board adopt the project selection as presented in the FY 2017 Priority Array booklet.



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 09/01/2015 to 10/31/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-189(004)-1	ABERDEEN	FY 2015 Arterial Preservation Project	Audit	CC FV AD	505,721	28,775	Director
3-P-124(003)-1	ENUMCLAW	FY 2015 Arterial Preservation Project	Audit	CC FV AD	506,697	7,370	Director
3-P-132(001)-1	MILTON	FY 2013 Expanded Preservation Project	Audit	CC	363,521	-54,528	Director
3-E-844(002)-1	OTHELLO	FY 2015 Arterial Preservation Project	Bid Award	BA	409,770	0	Director
3-E-182(002)-1	SELAH	FY 2015 Arterial Preservation Project	Audit	CC FV AD	220,765	0	Director
3-P-133(003)-1	STEILACOOM	FY 2015 Arterial Preservation Project	Audit	CC FV AD	307,701	-68,152	Director
<b>Total APP Change</b>						<b>-86,535</b>	
<b>LED Program</b>							
S-W-975(001)-1	BUCODA	LED Streetlight Conversion	Bid Award	DE CN BA	21,000	0	Director
S-P-809(001)-1	CARBONADO	LED Streetlight Conversion	Bid Award	CN BA	18,550	0	Director
S-E-901(001)-1	CHEWELAH	LED Streetlight Conversion	Construction	DE CN	0	0	Director
S-P-115(001)-1	CLYDE HILL	LED Streetlight Conversion	Bid Award	DE CN BA	19,600	0	Director
S-E-183(001)-1	GRANDVIEW	LED Streetlight Conversion	Bid Award	DE CN BA	22,860	0	Director
S-P-122(001)-1	HUNTS POINT	LED Streetlight Conversion	Construction	DE CN	0	0	Director
S-E-931(001)-1	KITTITAS	PSE Relight Washington	Bid Award	BA	18,550	0	Director
S-W-956(001)-1	MCCLEARY	LED Streetlight Conversion	Bid Award	DE CN BA	44,265	0	Director
S-P-109(001)-1	MEDINA	LED Streetlight Conversion	Construction	DE CN	0	0	Director
S-W-840(001)-1	NOOKSACK	LED Streetlight Conversion	Audit	CC FV AD	10,204	-796	Director
S-W-976(001)-1	RAINIER	LED Streetlight Conversion	Bid Award	DE CN BA	41,650	0	Director



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Reporting Period  
From 09/01/2015 to 10/31/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-P-814(001)-1	ROY	LED Streetlight Conversion	Bid Award	CN BA	17,850	0	Director
S-E-933(001)-1	SOUTH CLE ELUM	PSE Relight Washington	Bid Award	BA	15,050	0	Director
S-P-815(001)-1	SOUTH PRAIRIE	LED Streetlight Conversion	Bid Award	CN BA	1,400	0	Director
S-W-841(001)-1	SUMAS	LED Streetlight Conversion	Bid Award	DE CN BA	62,625	0	Director
S-W-977(001)-1	TENINO	LED Streetlight Conversion	Bid Award	DE CN BA	52,150	0	Director
S-P-816(001)-1	WILKESON	LED Streetlight Conversion	Bid Award	CN BA	16,450	0	Director
S-P-120(001)-1	YARROW POINT	LED Streetlight Conversion	Construction	DE CN	0	0	Director
<b>Total LED Change</b>						<b>-796</b>	
<b>RTP Program</b>							
7-1-132(003)-1	MILTON	Milton Way	Audit	CC	316,100	-75,000	Director
7-1-823(005)-1	STANWOOD	Old SR 530	Design	DE	26,976	0	Director
<b>Total RTP Change</b>						<b>-75,000</b>	
<b>SCAP Program</b>							
6-E-856(001)-1	COULEE CITY	W Douglas Street	Audit	FV AD	260,109	0	Director
6-P-811(110)-1	EATONVILLE	SR 161 / Washington Ave N. Corridor Streetscape	Design	DE	22,950	0	Director
6-E-895(006)-1	FAIRFIELD	E Main Street	Audit	CC	599,655	5,234	Director
6-W-825(107)-1	FORKS	Calawah Way Overlay	Bid Award	DE CN BA	66,285	0	Director
6-W-831(105)-1	FRIDAY HARBOR	Tucker Avenue Reconstruction	Design	DE	26,983	0	Director
6-E-943(104)-1	MOXEE	Morrier Lane	Withdrawn	WD	207,790	-73,210	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 09/01/2015 to 10/31/2015

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-963(007)-1	NAPAVINE	2nd Avenue	Audit	CC FV AD	472,632	667	Director
6-E-865(002)-1	SOAP LAKE	Main Avenue/Division Street	Audit	CC FV AD	1,656,069	85,000	Director
6-P-824(011)-1	SULTAN	Date Avenue	Audit	CC FV AD	248,641	-8,457	Director
6-P-824(110)-1	SULTAN	Alder Avenue	Audit	CC FV AD	71,925	974	Director
6-E-936(005)-1	WHITE SALMON	Tohomish Street and Snohomish Street	Audit	CC	586,048	44,221	Director
<b>Total SCAPP Change</b>					<b>54,429</b>		
<b>SCPP Program</b>							
2-E-931(007)-1	KITTITAS	FY 2016 Overlay Project	Audit	CC FV AD	59,062	-28,888	Director
2-E-916(006)-1	PALOUSE	FY 2015 Seal Coat Project	Audit	CC	15,231	-15,945	Director
2-E-845(003)-1	RITZVILLE	FY 2014 Overlay Project	Audit	CC FV AD	233,138	10,353	Director
2-E-865(008)-1	SOAP LAKE	FY 2015 Overlay Project	Audit	CC FV AD	297,472	31,092	Director
<b>Total SCPP Change</b>					<b>-3,388</b>		
<b>SP Program</b>							
P-E-893(P02)-1	AIRWAY HEIGHTS	SR 2	Audit	FV AD	452,418	0	Director
P-E-903(P06)-1	KETTLE FALLS	SR 395 (northside)	Bid Award	CN BA	347,369	-57,932	Director
P-W-151(P06)-1	PORT TOWNSEND	Landes Street	Audit	CC	190,000	0	Director
P-P-806(P01)-1	SNOQUALMIE	Railroad Avenue SE (SR 202)	Audit	CC	200,000	0	Director
P-E-178(P01)-1	TOPPENISH	W 1st Avenue	Bid Award	CN BA	217,344	50,000	Director
P-W-186(P01)-1	WASHOUGAL	SE Evergreen Way	Bid Award	BA	98,277	-12,958	Director



# Washington State Transportation Improvement Board Project Activity Report

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>UAP Program</b>							
8-2-156(039)-1	BELLINGHAM	James Street	Audit	CC	1,051,249	144,579	Director
8-4-175(017)-1	ELLENSBURG	3rd Avenue	Audit	CC	860,528	89,743	Director
8-1-113(010)-1	FEDERAL WAY	S 352nd Street extension	Construction	CN	666,667	0	Director
8-2-985(007)-1	FERNDALE	Church Road	Audit	FV AD	797,169	0	Director
8-4-173(028)-1	KENNEWICK	Edison Street	Construction	CN	298,200	0	Director
8-1-027(067)-1	PIERCE COUNTY	112th Street E	Bid Award	BA	1,086,750	141,750	Director
8-1-129(018)-1	PUYALLUP	39th Avenue SW	Bid Award	BA	3,656,903	476,987	Director
8-1-102(035)-1	RENTON	Logan Avenue N	Bid Award	BA	3,912,242	-706,006	Director
8-4-180(022)-1	YAKIMA	Tieton Drive	Bid Award	BA	620,270	-163,330	Director
<b>Total UAP Change</b>						<b>-37,167</b>	
<b>UCP Program</b>							
9-W-034(002)-1	THURSTON COUNTY	Steilacoom Road SE	Withdrawn	WD	207,711	-2,152,351	Director
9-W-196(007)-1	TUMWATER	Capitol Boulevard (Old Hwy 99)	Withdrawn	WD	81,651	-1,363,010	Director
<b>Total UCP Change</b>						<b>-3,515,361</b>	



Washington State Transportation Improvement Board  
**Project Activity Report**

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
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**Total Change      -3,663,818**

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

# ISSAQUAH | SAMMAMISH Reporter

## Breaking ground on the Sammamish Town Center

July 20, 2015

By Megan Campbell



**Sammamish Mayor Tom Vance, Councilmember Don Gerend, Deputy Mayor Kathy Huckabay and Councilmember Bob Keller scoop up dirt at the soon-to-be constructed Metropolitan Market, as part of the city's town center, at the corner of Southeast Fourth Street and 228th Avenue Southeast Monday morning. — image credit: Courtesy of the city of Sammamish**

Work will begin soon on a mixed-use development hotly anticipated by Sammamish city leaders, after ground broke on the site's first business on Monday.

At least 60 people attended the groundbreaking for the residential and commercial development anchored by the Metropolitan Market at the corner of Southeast Fourth Street and 228th Avenue Southeast Monday morning.

This is the first commercial retailer to begin construction as part of the city's long-awaited town center. Planning the town center, located in the geographic heart of the city, officially began in 2006.

Dubbed "The Village," the nearly 6.5 acre development is slated to open by the end of 2016. It will include a medical office, space for a yet-to-be determined business, 159 apartment units, 383 parking spaces and will mark the seventh Metropolitan Market location.

"It's nice to be lucky number seven," said Mayor Tom Vance during his opening remarks. "I know our citizens are eager to shop at the Metropolitan Market."

Site Planner and Developer Bob Parks said this is TRF Pacific's 57th development, of which most are anchored by a grocery store.



Parks compared these developments to dental work, in that they will be removing a lot of dirt only to top it with a "crown."

"Hopefully, this will be a crown, not only on the property, but for the city," Parks said.

Metropolitan Market co-CEO Todd Korman said people can expect about 2,000 trucks to be hauling dirt from the property this summer.

While construction is a dirty, noisy process, Korman said, crews will do their best to be "good neighbors."

Former property owner Norbert Woloszyn, who attended the ceremony, said he had mixed feelings about the development, as he and his family had lived on the corner of Southeast Fourth Street for 21 years.

"I'll miss the place," Woloszyn said.

Nearby neighbor Cherie Vivolo, 81, who did not attend the groundbreaking said she was not looking forward to the development and the traffic that will likely accompany it. Her house, along Southeast Fourth, is just outside the designated town center area. She says that hasn't stopped people from trying to buy it from her.

"I told them they can have it when I'm dead," she said.

## Gold Bar mayor enlists elementary students to beautify sidewalk

September 21, 2015

By Chris Hendrickson

Thanks to an artistic collaboration between Gold Bar Mayor Linda Loen and students at Gold Bar Elementary School, a person walking along the new Fifth Street sidewalk might encounter an owl or a horse — even a butterfly.

Composed primarily of artistic images created by students at the school, the new art walk features a total of 22 15-inch square cement tiles that were inlayed adjacent to the city's new Fifth Street sidewalk. Mayor Loen decided to offset the art walk from the high-traffic area of the sidewalk in order to better preserve the images. The new grant-funded sidewalk extends along the west side of 5th Street from Lewis Avenue to U.S. 2, for a total of .11 miles.



Photos by Chris Hendrickson

Gold Bar Elementary students created art that was added to a new Fifth Street sidewalk that stretches to U.S. 2.

The improvements include 400 square yards of concrete sidewalk, 100 square yards of concrete driveway and 830 lineal feet of traffic curb and gutter. New crosswalks were added to several key areas along 5th Street, including near the city park, the fire station, Gold Bar City Hall and the school.

Loen partnered with former second-grade teacher Jonathan Stratman earlier this year to get the kids involved. One of the tiles is imprinted with the words, “Every Living Thing Needs Clean Water,” the overlying theme for all the artwork. Gold Bar Elementary School students from first through fifth grade submitted their artwork, which was selected for the project through a random drawing process.

The designs were transferred from the original drawings to the cement tiles by Loen, who said she enjoyed the opportunity to do something creative. Gold Bar City Councilmember Davi Martin commended Loen for her artistic skills.

“She’s a very talented lady,” Martin said.



Gold Bar city staff member Bonnie Jones assisted with the project, which involved using a wall projector to transfer the students' images onto 15-inch square pieces of poster board. Once the images were copied onto the poster board, they cut them out and used the shapes as a stencil. They etched each of the images into the concrete by hand, adding in the rest of the line-work based on the appearance of the original drawings.

Loen and Jones added each student's initials and grade level to the tiles. The concrete tiles were poured by public works staffer Richard Baker.

The project was primarily funded through a Small City Sidewalk Program (SCSP) grant from the Washington Transportation Improvement Board (TIB), a state-funded agency that provides grant opportunities to improve arterial roadways, build sidewalks and create greater connectivity. TIB revenue is generated from the state gasoline tax, and projects must meet specific criteria to be eligible for TIB funding.

The Gold Bar sidewalk project was eligible for TIB funding because the new walkway improves pedestrian safety and streamlines access to key areas of the city.

"This makes it safer for the kids to walk down to the park across the street," Loen said. "Everything is right here, so we needed that connection."

The total cost of the project was estimated at \$250,245, including design, engineering and construction. The TIB grant funded up to \$24,506 for design costs and \$187,881 for construction, for a total \$212,387 grant.

Sources like the TIB are vital to small municipalities with limited resources for funding transportation improvements. Gold Bar Public Works Director John Light spearheaded the grant application and handled the subsequent bid process. The project was engineered by the Blue Line Group and the construction was completed by Granite Falls contractor Northend Excavating.

Loen said she plans to continue efforts to enhance the city through meaningful improvements like the sidewalk project.

"We're just trying to clean it up, so that it looks nicer," Loen said.

For more information about Gold Bar, visit <http://cityofgoldbar.us/>.

## Public Works | Final task for 85th Street project begins

September 23, 2015

By Christian Knight



David Franco configures on Sept. 22 the traffic signal at Lake Washington Boulevard's intersection with Northeast 38th Street. This is the last of 11 intersection signals Kirkland's Intelligent Transportation Systems contractor is upgrading along the north-to-south corridor of Lake Washington Boulevard-through-100th Avenue Northeast.

### Paving contractor mobilizes heavy equipment this week

Kirkland's Northeast 85th Street overlay contractor begins this week preparing the arterial for its new street surface. Cemex plans to move equipment to 85th Street and to begin surveying the section its work crews will repave and re-stripe: from 114th Avenue Northeast to 132nd Avenue Northeast.

Cemex expects to begin grinding Thursday, to be paving by mid-October and to finish the 40-day process by November. Cemex will perform some of the project's loudest tasks during its 10 days of allotted day work. It will perform most of the work, however, over the course of 30 nights. This includes grinding and repaving the street. Both are loud operations.

Meanwhile, officials from Johansen Excavating say its crews will complete all remaining tasks by the end of November. Those tasks include the corridor's landscaping, its missing sidewalk sections and the activation of its street lights. Johansen Excavating has already installed a new stormwater system, new traffic signals at 124th and 132nd avenues northeast, new median islands at 124th Avenue Northeast and a mile-long, 24-inch water main from I-405 to 132nd Avenue Northeast.



Watson Asphalt workers Tim Frohning and Corey Simmons stuff material on Sept. 22 into a stormwater utility pipe to prevent pavement particles from entering it. Watson Asphalt began preparing 132nd Avenue Northeast, between Northeast 113th Street and Northeast 120th Street for repaving.

## OTHER PROJECTS

### STREET PRESERVATION (132nd Avenue Northeast & 116th Avenue Northeast)

Kirkland's 2015 street preservation contractor began on Sept. 22 preparing 132nd Avenue Northeast for its new street surface. Watson Asphalt plans to grind and repair the arterial's pavement between Northeast 113th Street and Northeast 120th Street this week and to repave it next week. Rain will affect the paving schedule.



**Watson Asphalt workers Tim Frohning and Corey Simmons remove a section of a stormwater utility pipe Sept. 22 on 132nd Avenue, near the entrance to Lake Washington Institute of Technology. Watson Asphalt began preparing 132nd Avenue Northeast, between Northeast 113th Street and Northeast 120th Street for repaving.**

### FORBES CREEK SEISMIC RETROFIT

98th Avenue Northeast will close for at least five days at the Forbes Creek Bridge between Sept. 28 and Oct. 15 while Kirkland's contractor prepares two of the bridge's columns for the bearing pads that will enable the bridge to absorb earthquake shocks. That procedure will be the last of the Forbes Creek Bridge Seismic Retrofit project's major phases. Crews are currently excavating the base of the columns for access.

### FOURTH STREET WATER MAIN

Kar-Vel Construction says it will restore the Norkirk neighborhood's Fourth Street, from 15th Avenue to 18th Avenue, by the end of October. Its crew finished installing an eight-inch water main along Fourth Street on Sept. 21 and began testing and sanitizing the water main Sept. 22. The workers will start connecting the water main to each of the water system's seven lines next week.

### ROSE POINT LIFT STATION

Residents of the Market neighborhood will meet at 6 p.m. on Oct. 21 with the project engineer of the new Rose Point Lift Station. The drop-in sessions will occur in City Hall's Council Chambers. There, they will discuss Kirkland's current project to replace the six decade-old sewage pump station with an upgraded model that will continue to protect residents' health.

### LAKE FRONT PEDESTRIAN & BICYCLE IMPROVEMENTS

Kirkland is creating a model of multi-modal transportation on its most-traveled north-to-south corridor. The six-month design-process begins in January. Construction begins in the summer of 2016. The Lakefront Pedestrian and Bicycle Improvements project will provide buffered bike lanes, bike boxes and rapid flashing beacons along select sections of Lake Washington Boulevard Market Street and 100th Avenue Northeast corridor to Northeast 116th Street.



**A Highlight Concrete crew completes a missing section of sidewalk Sept. 22 on Northeast 85th Street near the Red-Rose Chiropractic Clinic. The crew is finishing all of the sidewalk on 85th Street's south side this week. Meanwhile, 85th Street's repaving process begins this week. Cemex plans to begin grinding 85th Street's top two inches of pavement Thursday night.**

## SIGNAL POLE AT WILLOWS ROAD AND NORTHEAST 124TH STREET

Commuters who travel along Northeast 124th Street near the Willows Road intersection on Sept. 28 will likely experience delays. That's because contracted crews will be mounting a new signal pole at the busy intersection, which the driver of a large truck inadvertently knocked down in August 2014.

## SIXTH STREET SIDEWALK AND SIGNALS

Construction of the missing pedestrian link along Sixth Street between Google's campus and downtown Kirkland could will likely begin by the end of September. The contractor, Kamins Construction, plans to complete the project by early winter. A Transportation Improvement Board grant is helping to pay for the project, as well as the impact fees SRM Development paid to the City of Kirkland for building Google's expansion wing. The City of Kirkland is currently working with property owners to acquire the land necessary to build the new traffic signals at Sixth Street's intersections with Kirkland Way and Ninth Street South.

## INTELLIGENT TRANSPORTATION SYSTEMS

The Lake Washington Boulevard-through-100th Avenue Northeast corridor is one more intersection closer to becoming a networked system of traffic signals equipped with technology that allows drivers to see real-time traffic images and transportation engineers to monitor and adjust traffic signal-timing remotely and immediately.

Prime Electric workers on Sept. 22 upgraded Lake Washington Boulevard's traffic signal at Northeast 38th Street to Intelligent Transportations System technology. It is the last along this north-to-south corridor and the most recent of 11 traffic signals Kirkland has upgraded this summer along this corridor and Northeast 85th Street. The City will also be upgrading Northeast 85th Street's intersection signals at 120th, 122nd and 128th avenues northeast. The next step in this phase of the Intelligent Transportation Systems project is to connect each of the intersection's signals to the City Hall-based Transportation Management Center, from which Kirkland's transportation engineers can already monitor traffic at 15 intersections throughout the City. Transportation engineers expect have remote control over the 11 newly upgraded intersections within a weeks. Drivers will be able to view real-time traffic images from each of the intersections by next summer.

## City of Kent to return \$221,750 grant for bike lanes

September 24, 2015

By Steve Hunter

It's rare when a city returns grant money.

But that's what Kent will do with \$221,750 it received to help build a bicycle corridor along West James Street.

The money's going back to the Puget Sound Regional Council (PSRC) because city officials couldn't find any other ways to help fund the \$1.3 million project to build bicycle lanes from the Interurban Trail near the ShoWare Center to Washington Avenue South.

The City Council's Public Works Committee voted 3-0 on Monday to approve a return of the funds by Public Works Director Tim LaPorte to the PSRC.

"It's always best to return the money rather than have them take it from you," said Mark Howlett, city design engineering manager, to the committee. "The benefit is we can compete in future grant cycles."

Howlett said the city asked the PSRC, which distributes federal grants for transportation projects, for \$1.1 million in 2012 for the bicycle corridor to complete the Green River Trail to Interurban Trail connector along James Street. That grant application wasn't successful but in 2013 the PSRC offered \$221,750 to Kent to cover the project's design phase.

"We decided to accept the grant and try to use it as leverage for possible future funding opportunities," Howlett said. "We knew it was kind of a long shot but we wanted to do it because if you have money you look better in front of other grant opportunities."

But grant applications to the state Department of Transportation and other sources did not track down any further money for the project, which includes an expensive portion of building bicycle lanes under Highway 167.

The PSRC also has strict policies about grant money not spent by cities and had sent the city a letter asking about the project and when it might be built.

If the city had spent the money on the design phase and then not finished the project, the PSRC would have required Kent to pay back the \$221,750.

"There is really no impact to the city as far as money," Howlett said. "We have not spent any money so there is no money to pay back."

LaPorte said the city returned a \$200,000 grant a few years back in connection with building a railroad-street grade separation at Willis Street, a project the city has since shelved.

"This is not the first time we have had to return funds," LaPorte said.

Council President Dana Ralph wished the city had a better option.

"It's very frustrating but this has been a monthly conversation with the deadlines," Ralph said. "We need to prove that money out there is actually being spent. It's frustrating when you have some funding, but I understand. Money

will go back into the pool and at some point we will benefit from a jurisdiction that's having the same problem as us."

Kent will be able to seek a project grant again from the PSRC. City staff also hopes to get a state Transportation Improvement Board grant to fund a short section of the bicycle corridor on James Street from Lakeside Boulevard near The Lakes neighborhood to the Green River Trail.

"We recognize it's still a very important project to the city to complete the east-west bicycle lane from Interurban Trail to the Green River Trail," Howlett said.

Mel Roberts, chairman of the city's Bicycle Advisory Board, told the committee he understood the decision to return the money but had hoped to see the bicycle lanes get built.

"I've been looking forward to this and hoping it would happen so I'm disappointed it's not happening," Roberts said. "I encourage you to keep trying and even to make this little piece happen on the west end. I wish we had more money to go do it."

Councilman Dennis Higgins, chairman of the Public Works Committee, said the James Street bicycle corridor remains a priority.

"We will be back to talk about this again, I promise," Higgins said.

## **Coleman: Partnerships, community input shape port's Terminal 1 project**

September 27, 2015

By Todd Coleman

Earlier this month, the Port of Vancouver USA unveiled the draft preferred concept for the Terminal 1 Waterfront Project at a televised public workshop. It was an exciting day for the port and our community.

Serving as a prominent entrance to the state of Washington, Terminal 1 is the birthplace of the port and is poised for revitalization. This prime waterfront property is situated between a proposed development by Columbia Waterfront LLC, the City of Vancouver's waterfront park, and a vibrant downtown core.

The tremendous possibilities for Terminal 1 could include active public areas, a river cruise terminal and recreational boat dock, a hotel, retail and commercial space, and affordable residential units. The port envisions a public marketplace as a regional draw to the historic waterfront. The public marketplace will be a unique public and private partnership and an iconic feature that celebrates our region's history.

We are excited about the future of the waterfront and the partnerships that have formed to bring it to fruition. The port's involvement began when we participated in the Vancouver City Center Vision adopted in 2007. Shortly thereafter, Boise Cascade requested that the port assist with property transactions required to pave the way for the future development of the waterfront properties. From that point forward, the port participated in partnerships that created the infrastructure that literally laid the groundwork to where the waterfront is today.

We worked closely with BNSF Railway to remove a spur track that divided the waterfront property, and to facilitate property transfers required between the city of Vancouver, Boise Cascade, BNSF and the port. The port constructed underpasses at Grant and Esther streets, bringing the port's investment in waterfront infrastructure to \$16 million.

Most recently, our partnership with the city included contracting the construction of utilities in the brand-new Columbia Way, preserving \$5.7 million in a Transportation Improvement Board grant that may have otherwise expired due to conditions on matching funds. Last week, we joined the city in celebrating the grand opening of Columbia Way at the waterfront. We congratulate them on this huge milestone.

Thriving gateway

We are working with our economic development partners to create a unique business and public space that differs from and complements neighboring developments, while providing a thriving gateway to the Columbia Waterfront project and the city's new park. For a decade, we have worked closely with them to ensure the success of all.

While we are proud of our longstanding partnerships with the city of Vancouver, the Columbia River Economic Development Council, Clark County, Greater Vancouver Chamber of Commerce, Identity Clark County, Vancouver's Downtown Association, Visit Vancouver USA, the waterfront project and more, there is no partner greater than you, the citizens of this community.

I want to thank you for your participation as this plan comes together. More than 100 citizens attended our public open house on the waterfront project, hundreds more of you have submitted written comments and we have received valuable feedback through dozens of presentations to community groups.

Your input and our partnerships are shaping the Terminal 1 project. If you have not yet commented on this project, I would encourage you to visit our website at [www.portvanusa.com](http://www.portvanusa.com) and share your feedback. You can also view previous workshops on Terminal 1 at [www.cvtv.org](http://www.cvtv.org).

The Columbian said in a recent editorial, "When you are a public entity, good citizenry involves putting aside self-interests and working for the betterment of the community." I couldn't agree more. Together, we are all the architects of Vancouver's future.

## Hwy. 503 project complete

October 9, 2015



**Woodland: Woodland Mayor Grover Laseke, from left, Miss Woodland 2015 Taylor Vossen and Woodland councilors Susan Humbyrd and Marshall Allen are a ribbon-cutting ceremony to announce the completion of improvements to the state Highway 503 and East Scott Avenue roundabout intersection.**

Woodland — Improvements to state Highway 503 at the intersection of Lewis River Road and East Scott Avenue are complete, and the city held a ribbon-cutting ceremony on Oct. 7 to officially announce that the project is done.

The work included a roundabout at the intersection, new sidewalks from Hillshire Drive to Old Pacific Highway, new water mains and hydrants and sewer force main improvements. The roughly \$2.2 million project was funded by a mix of Washington Transportation Improvement Board grant funds and city funds.

The city received two grants for the project, both from the state improvement board: one \$2 million urban arterial grant and a \$175,000 grant for the sidewalk improvements, according to Bart Stepp, director of public works in Woodland.

## **Audit: City of Snohomish over-claimed \$125K for roundabout costs**

October 5, 2015

By Amy Nile

SNOHOMISH — The State Auditor's Office is wagging its finger at the city for double dipping and not properly doling out its money last year.

The state issued a finding after discovering the city had over-claimed \$125,923 to be reimbursed by the U.S. Department of Transportation for the 15th Street and Avenue D roundabout in 2014 during a recent federal and financial audit. The money had already been repaid through the State Transportation Improvement Board.

Snohomish's engineering department did not properly review reimbursement requests and research grant requirements, auditors said. Failure to comply with those rules may put at risk the city's eligibility for future federal dollars.

The city responded to the audit finding, noting that it does not agree with it because the federal and state reimbursements were less than the total grant amounts authorized for the project. Snohomish officials pointed out that the roundabout project was a multiyear undertaking so the audit would have been more reasonable if it looked at the whole project instead of expenses only in 2014.

City Manager Larry Bauman said the finding was confusing because rules about how much the city is allowed to request for reimbursements during a calendar year were not in the federal grant agreement. Those regulations are included in another federal document.

“This was a learning process,” Bauman said.

Snohomish also received a management letter from the state during its accountability audit for the way it distributed shared costs for employee salaries and equipment among different city accounts in 2014.

The city was dinged by auditors for the similar issues during the past two audits.

Snohomish failed to provide the necessary documentation to support the way it distributed costs among various accounts to pay for projects and services in 2013 and 2012. It also did not do a reconciliation at the end of those years to make sure the money allocated agreed with actual costs.

Last year, Snohomish hired Jennifer Olson as its new finance director to replace Danny Weinberg, who retired. Olson has been working to improve the way the city doles out its money since she started in June 2014.

The state noted that the city made “significant improvements” last year from past audits. However, auditors suggested ways the city could improve to comply with state law and proper accounting procedures.

The state asked the city to put in place a plan to more accurately reflect how actual costs benefit various departments that provide money for projects and services.

The auditors also suggested the city reconcile at least annually the amount of money charged to various accounts with actual costs to make sure the amounts reflect the full value of services received throughout the year.

# North County Outlook

## Improvements coming to Marysville streets

October 7, 2015

By Christopher Andersson

The City of Marysville installed some of their first traffic circles last month and plan to make other street safety improvements including sidewalks to their roads.

For a driver there's not much difference between roundabouts and traffic circles, however roundabouts are typically larger, cost \$1 million to \$2 million and are meant to be a congestion solution to big roads.



**The traffic circle recently installed on 71st Avenue in Marysville.**

Traffic circles on the other hand cost only \$5,000 to \$15,000 usually, and are meant to slow down traffic, said Jesse Hannahs, a traffic engineer for the city.

The city just installed its first traffic circle on 71st Avenue last month and plan to soon install a few more on 92nd Street, 56th Avenue, 79th Avenue and Beach Street.

One traffic circle did exist at the Marysville Winco beforehand, but that was on private property, not city property.

"All of these came about because of citizen concerns of speeding through their neighborhood, and through the city's own studies it was evident that something to reduce speeds was necessary," said Hannahs.

The city has tried other methods to slow down speeding drivers in these areas, like signs and striping the lanes, however "in cases where you have significant speeds, they haven't been that effective," said Hannahs.

The city has also had a policy against speed bumps for more than a decade as well, said Hannahs, which was put in place over "concerns with emergency vehicle response primarily."

Marysville has also received three safety grants improving pedestrian access around Sunnyside Boulevard, Marshall Elementary and Grove Street.

Project manager Jeff Laycock said that the city's increased transportation budget because of Transportation Benefit District (TBD) funds has helped the city obtain those grants.

"Usually with a grant there's matching [fund] requirements, and now with the TBD funds the city can afford more to match and is more competitive," he said.

The \$550,000 Marshall Elementary project will help fill in some of the sidewalk gaps for kids walking to school.

"We wanted to work with the school district as well just to provide a safer route to school for kids," said Laycock.

The Washington State Department of Transportation's Safe Routes to School grant program is paying \$315,000 of the funds and the rest by the city.

The Sunnyside Elementary sidewalk is projected to cost about \$310,000 and \$205,000 of those funds were just secured by the city in late September from WSDOT.

The full population of Sunnyside Elementary is currently bused to school.

"Hopefully that will open up the option for some students in these neighborhoods to walk to school by creating an actual pedestrian route. Right now there's some shoulders but that's not an area the school wants their children walking in," said Laycock.

Both sidewalks projects will be completed in the summer while school is out, said Laycock, and could be completed next summer.

Finally, Grove Street will receive a \$277,000 WSDOT grant and \$137,000 from the state's Transportation Improvement Board for pedestrian and bike-lane improvements.

"Now we'll have full pedestrian connectivity from Cedar [Avenue], basically all the way up Grove [Street] until the very east side of the city," said Laycock.



## Federal lawsuit claims Seattle sidewalks, streets are inadequate

October 8, 2015

By Lindsay Cohen

Video with additional content can be found at:

<http://www.komonews.com/news/local/Federal-lawsuit-filed-against-Seattle-says-sidewalks-streets--331486791.html?tab=video&c=y>

SEATTLE -- A disability rights group has filed a federal lawsuit against Seattle, arguing the city isn't doing enough to make sure intersections, sidewalks, and curb ramps are accessible to everyone.

The suit, filed Thursday by Disability Rights Washington, doesn't seek monetary damages but aims to force the city to comply with the Americans with Disabilities Act, which mandates that newly constructed or altered streets have sloped areas to accommodate wheelchairs, walkers, and more.

"We're not asking the city to fix it today or even tomorrow. We really just want a plan," said Emily Cooper, an attorney for the nonprofit. "We want a concrete plan on how they're going to fix all the concrete ramps in the city so everyone can work or visit Seattle safely."

Seattle invests more money per capita on curb ramps than places like Los Angeles and Chicago, countered city officials. This year, workers are scheduled to install more than 1,300 ramps on Seattle streets.

"The City takes its responsibilities under the Americans with Disabilities Act very seriously," said City Attorney Pete Holmes, in a written response to the statement. "We're confident our record will prove persuasive."

David Whedbee, an attorney and one of the plaintiffs named in the lawsuit, says he regularly has to guide his wheelchair into a bus lane on his commute through the International District in order to avoid a sidewalk that does not have a curb ramp.

"The bus driver has a green light and I have a green light and it leads to a point of conflict," he said. "I have to pay extra attention to some of these places along my route to make sure I don't get hit by a bus."

A second plaintiff named in the suit, Conrad Reynoldson, said he regularly runs into similar problems when meeting with clients and associates downtown.

"It's dangerous, first and foremost. It's not safe to cross the street if you have to go out into the middle of the intersection to go," said Reynoldson, who also relies on a wheelchair to get around. "You put your life at risk every time you cross the street."

"The major thrust of the lawsuit is to get change," added Whedbee. "Ideally it wouldn't entail years of litigation. We're just hoping the city will finally sit down and try to resolve this problem with us."

# The Herald Business Journal

## Arlington business park expected to generate up to 2,000 jobs

October 15, 2015

By Kari Bray

ARLINGTON — A Bellevue developer plans to start work this month on a \$100 million business park near the Arlington Municipal Airport.

The city announced Monday evening that GS Venture Partners has purchased the former Northwest Hardwoods and Weyerhaeuser log mill site at 20015 67th Ave. NE. Chris Gayte, the developer behind GS Venture Partners, plans to build up to

1 million square feet of aerospace, manufacturing and industrial work areas in 11 different buildings. The project is called the Gayteway Business Park.



**A drawing of a building in the proposed Gayteway Business Park in Arlington**

BNSF Railway has agreed to add two rail spurs on the 54-acre property for businesses to ship and receive products, Gayte said.

The city expects the business park could create up to 2,000 new jobs. That's based on the square footage of the planned business park divided by the average number of square feet per employee in manufacturing and industrial businesses — roughly 500 square feet per employee, City Administrator Paul Ellis said.

Northwest Hardwoods closed in February 2012, cutting 40 jobs and relocating about 20 other employees. At one point, under Weyerhaeuser, the company and mill employed several hundred people, Gayte and Ellis said. Northwest Hardwoods cited a low demand for wood products and a limited supply of local timber as reasons behind the closure. The property was put up for sale.

Gayte purchased it for \$4.2 million, according to county tax records. He made the decision last month to buy and build there. The city fast-tracked permits to make the project a reality on a short timeline, he said. Officials had been talking with Gayte since June about the land, access and utilities, Ellis said.

“Now we're going to clean up the property,” Gayte said. “It's been sitting for a few years.”

Workers expect to start clearing brush and tearing down old buildings as soon as next week, he said.

It likely will be three to five years before the business park is fully built out. Several companies are interested but none have committed, Gayte said. He plans to construct buildings as businesses demand the space. Each new structure will be customized for the company that moves in.

Gayte's background is in luxury homes. He owns Bellevue-based Gayte Custom Homes and is trying his hand at commercial development with GS Venture Partners.

A master plan of the site shows buildings ranging in size from about 42,000 square feet to more than 200,000 square feet.

"The 54 acres, they just don't make that kind of property anymore," Gayte said. "Businesses in Everett and Marysville that are looking to expand can come here because we can build the size of buildings they need."

The business park is a large development compared to most in Arlington, Ellis said. The city also has 125 acres west of the airport zoned for similar uses, but officials have not yet found developers for that land.

"So far, it's ahead of its time," he said.

Gayte is a win for the city, which aims to recruit a diverse business base and up employment numbers, Ellis said. He hopes to see a wide variety of manufacturing and industrial companies in the park, though he suspects at least a few will be tied to Boeing. The aerospace giant tends to fuel growth in North Snohomish County when business is going well, he said.

A new business recruiting tool in Arlington and Marysville, approved by the Legislature this year, could offer companies in the Gayte Business Park a tax break depending on the number and type of new jobs they create. The developer cannot receive the tax break because it is tied to hiring, not building.

The industrial area around the Arlington Municipal Airport is notorious for traffic problems along Highway 531, also called 172nd Street NE. Gayte Business Park is located on 67th Street NE, which branches off the busy highway. Nearby business owners have noted that the congested roads lead to rear-end accidents or long commutes, with drivers sitting at the same light for four or five cycles.

Gayte isn't worried about the traffic, he said. The state has earmarked \$39.3 million to widen the road, add lanes and build roundabouts. That work is slated for 2021 to 2025. The business park also has easy access to Highway 9 and Highway 530, so there are multiple routes during peak traffic times, Gayte said.

Traffic bottlenecks are costly for businesses and commuters, Ellis said. He thinks the state's plans for the highway will alleviate additional traffic caused by the business park. City leaders are pushing to move up the timeline on that roadwork, he said.

## McMenamin's opens this weekend in Bothell with live music

Oct 16, 2015

By Aaron Kunkler



**A bartender pours a beer for one of the first customers at the Anderson School McMenamin's in downtown Bothell during a pre-opening party on Tuesday. The event was through invitation only but the new business will hold a full grand opening celebration tonight with live music from the Young Fresh Fellows. - Aaron Kunkler/Bothell Reporter**

After five years of preparation, construction and anticipation, the McMenamin's Anderson School in Bothell held a pre-opening Tuesday night and will open its doors to the public this weekend.

"It is just a very unique space," said John VanDrak, during the pre-opening. "It's going to be a great space for the community. The before and after is pretty dramatic."

The new business, which is the anchor for the redevelopment of downtown Bothell, was packed for the invitation-only event.

"It is amazingly creative," said Ann Aagaard about the photos and art on the walls, which include Bothell resident Sen. Patty Murray and Wilbert Anderson.

McMeniman's is an Oregon chain of iconic brewpubs/hotels which were started in 1974 by two brothers whose establishments bear their namesake.

Described as the largest project they've ever undertaken, the brothers Mike and Brian have been working on the 70-room hotel and entertainment complex since 2010.

Anderson School features a restaurant, pub, movie theater, live-music space, spa, garden, pool and meeting room.

"I like the little cozy nooks," said Ann Williams, during the event.

The nearly five-and-a-half acre plot with the building was initially purchased for \$7 million.

"We are very excited about the McMenamins opening. It's already bringing attention to Bothell, and it's a big part of our downtown economic development," said city of Bothell spokeswoman Barbara Ramey. "Having businesses come in, like McMenamins, will help the community and be a big benefit."

It includes the old Northshore Pool, which has been renovated and residents can now use free of charge for 15 years pursuant to an agreement signed by the city and the McMenamin brothers.

The Anderson School itself was built in 1931 and is an iconic landmark in downtown Bothell.

Seattle-area favorites The Fresh Young Fellows will be breaking in McMenamin's live venue tonight with their classic alternative rock.

"We're always excited to play, and more so these days since we don't play that often," said frontman Scott McCaughey.

This show marks only their third this year for a band that's been playing together since the mid-1980s.

Despite starting in the Seattle area, McCaughey lives in Portland these days, and says it's been a while since he's been in Bothell.

McCaughey said they've been to other McMenamins venues like the Edgefield or Crystal Ballroom and are excited to see what Bothell's Anderson School will be like.

The free show begins at 8 p.m. on Friday with the band Unlikely Friends opening, and The Fresh Young Fellows taking the stage at 9:30 p.m.

## **Lake Sammamish Parkway drivers will rejoice with this news**

October 19, 2015

By Candy Harper



**East Lake Sammamish Parkway Southeast will be widened and a new southbound travel lane will be added between Southeast 56th Street and Southeast Issaquah-Fall City Road. A new bike lane will be added to the west side of the parkway between 56th Street and Issaquah-Fall City Road. (File photo)**

Drivers who have been stuck on Lake Sammamish Parkway can rejoice.

East Lake Sammamish Parkway Southeast will be widened and a new southbound travel lane will be added between Southeast 56th Street and Southeast Issaquah-Fall City Road.

A new bike lane will be added to the west side of the parkway between 56th Street and Issaquah-Fall City Road. The project includes sidewalk and utility upgrades, as well as new trail connections.

Wait until construction is over before you celebrate, however. One thing that could slow you down is the timeline of the lane restrictions. Lane restrictions will occur between 9 a.m. to 3 p.m. or at night. Bike lanes on the east side of the parkway will be closed.

Work is weather dependent.

Support for the project comes from a variety of city, regional, state and federal sources. The \$7.6 million project includes \$3.5 million from the Puget Sound Regional Council, \$3.4 million from the Transportation Improvement Board and \$727,000 in city funds.

## **Port Townsend City Council approves eminent domain process for Howard Street extension; officials say they expect to pass over the option**

October 20, 2015

By Charlie Bermant

PORT TOWNSEND — The City Council has unanimously approved a process to forcibly acquire property needed for a \$5.5 million Howard Street extension project, but neither the mayor nor the city attorney feels it will be necessary.

“We need to have this process available, although I don’t think we will use it,” said Mayor David King during Monday night’s council meeting.

City Attorney Steve Gross told the council he did not expect that eminent domain would be invoked, although he now has the approval to do so without council approval.

The project will connect West Sims Way and Discovery Road by extending Howard Street and is expected to turn 82 acres of vacant and under-utilized land into shovel-ready industrial property.

The city needs to acquire portions or rights of way of nine parcels to finish the connection.

City Engineer David Peterson said seven of the properties are in escrow and the purchase agreement of one property is signed, leaving only one property in doubt.

Peterson said the specified portions of all nine properties are necessary for the completion of the project.

“It all fits together like the pieces of a puzzle,” Peterson said.

Gross said the city has budgeted a maximum of \$305,000 from the city’s general fund for right-of-way acquisition. The amount is split about evenly between consultant fees and purchase costs, he said.

Construction of the extension and a traffic circle where Howard Street intersects with Discovery Road is expected to begin in February and be completed by the end of the year, according to project manager Samantha Trone.

However, the city will lose grants and loans for the project if ownership of property isn’t secured by the end of 2015.

“If we don’t have a commitment [from property owners] by the end of the year, we will lose the funding for the project,” King said.

The project will be funded by a \$300,000 grant from the Community Economic Revitalization Board; a \$2.1 million grant from the state Transportation Improvement Board; \$1.05 million from the state Department of Transportation; and \$1.7 million of water and sewer utility funds from the city.

Making up the difference is a \$1.2 million loan, also from the Community Economic Revitalization Board, which will be split between the Howard Street project and the development of an adjacent stormwater system.

Howard Street currently ends about 800 feet north of Sims Way and 400 feet south of Discovery Road.

The extension would be built on what is now trail and open land, taking a jog around existing homes.

It will provide additional traffic options for motorists, and a roundabout will aid traffic flow, city officials have said.

In several cases, the installation of the right of way will increase property value on some parcels by improving their frontage, King said.

# TACOMAWEEKLY

## Agreement reached for freight route improvements

October 29, 2015

By Steve Dunkelberger



**FREIGHT.** An agreement between the City of Fife and the Port of Tacoma clears a hurdle in efforts to improve truck traffic from the Port of Tacoma to Interstate 5. Photo by Steve Dunkelberger / The Tacoma Weekly

The Port of Tacoma and the City of Fife have entered an interlocal agreement that is the latest step in the development of a \$50 million project that is meant to improve freight mobility and traffic flow from the tideflats to Interstate 5 by expanding capacity of the Port of Tacoma Road interchange.

“It can be congested at most times of the day,” POT Government Affairs Manager Evette Mason said. “The bottleneck that is created there is very challenging.”

That congestion would only get worse quickly as truck traffic continues to grow and construction begins on nearby State Route 167.

The multi-phased project will improve the main access to the Port of Tacoma and the north Fife business district by creating a second ramp so that traffic will have one-way only routes to and from the shipping terminals. The agreement allows Fife to sell three right-of-way parcels at the intersection for about \$200,000 to help fund the project while the port will contribute up to \$1.5 million to the project.

“Over the past decade, the Port of Tacoma experienced strong growth in containerized cargo, adding nearly 2 million tons of international containerized cargo and fueling over 1,800 direct jobs at Port marine terminals,” according to the staff report. “A significant portion of this cargo enters and exits the Port area via the Port of Tacoma/Interstate 5 Interchange. This principle interchange provides access to numerous businesses and port terminals, and is a critical transportation link supporting the local and regional economy.”

The commission unanimously approved the deal last Thursday.

The construction of the new ramp and the associated roadwork along Port of Tacoma and East 34th will come in three phases and start in 2017. Phase 1 will add a new southbound exit ramp on I-5, connecting at a new intersection at Pacific Highway East and 34th Avenue East. Phase 2, which will come simultaneously, will extend the new southbound exit ramp to a new southbound on ramp to I-5. Phase 3 will then consist of a new bridge over I-5, new northbound off and on-ramps, and improvements to 20th Street East. It is set to start in 2019.

Once the work is done in 2021, Port of Tacoma Road from 12th Street East to Pacific Highway will be made one-way southbound.

“It really will help out a whole lot,” Fife Public Works Director Russ Blount said.

The project is just \$10 million short of being fully funded. The project is also likely to receive \$7 million from the Transportation Improvement Board later this fall, so the funding gap will likely be just \$3 million. The interlocal agreement closes that gap since the port and Fife agree to split the remaining costs.

Work won't stop there, however. One project on the table would be to connect the 34th Avenue directly to State Route 509, which would streamline traffic even further.

“I view that as really critical,” said Port Commissioner Dick Marzano.