



Transportation Improvement Board
September 22-23, 2016 – Moses Lake, Washington

Location: Best Western
3000 West Marina Drive
Moses Lake, WA 98837
509-765-9211

September 22, 2016 – 2:00 p.m.
WORK SESSION AGENDA

			Page
2:00 p.m.	A. Welcome	Chair Stevens	
2:05 p.m.	B. Local Presentations		
	PROGRAM & PROJECT MATTERS		
2:45 p.m.	C. Project Actions:		
	1. Increase Request: City of Montesano – Main Street	Chris Workman	16
	2. Project Termination: City of Zillah – Vintage Valley Parkway	Chris Workman	17
3:15 p.m.	D. Review Draft of Complete Streets WACs	Vaughn Nelson	18
	EXECUTIVE SESSION		
3:45 p.m.	E. Personnel Matters	Chair Stevens	
4:30 p.m.	F. Adjournment	Chair Stevens	



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September 23, 2016 – 9:00 a.m.
BOARD AGENDA

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9:00 a.m.	1. CALL TO ORDER	Chair Stevens
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of May 20, 2016 Minutes	Chair Stevens 1
	B. Communications	Steve Gorcester
	1. Governor Inslee letter of support for Bothell's Main Street Enhancement Project	23
	2. Public Meeting on Borst Avenue Sidewalks Scheduled for Sat... – The Chronicle	24
	3. East–West access to Highway 99 in Edmonds made safer, easier – Herald Net	26
	4. 'It's time to celebrate' Cities cut ribbon for 228th Street's... – my Edmonds News	27
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	10. City moves to upgrade the last of its old streetlights to LED – The Arlington Times	37
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	12. Airway Heights council gets road project update – Cheney Free Press	39
	13. AH City Council questions contract increase – Cheney Free Press	41
	14. Howard Street Extension in Port Townsend on its way – Peninsula Daily News	42
	15. Howard Street Extension groundbreaking Friday in Port... – Peninsula Daily News	44
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	18. County council decision could present a funding hurdle for... – The Northern Light	50
	19. Putaansuu City government working to... – Port Orchard Independent	51
	20. Lebo Boulevard Improvement Project gets \$5 million grant – Bremerton Patriot	54
	21. 'Malfunction Junction' makeover begins – The Enumclaw Courier-Herald	55
	22. Whose streetlight is it Here's why you should care – Newcastle News	57
	23. Redondo Boardwalk to open at end of summer – Federal Way Mirror	58
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	27. When will the new Bellingham Costco be built – The Bellingham Herald	64
	28. Langley city lights could be replaced with LEDs – South Whidbey Record	66
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	31. Trending Transportation benefit districts – The Columbian	70
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	34. Town sees the light – as in LEDs – The Dispatch	75
	35. Making Water Work Ilwaco makes progress on water... – Chinook Observer	77
	36. Saturday pathways meeting will unveil plan so far – The Star	80
	37. Towns will cooperate on streets grant – The Star	82



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38. Grand Coulee to seek lighting grant – The Star	83
39. Sedro-Woolley planning roundabout at North Cascades Gateway... – Go Skagit	84
40. Appeals court to reconsider Center Parkway railroad crossing – Tri-City Herald	86
41. Take heart, drivers – the end is nigh for Edison widening work – Tri-City Herald	87
42. Seton Construction bids low on Howard Street... – Port Townsend Leader	88
43. Silverdale’s Bucklin Hill Road open again – Kitsap Sun	89
44. Upgraded Curbs Installed, Roadway Improvements Made in Front of... – CWU	90
45. Construction on Argonne starts Monday – KXLY	91
46. Road Closure on Jones Lake Road – Voice of the Valley	92
47. Inslee endorses Bothell’s bid for state grant – Bothell Reporter	94
48. City of Federal Way Press Release	95
49. Twisp re-captures the (crossing) flags – Methow Valley News	96

9:20 a.m.	3.	NON-ACTION ITEMS		
		A. Executive Director’s Report	Steve Gorcester	
		B. Delayed Projects Response Report	Chris Workman	5
		C. Financial Report	Vaughn Nelson	
		D. Project Activity Report (5/1/16 – 8/31/16)	Chris Workman	7
10:00 a.m.	4.	ACTION ITEM		
		A. Project Actions:		
		1. Increase Request: City of Montesano – Main Street	Chris Workman	16
		2. Project Termination: City of Zillah – Vintage Valley Parkway	Chris Workman	17
		B. Review Draft of Complete Streets WACs	Vaughn Nelson	18
10:30 a.m.	5.	FUTURE MEETINGS	Steve Gorcester	
		November 17-18 (Bothell)		
10:40 a.m.	6.	ADJOURNMENT	Chair Stevens	

**Transportation Improvement Board
May 20, 2016
Red Lion
Port Angeles, Washington**

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Vice Chair
Mr. Jim Albert
Ms. Wendy Clark-Getzin
Mayor Glenn Johnson
Mr. John Klekotka
Mayor Patty Lent

Mayor Ron Lucas
Mr. Mick Matheson
Ms. Laura Philpot
Mr. David Ramsay
Ms. Heidi Stamm
Mr. John Vodopich

TIB STAFF

Steve Gorcester
Vaughn Nelson
Chris Workman
Jason Phelps
Kelsey Davis/recorder

TIB BOARD MEMBERS NOT PRESENT

Mr. Pasco Bakotich
Mr. Gary Ekstedt
Commissioner Terri Jeffreys
Commissioner Bob Koch
Ms. Colleen Kuhn
Ms. E. Susan Meyer
Ms. Amy Scarton (present at Thursday meeting)
Mr. Jay Weber

1. CALL TO ORDER

Vice Chair Stevens called the meeting to order at 9:02 a.m.

2. LOCAL PRESENTATIONS

Kathryn Neal, the Engineering Manager for Port Angeles welcomed us to the city and thanked TIB for past support. She discussed projects they have completed in the past and two important upcoming projects especially the Peabody Creek / Lincoln Street Culvert.

David Peterson, the City Engineer for Port Townsend thanked TIB for support and talked about how appreciative they have been for grants from TIB. They have done several projects that have greatly increased the safety and improved alternate transportation options.

Matt Klontz, the Assistant Public Works Director for Sequim talked about three projects completed with help of TIB funding. He also discussed a future project and the challenges they are tackling with flooding and safety on West Fir Street which runs along the Elementary and High School side of their school block.

Paul Hampton, the Public Works Director for Forks discussed several past and upcoming projects. He also highlighted the positive community response to the change to LED Streetlights as part of the TIB Relight Washington Program.

3. GENERAL MATTERS

A. Approval of March 18, 2016 Minutes

MOTION: It was moved by Mayor Lent with a second by Mayor Johnson to approve the minutes of the March 18, 2016 board meeting.

Motion carried unanimously.

B. Communications

Steve Gorcester discussed articles included in the board packet.

He highlighted an article discussing the Duportail Bridge Project which will likely need additional funding after partial funding was provided by the legislative budget, and an article discussing a project in Bremerton and land use question.

He also discussed a positive response in Wapato to the Relight Washington Program and stated we are pleased to see people getting the story of the cost savings that can be reinvested into the system.

4. NON-ACTION ITEMS

A. Executive Director's Report – Steve Gorcester reported on the following:

- Audit Exit Interview: Audits are performed approximately every 4 years. This audit marks 15 straight years of clean audits for TIB.
- Relight Washington: There are currently 63 cities in the program which is incredibly rapid progress. We are pleased to see this quick development to unlock savings potential in our small cities. At the Better Buildings Summit in Washington DC attendees were very impressed with our speed and focus on savings for these cities.

B. Delayed Project Report – Chris Workman reported on the following:

- We monitor projects that are delayed to be aware of projects at risk of possible fund loss to ensure the projects continue to move forward or funds are terminated.
- Currently there are two projects in Stage 1 delay, Spokane 2016 Downtown Pedestrian Improvements – Downtown Core Zone and Zillah Vintage Valley Parkway – W First Ave to Buena Road, and a third project, Pateros Warren Avenue – East of Chris Street to Beach Street, which recently moved out of Stage 1 to a normal status.
- There is currently one project in Contingency status or Stage 2 delay, Richland Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr.

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

The following is based off of information available on the TIB public dashboard.

- The Transportation Improvement Account (TIA) Fund balance is currently \$41 million.
- There is a total of \$284 Million in outstanding grants across all programs. This is a low amount which you will see reflected in a larger call size for this year.
- Over the past year there have been several months with large reductions to grant amounts. Some of this is due to a large project being terminated however it has also been due to savings from lower bids and surpluses at close out.
- Staff is constantly aware of surpluses to confirm TIB keeps the funds at comfortable balances and get additional monies out to fund more projects.

D. Project Activity Report – Chris Workman reported on the following:

The following activity took place in March and April 2016.

- The board will likely see large surpluses reflected in the report for the next board meeting as the 50+ projects at bid award move to bid authorization.
- There were three project closeouts with surpluses.

- Preservation programs have seen minimal changes as most were advertising during this time period. As these bids are awarded we will see surpluses reflected in future reports.

5. ACTION ITEMS

A. 2016 Call Size - The recommended 2016 call size of \$106 million is listed below:

Preliminary 2016 Program Size

Program	Proposed Call Size
Urban Programs <ul style="list-style-type: none"> • Urban Arterial Program • Arterial Preservation Program 	\$75 million
Small City Programs <ul style="list-style-type: none"> • Small City Arterial Program • Small City Preservation Program 	\$13 million
Sidewalk Programs <ul style="list-style-type: none"> • Urban Sidewalk Program • Small City Sidewalk Program 	\$8 million
Complete Streets Program*	\$10 million
TOTAL	\$106 million

*Planned January 2017 Awards

Mr. Ramsay, inquired if staff thought lumping the funding of programs together in this way will set us up for a challenging future debate about the allocation of funds to construction vs. preservation. Mr. Gorcester stated that staff thinks this will allow TIB to better allocate funds in an area that doesn't have a large demand for construction to do more preservation.

MOTION: It was moved by Ms. Stamm with a second by Ms. Clark-Getzin to approve the 2016 Call Size as presented.
 Motion carried unanimously.

B. Relight Washington Funding Allocation

MOTION: It was moved by Mayor Johnson with a second by Mayor Lent to approve the Relight Washington funding allocation as presented.
 Motion carried unanimously.

C. Adopt Complete Streets Framework

The board discussed the Complete Streets Framework Report.

Mr. Ramsay asked if nominating groups might ask the agencies to do a particular project and if that is a concern. Mr. Gorcester stated TIB will not make a direct connection between receiving the award and any one particular project. This is part of the reason why only statewide groups were chosen to be nominators.

Mr. Klekotka asked who will audit the use of these funds. Mr. Gorcester, stated he has talked to several city managers of cities of different sizes who have said they can put the funds in a restricted account to be used exclusively for the purposes laid out in the work plans. TIB staff will do a close out after three years and have the ability if needed to call back money used for ineligible purposes or not spent. Account managers all said they were familiar with processes like this and said it should be easy for them to track and monitor.

MOTION: It was moved by Mayor Johnson with a second by Mayor Lent to adopt Complete Streets Framework as presented.
Motion carried unanimously.

D. 2017 Meeting Dates & Locations

MOTION: It was moved by Mayor Johnson with a second by Mayor Lent to adopt the 2017 Meeting Dates & Locations as presented.
Motion carried unanimously.

E. Chair and Vice Chair Elections

MOTION: It was moved by Mr. Ramsay with a second by Mayor Lucas to elect Commissioner Richard Stevens as Chair for July 1, 2016 to June 30, 2018.
Motion carried unanimously.

MOTION: It was moved by Mr. Ramsay with a second by Mr. Klekotka to elect Mayor Patty Lent as Vice Chair for July 1, 2016 to June 30, 2018.
Motion carried unanimously.

6. ADJOURNMENT

The next meeting is scheduled for September 22-23, 2016 in Moses Lake.

The meeting adjourned at 10:52 a.m.



Delayed Projects Response

September 23, 2016

BACKGROUND

TIB staff reported to the Board four projects that missed the performance standard for reaching bid award at the May 20, 2016 Board Meeting. The requirements defined in WAC 479-05-211 are:

- Urban Program projects must reach bid award within 4½ years
- Construction Ready projects must reach bid award within 1 year
- All Other Program projects must reach bid award within 2½ years

Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency does not meet the agreed upon date set in Stage 1, the project moves to Stage 2 and becomes a contingency project. The agency must appear before the Board for reinstatement of construction funds.

STATUS

The following summarizes the status of the three of the Stage 1 delayed projects and the one Stage 2 delayed projects that are on the contingency list:

Stage 1

- *Black Diamond Roberts Drive* – The city is working with a developer to complete water line improvements. They plan to advertise the project in December 2016. As a Stage 1 delayed project no further action is required by the board if the project bids as scheduled.
- *Spokane 2013 Downtown Pedestrian Improvements* – The city has withdrawn this project due to issues related to historic properties. Once issues have been resolved the city is likely to reapply.
- *Zillah Vintage Valley Parkway* – TIB approved design funds based on inclusion of federal construction project funding in the adopted Statewide Transportation Improvement Program (STIP). After TIB approval, a STIP amendment delayed construction funding until 2020. Staff recommends termination of the project as discussed in a separate staff review.

Stage 2

- *Richland Gage Blvd/Center Parkway* – The board granted a time extension for this project until the Washington Utilities and Transportation Commission (UTC) ruled on the city's request for an at-grade railroad crossing. The UTC ruled in favor of the city but the railroad appealed the decision. A Court of Appeals hearing is scheduled. If the decision is favorable, the city will proceed with right of way acquisition.

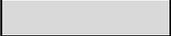
Staff continues to work with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

RECOMMENDATION

A separate staff review recommends action on the Vintage Valley Parkway project.

Delayed Projects

Agency	Project Number	Funding Year	Current Phase	Project Name	Delay Stage	Total TIB Remaining TIB Total Cost
Black Diamond	6-P-800(002)-1	2015	Design	Roberts Drive West end of Rock Creek Bridge to Lynch Lane	1	1,266,300 1,185,648 1,407,000
Spokane	P-E-165(P05)-1	2015	Design	2013 Downtown Ped Improvements – Downtown Core Zone	1	533,047 486,280 2,001,907
Zillah	6-E-947(011)-1	2015	Design	Vintage Valley Parkway - First Ave to Buena Road	1	120,690 84,388 134,100
Richland	9-E-171(003)-3	2007	Design	Gage Blvd/Center Parkway Gage Blvd to Tapteal Dry	Contingency	644,320 644,320 2,265,600

 Indicates contingency project



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-E-893(002)-1	AIRWAY HEIGHTS	FY 2017 Arterial Preservation Project	Bid Award	BA	532,246	-158,954	Director
3-P-817(001)-1	ARLINGTON	FY 2017 Arterial Preservation Project	Bid Award	BA	234,157	30,542	Director
3-P-144(002)-1	BRIER	FY 2017 Arterial Preservation Project	Bid Award	BA	254,615	-112,249	Director
3-W-159(003)-1	BURLINGTON	FY 2017 Arterial Preservation Project	Bid Award	BA	184,894	21,419	Director
3-W-193(002)-1	CHEHALIS	FY 2017 Arterial Preservation Project	Bid Award	CN BA	410,738	-31,522	Director
3-E-168(002)-1	CHENEY	FY 2017 Arterial Preservation Project	Bid Award	CN BA	451,651	17,824	Director
3-P-204(003)-1	COVINGTON	FY 2017 Arterial Preservation Project	Bid Award	BA	645,799	-118,861	Director
3-E-161(002)-1	EAST WENATCHEE	FY 2017 Arterial Preservation Project	Bid Award	CN BA	473,985	-95,265	Director
3-E-175(002)-1	ELLENSBURG	FY 2017 Arterial Preservation Project	Bid Award	CN BA	300,000	0	Director
3-E-183(004)-1	GRANDVIEW	FY 2017 Arterial Preservation Project	Bid Award	CN BA	380,334	-26,007	Director
3-P-822(003)-1	MONROE	FY 2017 Arterial Preservation Project	Bid Award	BA	168,664	-232,366	Director
3-P-141(001)-1	MOUNTLAKE TERRACE	FY 2017 Arterial Preservation Project	Bid Award	BA	489,221	-350,839	Director
3-P-200(002)-1	NEWCASTLE	FY 2017 Arterial Preservation Project	Bid Award	BA	431,933	44,843	Director
3-P-117(003)-1	PACIFIC	FY 2017 Arterial Preservation Project	Bid Award	BA	351,162	-78,020	Director
3-W-126(003)-1	SEDRO WOOLLEY	FY 2017 Arterial Preservation Project	Contract Completion	CC	264,784	-9,156	Director
3-P-142(002)-1	SNOHOMISH	FY 2017 Arterial Preservation Project	Bid Award	BA	304,484	-157,216	Director
3-P-823(002)-1	STANWOOD	FY 2017 Arterial Preservation Project	Bid Award	BA	211,675	-502,988	Director
3-P-133(004)-1	STEILACOOM	FY 2017 Arterial Preservation Project	Bid Award	CN BA	535,326	-3,869	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-E-179(002)-1	SUNNYSIDE	FY 2017 Arterial Preservation Project	Bid Award	CN BA	268,983	-24,484	Director
3-E-946(002)-1	WAPATO	FY 2017 Arterial Preservation Project	Construction	CN	80,190	0	Director
						Total APP Change	-1,787,168
 LED Program							
S-P-817(001)-1	ARLINGTON	LED Streetlight Conversion	Bid Award	BA	63,576	-15,662	Director
S-E-934(001)-1	BINGEN	LED Streetlight Conversion	Bid Award	DE CN BA	79,556	0	Director
S-W-975(001)-1	BUCODA	LED Streetlight Conversion	Audit	CC FV AD	15,962	-5,038	Director
S-E-170(001)-1	CLARKSTON	LED Streetlight Conversion	Bid Award	DE BA	137,700	0	Director
S-E-986(001)-1	COLFAX	LED Streetlight Conversion	Bid Award	DE CN BA	112,050	0	Director
S-E-908(001)-1	COLTON	LED Streetlight Conversion	Bid Award	DE CN BA	23,400	0	Director
S-E-902(002)-1	COLVILLE	LED Streetlight Conversion	Bid Award	DE CN BA	162,000	0	Director
S-E-870(001)-1	DAVENPORT	LED Streetlight Conversion	Bid Award	DE CN BA	68,400	0	Director
S-E-894(001)-1	DEER PARK	LED Streetlight Conversion	Bid Award	DE CN BA	86,850	0	Director
S-P-811(001)-1	EATONVILLE	LED Streetlight Conversion	Audit	CC FV AD	123,805	-30,154	Director
S-W-985(001)-1	FERNDALE	LED Streetlight Conversion	Bid Award	DE CN BA	477,900	0	Director
S-W-831(001)-1	FRIDAY HARBOR	LED Streetlight Conversion	Bid Award	DE CN BA	105,931	0	Director
S-P-820(001)-1	GRANITE FALLS	LED Streetlight Conversion	Audit	CC FV AD	1,373	-1,483	Director
S-W-833(001)-1	HAMILTON	LED Streetlight Conversion	Contract Completion	CC	10,649	-10,051	Director
S-W-969(001)-1	ILWACO	LED Streetlight Conversion	Bid Award	DE CN BA	28,800	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-W-953(001)-1	KALAMA	LED Streetlight Conversion	Audit	DE CN BA CC FV AD	24,148	0	Director
S-E-903(001)-1	KETTLE FALLS	LED Streetlight Conversion	Bid Award	DE CN BA	54,450	0	Director
S-E-931(001)-1	KITTITAS	PSE Relight Washington	Audit	CC FV AD	13,186	-5,364	Director
S-W-970(001)-1	LONG BEACH	LED Streetlight Conversion	Bid Award	DE CN BA	80,550	0	Director
S-W-839(001)-1	LYNDEN	LED Streetlight Conversion	Bid Award	DE CN BA	612,000	0	Director
S-E-904(001)-1	MARCUS	LED Streetlight Conversion	Bid Award	DE CN BA	8,100	0	Director
S-E-166(001)-1	MILLWOOD	LED Streetlight Conversion	Bid Award	DE CN BA	57,150	0	Director
S-W-957(001)-1	MONTESANO	LED Streetlight Conversion	Bid Award	DE CN BA	4,555	0	Director
S-E-944(001)-1	NACHES	LED Streetlight Conversion	Audit	CC FV AD	26,719	1,669	Director
S-E-872(001)-1	ODESSA	LED Streetlight Conversion	Bid Award	DE CN BA	76,050	0	Director
S-E-844(001)-1	OTHELLO	LED Streetlight Conversion	Bid Award	DE CN BA	105,300	0	Director
S-E-167(001)-1	PULLMAN	LED Streetlight Conversion	Bid Award	DE CN BA	80,430	0	Director
S-W-971(001)-1	RAYMOND	LED Streetlight Conversion	Audit	CC FV AD	6,992	0	Director
S-W-971(002)-1	RAYMOND	LED Streetlight Conversion	Bid Award	DE CN BA	135,450	0	Director
S-P-814(001)-1	ROY	LED Streetlight Conversion	Audit	CC FV AD	26,084	8,234	Director
S-P-142(001)-1	SNOHOMISH	LED Streetlight Conversion	Audit	CC FV AD	25,882	-37,488	Director
S-W-972(001)-1	SOUTH BEND	LED Streetlight Conversion	Bid Award	DE CN BA	72,000	0	Director
S-E-933(001)-1	SOUTH CLE ELUM	PSE Relight Washington	Audit	FV AD	10,541	0	Director
S-E-919(001)-1	TEKOA	LED Streetlight Conversion	Bid Award	DE CN BA	55,800	0	Director
S-E-846(001)-1	WASHTUCNA	LED Streetlight Conversion	Bid Award	DE CN BA	22,050	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-P-816(001)-1	WILKESON	LED Streetlight Conversion	Audit	CC FV AD	12,890	-3,560	Director
						Total LED Change	-98,897
RTP Program							
7-1-823(005)-1	STANWOOD	Old SR 530	Bid Award	BA	326,112	-171,011	Director
						Total RTP Change	-171,011
SCAP Program							
6-P-801(007)-1	CARNATION	E Rutherford Street	Bid Award	CN BA	293,912	-66,291	Director
6-E-847(008)-2	CASHMERE	Aplets Way	Audit	CC FV AD	287,418	-3,806	Director
6-E-894(013)-1	DEER PARK	N Cedar Road	Audit	CC FV AD	444,570	29,891	Director
6-E-894(114)-1	DEER PARK	W Crawford Avenue	Design	DE	6,428	0	Director
6-E-931(104)-1	KITTITAS	Patrick Avenue Improvements	Bid Award	DE CN BA	62,428	0	Director
6-E-942(003)-1	MABTON	B Street	Bid Award	CN BA	1,077,345	-234,405	Director
6-W-957(006)-1	MONTESANO	Main Street	Bid Award	BA	871,916	121,916	Director
6-W-973(005)-1	NORTH BONNEVILLE	Evergreen Drive	Bid Award	CN BA	360,614	-86,091	Director
6-E-987(005)-1	OMAK	S Cedar Street, Central Avenue W, Ash Street N	Bid Award	CN BA	991,995	-145,440	Director
6-W-971(009)-1	RAYMOND	Duryea Street	Bid Award	CN BA	828,511	83,294	Director
6-E-873(006)-1	REARDAN	Aspen Street	Audit	CC FV AD	518,597	29,232	Director
6-E-874(006)-1	SPRAGUE	E Street	Bid Award	BA	345,158	-30,342	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-824(012)-1	SULTAN	4th Street and 5th Street	Bid Award	CN BA	444,778	44,638	Director
6-E-866(002)-1	WARDEN	Industrial Way	Audit	CC FV AD	686,100	10,500	Director
Total SCAP Change						-246,904	

SCPP Program

2-P-800(004)-1	BLACK DIAMOND	FY 2017 Overlay Project	Bid Award	BA	82,813	-52,406	Director
2-W-837(002)-1	BLAINE	FY 2017 Seal Coat Project	Bid Award	BA	85,444	-23,936	Director
2-P-801(002)-1	CARNATION	FY 2017 Overlay Project	Bid Award	BA	133,709	-22,088	Director
2-E-924(004)-1	DAYTON	FY 2017 Overlay Project	Bid Award	BA	252,131	-10,129	Director
2-E-895(002)-1	FAIRFIELD	FY 2017 Overlay Project	Bid Award	CN BA	156,213	10,382	Director
2-E-940(003)-1	GRANGER	FY 2017 Overlay Project	Bid Award	BA	296,419	1,534	Director
2-P-820(002)-1	GRANITE FALLS	FY 2017 Overlay Project	Bid Award	BA	188,326	-45,213	Director
2-E-931(008)-1	KITTITAS	FY 2017 Overlay Project	Bid Award	BA	123,000	-6,000	Director
2-E-942(003)-1	MABTON	FY 2017 Overlay Project	Bid Award	CN BA	328,970	19,370	Director
2-E-862(007)-1	MATTAWA	FY 2017 Overlay Project	Bid Award	CN BA	512,494	-1,206	Director
2-P-109(001)-1	MEDINA	FY 2017 Overlay Project	Bid Award	CN BA	103,061	-16,839	Director
2-E-929(002)-1	POMEROY	FY 2017 Seal Coat Project	Audit	BA CC FV AD	59,462	0	Director
2-E-845(004)-1	RITZVILLE	FY 2017 Overlay Project	Bid Award	BA	191,982	1,982	Director
2-E-898(002)-1	ROCKFORD	Missile Base Road	Bid Award	DE CN BA	229,527	-30,173	Director
2-E-886(004)-1	TWISP	FY 2017 Overlay Project	Bid Award	CN BA	184,820	50,219	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-967(002)-1	VADER	FY 2017 Seal Coat Project	Bid Award	DE CN BA	35,000	0	Director
2-E-875(004)-1	WILBUR	FY 2017 Seal Coat Project	Construction	DE CN	10,000	0	Director
2-W-951(004)-1	YACOLT	FY 2017 Seal Coat Project	Bid Award	CN BA	114,837	-29,767	Director
						Total SCPP Change	-154,270

SP Program

P-W-156(P05)-1	BELLINGHAM	Lincoln Street	Audit	CC FV AD	270,000	0	Director
P-W-952(P04)-1	CASTLE ROCK	Front Avenue SW	Audit	CC FV AD	225,498	24,070	Director
P-E-879(P01)-1	ELMER CITY	Front Street, Williams Street, and Seaton Avenue	Audit	CC FV AD	275,375	18,345	Director
P-P-127(P04)-1	GIG HARBOR	Harborview Drive	Bid Award	CN BA	337,173	50,000	Director
P-E-941(P01)-1	HARRAH	Harrah Road	Bid Award	BA	258,610	50,000	Director
P-P-206(P03)-1	KENMORE	NE 181st Street	Bid Award	CN BA	233,529	43,736	Director
P-W-834(P01)-1	LA CONNER	N 3rd Street	Audit	CC FV AD	159,000	0	Director
P-P-146(P03)-1	LAKE STEVENS	N Lakeshore Drive	Withdrawn	WD	0	-255,626	Director
P-W-839(P01)-1	LYNDEN	17th Street	Bid Award	CN BA	270,629	35,929	Director
P-P-143(P02)-1	MARYSVILLE	Grove Street	Bid Award	CN BA	136,749	0	Director
P-P-109(P02)-1	MEDINA	Evergreen Point Road	Construction	CN	11,700	0	Director
P-P-822(P01)-1	MONROE	Main Street	Bid Award	BA	198,159	-170,479	Director
P-E-943(P01)-1	MOXEE	Seattle Avenue and Postma Road/Beaudry Road	Bid Award	CN BA	180,788	33,290	Director
P-W-840(P03)-1	NOOKSACK	W Madison Street	Bid Award	CN BA	102,270	-20,137	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-905(P02)-1	NORTHPORT	South Avenue/4th Street/Center Avenue (SR 25)	Construction	CN	32,610	0	Director
P-E-872(P01)-1	ODESSA	1st Street	Bid Award	CN BA	158,623	-12,847	Director
P-E-987(P03)-1	OMAK	1st Avenue W; Cedar Street S; Central Avenue W; Omak Avenue (SR 155)	Bid Award	CN BA	353,062	15,562	Director
P-E-883(P02)-1	PATEROS	Warren Avenue	Bid Award	CN BA	314,706	-21,219	Director
P-P-027(P05)-1	PIERCE COUNTY	Park Avenue S	Bid Award	CN BA	479,600	50,000	Director
P-P-031(P01)-1	SNOHOMISH COUNTY	204th Street SW	Bid Award	CN BA	114,129	-9,716	Director
P-E-178(P02)-1	TOPPENISH	Washington Avenue	Bid Award	CN BA	184,478	36,002	Director
Total SP Change						-133,090	

UAP Program

8-1-105(033)-1	AUBURN	Auburn Way S (SR 164)	Audit	CC FV AD	2,554,722	98,539	Director
8-1-105(035)-1	AUBURN	S 277th Street	Bid Award	CN BA	3,933,988	-66,012	Director
8-1-103(028)-1	BELLEVUE	120th Avenue NE, stage 3 widening	Bid Award	CN BA	3,880,812	-969,188	Director
8-2-156(041)-1	BELLINGHAM	James/Bakerview	Withdrawn	WD	0	-1,400,000	Director
8-2-159(014)-1	BURLINGTON	E Gilkey Road	Bid Award	BA	273,835	-26,165	Director
8-1-802(004)-1	DUVALL	SR 203	Bid Award	BA	4,529,939	-470,061	Director
8-4-175(018)-1	ELLENSBURG	Vantage Highway	Bid Award	CN BA	646,587	84,337	Director
8-1-113(011)-1	FEDERAL WAY	Pacific Highway S (SR 99)	Bid Award	CN BA	5,772,933	-227,007	Director
8-2-985(008)-1	FERNDAL	Washington Street	Bid Award	BA	280,000	0	Director
8-1-111(018)-1	KIRKLAND	NE 85th Street (Construction Only)	Audit	CC FV AD	1,667,500	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-5-197(025)-1	LACEY	Marvin Road NE	Bid Award	BA	1,619,476	-682,655	Director
8-1-118(002)-1	LAKE FOREST PARK	NE 178th Street	Audit	CC FV AD	1,035,000	0	Director
8-3-844(005)-1	OTHELLO	14th Avenue	Bid Award	BA	1,558,951	-401,049	Director
8-4-923(004)-1	PROSSER	7th Street	Design	DE	118,687	0	Director
8-4-171(018)-1	RICHLAND	Duportail Reconstruction	Bid Award	CN BA	730,140	71,050	Director
8-4-171(018)-2	RICHLAND	Duportail Extension	Bid Award	BA	1,819,442	-413,388	Director
8-1-207(002)-1	SAMMAMISH	SE 4th Street	Design	DE	0	0	Director
8-1-142(012)-1	SNOHOMISH	30th Street	Bid Award	CN BA	732,467	20,872	Director
8-3-165(088)-1	SPOKANE	37th Avenue	Bid Award	BA	2,594,718	-405,282	Director
8-3-032(068)-1	SPOKANE COUNTY	Argonne Road	Bid Award	CN BA	707,859	35,709	Director
8-3-032(069)-1	SPOKANE COUNTY	Hawthorne Road	Bid Award	BA	768,654	100,259	Director
8-3-208(005)-1	SPOKANE VALLEY	Pines Road (SR 27)	Bid Award	CN BA	301,085	-55,984	Director
8-3-208(006)-1	SPOKANE VALLEY	McDonald Road	Bid Award	CN BA	1,342,519	104,889	Director
8-1-203(005)-1	UNIVERSITY PLACE	27th Street W/Regents Boulevard	Bid Award	BA	1,087,156	-116,844	Director
8-5-184(037)-1	VANCOUVER	Columbia Way; Esther Street; Grant Street	Audit	CC FV AD	2,340,246	78,252	Director
8-4-946(002)-1	WAPATO	Trader Street	Construction	CN	50,760	0	Director
8-4-180(022)-1	YAKIMA	Tieton Drive	Contract Completion	CC	567,682	-52,588	Director
					Total UAP Change		-4,692,316



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UCP Program							
9-P-027(020)-1	PIERCE COUNTY	176th Street E	Audit	CC FV AD	2,766,423	-224,070	Director
9-W-151(006)-1	PORT TOWNSEND	Howard Street	Bid Award	BA	2,233,301	-66,699	Director
9-P-107(011)-1	REDMOND	NE Union Hill Road	Audit	CC FV AD	3,289,938	106,938	Director
9-E-171(005)-1	RICHLAND	Stevens Drive	Audit	CC FV AD	1,106,742	-17,401	Director
9-E-165(018)-2	SPOKANE	Martin Luther King Jr Way Phase 2	Bid Award	BA	2,100,000	0	Director
Total UCP Change						-201,232	
Total Change						-7,484,888	

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



**Funding Increase Request
 City of Montesano – Main Street**

September 23, 2016

BACKGROUND

The City of Montesano, Main Street project (Wynoochee Ave to Marcy Ave) was funded out of the Small City Arterial Program (SCAP) in the FY 2013 priority array. The funding partners include the City of Montesano using local and STP funds.

This project was constructed as the second and final phase of a Main Street revitalization plan. The project improvements included reconstructing the pavement, expanding the existing sidewalks, providing parking lanes, and installing a storm drainage conveyance and treatment system.

STATUS

The city determined the project was physically complete as of November 18, 2014. Soon after, the contractor submitted a claim of \$416,263 for several protests of the project. Discussions between the city and contractor continued until mediation in May 2016 when a settlement of \$225,000 was agreed upon.

The city’s consulting engineer, Parametrix provided engineering support and documentation preparation to facilitate in the negotiations and discussions of the claims. The additional direct labor and expenses total \$46,172.

To support the city with funding the settlement, the TIB Executive Director has approved \$121,916 which leaves \$18,011 approved for remaining project expenses. Based on the outstanding consultant’s costs and the remaining approved funds, the city is requesting an additional TIB increase of \$28,161 for total TIB funds of \$900,077.

A funding summary is listed below:

Funding Agency	Application	Cost to date	Settlement	Additional Engineering	Total Project
TIB	\$750,000	\$668,905	\$185,000	\$46,172	\$900,077
City/STP	\$535,775	\$554,362	\$40,000	\$0	\$594,362

RECOMMENDATION

Staff recommends an increase in TIB funds of \$28,161 for a total authorization of \$900,077.



**Termination of Funding
 City of Zillah – Vintage Valley Parkway**

September 23, 2016

BACKGROUND

The City of Zillah Vintage Valley Parkway project was selected in November 2014 as a SCAP project. This project rehabilitates a short section of commercial district beginning at W. First Avenue and extends the existing roadway nearly two miles west to Buena Road.

The project was funded by Federal Surface Transportation Program funds (STP), TIB and city funds; with the majority of funding from STP. The city anticipated their STP funds would be available for obligation during the federal fiscal year 2013 (10/1/2012- 9/30/2013).

STP design funds were obligated; however, the anticipated construction funding obligation date was revised to after 2020.

In January 2015, the Board terminated the construction funding allowing the design funds to remain to supplement the approved STP design funds. No design work has been completed since January 2016 and the project was reported as a Stage 1 delayed project at the May 2016 Board meeting.

STATUS

On May 23, 2016, TIB sent the city a letter explaining the delayed process and a request to address the delay issues prior to recommendation to terminate the project at the September Board meeting.

Staff received a letter on August 26, 2016 stating the STP funds are still scheduled for 2020 obligation.

Throughout the life of this project, TIB staff has worked closely with the city and their consultant to support the project in the event of STP funding becoming available before the project was deemed delayed. The city understood TIB funding would likely be terminated once the project went to delayed status without full funding in place.

A proposed TIB funding summary is listed below:

Approved at application	Const. funds terminated (approved January 2015)	Design funds terminated (staff recommendation)	Total funds expended
\$1,046,084	(\$925,394)	(\$36,302)	\$84,388

RECOMMENDATION

Staff recommends terminating the remaining design funds of \$36,302 and closing the project. Once the city has obligated construction funds, they may reapply for TIB construction funding.



Chapter 479-10 WAC Additions September 23, 2016

BACKGROUND

The Washington State Legislature created the Complete Streets Program and charged the Transportation Improvement Board with its implementation. TIB staff and board have been working to create a program that achieves the goals of incentivizing the adoption of complete streets ordinances and ethic by cities and counties in throughout the state.

As part of program development, TIB staff has written WAC rules that will put the program into place. Rules for the Complete Street Program will be added to Chapter 479-10. All other current TIB WACs can be viewed at: <http://apps.leg.wa.gov/WAC/default.aspx?cite=479>

STATUS

WAC additions to Chapters 479-10 can be found on pages 19 to 22 of this packet. After review by the board, they will be available to the public for comment via the TIB website. If there are no substantial changes, a public hearing will be held at the November meeting in Bothell.

At the November board meeting staff will bring finalized Complete Streets Program WACs to the board for adoption.

RECOMMENDATION

Staff recommends approval of the WAC additions for public comment.

Chapter 479-10 WAC
PRESERVATION PROGRAMS, STREETLIGHT PROGRAM, AND COMPLETE STREETS GRANT PROGRAM

NEW SECTION

WAC 479-10-500 What is the purpose and authority for the complete streets grant program? The transportation improvement board (TIB) adopts rules necessary to implement the complete streets grant program authorized in RCW 47.04.320. The purpose of the program is to encourage local agencies to adopt ordinances calling for street and road designs that incorporate access to all users, including, bicyclists, pedestrians, motorists and public transportation riders by providing a financial incentive.

NEW SECTION

WAC 479-10-510 What local governments are eligible for the complete streets grant program? A city or county is eligible to receive a grant award from the complete streets grant program when it has a jurisdiction-wide complete streets ordinance adopted by its council or commission.

NEW SECTION

WAC 479-10-520 How are local governments selected for complete streets grant funding? In order to be considered for funding, an eligible city or county must be nominated by an approved nominating organization. Complete streets grant funding is an incentive payment, recognizing local governments that plan, design, and build with consideration for all users, high continuity with existing infrastructure, and sound engineering principles based on peer reviewed guides, reports and publications consistent with the purposes of the program. A nominating organization, keeping these guidelines in mind, may at its discretion nominate an eligible local government for a complete streets grant. The transportation improvement board will select the best nominated local government, within available funding. Funding associated with the a grant award may be used to complete projects or activities identified on an approved work plan.

NEW SECTION

WAC 479-10-530 Who can nominate? The board will approve nominating organizations. The board may add or eliminate nominating organ-

izations in advance of each call for nominations. Nominating organizations must be:

(1) Washington state government agencies that have an interest in transportation; or

(2) Statewide nonprofit groups that have transportation as part of their organizational purpose.

NEW SECTION

WAC 479-10-540 How many nominations may each nominator submit?

The board will set a limit on the number of nominations available to each nominating organization, based on the pool of eligible local governments and the relative size of the nominating organization compared to other nominators.

NEW SECTION

WAC 479-10-550 The board may nominate eligible local governments.

The board may nominate eligible local governments if the nominating organizations do not provide sufficient nominations to utilize available funds or the nominations received do not reflect appropriate geographic or local government diversity.

NEW SECTION

WAC 479-10-560 How will nominated local governments be evaluated for the complete streets grant program? Nominated local governments may be selected for a grant award based on the following factors:

(1) Quality of the adopted complete streets ordinance;

(2) Level of integration of the complete streets ethic in planning documents;

(3) Presence of community outreach and engagement in street or road plans and projects;

(4) Past projects constructed for existing and expected users;

(5) Future project designs or plans that adhere to complete streets guidelines;

(6) Other factors as determined by the board.

NEW SECTION

WAC 479-10-570 What projects are eligible? The following types of improvements are permitted uses:

(1) Pedestrian infrastructure;

(2) Bicycle infrastructure;

- (3) Street or road systems modifications that provide or improve access to public transit;
- (4) Aesthetic improvements to the streetscape associated with the street or road system; and
- (5) Other activities consistent with RCW 47.04.320 may be authorized by the board on a case-by-case basis.

NEW SECTION

WAC 479-10-580 How is the work plan determined? Staff will work with the local government to determine eligible items that may be approved on the work plan. Projects may include work that is contracted out or work that is performed by local government staff for construction, installation, and significant repair of street or road related infrastructure, and capital planning processes that include an implementation plan for such infrastructure work. Automobile, freight access requirements, impact on sensitive environmental areas, and preserving the community character may also be taken into consideration.

NEW SECTION

WAC 479-10-590 How to make changes to the work plan. Work plans may be modified by request to the executive director within awarded funding. Savings from the approved work plan may be reprogrammed into additional work plan items.

NEW SECTION

WAC 479-10-600 When will the grant award payment be made? The grant award payment will be made after TIB approval of the eligible project work plan and a grant award agreement is fully executed. Funds shall be held by the local government in a separate and identifiable account and used only on the approved work plan. Funding not expended on a work plan item within three years of the grant award date shall be returned within ninety days after receipt of the transportation improvement board's written notification.

NEW SECTION

WAC 479-10-610 How is the amount of the incentive payment determined? The award amount for eligible project work plans will be based on the following factors:

- (1) Level of commitment to complete streets ethic;
- (2) Available funds;
- (3) Number of nominations;

- (4) History of complete streets projects; and
- (5) Cost to implement the approved work plan.

NEW SECTION

WAC 479-10-620 What is required at grant award closeout? Within ninety days after the grant funds are fully expended or three years after the grant award date, whichever comes first, the local government shall provide an itemized list of expenditures and written certification that all grant funds were only expended on eligible work plan items. The board may require additional documentation of expenditures prior to closeout. If not all grant funds were expended, the local government shall return unused funds to the board along with the closeout materials. Should the board determine that some funding was not expended on eligible work plan items; the local government shall return such funds to the board within ninety days after receipt of the board's written notice.

NEW SECTION

WAC 479-10-630 When can eligible local governments who have already received an award, receive a new award? Eligible local governments may receive a grant award in subsequent years only after previously awarded funds are expended or returned as provided in WAC 479-10-620.

JAY INSLEE
Governor



STATE OF WASHINGTON
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August 11, 2016

Steve Gorcester, Executive Director
Transportation Improvement Board
505 Union Avenue SE, Suite 350
Olympia, WA 98504-0901

RE: City of Bothell's Main Street Enhancement Project

Dear Mr. Gorcester:

I am writing to encourage the Transportation Improvement Board's (TIB) swift and favorable consideration of the City of Bothell's application for a TIB grant to undertake Bothell's Main Street Enhancement project.

Yesterday, I visited Bothell Mayor Rheaume, Senator McAuliffe and other Bothell business and civic leaders. I saw first-hand the extent of the devastating July 22nd fire that destroyed historic buildings on Main Street and impacted a dozen well-loved businesses. Some, like the Kozy Corner Café, had been in operation for decades.

I learned more about Bothell's recovery efforts and the redevelopment at the heart of this growing city. The Main Street Enhancement project is central to this plan. This construction-ready project will help improve and revitalize the historic Main Street area, allowing new commercial development while ensuring the continued viability of existing Main Street businesses. Specifically, it will create welcoming public spaces, improve crosswalk visibility, calm traffic, widen pedestrian-friendly and tree-lined sidewalks and support the unique character of Bothell's historic business district.

TIB's investment in this project would help accelerate Bothell's recovery and support its long-term economic development. It's a compelling project for a resilient and deserving community. I urge your expeditious approval of this grant.

Very truly yours,

A blue ink signature of Jay Inslee, written in a cursive style.

Jay Inslee
Governor



The Chronicle

SERVING THE GREATER LEWIS COUNTY, WASH., AREA SINCE 1889

Public Meeting on Borst Avenue Sidewalks Scheduled for Saturday

Youth Involvement: Student Group Working With Lewis County, City of Centralia on Project

by Kaylee Osowski

May 5, 2016

For years, Centralia High School students have walked to and from school along Borst Avenue without sidewalks.

Constructing sidewalks on the street has long been a topic of conversation for elected officials.

Earlier this year, students with the Associated Student Body of Centralia High School called for action from the city of Centralia and Lewis County as the street is in both jurisdictions.

The students made presentations before both the Centralia City Council and the Board of County Commissioners. Following those presentations, the students met with county and city public works employees to discuss the project.



Borst Avenue

In this Jan. 25, 2012 file photo, students from Centralia High School walk along Borst Avenue after the end of school. Centralia officials hope to install sidewalks along the road.

“I think we can all agree that sidewalks on Borst Avenue — it would be a very good project. ... It would be a good use of public dollars to keep kids safe,” Lewis County Public Works Director Tim Elsea told The Chronicle on Tuesday.

This Saturday at 2:30 p.m., city and county officials are holding a meeting with the students and area residents at Centralia High School to discuss the project and determine next steps, which Elsea said will likely include more public meetings and two different concept plans for the project.

Elsea explained that the two government agencies have varying amounts of right of way along the road, which is 0.5 miles in the city and 0.3 miles in the county.

In some places there is as much as 60 feet of right of way and in other places it goes down to 20 feet. However, even some of those larger amounts of right of way are problematic as they take up much of people’s yards.

Acquiring right of way can be difficult, he said, especially when many landowners are involved. This project could require land acquisition from about 40 property owners.

“We never take property; we always compensate people for it,” Elsea said.

Not only does property acquisition make a project more expensive, but it also takes time, adding one year, sometimes two years, to a project, he said.

One possible solution to reduce the right of way required for the project would be to make the road a single-lane one-way street, which requires a narrower right of way.

If that occurs, the other roads in the neighborhood would see more traffic and likely need repairs and improvements.

However, the county doesn't have any real right of way on Mt. Vista Road, which parallels Borst Avenue to the south, because it is by use only, Elsea said. To make improvements on that road, the county would have to acquire the right of way for the entire roadway.

Multi-use sidewalks are typically 10 feet wide, and if the project gets Washington State Transportation Improvement Board funds, both sides of the street would need sidewalks because the agency requires it.

At this early stage in the project planning, it's difficult to estimate how much the project will cost, but Elsea said the price tag will be more than \$1 million.

Along with county and city dollars, another possible funding source is Safe Routes to Schools, but that wouldn't include any roadway improvement, which is necessary for the project.

Essentially the entire road would need to be redone, and the drainage would also need to be improved.

Along with discussing the project, Elsea said the graduating students involved will be handing it off to next year's student body leaders.

The students, who presented the project to elected officials, did a good job, Elsea said, and he doesn't want their efforts to fall away because they're graduating.

"I think in the end it's going to be a really, really cool success story," Elsea said.

East-West access to Highway 99 in Edmonds made safer, easier

by Sharon Salyer

May 9, 2016

EDMONDS — At \$7.8 million, it's called the city's biggest capital improvement project in 15 years, easing east-west access across Highway 99.

The project completes a missing link of about 300 feet of roadway on 228th Street SW from Highway 99 to 76th Avenue W.

The goal was improving safety in an area of the city where about a quarter of all collisions in the city occur.

"The reason we started the project is a collision issue," said Bertrand Hauss, a city transportation engineer.

The new signal at 228th Street SW has left-turn arrows for both north and southbound traffic on Highway 99.

Work on the project began last summer. It involved repaving nearly a mile of roadway in Edmonds and Mountlake Terrace, adding pedestrian crossings, sidewalks, bicycle lanes and improvements to storm water drainage.

It connects the east and west sides of the street, divided by Highway 99, and links to the Interurban Trail just west of the project, Hauss said.

The project grew out of a city study in 2007 of Highway 99 that identified improvements that could be made to improve safety, said Phil Williams, the city's public works and utilities director.

The city applied for grants and was awarded \$5.4 million from the federal government and \$1.5 million from the state.

Completion of the project not only provides a key east-west connection along Highway 99, it also gives people living in Edmonds better access to the park-and-ride lot in Mountlake Terrace, Williams said.

About 2,000 cars use 228th Street daily. That number is expected to nearly double when the roadway opens. The city plans to celebrate the opening of the roadway during a ceremony scheduled for 2 p.m. Wednesday.

‘It’s time to celebrate’: Cities cut ribbon for 228th Street’s missing link

by Teresa Wippel

May 11, 2016

“It’s time to celebrate a little bit,” said City of Edmonds Public Works Director Phil Williams as about 30 people gathered on 76th Avenue West just north of 228th Street Wednesday afternoon to mark the completion of the missing link of roadway connecting Mountlake Terrace to Edmonds across Highway 99.

Williams said that the \$7.83 million effort is the largest project, dollar-wise, that the City of Edmonds has ever completed “as far as I can tell.” Of that amount, \$5.45 million came from federal grants and \$1.44 million from State of Washington Transportation Improvement Board. The City of Mountlake Terrace contributed \$418,000 toward project improvements, most of which are associated with the repaving, the overlays, the restriping of Lakeview Drive headed eastbound from Edmonds through Mountlake Terrace to Interstate 5 and the Mountlake Terrace Transit Center, Williams said.

At its core, the project was about safety and that’s what attracted funding for the effort, Williams said. “We’ve dramatically improved safety for all modes of travel in and around Highway 99, including automobiles, pedestrians, bicyclists.”

Because of the project, Edmonds and Mountlake Terrace drivers will be able to travel more efficiently between the two cities. “It creates a whole new corridor, east and west, across Highway 99,” he said.

The project includes two new signalized intersections on 228th Street Southwest at both Highway 99 and 76th Avenue West, providing a safe way for pedestrians to cross at those intersection, and a safer way for motor vehicle drivers to make a left turn onto the highway. Bicycle lanes, sidewalks and lighting were also added to both sides of 228th Street.

In addition, the project extends the center median on Highway 99 to restrict the southbound left turn from 76th Avenue West to Highway 99. “We had a lot of collisions over the years because of those turning movements,” Williams said. “People are traveling at high speeds, and they make a high speed turn across multiple lanes of traffic with speeding cars there —



Cutting the ribbon for the project Tuesday are, from left, Mountlake Terrace City Councilmember Sean Richards, Edmonds City Council President Kristiana Johnson and Edmonds City Councilmember Adrienne Fraley-Monillas.



Cars wait on the new roadway connecting 228th Street between Highway 99 and 76th Avenue West. This view from 288th Street is facing west, toward Edmonds.

not a good situation.”

The project also provides stormwater protection for nearby Lake Ballinger, with the addition of storm water detention vaults, infiltration galleries, and bio-swale within the project limits to improve drainage, as well as water and sewer upgrades.

Councilmember Adrienne Fraley-Monillas, who lives near Highway 99 in Edmonds’ Lake Ballinger neighborhood, said those who live in the area are appreciating the new connection.

“I want to say how excited we are up near Highway 99 to have this new and improved highway,” Fraley-Monillas said. “We finally have some safety getting on and off this road. I think this is an exciting improvement for the City of Edmonds.”



About 30 people gathered to celebrate the project’s completion.

The project was nine years in the making, having been identified in the City of Edmonds in 2007 as part of its Highway 99 corridor analysis project, focusing on the two-mile stretch of the highway that runs through the City of Edmonds. Connecting 228th Street Southwest from 76th Avenue West to Highway 99 was the highest rated project on the list, Williams said.

The public works director had a long list of people to thank for contributing to the project, including elected officials, city staff and consultants, but he also gave a shout-out to the nearby business owners and residents who endured nearly a year of construction.

“I thank them for their patience,” he said.

You can learn more at the City’s web page: <http://www.edmondswa.gov>.

Puyallup wants new contractor to restart stalled street project near South Hill Mall

by John Gillie
May 12, 2016

A construction project that has reduced a busy road near the Puyallup's South Hill Mall from four to two lanes won't be finished until October — six weeks behind schedule — after the city fired its contractor.

Work has been stalled for weeks, creating traffic jams and making access to businesses along the road difficult, while the city seeks a new contractor to finish the job.

Puyallup Mayor John Hopkins said Thursday he has received many calls from citizens about the project's halt.

"They asked me what in the world is happening up there," he said.



Thirty-ninth Avenue SW near Costco in Puyallup will stay only two lanes wide for a longer period than expected due to a dispute with the contractor. Peter Haley phaley@thenewstribune.com

The construction stoppage began March 25 on the street, which borders South Hill Mall and Costco, after the city terminated its road reconstruction contract with Conway Construction Co. of Ridgefield. Conway won the project last summer with a bid of \$3.86 million.

The road being rebuilt stretches from 11th Street SW to 17th Street SW. The original contract called for replacement and expansion of the busy roadway surface and sidewalk with pervious concrete panels, expansion of turn lanes and installation of new traffic signals.

The city has rebid the remainder of the contract with an eye to resuming construction early next month.

Meanwhile, Conway has sued the city, claiming it failed to show good cause for ending the contract and accusing the municipality of not allowing it sufficient time to address the city's complaints.

The city claimed Conway was not performing all of its required work to specifications, failed to install proper traffic control signage and created unsafe conditions at the work site. Despite written notice to cure those problems, the city said, Conway failed to do so by the deadline the city had set.

Conway, in a suit filed this week in Pierce County Superior Court, claimed it made diligent efforts to remedy what the city saw as problems, but the city refused to meet with the contractor. The company also claimed some of the problems were not its fault but rather the fault of utility companies that had performed work in conjunction with the road project.

Conway asked the court to declare it and its bonding company are not responsible for the extra cost of completing the project.

Puyallup is preparing to award the contract to complete the 39th Avenue SW project to Olson Brothers Excavating Inc. Because of escalating construction costs since the project was originally bid last year, the city expects the completion contract will be more expensive than the unfinished part of the original contract.

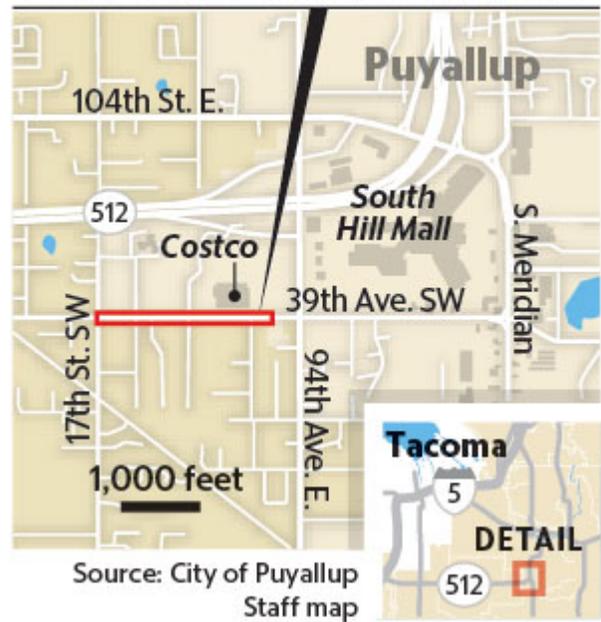
An engineering firm had estimated the cost of completing the project would be \$2.13 million. The winning bid from Olson was \$2.47 million.

The city said it hopes to award the contract to Olson by next month and that the majority of the project will be complete by October with only some signalization work remaining then.

Hopkins said he asked the city attorney “some very direct questions” about why the contract was terminated.

“This is something that we don't want to do lightly,” he said. “But it’s something we leave to the best judgment of our professional staff.”

Stalled construction area



Tacoma Avenue South bridge open to traffic after long closure

by Adam Lynn

June 17, 2016



The Tacoma Avenue South Bridge re-opened to traffic this week after a 16-month closure for repairs.
Adam Lynn Staff writer

The Tacoma Avenue South Bridge has reopened after being closed for 16 months for repairs, the city announced Friday.

The \$12 million project included rebuilding the bridge deck, replacing girders and painting steel portions of the span, which was originally built in 1930.

Three traffic lanes now cross the bridge, and bicycle lanes and wider sidewalks were added.

Money for the improvements came from the Federal Highway Bridge Program, the Transportation Improvement Board and the City of Tacoma.

City of Gig Harbor approves contract amendment for Stinson Ave improvements

by Andrea Haffly
August 11, 2016

Another layer of infrastructure improvements along Stinson Avenue, part of an expanded project, was approved Monday night by the Gig Harbor City Council.

Plans to improve Stinson between Rosedale Street and through Grandview Street include upgrades to existing Americans with Disabilities Act curb ramps and crossing, pavement repair with an asphalt overlay and new curb ramps, curbs, gutters and sidewalks along the west side of the roadway.

A design for the project was originally approved by the Council in June 2015 in a contract with Exeltech Consulting Inc for engineering services to prepare the design and bid documents. Recent input from the Gig Harbor community after the contract was initially issued indicated that improvements at the Stinson Avenue and Rosedale Street intersection was a priority, to relieve evening congestion.



Plans to improve Stinson Ave. between Rosedale Street and through Grandview Street include upgrades to existing Americans with Disabilities Act curb ramps and crossing, pavement repair with an asphalt overlay and new curb ramps, curbs, gutters and sidewalks along the west side of the roadway. Tyler Hemstreet themstreet@gateline.com

Because this intersection improvement will overlap with the original Stinson Avenue project, Senior Engineer Emily Appleton recommended the city take advantage of the work already underway by the consultant and amend the existing contract to include improvements to the intersection.

ADVERTISING

“This presents an opportunity to take advantage of some economy of scales with our consultant,” Appleton said.

The project is being designed in three separate bid schedules for each type of work, which will allow the city to track costs and funding and break the project into separate phases, if needed. To minimize disturbance to traffic, the project will be completed at the same time as a scheduled water main replacement.

A contract amendment was approved at Monday’s meeting for the existing consultant service agreement with Exceltech Consulting Inc to not exceed \$65,928.29.

The project is anticipated to be completed by 2018, depending on other city construction project timelines.
Transportation Improvement Board Grant Applications

Two grant applications for the Transportation Improvement Board (TIB) were approved by the City Council for improvement projects along 50th Street and Stinson Avenue.

These improvements on 50th Street include a full reconstruction of the roadway and a rebuilding of the street between KLM Park to 38th Avenue.

Improvements to utilities, street illumination, curbs, gutters, planter strips and sidewalks are included in the project.

City Engineer Steve Misiurak presented the projects and the request for the grant applications approval to the City Council on Monday night.

The Council voted unanimously to approve the submission of the two TIB grant applications.
John Wayne Trail

The city of Gig Harbor was asked by the Tekoa City Council and the Tekoa Trail and Trestle Association for its support for the preservation, maintenance and improvements for the John Wayne Pioneer Trail.

According to City Clerk Molly Towslee, the Tekoa City Council is asking for state funding to keep the trail open and to have trail improvements continue to maintain and preserve this public trail.

The John Wayne Pioneer Trail is a 300-mile trail that extends from the western Cascade Mountains to the Idaho Border in Eastern Washington. It is the only cross-state trail in Washington. Nineteen other cities and towns have approved resolutions to support the effort to save and maintain the John Wayne Pioneer Trail.

“As we know, trails are very important to us in this community,” Mayor Jill Guernsey said. “We can imagine how they must also be important in the eastern part of the state.”

The Council approved unanimously to support the efforts of the Tekoa City Council and the Tekoa Trail and Trestle Association to preserve the John Wayne Pioneer Trail.

Read more here:

<http://www.thenewstribune.com/news/local/community/gateway/g-news/article95088122.html#storylink=cpy>

Othello switching to LED streetlights

Conversion will reduce streetlight costs by 30 percent

by Ryan Minnerly

May 13, 2016

OTHELLO — The Othello City Council was recently awarded a \$105,300 grant from the Washington State Transportation Improvement Board (TIB) to convert the city’s streetlights to LED lights.

The council approved a grant agreement with the TIB Monday, cementing the receipt of the funds for the LED conversion project. The council also approved a contract with Avista Utilities for completing the conversion project.

City finance officer Spencer Williams said the conversion project is a wise move for the city in the long run because LED lights are “cheaper, brighter, more efficient and longer lasting.” Avista’s estimates indicate the city will see an estimated 30 percent reduction in the cost of its streetlight bill. Williams said Othello paid about \$100,000 in electricity for its Avista-owned streetlights alone last year. With the conversion to LED lights, that equates to annual savings of about \$30,000 for the city.

According to the city’s contract with Avista for the project, there are 236 Avista-owned streetlights in Othello, which Williams said is “the vast majority” of the city’s streetlights. Williams said the city also has a small number of streetlights owned by Big Bend Electric Cooperative, Inc.

The conversion to LED lights on the Avista-owned streetlights will cost \$450 per streetlight, per the contract, for a total of \$106,200 — \$900 more than the amount of the TIB grant. Williams said the grant amount may be adjusted to match, but either way, the project is a no-brainer due to annual savings the LED lights will provide.

“Avista is of the understanding that TIB looks at this as an estimate and they will likely change their grant to match whatever the actual (cost) ends up being, so that’s the first thought,” Williams told the City Council. “The second thought is if it costs us \$900 to save \$30,000 a year moving forward, that’s still a good idea.”

Williams said the City of Othello will pay Avista for the work to convert the streetlights to LED lights, and then the TIB will reimburse the city in the amount of the grant. The grant agreement with TIB indicates no matching funds are required from the city for this project.

“Essentially, this grant is going to be a wash for the city — it will pass through us — and then we will benefit on the operational side with the ongoing savings, operational savings to the city,” Williams said.

The council inquired whether Big Bend Electric was approached by city staff regarding a conversion of their streetlights in Othello to LED lights. Williams said Big Bend had not been contacted, but “that could be the next step.” Williams added that Big Bend Electric-owned streetlights are far fewer in number in Othello — the city’s bill last year with the company was about \$6,500, compared to about \$100,000 for its Avista-owned lights.

The City Council unanimously approved the grant agreement with the state Transportation Improvement Board and the Avista contract for the streetlight conversion project.

Community Development Director Travis Goddard made a point to commend Avista after the council approved the contract. Goddard said Avista moved Othello to the top of their list of jurisdictions who want to convert streetlights to LED lights, adding that it is “significant that we are getting a head start above pretty much the rest of their clients.”

“They have hundreds of jurisdictions clamoring for them to replace their lights with LED, and of all the opportunities they had — and they are looking at I think a 10-year program and they were going to do a portion at a time with each jurisdiction — they took our request to heart and the fact that we are comprehensive planning and trying to be good partners with them,” Goddard said. “And they moved us to the front of the line, so we may be the very first community that they are converting.”

The Arlington Times

Summer sees roads resurfaced, water mains replaced

by Kirk Boxleitner
May 15, 2016

ARLINGTON — As spring turns to summer, local motorists can look forward to more road construction work.

May 9-10 already saw the city repairing the pavement on 59th Avenue, between 172nd and 192nd streets, in preparation for a full road resurfacing later this summer, while May 10 also saw the city paving McLeod Avenue, between Fifth and Division streets.

"This is when everything starts to happen," city public works director Jim Kelly said.

By the time this summer is done, the city will have resurfaced not only 59th and McLeod avenues, but also 63rd and 67th avenues, as well as Fifth Street, Cemetery Road and Highland Drive.



City of Arlington street crews paved McLeod Avenue, between Fifth and Division streets, during the day May 10. - Kirk Boxleitner

Kelly doesn't have exact dates yet for these construction projects, because they're still out for bid, but before any road resurfacing can take place, the water mains on Fifth and Highland need to be replaced.

This adds up to about five miles of city streets that are slated to be resurfaced, after the replacement of approximately 6,200 feet of water main.

"These projects are very important to maintaining a safe infrastructure for the public, and to preserve the public's investment in the roads and water mains," Kelly said.

Kelly promised that no work on Fifth and Highland will begin until after school lets out for summer. Likewise, he expects all construction to be complete before school resumes in the fall.

"City crews will start working on Fifth and Highland at the end of June, when there are no more school buses on the roads," Kelly said. "We anticipate paving will take place in late July."

Kelly assured citizens the city understands these projects will impact traffic, and pledged to provide notice prior to construction, advising drivers and motorists of alternate routes.

"We appreciate them bearing with us," Kelly said. "This city wants the community to be the best that it can, so when you see our workers out there, give them a thought as they do their jobs."

The projects are funded through the Arlington Transportation Benefit District, the Puget Sound Regional Council and the Transportation Improvement Board, as well as from the Arlington Water Utility.

For details, call 360-403-3544, email CityProjects@arlingtonwa.gov or visit: www.arlingtonwa.gov/modules/showdocument.aspx?documentid=11190

The Arlington Times

City moves to upgrade the last of its old streetlights to LED

by Kirk Boxleitner
July 8, 2016

ARLINGTON — The city will finally be getting rid of the last of its High-Pressure Sodium light bulbs, and upgrading to the Light-Emitting Diode bulbs that are now standard throughout Snohomish County.

In 2012, the Public Utility District upgraded all the lights it maintains within Arlington from HPS to LED, but that left 121 lights that the city is responsible for maintaining.

During the July 5 City Council meeting, Public Works Director Jim Kelly proposed that the city accept a low bid of almost \$63,600 from Lumenal Lighting to convert those streetlights, many along Olympic and 67th avenues, to LED.



Arlington Public Works Director Jim Kelly asks the City Council July 5 to approve switching out the remaining High-Pressure Sodium bulbs in its streetlights for LED.
Kirk Boxleitner/Staff Photo

The money is provided by a Relight Washington Program of the state Transportation Improvement Board grant.

The city received a \$79,238 grant from the TIB in 2015, to reduce streetlight operating costs while saving energy and renewing dated infrastructure. From there, bidding was opened June 28, and eight contractors submitted entries.

"We all grew up with incandescent bulbs, which were measured by wattage, or how much energy they consumed," Kelly said. "Now, bulbs are also rated by lumens, or how much illumination they provide, and degrees of Kelvin, which indicates the color temperature."

Kelly explained that Arlington would be sticking to the lower end of the Kelvin scale, not only so that the city can be certified dark-sky compliant, but also to avoid the blue shades of lighting at the upper end of the scale, which have been found to cause vision problems for older people, as well as to disrupt the circadian rhythms necessary for sleep.

Proposed lights may be too bright, council says

by Megan Hansen

May 18, 2016

Plans to retrofit street lights in Coupeville are temporarily on hold while town officials review other options and seek public input.

The town was working with Puget Sound Energy, which owns the street lights, and the state Transportation Improvement Board, which implements a grant program to cover the cost of making the switch.

When the project was first proposed to the town council, Councilwoman Pat Powell raised concerns about the type of LED lights that are used and how they can affect the night sky and migratory fowl. She brought information to council from the International Dark Sky Association, which recommends LED lights with a color correlated temperature, or CCT, of 3,000 or less. These lights fall into a softer light spectrum than a blue LED light.

Mayor Molly Hughes discussed lighting options with a representative from the energy company. She told the council last week the only option in the grant program is a light from the blue spectrum with a 4,000 CCT.

“PSE will not go lower than that,” Hughes said.

Additional shielding to direct light downward can be installed, she added, but Puget Sound Energy will make the town wait for a while to see which lights need it.

Councilwoman Catherine Ballay compared the lighting option to the blue LED headlights in many newer cars, saying she doesn’t care for those.

“There’s quite a lot of information on the harm of 4,000 CCT to humans,” Powell said. “It’s creating glare. The glare is causing more harm to safety. Greater light is not necessarily better.”

Switching to LED lighting would be a cost savings of \$5,300 to \$6,400 annually.

“I like the cost savings, but we’re in a historical reserve. The night sky is the most historic thing about us,” Powell said. “I think our residents need input and education.”

Councilwoman Lisa Bernhardt agreed and said she’d like to see if there are any other programs available with other lighting options.

“Being in a reserve makes us unique,” Bernhardt said. “We’ve been brought one option from PSE.”

The rest of the council agreed.

“I feel like if we change all of our lights to that it’d change the whole feel of our town,” Ballay said.

Council directed Hughes and staff to look into other options and the possibility of holding a public meeting with representatives from both Puget Sound Energy and the National Dark Sky Association to present information and option to citizens.

Cheney FREE PRESS

AH City Council questions contract increase

by John McCallum

May 19, 2016

An increase in the price of consultant work for an upcoming road project created questions at the Airway Heights City Council's May 16 meeting.

The city hired Century West Engineering to perform design work on its McFarlane Road Arterial Preservation project, which was also awarded at Monday's meeting to Shamrock Paving. Airway Heights had already approved an earlier amount for Century West at its Feb. 1 meeting.

A Transportation Improvement Board construction supplemental agreement form was submitted to the council at Monday's meeting from Century West for engineering during the construction phase of the project. The additional authorization requested was for \$65,500, bringing the total consultant amount to \$126,940.

The increase raised a flag for Councilman Larry Bowman, who said when he sees "cost, after cost, after cost" come in from the same company for the same project, it's a cause for concern.

"For me, I am going to question why," Bowman told Public Works Director Kevin Anderson.

Anderson explained that the new amount was for work during construction. Originally the construction engineering portion was estimated in 2015 at \$92,160, but after design work was completed, Century West was able to "start sharpening pencils" and come up with a more accurate amount for the work.

Anderson said the work during the construction phase is about quality control and monitoring technical details in order to make sure the work is done correctly. He added that the cost is "substantially less and reasonable for the work being done," which Bowman said he agreed with, now that he was made aware of the reasons.

Councilman Doyle Inman raised a question regarding the nature of the McFarlane work, referring to it as a "patch," which seemed to be rather high priced at \$474,085, the amount awarded to Shamrock. The engineering estimate for the work was \$532,100.

Mayor Kevin Richey asked Anderson how long the fix would last. Anderson said it should last 10 – 20 years.

"This should have a good, long life," he added.

"How much would it cost to replace the road?" Richey asked.

"A lot," Anderson replied.

Anderson also noted the city is only paying 10 percent of the project as part of the conditions of receiving the TIB funding, which is derived from the state's gas tax.

In other action items, the city approved a job description amendment for the Court Clerk 2 position, moving that position from part-time to full-time. The council also approved final passage of a pair of ordinances, one providing for two new full-time-equivalent positions with the city's law enforcement union while moving a part-time person to full-time within the Police Guild.

The other ordinance amended the city's municipal code chapter on livestock, poultry and exotic animals to allow the keeping and raising of chickens and other poultry within city limits. Council also approved a resolution directing city staff to plan and obtain grant funding for including public art in capital projects.

John McCallum can be reached at jmac@cheneyfreepress.com.

Cheney FREE PRESS

Airway Heights council gets road project update

by Al Stover
July 28, 2016

The Airway Heights City Council went through a light agenda at its July 25 meeting.

Council received an update on the Garfield, Russell and Sprague Phase 1 Road Improvements project.

The project includes reconstructing and widening a portion of a transportation loop along Garfield Road and Sixth Avenue from its intersection with U.S. Highway 2 to its intersection at Russell Street.

The cost of the project is \$1.9 million. A grant from the Transportation Improvement Board (TIB) covered \$1.7 million and the city provided matching funds for \$198,000 for the project.

Dennis Fuller, president of Century West Engineering informed council that the project's preliminary design is complete construction for the project will begin in 2017.

"Phase 1 of the project will include a sidewalk on one side of the street, bike lanes and parking on both sides and two 12-foot traffic lanes," Fuller said.

Fuller also presented council with some funding options for the project's second phase. He said it would connect the arterial across the route to the Airway Heights Correctional Facility or Spokane ORV Park and Spokane County Raceway.

Similar to Phase 1, Fuller said Phase 2 of the project will include the bicycle lanes, the 12-foot traffic lanes and one sidewalk.

Fuller said the estimated cost of the Phase 2 project will be \$2.5 million. He added that TIB grant funding would cover \$2.3 million and the city would pay \$256,000 in matching funds.

Fuller said the application for the TIB grant for Phase 2 is due by Aug. 19. Council voted to move the grant application request to its Aug. 2 meeting.

Al Stover can be reached at al@cheneyfreepress.com.

Port Townsend working toward contracts for Howard Street extension's stormwater system

by Charlie Bermant

May 23, 2016

PORT TOWNSEND — The city of Port Townsend is expected to finalize design and construction contracts soon for a stormwater system that will serve the businesses expected to occupy the planned Howard Street commercial corridor.

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

The extension project will connect the two major thoroughfares by extending Howard Street and is expected to turn 82 acres of vacant and underutilized land into shovel-ready industrial property.

It entails constructing a regional stormwater facility to benefit a mostly undeveloped commercial area, located north of the Howard Street roundabout and Sims Way (state Route 20), and a light manufacturing property, totaling approximately 33 acres south of the Howard Street roundabout and Sims Way, according to city documents.



This path will become a road leading to a roundabout on Discovery Road in Port Townsend after its expected completion next spring.

Charlie Bermant/Peninsula Daily News

Private, public

The stormwater facility would be for both the private commercial development properties as well as being sized to handle the runoff from the city rights-of-way located within the benefit area, according to documents.

This benefit area includes private properties as well as public rights-of-way. The project also includes stormwater piping, trail improvements and connection to an existing stormwater pond to the south of Sims Way.

After the City Council voted to authorize the stormwater project's contract process at its May 15 meeting, the city plans to start advertising for contractors around June 1, according to Assistant City Engineer Samantha Trone.

The contract requests will stay in place for about one month with hopes that the design process would then begin in mid-July or August and take about eight months.

Construction is scheduled to begin in spring 2017.

The first step will be the completion and connection of an underground utilities system.

"We will start by connecting the utilities on Sixth Street," Trone said.

“Once we get into the field, it should be fine, but at first there will be some inconvenience [to motorists].”

Extension work

Once the utilities are in place, work on extending Howard Street to Discovery Road will begin, which could also cause some traffic delays. A new roundabout will be built at Howard Street and Discovery Road.

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

The city has acquired all of the parcels necessary for the rights of way, Trone said.

Construction of the roundabout is scheduled to begin this summer and finish in the spring, she said.

In October, the City Council authorized the use of eminent domain to acquire the needed parcels, but that process was not invoked.

The combined cost of the stormwater and street extension projects is about \$6.5 million.

The stormwater 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 the adjacent stormwater system.

Howard Street Extension groundbreaking Friday in Port Townsend

The \$6.5 million project will connect West Sims Way and Discovery Road.

August 26, 2016

PORT TOWNSEND — The city of Port Townsend will host a groundbreaking ceremony for the Howard Street Extension at the corner of Howard and Sixth streets at 10 a.m. Friday.

The \$6.5 million project will connect West Sims Way and Discovery Road by extending Howard Street.

The city's 1994 arterial plan designated Howard Street as a travel way for "the external traffic heading to Fort Worden and the residential traffic to the industrial park and county destinations."

The city does not now have a north/south arterial in the western portion of the city. The extension is intended to relieve Sims Way by redistributing traffic to Discovery Road.

Zoning was changed to commercial in the area with the adoption of the city's 1996 comprehensive plan. A Transportation Improvement Board grant was received in 2012.

The years leading up to now were spent designing the roadway, securing additional funds, going through the right-of-way acquisition process, reviewing land-use codes and environmental permitting, officials said.

Howard Street Extension in Port Townsend on its way

The groundbreaking Friday, with construction to start Monday, was the culmination of more than 20 years of planning.

by Cydney McFarland

August 28, 2016



**From left are City Engineer David Peterson, a representative from Seton Construction, Judith Morris from U.S. Rep. Derek Kilmer's office, Port Townsend Mayor Deborah Stinson, former Mayor Brent Shirley and state Sen. Maralyn Chase.
(Cydney McFarland/Peninsula Daily News)**

PORT TOWNSEND — Construction of the long-awaited Howard Street Extension will begin Monday.

Community members and representatives of the city, county, state and federal governments gathered at the dead-end intersection of Howard and Sixth streets in Port Townsend on Friday to break ground on the project.

The extension will connect West Sims Way and Discovery Road, relieving some of the congestion on Sims Way and allowing for more commercial development in the area, according to City Engineer David Peterson.

Local company Seton Construction Inc. won the bid for the project. It's not the firm's first time working with the city of Port Townsend; Seton was also the contractor for the Sims Way roundabouts — one of which connects to Howard Street.

Construction of the \$6.5 million expansion is expected to be completed in May 2017. The new thoroughfare will have ample space for new or expanding businesses and will be pedestrian- and bike-friendly, with sidewalks and a two-lane bike path, according to Peterson.

"We want this to be a vibrant and thriving area," said Port Townsend Mayor Deborah Stinson.



Port Townsend Mayor Deborah Stinson, left, and former Mayor Brent Shirley break ground on the Howard Street Extension project Friday. The groundbreaking was a culmination of over 20 years of planning and construction that will begin officially Monday. (Cydney McFarland/Peninsula Daily News)

“It’s going to jump-start a lot of economic development. The vision is to have artisanal manufacturing with a little retail and possibly housing above.”

The groundbreaking Friday was the culmination of more than 20 years of planning. Howard Street’s designation as a thoroughfare for both tourist and residential traffic dates back to a 1994 city arterial plan.

However, according to former Mayor Brent Shirley, plans for Howard Street date back to the ’80s, when the area around Howard and Sixth streets was rezoned from residential to commercial.

“We felt there was nowhere to put new businesses as Port Townsend grew,” Shirley said. “If we don’t pull it off now, I don’t think we ever will, and Port Townsend needs this kind of development.”

This promise of economic growth has helped fund the extension, with multiple state and federal agencies providing funding in the form of grants and loans. The Federal Highway Administration, Washington State Transportation Improvement Board and state Community Economic Revitalization Board (CERB) have contributed, according to Peterson.

“You’re going to demonstrate that by putting in much-needed infrastructure, you can grow the economy,” said CERB member and state Sen. Maralyn Chase, a Democrat from Esperance who serves the 32nd Legislative District and who was one of the speakers at Friday’s groundbreaking.

The development of the Howard Street Extension is part of the city’s long-term plan to diversify and strengthen the local economy, according to City Manager David Timmons.

The plan took shape after ferry shutdowns and bridge construction in the early 2000s threatened Port Townsend’s summer tourism, a major part of the local economy, he said.

After that, city officials focused on three “anchors” for the city’s economy — waterfront and maritime, Fort Worden and commercial industrial development along Sims Way.

According to Timmons, the Howard Street Extension is the final part of the planned development of Sims Way by providing more space for new or growing businesses and connecting the east and west sides of town.

“This is a planned investment in the community,” Timmons said. “We want to see the people we have here grow here.”

Already Mt. Townsend Creamery is looking to make the move from its current location on Sherman Street to a new, bigger location along the Howard Street Extension.

“We’ve been at capacity now for two years,” said Ryan Trail, Mt. Townsend Creamery co-founder and CEO.

“We’ve been trying to find a new place to grow into for the past five years, but at that time, we didn’t see any good locations.”

With the area around the Howard Extension now rezoned for commercial use, Trail said, the company was able to find and invest in land near the new development.

While Trail said the firm has no set timeline for the move, he added that the firm is in the process of designing and getting the correct permits for a new building along Howard Street.

“The ball is kind of in our court now,” Trail said.

While Mt. Townsend Creamery is currently the only local business looking seriously at developing the Howard Street Extension, Timmons said he’s heard of a few other businesses that may be interested and he’s hopeful more businesses will commit once the expansion begins to take shape.

“People are supportive of it, but I don’t think they believe it’s going to happen,” Timmons said.

“It’s been in the works for a long time, and I think people are waiting to see it in reality. Now that it’s real, we’ll start to see more interest.”



Maralyn Chase, a state senator and Community Economic Revitalization Board member, speaks at Friday’s groundbreaking. CERB is one of many state boards that have helped fund the highly anticipated Howard Street Extension project. (Cydney McFarland/Peninsula Daily News)

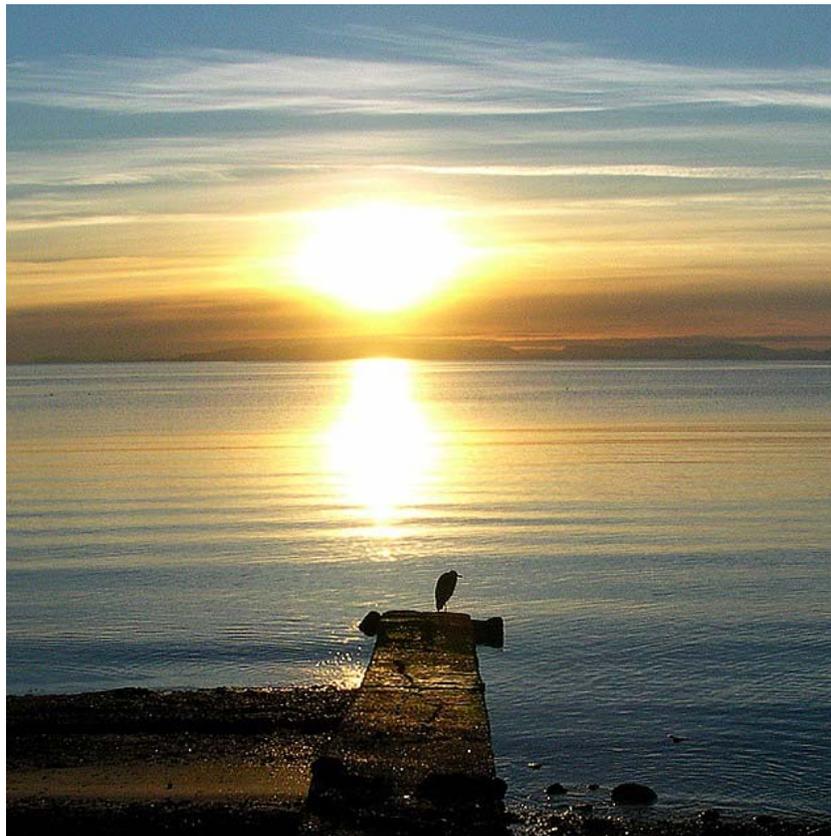
East Jefferson County Editor/Reporter Cydney McFarland can be reached at 360-385-2335, ext. 5550, or at cmcfarland@peninsuladailynews.com.

The Northern Light

Blaine and Birch Bay's Community Newspaper

County council decision could present a funding hurdle for Birch Bay roads

by Oliver Lazenby
May 25, 2016



Heron sunset in Birch Bay.
Ruth Lauman

A Whatcom County Council decision to exclude a 201-acre parcel from Birch Bay's Urban Growth Area (UGA) could make it more difficult to fund improvements to Blaine Road – Birch Bay's main north-south corridor, which will see more use as the area grows.

The parcel in question surrounds Blaine Road between Arnie Road and Birch Bay-Lynden Road. It's surrounded on three sides by land in Birch Bay's UGA.

Under the state's Growth Management Act, communities must plan for growth in UGAs. The designation helps plan for future growth, but the state transportation improvement board also uses it as criteria for some roadwork grants.

The county council made the decision to leave the parcel out of the UGA despite a county staff recommendation to upgrade it to UGA status.

The county projected that Birch Bay will grow by 5,500 people in the next 20 years, and an analysis of the UGA estimated that its boundaries could accommodate 5,250 more. To make up the difference, county staff recommended adding the parcel to the UGA.

Council voted to leave it out of the UGA because the parcel contains unbuildable floodplains and wetlands, and because the projected population growth barely exceeds Birch Bay's current UGA areas.

"The numbers were close so we decided to error on maybe a slightly smaller number of people per year moving there," councilmember Todd Donovan said.

But that decision has implications the council may not have considered, said Doralee Booth, member of the Birch Bay Steering Committee and Birch Bay Chamber of Commerce. She pointed out to county council at its May 10 meeting that UGA status is criteria for state transportation improvement board funds.

"You guys have to understand, when you tweak one thing it always tweaks another," Booth said. "Blaine Road is the only north-south connector road in our community. We do not consider Birch Bay Drive a connector road. It's set aside for the resort community, bicyclists and pedestrians.

Blaine Road needs some work, especially if Birch Bay is going to grow buy more than 5,000 residents, Booth said.

"There's no shoulder, it has fast speed limits, the lanes are very narrow," she said. "It's not a safe road."

State transportation improvement board funds are one of many funding sources for roadwork, and Blaine Road is still eligible for other funds, Donovan said in a phone interview.

For 2017, the transportation improvement board has allocated more than \$115 million for 142 different projects in the state, according to its website. Locally, the board awarded \$750,000 to the city of Blaine for reconstructing the Peace Portal/Hughes Avenue intersection this year.

The Birch Bay Water and Sewer District also had concerns about excluding the land from the UGA, but those were resolved with an amendment to the comprehensive plan, said district general manager Dan Eisses.

The Northern Light

Blaine and Birch Bay's Community Newspaper

Mitchell Avenue bridge reopens after weeks of construction

by Stefanie Donahue

August 24, 2016

Summertime construction on Mitchell Avenue overpass is coming to a close.

Last week, the city opened the bridge for the public ahead of schedule. The final steps of the project remain and are set to be completed within the next few weeks.

Colacurcio Brothers Construction led the project, which began on June 20 after school let out for the summer. Construction necessitated a closure to the I-5 overpass and led to a number of safety and accessibility improvements for the area.

"We are thrilled that these significant safety improvements have been completed in time for the school year," said Alan Pomeroy, Blaine school district facilities supervisor.

The construction crew replaced a paved path near the dead end on Boblett Street with a concrete pedestrian path. It will open once a handrail is installed. The dirt path from Mitchell Street to Boblett Street has also been paved. Both ends of Mitchell Avenue bridge were filled with a lightweight material to repair settlement issues with the existing concrete. The work also led to an improvement in the turn radius from Mitchell to Boblett Street to make it easier for school buses to navigate.



Mitchell Ave Bridge

Moving forward, the handicapped accessible trail to Boblett Street from the bridge still requires work. Additional small projects require attention prior to completion.

The State of Washington Transportation Improvement Board awarded \$554,167 for the project. The city supplied \$29,166 from local street funds. According to assistant public works director Bill Bullock, the city expects to come in under budget. Since the project is just a few steps away from completion, the city has yet to tally final costs.

For more information, visit cityofblaine.com.

PORT ORCHARD INDEPENDENT

Putansuu: City government working to communicate better, fights for more project funding

by Robert Smith
May 26, 2016



Traffic flows are becoming more congested during commute times on Tremont Street.

Robert Zollna | Independent

In order to advance a list of comprehensive and complicated civic projects in the near future, Port Orchard Mayor Rob Putansuu said it will require city employees to communicate with each other and the public in better, more streamlined ways.

He told a Port Orchard Rotary audience May 17 that communication is the key to achieving efficient methods to serve the community.

It's not just "touchy-feely" double-speak. Better communication also is critical in improving existing processes within City Hall.

"I want a whole new process to identify and streamline the process for our Planning Department. That department and our Building department are housed in one wing of City Hall," Putansuu said. "However, they have separate staffs and separate processes."

He wants to see a streamlined process put into place where an individual coming in for a building permit would interact with the same employee along the way.

"I think that could expedite processes," Putansuu said.

The need for process improvement is being driven by Port Orchard's growth as a city. "As we're growing as a community, we're going to get many more applications for development activities. If we can be more efficient with the resources we have, we won't be forced to add staff."

The mayor also sees a need for building design standards downtown. He said outcomes for developers need to be "predictable."

"We have a design and review committee, which is great for our downtown, but I think we can take this one step better and take it through our commercial borders so that builders have some options.

"Bethel is potentially being developed haphazardly and the same is true for Tremont," Putaansuu said. "I've seen a couple of projects come through our planning department that features corrugated siding. I don't think that's what we want on our commercial corridor, and our current standards allow that."

Growth in the city has created some traffic tangles within city limits, particularly along Tremont at Port Orchard Boulevard, and at different stretches of Bethel Road. Drivers who reside in McCormick Woods also fight traffic backups.

"If you live in McCormick Woods and the traffic is backed up," he said, "are you really going to visit the retail corridor here?" That's assuming Port Orchard has a vibrant business corridor nearby. Shoppers are more likely heading to Silverdale or Gig Harbor.

Transportation issues and the city's absence of new retail development have combined to become something of a conundrum.

But ample space is available to build on. Tremont, Sedgwick and Bay streets are ripe for retail development, as is Bethel, Putaansuu said. We need to develop our retail corridor on Bethel and capture our local dollars," which he said are currently flowing out of town.

But efforts to solve the transportation snag are inching along on Tremont and Bethel road projects.

The mayor said paving on the remainder of Bethel will take place this summer. Major improvements to the corridor await decisions about how to pay for them. But Putaansuu said he expects a redesign of the needed Bethel improvements should be funded next year.

Tremont's road project is expected to move forward in 2018. He said the \$18 million project will place two roundabouts and four lanes on Tremont.

"We're working hard on the Tremont project," Putaansuu said.

"If we don't break ground on the project in the next two years, we'll have to pay back \$3.2 million" to the federal government.

"We don't have \$3.2 million, so we'd have to borrow that money and pay it back. That's not acceptable to me."

One of Putaansuu's first moves after getting sworn in as mayor was to work with the city council to hire a grant writer.

"We got three regional grant applications done and already have received one award from KRCC (Kitsap Regional Coordinating Council) for \$1.7 million. Our next 'ask' is with the Puget Sound Regional Council. We applied for \$8 million, but I'm hopeful we're going to get from \$5 million to \$6 million."

The mayor said the city also is applying to the state transportation improvement board. He's hopeful the PSRC and the state will provide a similar pot of money. "If we can get the (project cost) number down to \$5 million or \$6 million that we're borrowing to have a complete project, I think that'll be huge for our community," Putaansuu said.

He told the Rotary members that the Bay Street Pathway Project is progressing and will move forward incrementally toward completion.

The new bridge over Blackjack Creek at Etta Turner Park was added last November and \$3.5 million from the state will complete the pathway from Annapolis to the Port Orchard passenger ferry dock. But, the mayor said, there are some strings attached to the money.

"Unfortunately, that funding doesn't come until 2019- 2021," he said.

With Bruce Titus Ford readying its plans to expand on land it acquired (where St. Vincent de Paul's building sits), the city was able through its lobbyists to convince the state legislature to move a half-million dollars from that funding to the current biennial budget so it could design and build a section from the bridge to Marina Park.

The pathway, which will curve along the waterfront and next to a new city "pocket park" next to the Comfort Inn, will be under construction next spring, the mayor said.

Another city project, McCormick Village Park, has completed its phase 1 pathways there. Putaansuu said the city has applied for state grants for the follow-on phase.

The \$700,000 project is to feature a water element similar to that at Fountain Park in Bremerton. "We want something like that for our kids on a hot day," he said. "We'd also like to see a children's play area."

The price tag for those elements is about \$1 million, Putaansuu said. "We have park impact fees to go along with a state grant, which funds half of this."

The city will need to come up with the other half of the funding, plus cover costs of those additional children's park components.

"The debate we're having right now is, do we delay this a little bit? If we don't delay it, how do we fund it? Ultimately, we have park-impact fees coming from every new home being built, so we have the funding source — but we don't have the money today."

But one thing is certain about the park project, he added. The city wants to include those added amenities.



Lebo Boulevard Improvement Project gets \$5 million grant

by Michelle Beahm

June 2, 2016

BREMERTON — The City of Bremerton received a Washington State Transportation Improvement Board grant for nearly \$5 million to reconstruct Lebo Boulevard.

The renovations go from Lower Wheaton Way to Sheridan Road on Lebo, a 1.1-mile stretch originally built in the 1950s. The City sought public input on the renovations at two public meetings in early 2016 and through an online open house. From that, a design scope was developed, and the City hired SCJ Alliance, an engineering firm, to design the improvements.

The Washington State Transportation Improvement Board (TIB) funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services. Funding for TIB's grant programs comes from revenue generated by three cents of the statewide gas tax. The TIB awarded the City of Bremerton \$4,942,722 for the Lebo Boulevard Improvement Project.

The current design direction includes:

- Roadway cross sections developed for sections of road to maximize parking;
- Standard 6-foot sidewalks and bike lanes on the inland side of the roadway;
- Combined-use pathways on the water side of the roadway;
- New pedestrian luminaries and utility poles located at back of walk;
- Regulatory speed information is proposed as MMA markings on the street at 750-foot intervals;
- No parking signs (as needed) will be located at back of walk;
- Bulb outs for traffic calming have been included at the intersections.

This provides a location to place stop signs and street name and recreational/way-finding information out of the shared use space.

"What we found is, people wanted lights," said Jerry Hauth, project manager, at the Feb. 22 public meeting. "Parking was the most important thing across the board; it had by far the most advocates. Bike lanes were popular. We took all of those parameters and tried to put them into what would make sense to us as a project."

The final design will be completed by February 2017, after which the project will go to bid. Construction will take place in 2017, as well.

According to a press release from the City, the engineering firm is currently conducting geotechnical investigations, which will determine the quality of the road bed underneath the concrete. Over the next several weeks, staff and technicians may be on site performing tests in the roadway.

"This is a wonderful project that builds on our bridge-to-bridge urban trail concept," said Bremerton Mayor Patty Lent in a press release from earlier this year, "and in addition, provides a new, modern street along one of the most beautiful areas of our city.

"This project will connect our citizens to our waterfront, including Lion's Park, and builds on the prior work completed by the city on Lower Wheaton Way and Washington Avenue."

For more information, visit www.bremertonwa.gov/973/Lebo-Boulevard-Road-Improvements.

'Malfunction Junction' makeover begins

by Kevin Hanson

June 2, 2016



'Malfunction Junction' will start to see construction on a new traffic light controlling traffic along SR 410. Construction is estimated to be finished by November. Submitted image.

Construction began last week on Buckley's aptly-named "malfunction junction" and will create periodic – and reportedly minor – traffic inconveniences through its November completion.

A \$1.8 million contract was awarded to Johansen Excavation for what is officially known, in city circles, as Phase 2 of the SR410/SR165/Ryan Road/112th Street East Realignment Project.

Phase 1 was constructed in 2011 and realigned Ryan Road and 112th Street to connect at a temporary intersection at SR 165.

Now, Phase 2 will:

- realign SR 165, bending it slightly west to create a "T" intersection at SR 410. A traditional red-yellow-green traffic light will be added where the highways meet, just west of where 410 curves to the north.
- realign River Avenue so it connects to Ryan Road at a "T" intersection.
- improve the intersection of SR 165 and 112th/Ryan Road, including additional street lighting;
- add pedestrian improvements along SR 165 between Ryan Road and SR 410;
- realign a portion of the Foothills Trail, allowing users to more safely cross SR 165.

According to information forwarded by the city, drivers can expect to see flaggers in the area during the coming weeks, along with some shifting of travel lanes. It was noted that, as of last week, there had been no lane closures requested.

There is an immediate impact for those who have used the park-and-ride site near the construction zone. It has been closed.

Those who enjoy the Foothills Trail will notice the paved section of trail has been closed between 112th and Wheeler Avenue, with detour signs noting a revised route.

The project carries an estimated total cost of \$2.4 million, which includes the contractor bid, design engineering and construction engineering.

To pay for the work, the city received \$1.6 million in federal funding, passed through the state's Department of Transportation. Another \$600,000 was obtained in the form of a grant from the state's Transportation Improvement Board. Finally, the TIB authorized a bit more money to come Buckley's way.

The funding shortfall – identified as a bit less than \$170,000 – will be picked up by the city. The likely source is the Street Capital Account, which has a current balance of a little more than \$700,000.

NEWCASTLE NEWS

Whose streetlight is it? Here's why you should care

by Tom Magers

June 6, 2016

Streetlights in Newcastle are sad. They are an afterthought. The undeniable fact is that everyone wants streetlights to illuminate our city and neighborhoods for safety purposes, yet most residents may be unaware of how streetlight operating expense and maintenance is paid. Does the city pay for streetlights? Do you pay for streetlights?

The story starts with the issue of who is paying the monthly bills to Puget Sound Energy for streetlights on public streets. The City of Newcastle only pays for streetlights on arterial streets (not in neighborhoods). Arterial streets account for 274 of the 920 streetlights within Newcastle, or only 30 percent of total lights.

The other 70 percent (646 lights) are billed by PSE to your HOA (if you have one) or Coal Creek Utility District. Then the HOA or CCUD bill you, the homeowner, according to your situation. This is a hodge-podge billing mess. PSE bills about 25 different HOAs for various numbers of streetlights and PSE bills CCUD for about 50 different "street lighting systems" in Newcastle.

Worse than the billing nightmare, we have the question of who decides how and when to upgrade streetlights to current technology, such as light-emitting diode streetlights that are so much more energy efficient than our old, yellow-light high pressure sodium streetlights. If the question is left up to each HOA for when to upgrade to LED streetlights, the answer will be like never! Homeowners in an HOA would have to be willing to spend at least \$300 (possibly much more) per streetlight fixture to upgrade. If an HOA has 15 streetlights, the upgrade could cost them \$4,500 or more.

Enter the State of Washington.

Gov. Jay Inslee has approved and supports a program to help small (or small-ish) cities make the conversion to LED street lighting. The new program is named "Relight Washington," and it will pay the entire conversion expense to LED streetlights for small cities. They pay the new fixture cost; approximately \$300 per light fixture. They pay the labor cost for PSE to install the new fixture. They require zero matching funds from eligible cities. The total "expense avoidance" for Newcastle is approximately \$200,000 to convert our 646 neighborhood lights to LED.

There is only one simple and easy stipulation that Newcastle must meet to receive the Relight Washington funding. The stipulation is that the city must be billed by PSE for the monthly expense of the streetlights. CCUD and HOAs are not eligible for the state funding.

The city needs to start paying the bill for all streetlights, which would add \$100,000 per year to the budget. Relight Washington will upgrade all of our streetlights to LED fixtures by 2018. That will reduce the yearly expense to about \$70,000, saving \$30,000 each and every year.

So the question for you is this: Should the city assume governance of all public streetlights for Newcastle? You can let city officials know if they should take advantage of this unique and time-sensitive opportunity. You can email the City Clerk for the record. Public comment time is also available at all City Council meetings. Take advantage of it!

Redondo Boardwalk to open at end of summer

by Raechel Dawson

June 13, 2016

As summer nears, many are wondering when the Redondo Boardwalk will reopen after it was ruined by a storm in November 2014.

According to Des Moines City Manager Tony Piasecki, citizens need to wait a few more months.

"We are expecting the Redondo Boardwalk project to be completed in the late August/early September time frame," Piasecki said in an email.

District 30 legislators Sen. Mark Miloscia and Rep. Linda Kochmar secured \$1.5 million of the \$4.7 million needed for the boardwalk's repairs last year when lawmakers passed the state capital budget in June 2015.

Planning for the Redondo Boardwalk Repair Project occurred in fall 2015. Construction began in mid-March this year.

According to city of Des Moines documents, the decking on the boardwalk will be made of wood-grain embossed, pre-cast, stained concrete panels and will be secured to the current bulkhead using steel bolts. The existing pilings will be sleeved with plastic pipe and reinforced with concrete fill, with decking attached to the piles with steel bolts.

Because this isn't the first time the boardwalk has needed repair, the concrete decking panels were designed to withstand "large log damage" and high wave pressure. The water side pilings, reinforced with pipe sleeves then filled with concrete, are also expected to hold up against Northwest storms.

The boardwalk will also have low-level lighting installed along the roadside railings that will shine on the deck.

The project will span from Salty's restaurant to the south end of Redondo Beach Drive South, which may have lane closures during construction.

City documents reflect the impacted sections of the road will be coned off and a flagger will control traffic. Still, officials recommend using a different route during this time, which has yet to be determined.

For more information on the Redondo Boardwalk Repair Project, contact Andrew Merges at amerges@desmoineswa.gov or 206-870-6568.



The Redondo Boardwalk in Des Moines was damaged in November 2014. Repairs are expected to be complete by the end of the summer. File photo

SAMMAMISH REVIEW

Sammamish to host Southeast Fourth Street open house

by Sammamish Review staff

June 13, 2016



City of Sammamish

Residents will get another chance to exchange ideas with engineers and city officials regarding improvements along Southeast Fourth Street during a second open house June 22, 6-8 p.m., at Sammamish City Hall.

According to the city, the current plan will likely expand Southeast Fourth Street to include one travel lane in each direction, a center turn lane or median, bike lanes, planter strips and sidewalks. The city is seeking input from residents to decide between a turn lane and a landscaped median with turn pockets for the final plan.

“The City Council will review all of the public input as we consider a final design,” City Manager Lyman Howard said. “Unless some significant obstacles arise, we hope to begin construction late this fall or in early 2017.”

The 3,300-foot-long construction project has an estimated cost of \$12 million; a \$4 million grant from the state’s Transportation Improvement Board will cover part of the project.

To prepare for enhancements along Southeast Fourth, the Sammamish Plateau Water District plans to install new water and sewer mains. A three-week road closure is expected to begin after July 4.

Currently Southeast Fourth Street is a two-way road without sidewalks, improvements will span from 228th Avenue to 218th Avenue. Several projects are currently underway for the Town Center plan to produce a mix of retail, residential, recreational, commercial and public spaces connected by a system of pedestrian-friendly walkways in the city.

“The community’s vision calls for a town center where residents can live, work, socialize, go shopping and have fun,” Howard said. “These improvements to Southeast Fourth Street are going to help make all of that possible.”

SAMMAMISH REVIEW

Sammamish finalizes designs for Southeast Fourth Street

by Lizz Giordano
July 27, 2016

After a lengthy discussion, the City Council in a 4-3 vote approved a project design for Southeast Fourth Street from 218th Avenue Southeast to 228th Avenue Southeast during the council's July 19 meeting.

The design includes two standard roundabouts at 225th and 224th, two smaller-scale roundabouts at 222nd and 218th, 6- to 8-foot-wide sidewalks along the corridor and a landscaped median with turn lanes added between 218th and 222nd.

The dissenters to the vote, Deputy Mayor Ramiro Valderrama, Councilmember Christie Malchow and Councilmember Tom Hornish, all criticized the lack of communication between the city and residents regarding the design process of the road.

"The fact that we told the people, even at that council meeting, that the whole design was open to discussion, when the public showed up it wasn't," Hornish said during the meeting. "Might have gotten to the right result, but I have a real difficulty with the process."

Councilmember and Transportation Committee member Tom Odell said the proposed final plan did include community input heard at two open houses hosted by the city to discuss possible road designs for Fourth Street.

During the council meeting, city staff told councilmembers the city provided information about the first meeting to the Issaquah-Sammamish Reporter and notified the Sammamish Review about the second open house.

Hornish voiced concern over the city's inconsistency of using two different newspapers to provide notice to residents about the Fourth Street open houses.

Transportation Committee member Malchow was also critical of the city using a hodgepodge of newspapers to provide public notice of the open houses.

"I fear it has made it somewhat challenging to our citizens to know when to be at an open house to make comment," Malchow said.

The Sammamish Review received press releases via email from the city Jan. 19 and June 10 that previewed each open house. The information was published on the newspaper's website but was not published in the print edition.

According to Communications Manager Tim Larson, the city also sent the Issaquah-Sammamish Reporter press releases previewing both open houses.

"I sent out a press release to both papers for both meetings," Larson said. "I also publicized both meetings with an email blast and a website posting. It was pretty much standard procedure."

Mayor Don Gerend said he doesn't think more meetings are necessary and was concerned the city might lose a \$4 million grant from the state if the project is delayed.

“The citizens have had opportunities,” Gerend said. “All those transportation committee meetings were announced. The whole design has been open for discussion at City Council meetings. We have listened to input.”

According to municipal documents, the city could lose the grant if construction does not start by May 2017. The grant would cover roughly a quarter of the total cost of the project, estimated at \$15.5 million.

Hornish said he regrets risking the grant money but ultimately voted no because he believes citizens’ voices should be heard.

Malchow and Valderrama both said the city has not done a good job explaining to the public why this project is happening and what it entails.

“I don't think we have conveyed to the public that those intersections will fail by 2035 and that’s why something needs to be there,” Malchow said.

Valderrama said growth should pay for growth and wants to delay the Fourth Street project so the city can coordinate with a developer, STCA LLC, that is in the process of planning a project along the street. Valderrama predicts the developer’s project will be permitted this year.

“Have (STCA LLC) pay for the right of way since it’s for their development,” Valderrama said.

The City Council also passed an emergency ordinance extending the area surrounding future projects where developers are required to notify nearby landowners of neighborhood meetings to 1,000 feet, and changed the structure of these neighborhood meetings by requiring the developer to provide the city with copies of documents presented at the meeting and a summary of comments made before and during the meeting by the public.

The changes also allow the city to deny permits if the applicant is unable to present satisfactory proof of ownership of the site.

Valderrama, who proposed passing the changes to code under an emergency ordinance, said he did this to protect property owners along the middle section of the East Lake Sammamish Trail.

\$14M road project near airport will open land for development

by Lynn Porter

June 15, 2016

The city of SeaTac recently began construction on a road project that will connect 28th Avenue South in SeaTac with 24th Avenue South in Des Moines, and said this will open up 4.4 million square feet for new development.

The Port of Seattle owns most of that largely vacant land, which is located in several areas along the transportation corridor, according to SeaTac City Engineer Florendo Cabudol Jr. The port's property is zoned for commercial development, including warehouses.

Seattle developer Wright Runstad & Co. has an option to buy over 7 acres of the 4.4 million square feet, Cabudol Jr. said. That property also is adjacent to the corridor.

Wright Runstad has said it could build more than 1 million square feet on the land, which is at South 200th Street and 28th Avenue South, directly west of the future Angle Lake light rail station. The station is set to open later this year.

Wright Runstad's site slopes so the maximum allowed height for buildings there varies from 15 to 18 stories. The developer has said office space, a hotel and/or retail would make the most sense.

CH2M designed the half-mile road extension and Ceccanti, Inc. is building it. Work is expected to be done by August of 2017.

The extension will connect South 188th Street in SeaTac to South 216th in Des Moines and provide a new south access to Seattle-Tacoma International Airport and the Angle Lake station, which will have a 1,050-stall parking garage. Part of the new roadway will go over the future extension of state Route 509.

The road project will decrease congestion on International Boulevard (SR-99), create a new freight corridor and serve Des Moines Creek Business Park, the city of SeaTac said in a statement.

SeaTac estimates the project's economic impact will total \$30 million for the city over 20 years, and support the creation of 15,500 jobs.

SeaTac Acting City Manager Joe Scorcio said the 4.4 million square feet represents the largest readily available land in the city next to a major roadway and near a light rail station.

He said the sites are large enough to be employment centers and have office towers, which generate jobs and revenue.



“We really needed this roadway to connect the commercial and industrial areas of Des Moines, SeaTac and the airport,” he said.

The \$14 million project is funded by SeaTac, the Port of Seattle, Sound Transit, Washington State Department of Transportation, Freight Mobility Strategic Investment Board and the Transportation Improvement Board.

It is designed to accommodate the future extension of 509, which is being planned and scoped.

SeaTac's boundaries surround the airport, which is owned and operated by the port.

When will the new Bellingham Costco be built?

by Samantha Wohlfeil

June 22, 2016

BELLINGHAM – Builders now have the green light to start work on a new Costco store off West Bakerview Road.

The project's building permit was approved Tuesday, June 21, more than a year after the retail warehouse giant filed for it.

The approval followed a June 6 decision by City Council to allow the company more time to get permission from neighboring property owners to build a needed turn lane. The extension could keep the project on track so the store might be ready to open by the end of the year.

As part of a settlement Costco made with Fred Meyer and the city in 2015, the company is required to build a new access road into the property and make improvements in the area to address traffic concerns.

In addition to building two eastbound left-turn lanes on West Bakerview Road near the proposed entrance, across from the existing Fred Meyer store, Costco is supposed to build a new westbound right-turn lane in the same area.

However, the company has not yet been able to secure the needed rights to build that westbound turn lane. So the council agreed to amend the settlement to allow Costco to continue with other work, so long as the company sets aside the money necessary to make those improvements, said Assistant City Attorney Alan Marriner.

"I can't speak for Costco, but I believe there is a sense of urgency to get moving." Alan Marriner, assistant city attorney for Bellingham.

The lane construction and other related work still has to happen before the store could open, but the change allows for more time to work out a deal, Marriner said.

"It resolves a timing issue, because Costco wants to get started with their project, and I think they want to be open by November 1st," Marriner said. "I can't speak for Costco, but I believe there is a sense of urgency to get moving."



Vehicles travel through the future intersection of West Bakerview Road and Arctic Avenue on Wednesday, June 22, in Bellingham. Costco is still negotiating with a property owner to create a right-turn lane on westbound Bakerview onto Arctic.

Evan Abell eabell@bhamherald.com

When asked questions about the progress of the project, Costco Communications Coordinator Nikki Chellew said in an email, "Unfortunately, it is our company policy to not comment regarding future Costco locations."

Other construction that will take place for the new store includes a new road the city will build called Mahogany Avenue, connecting Pacific Highway, which parallels Interstate 5, and Northwest Avenue. It will cost \$8.5 million, with city, state and federal funding, according to the 2017 to 2022 Transportation Improvement Program project list.

\$8.5 million - Total budgeted cost to build Mahogany Avenue, which will connect Pacific Highway to Northwest Avenue and provide access to a new Costco

\$2.75 million - Portion of total cost to come from the Bellingham street fund

\$3.75 million - Portion from the state Transportation Improvement Board and federal Surface Transportation Program

\$2.25 million - Portion from other city funds

Costco also will build a five-lane north-south entrance road called Arctic Avenue to get customers to its warehouse, across from the Fred Meyer parking lot entrance. Costco would connect Arctic Avenue with Mahogany Avenue.

The new Costco building will be about 160,000 square feet, which is about 30,000 square feet larger than the existing Meridian Street store, and will make it about the same size as the Fred Meyer across the street.

Plans show the site will have about 830 parking spots.

Costco has not said what it will do with the existing Meridian store once the new store opens. However, that location has been listed for sale for \$7 million since August 2015, according to LoopNet.

SOUTH WHIDBEY RECORD

Langley city lights could be replaced with LEDs

June 25, 2016

Too bright or just right? That's the question Langley is hoping to answer concerning LEDs and their potential application in city streetlights.

Stan Berryman, director of Langley Public Works, said City Hall is considering replacing all the city's nearly 100 traditional sodium streetlight bulbs with light emitting diodes, commonly referred to as LEDs. The technology has been around for years, and the bulbs are championed for their reduced power consumption and longevity.

But Berryman told the city council this week that City Hall is approaching the issue cautiously. A single test bulb was installed at a light on Third Street and Park Avenue to serve as a barometer for public acceptance.

Bright lights were installed at US Bank in the spring, he said, and the city received several complaints.

City Councilman Bruce Allen joked that the issue is akin to grumbling about loud music. "People want to die here," but this might not be worth getting in a huff over, he said.

"The things we get stuck on," Allen, shaking his head.

"I say go for it."

Berryman said the Washington State Transportation Improvement Board is working to install LED bulbs in street lights in every municipality in the state over a three-year period. The agency provided Langley a grant that will cover the installation cost for the city.

Trending: Transportation benefit districts

Vancouver joins party July 1, one year after Battle Ground launched its vehicle fees

by Adam Littman

June 27, 2016

BATTLE GROUND — The Vancouver City Council wanted to look into additional sources of street funding revenue last year, and one of the new fees for city residents goes into effect on Friday.

As part of the discussions last year, the city formed a transportation benefit district, which then voted for a \$20 vehicle license fee, charged to residents when renewing vehicle tabs.

The same day Vancouver's license fee goes into effect, Battle Ground's vehicle fees — which charge \$20 when renewing or purchasing new vehicle tabs — will turn 1, after the city formed its own transportation benefit district in 2014. In its first full year, it raised \$203,000 for transportation improvements in the city.

The Revised Code of Washington allows a city or county government to set up a transportation benefit district, which can then charge an extra vehicle registration fee or sales tax to fund local transportation projects. The money raised through a transportation benefit district can't be diverted, and must go to transportation improvements.

Transportation benefit districts are becoming more popular in the state, and the Woodland City Council recently established one to discuss whether to put a 0.2 percent sales tax on the ballot in November.

In its first full year, the Vancouver license fee is expected to bring in \$2.4 million, according to Bill Whitcomb, asset management manager for the city's Public Works department. Whitcomb said the city conducted surveys with residents last year to discuss what sort of street work the city needs to get done, what current funds could pay for and alternatives to bring in more money to improve streets.

"Finding dedicated resources for street funding is a struggle," he said. "The transportation benefit district is one element of a much larger street funding strategy."

The strategy includes the vehicle license fees, a business license surcharge hike, a utility tax increase, new state gas tax revenue and funds from retired debt service on past road projects. In 2017, the first year all of those fees will be collected, the city expects to bring in \$5.5 million, Whitcomb said. By the end of 2021, that number is expected to go up to \$10.5 million, he added.

With a transportation benefit district, the money raised can't be diverted to anything else. It must go to transportation improvements.

"People are always concerned when paying something extra," said Bonnie Gilberti, Battle Ground spokeswoman. "I think I got six or seven calls, but that's it. The fact that it's going to only roads helped."

While the benefit district means the money must go to roads, the kinds of projects it can go to range a bit, and Vancouver will use its funds a bit differently from Battle Ground.

Battle Ground is still digging through a backlog of deferred maintenance projects from the recession.

“The need is greater than the revenue,” Battle Ground Public Works Director Scott Sawyer said. “This gives us a good plan for chipping away at it.”

Last year, the city used funds for crack sealing and slurry sealing, which took place in the northern part of Battle Ground, right around Onsdorff Boulevard.

The money from the district this year will go toward crack and slurry sealing on roads in northwest Battle Ground, near Parkview Trails and Lewisville Meadows, as well as in the southeast part of the city around Clover Meadows. The work is expected to get going this summer.

Sawyer said public works officials go around the city and see which areas have a need for improvement and then decide on what projects to plan on tackling.

About 12-15 years ago, a lot of new development came to Battle Ground, which led to new roads being constructed, Gilberti said. The roads haven’t had much work done since then.

“This is the first line of defense,” Sawyer said, adding that the hope is improving these roads before the damage increases will help them last longer.

However, in Vancouver, Whitcomb said the funds will most likely be used for bigger projects, as benefit districts allow cities to use the money as matching funds with state and federal grants.

Whitcomb said the city is faced with ongoing maintenance of roads, such as filling pot holes and stripping, but the real issues comes with other projects, like paving or transforming a rural road into a more urban one, with sidewalks and more street lights.

“We don’t see this as normal wear-and-tear money,” Whitcomb said of the benefit district funds. “This is for more project-type work. We want to use all of the money in a way that would maximize its benefit to the community.”

Whitcomb said having the match funds could help the city secure more grants for things like pavement preservation. Some money will also be set aside yearly for a neighborhood traffic management program and multimodal safety and accessibility. Whitcomb said the benefit district board will meet in October to discuss specific projects to spend the first round of money on.

Battle Ground also plans on setting some money aside for match funds for bigger projects. Next year, Battle Ground has a two-phase project to improve South Parkway Avenue. The northern half of the road, running from West Main Street to Southeast Rasmussen Boulevard, is expected to cost around \$400,000, Sawyer said. About 15 percent of the funds for it, roughly \$65,000, will come from the benefit district with the rest coming from Washington State Transportation Improvement Board grants, according to Sawyer.

There are still plenty of details to work out in Woodland, should the transportation benefit board decide to put the sales tax up for a vote. The board will meet 7 p.m. July 5 in council chambers at the Woodland Police Station, 200 E. Scott Ave., Woodland. Board officials will be elected and they will discuss putting the sales tax on the ballot on Nov. 8. To add a flat fee, like Battle Ground and Vancouver, it has to be approved by the benefit district board. To charge a sales tax to raise money for the benefit district, it has to be approved by a public vote.

Woodland City Administrator Peter Boyce said the council voted 6-1 in favor of setting up the benefit district, with Councilor Jennifer Heffernan the lone vote against.

“They need to fund road maintenance and street repair, and many of them felt that’s something the community also wants,” Boyce said, adding that the council felt the district would be a way to help do that.

He said Woodland could raise \$243,210 in its first year if the tax is approved. It would go into effect Jan. 1.

Former Port of Vancouver CEO joins engineering firm

PBS Engineering and Environmental hires Todd Coleman as port sector manager

by Brooks Johnson

July 13, 2016

Former Port of Vancouver CEO Todd Coleman is back in the workforce after resigning from port leadership this spring.

On Wednesday, Portland-based PBS Engineering and Environmental announced Coleman had joined its staff as the port sector manager.

“Todd’s ability to steer through engineering and regulatory hurdles made him the perfect fit for the PBS team,” principal engineer Greg Jellison said in a statement. “Todd and I had worked together on previous port projects, and we remained in close contact over the years. So I reached out to Todd and discussed the possibility of bringing him on board as our ambassador to port agencies.”

PBS, which has nine offices throughout the Northwest, said in a company release it intends to “become a full-service resource for area ports.” The company also employs Vancouver Mayor Tim Leavitt.

Coleman worked at the Port of Vancouver for 15 years and spent the last four as its CEO and executive director. He resigned suddenly in May amid ongoing state review of the Vancouver Energy oil-by-rail terminal proposal that he had championed and that brought the port under unprecedented scrutiny. Coleman said he had planned to only serve four years as CEO.

He previously told The Columbian he intended to take a few months off and return to work when the time was right. Coleman was last making about \$212,000 per year at the port; his salary with PBS is not a public record.

The Port of Vancouver’s CEO is appointed by the port’s three elected commissioners and serves as the administrative leader. Port finance chief Julianna Marler currently holds the role on an interim basis as the commissioners mull a search for a permanent replacement.



Brooks Johnson

Construction on 119th Street continues

Intersection widening will create center turn lane, bike lanes, sidewalks

by Adam Littman

July 28, 2016

Drivers using the intersection at Northeast 119th Street and 72nd Avenue will have to deal with backed up traffic through the summer.

The project to widen 119th is scheduled for completion around the second week of September, said Robin Washington, Clark County Public Works project manager.

“There’s so much construction going on right now,” Washington said. “They are waiting in queue for asphalt.”

The project will widen 119th from a two-lane road to one with two lanes in each direction, a center turn lane, bicycle lanes and sidewalks. It will impact 119th between 72nd and Northeast 87th Avenue. Prior to the construction, 119th was 40-feet wide, including ditches, and now the road will be 100-feet wide, including all lanes and sidewalks, Public Works spokesman Jeff Mize said.

“The purpose of this project is to increase the mobility of that road,” Washington said. “You just needed a smoother ride to get people through. Before, there was nowhere to recover if there was an accident or people had to pull over. They would have to pull into a ditch.”

Construction on the road causes traffic backups throughout the day. People sometimes sit at the intersection for 20 to 30 minutes, said Wendi Reynolds, owner of Clark County Floral in the Chevron shopping center at the intersection.

Reynolds said the construction also has slowed down business.

“It’s hard to get people to come in here,” she said. “Customers, brides, don’t want to deal with the traffic and don’t want to come over here.”

Maria Malone, manager of the store, said it’s also affecting online and phone orders.

“Delivering flowers is atrocious,” she said. “You have to take every back road possible.”



Road construction has caused long delays at the intersection of Northeast 119th Street and Northeast 72nd Avenue, and work is expected to finish up around the second week of September. (Photos by Ariane Kunze/The Columbian)



Construction at the intersection of Northeast 119th Street and Northeast 72nd Avenue will widen the road, more than doubling its width, and is part of a multiyear project to help economic development in the area.

The store moved to its current location at 11811 N.E. 72nd Ave. about five years ago, Reynolds said, after dealing with construction at her previous Main Street location thanks to work being done on the state Highway 500 overpass. Now, Reynolds finds herself in a similar position, although she's not looking to move.

"The people, the workers, have all been great," she said. "It's just messy."

Reynolds isn't sure if the new road is going to help or hurt business either.

While the road is going to widen, she's not sure if there's going to be a center median, stopping people from making a left turn into her parking lot.

Mize said current plans call for a median on the south leg on 72nd and east leg on 119th, and the county has been in discussions with businesses on how to best serve them.

"We do understand businesses have concerns about this," Mize said. "Medians are there for a reason, and that is to safeguard the public."

The \$19.3 million project is being partially funded with \$3.54 million in grants from the Federal Highway Administration and \$2.25 million from the Washington State Transportation Improvement Board. More than \$3 million in sewer and water upgrades will be built in partnership with Clark Regional Wastewater District and Clark Public Utilities.

Work will continue on 119th next year, when the county will widen the road from Northeast 50th Avenue to the 72nd.

That work will be done over the course of one or two work seasons, Mize said.

That will be followed by widening 119th between 87th and Northeast 112th Avenue, which also will take one or two work seasons, Mize said.

CENTRAL KITSAP REPORTER

Bucklin Hill Road opens July 22

by Michelle Beahm

July 5, 2016



Concept art for the new Bucklin Hill Bridge design.— image credit: Bucklin Hill Project website

SILVERDALE — After more than a year of construction, the Bucklin Hill Road will be reopening to traffic on Friday, July 22.

A ribbon-cutting ceremony will be held 10 a.m. July 22 on the east end of the bridge approach; the bridge will be reopened to traffic later in the day.

“As promised, we will have Bucklin Hill Road open on time, and (we want to) take the opportunity to publically thank local businesses and residents who were inconvenienced with the detours and construction,” said Kitsap County Commissioner Ed Wolfe. “The bridge is a great accomplishment for the county, and we look forward to the community enjoying improved access along the waterfront. I am excited to celebrate with those who were the most impacted — the residents of Crista Shores Senior Living Community. They will be joining me in the first ceremonial walk across the bridge.”

The 240-foot, multi-span bridge increases traffic capacity and flow through Silverdale. It provides two scenic overlooks, wider sidewalks and bike paths on both sides of the road. Replacing the former 72-inch culverts with a bridge allows tidal flow from Dyes Inlet into Clear Creek estuary to return to a natural state and improves habitat for fish and other wildlife.

Construction began July 1, 2015, and was scheduled to last 14 months. The road was closed between Blaine Avenue NW and Mickelberry Road NW.

“The road opening is ahead of schedule due to the coordinated efforts of Kitsap County Public Works, the contractor Granite Construction and the many utility companies involved in the project,” said project manager Tina Nelson.

While the bridge was closed, Silverdale through traffic was rerouted to use Ridgetop Boulevard. Businesses along Bucklin Hill Road remained open, and were accessible from side streets off of Ridgetop.

Since its initial design, the Bucklin Hill Bridge Project was planned to be more than just construction of a bridge. It has involved relocating, removing, upgrading and installing many utilities.

A new sanitary sewer force main, water main, stormwater infrastructure and a reclaimed water main were all part of the project. Additionally, communication and power lines were replaced and relocated from Kitsap Public Utilities, Wave Broadband, Unite Private Network, CenturyLink and Puget Sound Energy.

The design for the new bridge included north and south overlooks on the east end of the bridge, which feature educational information and rest areas. Public input was sought for design elements for the two overlooks before construction began. The landscape features, textured concrete, benches and lighting bollards cost added an estimated \$60,000 to the total cost of construction.

Other aspects of Bucklin Hill Road improvements include:

- Widen the road to four lanes across the new bridge and five lanes elsewhere within the project area.
- Provide left turn access from eastbound Bucklin Hill Road onto northbound Levin Road.
- Improve local community access by constructing sidewalks and bicycle lanes from Blaine Avenue NW to Mickelberry Road NW.
- Provide storm drainage improvements so that the runoff is treated to remove road pollutants.
- Replace the traffic signal at Mickelberry Road NW and the pedestrian signal just east of the Clear Creek estuary.

As of February 2015, the project costs included \$3 million for preliminary engineering; \$1.25 million for right-of-way purchase; and \$15.1 million for construction. The project was funded through the Federal Highway Administration (\$6.8 million); the Transportation Improvement Board (\$4 million); Kitsap County Road Fund (\$6.2 million); Kitsap County Sewer Utility Capital Fund (\$700,000); Silverdale Water District (\$1.4 million); and other utilities (\$250,000).

Furthermore, the project will enhance the estuary; according to the website, removing the previous culverts and reconfiguring the Old Mill Pond will:

- Improve fish passage for both spawning salmon and out migrating juvenile salmon.
- Allow movement of sediment and decaying matter (nutrients) from the stream to the marine water, creating a more natural exchange between the stream and the estuary.
- Provide natural sediment to replenish beached and improve ability of habitat and nutrients for near shore marine fish such as gunnels and cling fish.
- Increased spawning grounds may be created for sand lance, an important food source for salmon.
- Increase the ecology valuable intertidal area, including salt march areas.
- Support future upstream restoration projects to continue improving habitat in the Clear Creek System.

“Kitsap County residents value the natural resources of this region and the quality of life available on the peninsula amid the surrounding scenic beauty and habitats of estuaries and waterways,” the project website states. “This project is necessary to protect and maintain these values.”

Work on the project will continue after Bucklin Hill Road opens with intermittent lane closures and traffic delays through this fall when the entire project is anticipated to be completed.

The Bucklin Hill Bridge Project is the largest road project undertaken by Kitsap County Public Works. The \$20 million project began in the late 1990s. An early design study identified goals of increasing capacity, constructing pedestrian and bicycle facilities, and connecting the Clear Creek Trail system on both sides of Bucklin Hill Road.

For more information, visit www.bucklinhill.com.



Monte settles lawsuit with Main Street contractor

July 7, 2016

A 2013 lawsuit filed against the city of Montesano has been settled.

The City of Montesano and South Bay Excavating Inc. (SBE) will settle a lawsuit that was filed in December 2013 after SBE had completed the city's Main Street project but the city would not reimburse the company for additional work.

SBE said additional work totaled more than \$380,500, which the lawsuit had alleged was due to "deficiencies, errors and omissions" in the city provided documents, but the city had said SBE had not met the job standards written into the contract.

The initial lawsuit sought \$172,439 to cover the unpaid costs of materials, \$198,315 for unpaid contracts, and 1 percent interest. The suit also sought attorney fees.

SBE had refiled the lawsuit in March 2015, however both the city and SBE noted at the time they were continuing negotiations toward a resolution.

During the Montesano City Council June 28 meeting, the council approved a settlement agreement with SBE.

The agreement will see the city paying \$225,000 to settle the lawsuit. According to the agreement, SBE can't bring any other claims forward regarding the project. Once the settlement is approved by both parties, the lawsuit will be dismissed and neither party will pay the other's attorney fees.

The Transportation Improvement Board will pay \$185,000 of the settlement, and the city will pay the remaining \$40,000.

"Although this is not where I want to be as of today, this is an agreement we will have to live with and we are moving on," Councilman Tyler Trimble said.

The agreement unanimously was approved.

Town sees the light – as in LEDs

by Pat Jenkins
July 12, 2016

LED streetlights are a hot commodity in Washington, thanks to efforts by government and utilities that are helping Eatonville and other small towns install the money and energy-saving lights at no cost to the cities.

Smaller municipalities with populations of 5,000 or less have lagged nationwide in LED conversion because they can't afford the initial capital expense. But the ones in Washington have a combined 40,000 streetlights, so the need is high.

That's where Relight Washington comes in. The new program, the result of an agreement proposed by Washington's Transportation Improvement Board (TIB), provide funding for LED fixtures and installation costs.



John Carroll, an electrical utility worker, installs a new LED bulb in one of Eatonville's streetlights. An umbrella kept the sun off him on the hot day June 8. (Jim Bryant/The Dispatch)

The Town of Eatonville has gone LED on its streets after applying for and receiving a TIB grant. Workers have started installing the new lights, which is good for the town's bottom line, Mayor Mike Schaub noted.

"The LED lights consume approximately 60 percent less electricity than the standard street light," Schaub said. "Over the long term, this will greatly reduce the power usage to light the town."

He credited town staffers Kerri Murphy and Dan Sharpe for their work on writing and submitting the grant application that "led to us receiving the grant funds."

Compared to incandescent bulbs, LED (light-emitting diode) lights consume less energy, last longer and are smaller. They work by moving electrons through semiconductor material.

The TIB first tested 2,000 LED streetlights in six small cities in 2013. A return-on-investment study found that energy, maintenance and environmental benefits would return more than twice the installation cost over 15 years. As a result, the TIB proposed and funded a statewide program that began last summer and will continue until all streetlights in small towns are LEDs.

The effort follows a call in 2014 by Governor Jay Inslee to update street lights as part of the state's overall energy strategy.

Puget Sound Energy in western Washington and Avista Utilities in eastern Washington are helping offset funding for the Relight Washington program. The state also provides grants to cities and counties through the

Department of Commerce, and the Department of Enterprise Services qualifies utilities to assist and finance the conversion to LED streetlights.

“We are moving small cities to the front of the LED line because they need the savings the most,” said Steve Gorcester, executive director of TIB.

TIB has 21 members – six representing cities, six representing counties, two State Department of Transportation officials, and representatives of mass-transit, the private sector, ports, the governor’s office, non-motorized transportation and special-needs transportation. Members are appointed by the state’s transportation secretary.

The board manages state grants to cities and counties for projects that are partially or fully funded by the state. The money comes from the state fuel tax and driver’s license renewal fees.

Making Water Work: Ilwaco makes progress on water quality even if challenges remain

by David Plechl
July 13, 2016

ILWACO — Any town’s water plant is really just a large pump. Water flows in. Water flows out. A beating heart the community depends on.

The aim is simple — to safely filter and provide one of life’s most basic necessities. If that heart stutters or stops, the whole community may suffer.

The bulk of Ilwaco’s current reservoir and water treatment system was engineered and built in the 1970s, then changes were made to individual components of the plant over time. Like any vital system, the Indian Creek Water Plant requires more maintenance and repair as it ages. These days, city officials and workers are thinking a lot about how to keep the system in good working order, and how to adapt it to the city’s changing needs.



City of Ilwaco’s water supervisor, Rick Gray, takes a sample as settling tanks are scrubbed free of sediment at Ilwaco’s water treatment plant. Once a day, the system is purged with oxygen, a process that clears turbid reservoir water and provides a preliminary sanitation effect.

Caring for an aging system

Ilwaco’s Water Supervisor Rick Gray spends much of his time making sure the “heart” keeps beating. The biggest current source of concern is an accumulation of sediment and organic material in the stout-looking ‘flush line’ that draws fresh water from the Indian Creek Reservoir.

“The longer you keep it that way, the more it builds up,” Gray said on July 8. Without regular maintenance, water coming through that flush line might be of lower quality than the water in the reservoir.

Cleaning the line requires some re-engineering, but is worth the time and trouble, Gray said, because starting with cleaner water cuts down on processing times, and reduces the plant’s use of chemicals.

“The whole idea is to make the best water for the least amount of money you can,” Gray said, noting that treating the water effectively requires the right “recipe.”

That, he said, “changes every day.” He has to consider the color, odor, minerals, and other variables. Even wind and the temperature out on the reservoir can affect the balance.

The flow of water, on the other hand, remains more or less constant. The Ilwaco plant produces approximately 400,000 gallons of potable H₂O every day, and Gray said capacity could be doubled; tripled even, if demand rose high enough. Jessie’s Ilwaco Fish Co. regularly consumes about 30 percent of the city’s water.

At present, Gray and other city officials are more concerned with quality and consistency than quantity.

“A lot of serious things can happen out here,” Gray said. “You can’t just be messing around.”

Getting water where you want it

Before the Indian Creek Reservoir, water was mostly pulled from Black Lake, and channeled to people’s taps with very little treatment or filtration along the way, City Councilman David Jensen said in early July.

While Long Beach water was fairly clear, Ilwaco’s lake water was full of sediment.

“You could just look in their toilet bowls, and you could tell where their water came from,” Jensen said.

The challenge these days is getting water only to the places plant workers want it to go, and keeping it clean along the way. That hasn’t always gone seamlessly. State Department of Ecology records show regular interactions with the water plant in the late 90s and early 2000s, as well as several interactions between 2013 and 2015. Jensen said that when compliance or quality issues arose, Ilwaco officials held regular meetings with DOE and the Washington Department of Health to ensure the plant met state standards.

As part of the compliance process, the city added additional reservoir tanks, found leaks and other problems, and made repairs to aging and leaking pipes, Jensen said. Additionally, the treatment system had just one filter, which caused problems when workers removed it for cleaning and maintenance. Seven or eight years ago, the city upgraded to a two-filter system, and added an ‘up-flow clarifier.’ The new system is fully automated and can be monitored remotely. A data set shows what the whole plant is doing. The city also installed a more efficient three-phase power set-up.

These days, Jensen said, Ilwaco city council and staff no longer have to meet regularly with state agencies, because they have “developed a level of trust” with state regulators.

Improvements add up

Jensen said that rather than waiting for problems that develop, city leaders are trying to anticipate likely repairs to the water and sewer systems, apply for grants and low-interest loans, and set aside money in a reserve account. Workers are tackling projects on the city’s list of priorities. For example, last year, the city completed installation of radio-read meters.

“It used to take two guys four days to read every meter in Ilwaco and Seaview,” Jensen said — now it’s instant, and customers receive monthly water bills. The Long Beach and the North Beach systems are also planning to install radio-read meters.

According to Jensen, one major advantage of the new meters is that they can quickly identify leaks or other types of water-loss, a common problem with old systems.

“We can see a break immediately,” Jensen said.

To quell persistent, costly problems with water-loss, the city in 2015 replaced the crumbling, partially crushed First Avenue sewer main that serves the hospital, school, and most of Seaview. But more potential problem pipes remain. Some are more than 100 years old, and will need to be replaced relatively soon.



Rick Gray manages Ilwaco’s water plant with a mixture of ritualized procedure and alertness to changing water conditions. “A lot of serious things can happen out here. You can’t just be messing around,” he said.

“If you’re getting water leaking out, you’re making water for free,” Jensen explained.

In 2014, the city reconstructed the Elizabeth Avenue line, and installed a new water line between the Port of Ilwaco and the city mains. According to Ilwaco Mayor Andrew Cassineli, that project, which was paid for with money from the state Transportation Improvement Board, improved storm drainage, vehicle access and pedestrian safety to the Port of Ilwaco. TIB grants also helped rebuild some of Ilwaco’s sidewalks. Cassinelli said he hopes to secure more TIB grants in the future, and use them for additional street and sidewalk projects.



The Indian Creek Reservoir provides all the water for Ilwaco’s residents and industries. The prospect of future logging in the watershed remains a concern for some.

Challenges remain

Jensen warned that because the city’s reservoirs are not currently equipped with back-flow prevention devices, in the event of a major earthquake, the system would likely just drain itself out. If that happened, there wouldn’t be any water, for anyone.

“If we don’t have the capacity to stop that flow and save that water,” said Jensen. “We’re all going to be screwed.”

He remembered an incident in the late 1990s, when a big pipe near Baker Bay broke. The system immediately started losing water. In less than a day, it was all gone. For the span of at least a few days, Jensen remembered, “We couldn’t have stopped a fire.”

Jensen estimates the upgrades might cost the city of Ilwaco around \$100,000 per reservoir.

Other challenges include preserving the integrity of the watershed above Indian Creek — Weyerhaeuser owns timber rights on the land and has expressed interest in logging there. Jensen said the city would like to buy that timberland, and leave it largely as is to protect against erosion and destabilization of surrounding slopes.

“The worst thing we could have is a major slide into that reservoir,” said Jensen.

Jensen would also like to see rates come down. That he said, will require making sure underserved but connected developments, like Discovery Heights, are finished and brought on line. Any new developments would have to be engineered to be compatible with the current system, but compliant with contemporary standards, he added.

City leaders hope these improvements are making the system more efficient, environmentally friendly and cost-effective, but the costs do add up.

“We’ve spent literally millions on these projects since I joined city council,” Jensen said.



Saturday pathways meeting will unveil plan so far

by Roger S Lucas
July 13, 2016

Work on Electric City's Pathways and parks revitalization project could begin as early as late 2017, Councilmember Brad Parrish said.

Progress on the plan continues as the city prepares to hold its second public meeting on it, Saturday, July 16, at 1 p.m. in the park-like setting behind city hall.

Residents attending will get to see phase one of the planning process, with ideas taken from an earlier public meeting in May.

The meetings have been shaped by Russell Powers, deputy city clerk, and the progress on the plan will be presented by a team, including professors and students, from Washington State University's Rural Communities Design Initiative.



A proposed waterfront path (light) no longer cuts directly in front of some homes near the lake shore in an illustration in a draft planning document for Electric City's revitalization plan. A downtown path (dark) follows highway 155 through the core of the city.
- Courtesy Electric City

In talking about the project, Parrish said the revitalization plan would eventually become part of the city's comprehensive plan, making it possible to go after grant money.

A preview of the ideas coming out of the first public meeting show a walking trail featuring Ice Age Flood information, the development of the new park behind the fire station, and a park next to the arsenic treatment plant.

Parrish said when the plan is completed, the city can go after a variety of funds to make some of its goals happen. Sidewalks and curbing grants would be solicited from the Washington State Transportation Improvement Board. The city has already been talking to the TIB about a grant application. Parrish, who triggered the planning process, and got it through the council as a whole, said he hopes that something could get started in 2017, but definitely by 2018.

The city has committed to set aside some \$400,000 from its hotel/motel tax fund to provide matching money to get the project started.

The council also set aside \$40,000 to pay for the WSU groups expenses while designing the project, and for a plan by Gray & Osborne.

The proposed trail will avoid going in front of some housing, eliminating one of the sore points of an earlier plan, Powers said.

Overall, the trail and its Ice Age Flood information ultimately would become part of the Coulee Corridor that stretches from Othello to Omak, telling the story of how the region was shaped.

Other preliminary features of the plan include restrooms at both parks, a near full-size outdoor basketball court near the treatment plant, and a playground and picnic area in the park above the fire hall, with a fire pit and the planting of trees. This park idea was fostered by Councilmember Lonna Bussert.

In the first public meeting, a number of ideas surfaced of what residents wanted to see in the city. The second meeting will further shape these ideas, and the WSU team will eventually provide the city with a finished plan.

A local revitalization committee, made up of residents and two councilmembers, Parrish and Bussert, had recommended that the WSU planning group focus on the parks and trail ideas.

Sidewalks will be financed by the TIB grant, if the application is approved, and would not come under the hotel/motel tax part of any funding package.



Towns will cooperate on streets grant

by Roger S Lucas
August 17, 2016

All four local municipalities are cooperatively putting in for a Department of Transportation TIB grant this week.

If the grant applications are successful, it will enable the four cities and towns to get a better bid on the work, Elmer City Public Works Director “Jimmer” Tillman said Tuesday.

The grant would be for chip sealing and crack sealing of selected streets within the four municipalities.

Tillman, who sparked the idea, said that it costs a lot of money for contractors to come and set up, especially for smaller jobs. “If they had jobs in all four cities and towns — Electric City, Grand Coulee, Coulee Dam and Elmer City — they would save a lot of setup fees and we could get a better overall bid,” Tillman said.

Elmer City had a recent TIB (Transportation Improvement Board) grant on its sidewalk and crosswalk project and had to get an extra \$50,000 because bids came in too high. That project of putting in sidewalks and a lighted crosswalk across highway 155 was initiated so people could get to the post office safely and was just recently completed with a grant of \$290,000.

Elmer City had been successful in acquiring another TIB grant of \$400,000 a few years ago to rebuild Third Street and add sidewalks and curbs for better access from downtown to the Elmer City Access Road.

Tillman had been to a meeting recently where he learned that the DOT grant partners would look favorably on cooperative projects where improvements could be made at the same time to save money.

He returned and started calling his public works counterparts in the other towns to see if all of them would cooperate. They did.

The grant applications are due this week and funding for selected projects would come in 2017, Tillman said.



Grand Coulee to seek lighting grant

by Roger S Lucas
August 31, 2016

Grand Coulee is going to move forward and seek a grant to install LED street lights throughout the city, Mayor Paul Townsend said last week.

The issue was brought up by public works Director Dennis Francis at the August 16 city council meeting.

Francis told the council that the city regularly spends about \$2,708 a month (\$33,355 a year) on power to illuminate its many street lights. He estimated that the city could save about 30-40 percent of what it now spends by installing LED (light emitting diode) lights. Francis said Friday that the savings could be as high as 50 percent.

Townsend said the city has a lot of things going on, but with a potential savings like that he would like to get it done as quickly as a grant would allow.

Francis said he is working on applying for a Transportation Improvement Board "Relight Washington" LED grant. "I have to wait until I get a PUD rate set up for LED lighting. Right now the PUD doesn't have a rate category for LEDs," Francis said.

The town of Coulee Dam installed LED street lights through a pilot grant. In 2012, the last full year before installing the new lights, the town had spent \$10,646.69 for street lighting costs.

Town Clerk Stefani Bowden said Coulee Dam reduced its street light energy costs by about 63 percent, and the cost continues to come down.

In Coulee Dam, street lighting cost was \$3,921.14 in 2015, and it is estimated it will come down to about \$3,600 in 2016, Bowden stated.

In addition to the power savings, LED lights take less maintenance and the bulbs last longer.

Residents at a Coulee Dam town council meeting Aug. 24, however, complained that the new lights don't provide enough light in the shadows. The comments came during a discussion on local crime.

Sedro-Woolley planning roundabout at North Cascades Gateway Center

by Kimberly Cauvel

July 15, 2016

SEDRO-WOOLLEY — As work continues on a new roundabout at Highway 9 and Jameson Street, the city is planning its next big roundabout project, according to a transportation plan the City Council unanimously passed Wednesday.

The six-year transportation improvement plan outlines the city's transportation goals and ranks projects. The plan is updated every year and is required in order for the city to qualify for some state and federal grant money.

The updated plan ranks the reconstruction of a section of Fruitdale Road leading to the entrance of the North Cascades Gateway Center as the top priority, with the aim of starting construction in 2017.



A Fruitdale Road resident stands on a portion of the collapsed road in northeast Sedro-Woolley in May 2013. Plans are underway to have the road repaired.

The city is designing the estimated \$2.8 million project that would include rebuilding Fruitdale Road from McGarigle Road to the North Cascades Gateway Center and putting in a roundabout at the center's entrance, according to the transportation plan.

The section of Fruitdale Road that will be rebuilt partially collapsed in 2012 and led to the road's closure.

Sedro-Woolley Public Works Director Mark Freiberger said the design is expected to be completed in mid-August.

The city, Skagit County and the Port of Skagit each helped pay the design costs for the project.

The city, county and port are working together to redevelop the North Cascades Gateway Center campus and bring it under local ownership. The goal is to achieve local economic gain while ensuring historic preservation and restoring public access.

Portions of the historic campus were built in the early 1900s and the campus operated as Northern State Hospital from 1912 to 1972.

City staff said in June 2015 that redevelopment work at the campus could shift the city's focus on transportation projects toward those that improve access to the site.

The campus entrance is off Fruitdale Road, north of Highway 20. Repairing and reopening Fruitdale Road is critical to supporting traffic from the north and from Highway 20.

The city expects to pay about \$704,000 toward the project.

Freiberger said a \$400,000 Skagit County economic development grant will be used for the project. The city plans to apply for grant money from the state Transportation Improvement Board to cover the remainder of the costs.

The project would bring the number of large roundabouts in the city to five, following the installation of the roundabout at Highway 9 and Jameson Street.

The Jameson project is expected to be completed in November.

Freiberger said roundabouts help keep traffic moving through busy intersections and are expected to reduce collisions.

Since installing roundabouts along Cook Road, traffic volumes have increased without causing significant backups, Freiberger said.

Other projects in the city's updated transportation plan include an overlay on State Street from Rita Street to Metcalf Street and from Third Street to Fourth Street, and adding a sidewalk on Third Street between Nelson and State streets.

Appeals court to reconsider Center Parkway railroad crossing

July 19, 2016

The Washington Court of Appeals has agreed to reconsider its June decision clearing the way for the cities of Kennewick and Richland to extend Center Parkway across Tri-City Railroad tracks behind Columbia Center.

The court granted the railroad's motion to reconsider the ruling in a decision posted July 19 and signed by George Fearing, chief judge of the appellate court, Division III.

The motion means the court will revisit its June 16 ruling that plans for an -grade crossing were appropriate due to the low number of both trains and vehicles expected to use it.

Washington law prefers but does not require that roads cross above or beneath tracks for safety reasons. The railroad objected to the at-grade plan primarily on safety grounds.

ADVERTISING

The cities of Kennewick and Richland want to connect Center Parkway in Kennewick with Tapteal Drive in Richland. The extension would cross two sets of active tracks. To prevent accidents, the cities designed a crossing with crossing arms, gates, flashing lights, a raised median strip and an audible bell to prevent accidents.

The road extension has been part of the Regional Transportation plan since 2006, according to court records.

The appeals court initially reviewed the case when the railroad appealed a December 2014 decision by Benton County Superior Court Judge Bruce Spanner approving the plan.

Read more here: <http://www.tri-cityherald.com/news/local/article90669552.html#storylink=cpy>



The Washington Court of Appeals has agreed to reconsider a ruling that would have cleared the way to extend Center Parkway across Tri-City Railroad tracks near Columbia Center.

Take heart, drivers — the end is nigh for Edison widening work

by Wendy Culverwell
August 13, 2016

Patience, Kennewick drivers.

It may not look like it, but the North Edison Street widening project is nearing an end.

The contractor, Granite Construction Co., spent Tuesday and Wednesday nights grinding off old asphalt between West Clearwater Avenue and West Canal Drive. Next week, crews will repave the entire stretch, giving drivers a glimpse of what the final project will look like.

The \$3 million widening effort is Kennewick's largest road project of the 2016 summer construction season. Now in its sixth month, the project has disrupted traffic with uneven driving surfaces, backups and other headaches, frustrating drivers, merchants and residents.

Evelyn Lusignan, the city's spokeswoman, said Granite is on track to complete its work by the end of August. Work began in February.

The result will be a wider road with bike lanes, curbs, gutters and related improvements as it passes by Kamiakin High School.

The Benton County Public Utility District worked with the city to bury utility lines. Traffic lights at Canal and Clearwater will be adapted to the new road as well.

The upgrades were prioritized in Kennewick's six-year transportation improvement plan, which notes that Edison is one of the busiest arteries, carrying commuter traffic to the highway.

"We understand everybody is ready for this to be done," Lusignan said. "They're going to be pleased with the results."

The end can't come soon enough, said Deanna Madrigal, manager of Baum's Chocolates and Gourmet Popcorn, which opened on Edison Street in December, and the adjoining party supply store, Let's Party, which has been in business on Edison for 14 years.

Business dropped noticeably during construction, Madrigal said. News reports advising drivers to seek alternative routes is partly to blame, along with the uneven driving surfaces that deterred some potential customers from pulling into the parking lot.



**Construction workers install an underground natural gas line recently on North Edison Street as part of a reconstruction project between West Canal Drive and West Clearwater Avenue. The \$3 million street widening project by the city of Kennewick also includes a center turn lane, new bike lanes, curbs, gutters and upgraded sidewalks. The project is on schedule to wrap up by the end of August, according to city officials.
Bob Brawdy Tri-City Herald**

Seton Construction bids low on Howard Street Extension project

July 20, 2016

Jefferson County–based Seton Construction Inc. is the apparent low bidder on the City of Port Townsend's Howard Street Extension project.

David Timmons, city manager, announced the news July 12 at a Jefferson County Chamber of Commerce mixer. A total of four bids were received; Seton's apparent winning bid of \$3,236,400 is more than \$1 million lower than city projections. The city's estimated bid range was between \$4.4 million and \$4.7 million. Three other submitted bids were higher, \$4.3 million and \$4.6 million, from firms in Bellingham, Burlington and Ferndale. The bid award is not yet official.

The Howard Street Extension, in city plans for many years, connects the city's two primary access roads: Upper Sims Way (State Route 20) and Discovery Road. It extends Howard Street to the west, along the Port Townsend Business Park, mostly through vacant property zoned for commercial development. The existing Upper Sims Way roundabout on Howard Street would be matched with a roundabout on Discovery Road.

Other work includes installing utilities and drainage, sidewalks and other pedestrian improvements, and landscaping.

The project is being funded through multiple sources, with \$2.3 million slated to come from Transportation Improvement Board (TIB) funds, \$1 million from a federal Department of Transportation (DOT) grant and \$1.5 million from a Community Economic Revitalization Board grant.

The City of Port Townsend's utility fund contributes \$1.6 million, which would be reduced with a winning bid coming in under budget.

The Washington State Department of Transportation has already approved the bid; approval from TIB is expected to come through Tuesday July 19. Once funding source approvals are in place, the city can formally award the contract, and scheduling begins. Updates are to be announced on a special Howard Street Extension website, howardstreetextension.wordpress.com.



This aerial view of the Howard St. extension project shows the planned new roundabout on Discovery at Howard St. (top center), with Sims Way just visible at the bottom of the image. The large dark roofed building at lower right is the Goodwill store. Pale green shaded areas indicate commercial parcels served by the new roadway.

Kitsap Sun

Silverdale's Bucklin Hill Road open again

by Kitsap Sun Staff
July 22, 2016

SILVERDALE — Bucklin Hill Road reopened Friday morning, nearly 13 months after it was closed for construction of a bridge.

Community leaders including county commissioner Ed Wolfe hosted an opening ceremony as a community celebration of the project at 10, and residents of nearby Crista Shores Senior Living, located just east of the bridge, led residents across on a ceremonial first walk.



**Crista Shores resident Dave Stickney, 82, takes a look over the side of the Bucklin Hill Bridge in Silverdale on Friday, July 22, 2016.
(MEEGAN M. REID / KITSAP SUN)**

Two culverts that carried Clear Creek into Dyes Inlet were replaced by a bridge during the \$19.4 million project.

The bridge will allow the Clear Creek estuary to return to its natural state, which will improve conditions for salmon.

The formerly two-lane stretch of road now has four lanes, plus a left-turn lane everywhere except on the bridge roadway itself.

Occasional lane closures and traffic delays are expected to continue for a few weeks while contractors finish work.



Upgraded Curbs Installed, Roadway Improvements Made in Front of CWU

July 29, 2016

City of Ellensburg crews are now conducting road work and installing new pavement along University Way, adjacent to CWU, and some nearby side streets. The project includes replacing existing curbs and gutters, and upgrading sidewalk ramps to meet Americans with Disabilities Act (ADA) standards.

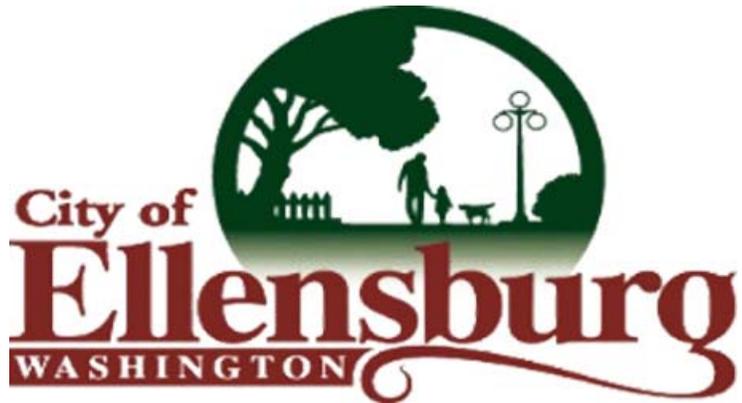
The work, which is being done during the day, with some also at night, is taking place between Chestnut Street and the west city limits, near

Reecer Creek Road. It is leading to some minor impacts on campus travel, as sidewalks are closed to foot traffic and one lane of University Way is closed to vehicle traffic to facilitate the work.

The \$1.5 million project is being financed through grants from the United State Department of Transportation's Surface Transportation Program and the Washington State Transportation Improvement Board, along with local funding. Yakima's Granite Construction Company received the contract for the work. CWU is not directly involved in the project.

The project, which is scheduled for completion in late October, will be suspended from August 27 to September 11 in order not to effect the Ellensburg Rodeo and Kittitas County Fair. For additional information call (509) 962-7230.

Media contact: Margaret Reich, Communications/Government Relations Officer, City of Ellensburg, (509) 925-8657, reichm@ci.ellensburg.wa.us





Construction on Argonne starts Monday

by Drew Reeves
August 8, 2016

SPOKANE VALLEY, Wash. - Commuters in Spokane Valley will wake up to a mess of traffic on Argonne Road Monday morning.

Beginning Monday morning, Argonne will be reduced to one lane in each direction from the Spokane River to Wellesley. On any normal day, Argonne can already be a pain to navigate, but beginning Monday it will be a whole other story.

"What a lot of people don't realize is Argonne Road is the busiest arterial in Spokane County," said Martha Lou Wheatley-Billeter with Spokane County Public Works.

The county is now warning residents to be prepared for big traffic delays.

"From what we are being told by the county and Martha Lou is that there are going to be severe delays, that if you are trying to get somewhere by going on Argonne, expect to be late or leave super early," said Jane Baker who works at the Argonne Library and lives by the busy arterial. "Argonne is a very busy street, it is a main way from the north side down to I-90 and to the valley so it's a very popular road," she said.

The \$1.2 million project will put in five inches of new asphalt. It will also address storm water issues, update curb ramps and improve traffic signals.

"These are enhancements and improvements on this stretch of road that I think motorists will appreciate once the project is over with," Wheatley-Billeter said.

Local businesses say they expect to see a big impact on their bottom line. KXLY 4 News spoke with the owner of Rocket Bakery who says historically they've seen a dramatic decrease in foot traffic when there is construction. She says they may even have to cut employee hours.

Until the project is complete, Spokane County says drivers should avoid Argonne at all costs.

"There are no detours," said Wheatley-Billeter. "We're asking the public please find an alternate route. Because once you're in there, you're limited to one lane of traffic both ways."

But, if you do find yourself caught in the headache of traffic, the Argonne Library could provide a nice detour.

"If you need a break from the traffic, it's the perfect place to swing in, stop, check out a book, relax, enjoy and then hit the road when the traffic's a little lighter," said Baker.

The construction is expected to run until October 12. Funding for the project is coming from the Transportation Improvement Board and the County's Stormwater and Roads Funds.



ROAD CLOSURE ON JONES LAKE ROAD

August 9, 2016

Improvements to Jones Lake Road between State Route 169 and Railroad Avenue will begin on Monday, August 15, 2016. Work on this project will require complete road closures during the day from 7:00 am to 6:00 pm.

Jones Lake Road will reopen in the evenings. Work is expected to be complete on Friday, August 19, 2016. Lakeridge Paving Co. will be completing this work.

During construction, detour signage will be placed. Downtown businesses will remain open and accessible via Baker Street.

This project is funded through a grant obtained by the Black Diamond Public Works Department from the Washington State Transportation Improvement Board (fuel tax) as well as from City of Black Diamond funds. This project will patch the failing asphalt on this road and will include a complete asphalt overlay along with some shoulder widening. If you would like more information on this project, please contact Scott Hanis, Capital Project Manager, at 360-886-5713 or e-mail him at shanis@ci.blackdiamond.wa.us.



Map of Jones Lake Road Work Area

Overall, however, Madrigal is grateful to Granite for its sensitivity to businesses along Edison.

“The construction company is trying hard to keep the entrances and exits open all the time,” she said.

Still, with the party store’s busiest season — Halloween — just two months away, she’s eager to see the road back in full operation.

The project was partially funded with a \$1.2 million grant from the Washington Transportation Improvement Board and a \$900,000 grant from the federal Surface Transportation Program.

Construction accounted for about \$2.3 million of the total budget. The city spent \$300,000 to purchase rights of way and the balance was for design.

Wendy Culverwell: 509-582-1514, @WendyCulverwell

Read more here: <http://www.tri-cityherald.com/news/local/article95578357.html#storylink=cpy>

Inslee endorses Bothell's bid for state grant

by Aaron Kunkler

August 15, 2016



**Washington State Gov. Jay Inslee (center) and Bothell Mayor Andy Rheume (right) tour the area of downtown Bothell damaged by a July 22 fire on Aug. 10.
Matt Phelps / Bothell Reporter**

In the wake of a late-July fire in Bothell which destroyed a dozen businesses and damaged many more, Gov. Jay Inslee has endorsed the city's bid for a Transportation Improvement Board (TIB) grant to continue downtown development.

In a letter written Aug. 11, Inslee asked Steve Gorchester, Executive Director of the TIB to approve grant investment to the city which would assist in transit-related projects, including creating public spaces, improving crosswalks and pedestrian walk ways and assist in traffic congestion relief.

Inslee toured city Aug. 10 and met with city leaders and state legislators to discuss the next steps for the city following the July 22 blaze which destroyed two historic buildings and damaged many more.

akunkler@bothell-reporter.com or 425-318-7651

FOR IMMEDIATE RELEASE.....August 3, 2016

Contact: Marwan Salloum, PE, Public Works Director
(253) 835-2701 or marwan.salloum@cityoffederalway.com

Desiree Winkler, PE, Deputy Public Works Director/Street Systems Manager
(253) 835-2711 or desiree.winkler@cityoffederalway.com

**S352nd STREET BETWEEN ENCHANTED PARKWAY AND PACIFIC HIGHWAY
IS SCHEDULED TO OPEN TO TRAFFIC ON AUGUST 11, 2016**

S352nd Street Extension Project between Enchanted Parkway and Pacific Highway South is scheduled to open to traffic on Thursday, August 11, 2016, at 10:00 A.M.

Grants from the Transportation Improvement Board (TIB) of \$3.07 million and property dedication from most of the adjacent property owners lent assistance to the City on the \$4.61 million project. The project accomplishes four primary goals: increased roadway capacity, improved safety, provided pedestrian facilities, and enhanced the aesthetics of the road.

This project includes the construction of three-lane cross-section with a two way left turn lane and bike lanes. A new traffic signal is constructed at the intersection of S 352nd Street and Pacific Highway South. Signal modifications and widening of the west leg of the intersection of S 352nd Street and Enchanted Parkway South was completed to accommodate a new right-turn only lane and improve the efficiency of the intersection. Other improvements include curb, gutter and sidewalk, planter strips between the curb and sidewalk and illumination.

Pedestrian improvements consist of curb, gutter, and sidewalks incorporated along both sides of the roadway. The eight-foot sidewalk section is separated from the roadway by a six-foot planter strip, providing room for street lighting, street trees, and other landscaping.

KPG, Inc., of Seattle, Washington, designed the project with input from the Federal Way City Council, residents, and business owners. Scarsella Brother, Inc. of Seattle, Washington, constructed the project.

##

Twisp re-captures the (crossing) flags

Highway 20 safety effort temporarily slowed by thieves

by Ann McCreary

August 26, 2016

After hearing reports from Twisp residents about near misses with vehicles while crossing Highway 20 in town, Twisp officials have installed new bright orange flags at four locations in town for pedestrians to carry while crossing the road.

The flags are intended to make pedestrians more visible to motorists and increase pedestrian safety.

But shortly after the flags went up, they began to disappear — and then began to be found again.

“We have not had those flags out for more than a week and already we’ve had 20 stolen,” Twisp Mayor Soo Ing-Moody said Monday (Aug. 22). CrossingFlags_0030



New pedestrian safety flags at a crosswalk next to Hank’s Harvest Foods were back in place Tuesday afternoon (Aug. 23) after they were recovered from a clothing donation bin next to the grocery store. Stealing the flags is a criminal offense, Twisp officials warn. Photo by Ann McCreary

That’s more than half of the 36 flags that were distributed among the four locations, nine flags at each, at the intersections of Highway 20 and Second Avenue, Third Avenue, Glover Street and Canyon Street.

The flag holders at the intersection of Canyon Street and Highway 20 next to Hank’s Harvest Foods were completely empty early this week.

Twisp Police Chief Paul Budrow said Tuesday that he had recovered the flags from a clothing donation bin next to Hank’s. “They just collected them and put them in there,” he said.

The flags are labeled with a sticker that reads “tracking device installed.” Budrow said the town took the precaution of installing tracking devices after talking with other jurisdictions that have used the flag system and experienced theft.

“We knew the first ones were going to get stolen,” he said. He said the tracking devices emit a signal that can be detected in close proximity.

Criminal act

Ing-Moody said town officials “want to give the people who did take the flags the opportunity to return them without criminal prosecution and without questions asked.”

Stealing the flags is third-degree theft, punishable by a fine of up to \$1,000 or up to one year in jail, Budrow said.



If a pedestrian were injured while crossing an intersection where flags were stolen, the person who stole the flags could face more serious charges such as reckless endangerment, Budrow said.

“The flags being stolen is a criminal act,” Ing-Moody said. “These resources were put out to improve community safety. Any tampering with these will not be tolerated. The actions of a few are undermining the needs of many.”

“We want the community to please watch out for their resources, and report anybody they know who has taken a flag or is in the process of taking a flag,” Ing-Moody said.

The flags were installed at the direction of the Twisp Town Council to improve pedestrian safety. “As we have more traffic on Highway 20, it’s become an increasing concern,” Ing-Moody said.

Twisp’s public works department mounted holders and flags earlier this month. Pedestrians can pick up a flag and carry it across the highway, and place it in a holder on the other side. Using the flags is voluntary.

“There have been reports of many close calls” on Highway 20, said Andrew Denham, Twisp public works director. “We have been fortunate not to have any pedestrian/vehicle accidents.”

Used elsewhere

Other cities and towns, including Chelan, Leavenworth, Seattle and Edmonds, have adopted the safety flag approach, Ing-Moody said.

She said Chelan experienced theft of the flags, and city officials thought boaters in the lakeside community might have taken them to use as red warning flags that are raised when water skiers are in the water. As a result, Chelan changed the safety flag colors to green, Ing-Moody said.

Denham said the town has spent about \$1,000 on the new flag system and is seeking a public safety grant to cover the cost.

Twisp officials hope “the community will catch on and feel free to use them to be more visible when out in the middle of the street,” Denham said. “Safe movement of pedestrians is just tremendously important to the town. Anything we can do to make pedestrians more visible on State Route 20 is really important.”

The new safety measures may also help the town qualify for additional grants through a program of the state Transportation Improvement Board called “Complete Streets.”

The program is geared to projects that improve pedestrian safety and non-motorized travel, such as sidewalks, trails and bicycle facilities, Denham said.

If Twisp is selected for the program it could mean up to \$500,000 in funding for nonmotorized infrastructure, he said.