



Transportation Improvement Board
January 26-27, 2017 – Olympia, Washington
Location: The Governor Hotel
621 Capitol Way S
Olympia, WA 98501
360-352-7700

January 26, 2017 – 1:00 p.m.
WORK SESSION AGENDA

		Page
1:00 p.m.	A. Welcome	Chair Stevens
	PROGRAM & PROJECT MATTERS	
1:05 p.m.	B. Complete Streets Awards	Chris Workman 13
1:30 p.m.	C. Annual Assessment	Vaughn Nelson 14
1:45 p.m.	D. Scope Change; Newport – Southeast Newport Improvements	Jason Phelps 18
2:00 p.m.	E. Adjournment	Chair Stevens
	EXECUTIVE SESSION	
2:00 p.m.	F. Personnel Matters	Chair Stevens
2:45 p.m.	G. Adjournment	Chair Stevens



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January 27, 2017 – 9:00 a.m.
BOARD AGENDA

			Page
9:00 a.m.	1.	CALL TO ORDER	Chair Stevens
9:05 a.m.	2.	LOCAL PRESENTATIONS	Jason Phelps
9:25 a.m.	3.	GENERAL MATTERS	
	A.	Approval of November 18, 2016 Minutes	Chair Stevens 1
	B.	Communications	Chris Workman
	1.	Ridgefield planning for complete streets – The Reflector	20
	2.	Puyallup will reopen road near Costco for holiday shopping... – The News Tribune	22
	3.	Tremont Street widening project receives \$8 million from... – Kitsap Daily News	23
	4.	Sultan transportation improvements a big ask – The Monroe & Valley News	25
	5.	Elmer City to get state road funds – The Star	28
	6.	Town gets major grant for streets – The Star	29
	7.	City of Sequim receives \$3.1M for Fir Street reconstruction – Sequim Gazette	30
	8.	With new grant, Lynnwood can finally upgrade 36th Avenue – Herald Net	32
	9.	City of Edmonds to receive \$2.24 m transportation grant – my Edmonds News	34
	10.	Snell to serve four-year term on Transportation Improvement Board –The Reflector	35
	11.	Construction keeps Cheney Light Department busy – Cheney Free Press	36
	12.	Grant paves way for road repair in Lyman – goSkagit	38
	13.	Town receives grants to fix Web and A Streets – The Journal of the San Juan Islands	39
	14.	Airway Heights gets \$2.3 million transportation grant – Cheney Free Press	40
	15.	More widening of State expected in Marysville – The Marysville Globe	41
	16.	Ribbon cutting celebrates Tucker Avenue... – The Journal of the San Juan Islands	42
	17.	New SR 410 traffic light coming in January – The Courier-Herald	44
	18.	Lincoln District revitalization to begin in March – Tacoma Weekly	45
	19.	City steps up to improve sidewalks – Auburn Reporter	46
	20.	Cheney awarded state grant for Simpson Parkway preservation – Cheney Free Press	47
	21.	County, cities given nearly \$15M for roads projects – Herald Net	48
	22.	Big slate of public works projects in Twisp this year – Methow Valley News	50
	23.	New look for Main Street in downtown Bothell – Q13 Fox	51
9:30 a.m.	4.	NON-ACTION ITEMS	
	A.	Management Team Report	Chris Workman and Vaughn Nelson
	B.	Financial Report	Vaughn Nelson
	C.	Project Activity Report (11/1/16 – 12/31/16)	Jason Phelps 5



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|------------|---|---------------|----|
| 10:00 a.m. | 5. ACTION ITEM | | |
| | A. Complete Streets Awards | Chris Workman | 13 |
| | B. Scope Change; Newport – Southeast Newport Improvements | Jason Phelps | 18 |
| 10:25 a.m. | 6. FUTURE MEETINGS | Chair Stevens | |
| | March 23-24 (Spokane) | | |
| | May 18-19 (Bellingham) | | |
| | September 21-22 (Walla Walla) | | |
| | November 16-17 (Stevenson) | | |
| 10:30 a.m. | 7. ADJOURNMENT | Chair Stevens | |

**Transportation Improvement Board
November 18, 2016
Hilton Garden Inn
Bothell, Washington**

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Chair
Mr. Jeff Carpenter
Ms. Wendy Clark-Getzin
Ms. Elizabeth Chamberlain
Commissioner Terri Jeffreys
Mayor Glenn Johnson
Mr. John Klekotka

Ms. Colleen Kuhn
Mayor Ron Lucas
Mr. Mick Matheson
Mr. David Ramsay
Ms. Amy Scarton
Mr. Martin Snell

TIB STAFF

Steve Gorcester
Vaughn Nelson
Greg Armstrong
Gloria Bennett
Christa Draggie
Jason Phelps
Chris Workman
Kelsey Davis/recorder

TIB BOARD MEMBERS NOT PRESENT

Mayor Patty Lent, Vice Chair
Mr. Jim Albert
Mr. Gary Ekstedt
Commissioner Bob Koch
Ms. E. Susan Meyer
Ms. Laura Philpot
Mr. Jay Weber

BOARD MEETING NOTES

1. CALL TO ORDER

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

2. LOCAL PRESENTATIONS

Representatives from a few local agencies presented to the board.

On Thursday the City of Bothell hosted a presentation at Bothell City Hall for the board. Bothell city staff, including the Mayor of Bothell Andy Rheume, Public Works Director Erin Leohart, City Engineer Eddie Low, Capital Division Manager Steve Morikawa, Deputy Mayor Duerr Davina, Assistant City Manager Peter Troedsson, and Senior Planner Dave Boyd, gave a presentation about downtown Bothell and showed the board from the view from city hall the redevelopment going on in the downtown corridor as well as the rebuilding going on in historic Bothell.

From the City of Bellevue, Dave Berg the Transportation Director spoke regarding the BelRed Corridor which involved a major rezoning process and development of a vision for the area. The plans involve the addition of East Link Light Rail as well as several transportation projects to complete the connected transportation system for the city.

Jon Vicente, the Capital Project Manager from the City of Kenmore discussed the State Route 522 and downtown redevelopment project. Three of the four parts of this large project have been completed. There has also been a high volume of commercial development going on in the same area. He also discussed three upcoming projects they are working on for future years.

The Public Works Director from the City of Woodinville, Rick Roberts, talked about the State Route 202 project where they are hoping to update the crossing with the railroad, improve bike and pedestrian access, and improve travel flow through the intersection to help with challenging morning traffic. There were extended difficulties with the railroad which they have overcome. He also discussed other upcoming projects where the city may be seeking assistance from TIB.

Christa Draggie spoke to the board regarding the six month military captains training course she attended. She also presented the Steve Gorcester with a plaque for the Patriotic Employer Award to thank him and the other engineers for their extra work allowing her to attend this training. The board thanked Ms. Draggie for her service to our country.

3. GENERAL MATTERS

A. Approval of September 23, 2016 Minutes

MOTION: It was moved by Mr. Johnson with a second by Mr. Klekotka to approve the minutes of the September 23, 2016 board meeting with the following change.

Mr. Klekotka noted that there was an Executive Session regarding the Executive Director position.

Motion carried unanimously.

B. Communications

Steve Gorcester discussed communications included in the board packet.

He highlighted the Richland Center Parkway/Gage Boulevard project which has been stuck in appeals with the railroad and the city. City staff are working to determine if there are more appeals processes they can attempt. TIB staff believe we should continue funding and supporting this process until it is determined that the project indeed is not going to move forward.

Mr. Ramsay requested an update on the Clyde Hill project regarding the bike lane issue with Medina on a street slated to be worked on. Mr. Gorcester stated a stop work order was placed on this grant in October. They are issuing for public comment two new plans one of which includes a bike lane which conforms to industry standards and another which would involve turning back the grant from TIB.

4. NON-ACTION ITEMS

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

- Complete streets nominees: Reviews of nominees have been started and the first awardees will be presented to the board for approval at the January meeting.
- Director recruitment and interim planning: There are currently 3 applicants for the position and members of the board are encouraged to forward the posting along to potential applicants.
- Several project events were highlighted
 - September 23 – City of Tukwila, Interurban Avenue S
 - October 5 – Spokane County, Hawthorne Road
 - October 17 – City of Pateros, Warren Avenue/Chris Street
 - October 19 – City of Richland, Duportail Street

- October 19 – City of Kennewick, Edison Street
- November 2 – City of Issaquah, E Lake Sammamish Parkway SE
- November 5 – City of Des Moines, Redondo Beach Drive S
- November 17 – City of Sultan, 4th Street and 5th Street

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

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

- Staff tracks the number of miles of bike lanes and sidewalks funded by TIB across all programs as well as the length of new facilities. This metric is available on the dashboard.
- The total fund balance has decreased since the last board meeting and is currently at \$43 million. This decrease is expected for this time of year.
- TIB staff are currently receiving payment requests from the summer building cycle.
- The balance sheet shows funding TIB receives from the gas tax, the most recent projection shows this revenue being very steady for the next 10-16 years with only very modest increases over this time period.
- The expected commitment pattern of increasing for the November award and then steadily declining over the rest of the year was seen over the last 12 months.
- Mr. Gorcester is leaving the TIB in a very good financial position and the next director will inherit a strong program.

C. Project Activity Report – Greg Armstrong reported on the following:

The following activity took place in September through October 2016.

- This time of year is usually very light due to the construction season wrapping up at the end of the summer, and lower numbers of projects are being designed.
- Notable Events include:
 - Urban Programs
 - Renton, S 7th Street, \$60,702 increase
 - Small City Programs
 - Darrington - Darrington St., \$82,247 increase
 - Sidewalk Programs
 - Spokane – 2013 Downtown SW, withdrawn \$486,229
 - Programs Highlights
 - 26 project closeouts resulted in a net increase of \$263,570
- Increases were due to unforeseen needs and were minimal.

5. ACTION ITEMS

A. WAC Public Hearing & Board Action – Chapter 479-10

Chair Stevens called the public hearing to order at 10:28 a.m. to consider written and oral testimony presented on the proposed rule creation to establish sections in WAC 479-10 necessary to implement the Complete Streets Grant Award Program. The hearing was held in accordance with Chapter 42.30 RCW, the Open Public Meetings Act, and Chapter 34.05 RCW, the Administrative Procedure Act. There were no written comments received prior to

the meeting. Chair Stevens requested Vaughn Nelson to provide a summary of the WAC revisions.

Mr. Nelson noted that at the May 2016 meeting, the board approved and released for public comment. Since that time staff would like to request an edit to section 479-10-610 item (3) to clarify the meaning of this section. Previously the section read, “(3) Number of nominations;” it was changed to read, “(3) Total number of local governments nominated;”

No oral testimony was given during this hearing.

Chair Stevens closed the public hearing at 10:30 a.m.

MOTION: It was moved by Mayor Johnson with a second by Mr. Ramsay to adopt the rules in WAC Chapter 479-10 created to implement the Complete Streets Grant Award Program Motion carried unanimously.

B. 2016 Project Selection

The FY 2018 priority array was presented to the board for adoption. One hundred fifteen projects totaling \$121.2 million were recommended. The table below summarizes the breakdown in programs and funding.

Program	Number of Recommended Projects	Recommended TIB Funds
Urban Arterial Program	26	\$87,793,029
Urban Sidewalk Program	17	\$5,475,502
Arterial Preservation Program	14	\$5,927,570
Small City Arterial Program	22	\$15,348,598
Small City Sidewalk Program	11	\$3,085,746
Small City Preservation Program	25	\$3,538,116
TOTAL	115	\$121,168,560

MOTION: It was moved by Mr. Matheson with a second by Mr. Snell to adopt the FY 2018 Priority Array as presented. Motion carried unanimously.

6. FUTURE MEETINGS

The next meeting is scheduled for January 26-27, 2017 in Olympia.

7. ADJOURNMENT

The meeting adjourned at 10:45 a.m.



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	Audit	CC FV AD	530,233	-2,013	Director
3-P-817(001)-1	ARLINGTON	FY 2017 Arterial Preservation Project	Audit	FV AD	234,157	-1	Director
3-W-948(001)-1	BATTLE GROUND	FY 2017 Arterial Preservation Project	Construction	CN	10,965	0	Director
3-W-159(003)-1	BURLINGTON	FY 2017 Arterial Preservation Project	Audit	FV AD	187,996	0	Director
3-E-168(003)-1	CHENEY	FY 2018 Overlay Project	Design	DE	36,900	0	Director
3-P-204(004)-1	COVINGTON	FY 2018 Rehabilitation Project	Design	DE	38,091	0	Director
3-P-124(005)-1	ENUMCLAW	FY 2018 Overlay Project	Design	DE	25,500	0	Director
3-E-183(004)-1	GRANDVIEW	FY 2017 Arterial Preservation Project	Contract Completion	CC	346,311	-34,023	Director
3-P-822(004)-1	MONROE	FY 2018 Overlay Project	Design	DE	1,263	0	Director
3-P-112(003)-1	NORMANDY PARK	FY 2018 Overlay Project	Design	DE	31,920	0	Director
3-P-117(004)-1	PACIFIC	FY 2018 Overlay Project	Design	DE	35,999	0	Director
3-P-142(003)-1	SNOHOMISH	FY 2018 Overlay Project	Design	DE	15,075	0	Director
3-P-823(003)-1	STANWOOD	FY 2018 Overlay Project	Design	DE	55,236	0	Director
					Total APP Change		-36,037
LED Program							
S-W-189(001)-1	ABERDEEN	LED Streetlight Conversion	Audit	CC FV AD	112,272	-55,925	Director
S-P-817(001)-1	ARLINGTON	LED Streetlight Conversion	Audit	CC FV AD	63,576	0	Director
S-E-930(001)-1	CLE ELUM	PSE Relight Washington	Audit	CC FV AD	74,011	4,011	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-E-902(003)-1	COLVILLE	LED Streetlight Conversion	Bid Award	DE CN BA	13,700	0	Director
S-P-822(001)-1	MONROE	LED Streetlight Conversion	Audit	DE CN BA CC FV AD	6,170	0	Director
S-E-943(001)-1	MOXEE	LED Streetlight Conversion	Audit	CC FV AD	49,554	-21,746	Director
S-P-112(001)-1	NORMANDY PARK	LED Streetlight Conversion	Bid Award	DE CN BA	31,318	0	Director
S-E-932(001)-1	ROSLYN	PSE Relight Washington	Audit	FV AD	23,540	0	Director
S-P-805(001)-1	SKYKOMISH	LED Streetlight Conversion	Audit	FV AD	72,871	0	Director
S-P-133(001)-1	STEILACOOM	LED Streetlight Conversion	Contract Completion	CC	143,798	13,779	Director
S-W-977(001)-1	TENINO	LED Streetlight Conversion	Contract Completion	CC	37,872	-14,278	Director
S-E-920(001)-1	UNIONTOWN	LED Streetlight Conversion	Bid Award	DE CN BA	22,500	0	Director
Total LED Change						-74,159	
RTP Program							
7-1-823(006)-1	STANWOOD	Pioneer Highway	Design	DE	21,487	0	Director
Total RTP Change						0	
SCAP Program							
6-P-119(004)-1	ALGONA	Pacific Avenue N	Design	DE	61,600	0	Director
6-W-837(012)-1	BLAINE	Mitchell Avenue	Audit	CC FV AD	479,960	-12,807	Director
6-W-837(014)-1	BLAINE	Hughes Avenue	Design	DE	79,820	0	Director
6-E-856(002)-1	COULEE CITY	N 4th Street	Design	DE	86,500	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-878(006)-1	COULEE DAM	Civic Way, Cedar Street, Tulip Street, Crest Drive	Design	DE	91,681	0	Director
6-P-818(006)-1	DARRINGTON	Darrington Street	Audit	FV AD	684,536	0	Director
6-P-818(008)-1	DARRINGTON	Riddle Street	Design	DE	100,684	0	Director
6-E-849(005)-1	ENTIAT	Cammack Avenue and Olin Street	Design	DE	38,557	0	Director
6-E-849(006)-1	ENTIAT	Lakeshore Drive	Design	DE	14,288	0	Director
6-W-825(107)-1	FORKS	Calawah Way Overlay	Audit	FV AD	51,822	0	Director
6-W-831(004)-1	FRIDAY HARBOR	Tucker Avenue	Audit	CC FV AD	881,259	-26,782	Director
6-W-831(006)-1	FRIDAY HARBOR	Web Street and A Street	Design	DE	164,178	0	Director
6-E-935(008)-1	GOLDENDALE	W Allyn, W Burgen, W Collins, S Grant, S Golden	Audit	CC FV AD	579,587	58,289	Director
6-P-820(007)-1	GRANITE FALLS	S Granite Avenue	Audit	FV AD	347,621	0	Director
6-W-953(008)-1	KALAMA	China Garden Road	Audit	FV AD	466,872	0	Director
6-W-834(006)-1	LA CONNER	N 3rd Street and State Street	Design	DE	66,955	0	Director
6-W-957(006)-1	MONTESANO	Main Street	Audit	FV AD	900,077	0	Director
6-W-973(006)-1	NORTH BONNEVILLE	Evergreen Drive and Cascade Drive	Design	DE	92,310	0	Director
6-E-864(004)-1	ROYAL CITY	Camelia Street	Design	DE	166,250	0	Director
6-E-865(003)-1	SOAP LAKE	Division Street	Design	DE	106,875	0	Director
6-E-874(006)-1	SPRAGUE	E Street	Audit	CC FV AD	353,899	8,741	Director
6-E-918(005)-1	ST. JOHN	Park Avenue Phase II	Audit	CC FV AD	719,396	-6,546	Director
6-P-824(013)-1	SULTAN	1st Street and 8th Street	Design	DE	87,495	0	Director
6-E-886(007)-1	TWISP	Twisp Avenue, 2nd Avenue, 3rd Avenue, Lincoln Street, Methow Street	Design	DE	88,983	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-967(001)-1	VADER	A Street	Design	DE	60,442	0	Director
6-E-936(006)-1	WHITE SALMON	NW Lincoln Street	Design	DE	61,436	0	Director
6-E-947(013)-1	ZILLAH	First Avenue	Design	DE	107,091	0	Director
Total SCAP Change						20,895	

SCPP Program

2-E-877(003)-1	CONCONULLY	FY 2018 Rehabilitation Project	Design	DE	55,903	0	Director
2-W-832(005)-1	CONCRETE	FY 2018 Overlay Project	Design	DE	11,875	0	Director
2-W-827(004)-1	COUPEVILLE	FY 2018 Overlay Project	Design	DE	4,877	0	Director
2-E-924(004)-1	DAYTON	FY 2017 Overlay Project	Audit	CC FV AD	257,962	5,831	Director
2-E-879(002)-1	ELMER CITY	FY 2018 Seal Coat Project	Design	DE	12,704	0	Director
2-E-895(002)-1	FAIRFIELD	FY 2017 Overlay Project	Contract Completion	CC	181,731	25,518	Director
2-E-910(001)-1	FARMINGTON	FY 2018 Seal Coat Project	Bid Award	CN BA	86,776	0	Director
2-E-911(007)-1	GARFIELD	FY 2018 Seal Coat Project	Bid Award	DE CN BA	45,924	0	Director
2-E-858(003)-1	GEORGE	FY 2018 Rehabilitation Project	Design	DE	24,106	0	Director
2-E-935(003)-1	GOLDENDALE	FY 2018 Overlay Project	Design	DE	8,786	0	Director
2-E-940(003)-1	GRANGER	FY 2017 Overlay Project	Audit	CC FV AD	283,299	-13,120	Director
2-E-940(004)-1	GRANGER	FY 2018 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-931(009)-1	KITTITAS	FY 2018 Overlay Project	Design	DE	10,400	0	Director
2-E-896(002)-1	LATAH	FY 2018 Seal Coat Project	Bid Award	DE CN BA	54,070	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-835(002)-1	LYMAN	FY 2018 Overlay Project	Design	DE	12,500	0	Director
2-E-862(008)-1	MATTAWA	FY 2018 Rehabilitation Project	Design	DE	45,900	0	Director
2-W-976(001)-1	RAINIER	FY 2018 Rehabilitation Project	Design	DE	10,151	0	Director
2-E-932(002)-1	ROSLYN	FY2017 Seal Coat Project	Audit	FV AD	35,606	0	Director
2-E-886(005)-1	TWISP	Twisp-Winthrop Eastside Road Chip Seal	Bid Award	DE CN BA	27,592	0	Director
2-W-967(002)-1	VADER	FY 2017 Seal Coat Project	Audit	CC FV AD	28,934	-6,066	Director
2-E-936(002)-1	WHITE SALMON	FY 2018 Seal Coat Project	Design	DE	4,923	2	Director
2-W-968(002)-1	WINLOCK	FY 2018 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-887(001)-1	WINTHROP	FY 2017 Overlay Project	Construction	CN	12,420	0	Director
2-E-947(001)-1	ZILLAH	FY 2017 Overlay Project	Audit	CC FV AD	123,871	-7,456	Director
Total SSCP Change						4,709	

SP Program

P-E-868(P01)-1	ALMIRA	Main Street	Audit	CC FV AD	58,117	117	Director
P-P-818(P01)-1	DARRINGTON	Seeman Street (SR 530)	Audit	FV AD	318,380	0	Director
P-E-870(P08)-1	DAVENPORT	7th Street and Park Street	Design	DE	49,400	0	Director
P-W-985(P01)-1	FERNDALE	Cherry Street	Design	DE	11,500	0	Director
P-W-831(P03)-1	FRIDAY HARBOR	Nichols Street	Design	DE	26,635	0	Director
P-P-819(P04)-1	GOLD BAR	10th Street	Design	DE	27,106	0	Director
P-E-941(P01)-1	HARRAH	Harrah Road	Audit	CC FV AD	256,416	-2,194	Director



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P-E-903(P06)-1	KETTLE FALLS	SR 395 (northside)	Audit	CC FV AD	408,502	61,133	Director
P-P-199(P07)-1	LAKEWOOD	Gravelly Lake Drive	Bid Award	BA	222,237	-97,763	Director
P-W-828(P01)-1	LANGLEY	De Bruyn Avenue to First Street	Design	DE	18,000	0	Director
P-P-104(P02)-1	MERCER ISLAND	Island Crest Way	Design	DE	0	0	Director
P-P-822(P01)-1	MONROE	Main Street	Audit	FV AD	226,884	0	Director
P-E-943(P01)-1	MOXEE	Seattle Avenue and Postma Road/Beaudry Road	Audit	CC FV AD	185,217	4,429	Director
P-W-840(P03)-1	NOOKSACK	W Madison Street	Audit	CC FV AD	101,638	-632	Director
P-P-112(P02)-1	NORMANDY PARK	1st Avenue S (SR 509)	Design	DE	28,590	0	Director
P-E-883(P02)-1	PATEROS	Warren Avenue	Audit	CC FV AD	325,457	10,751	Director
P-P-107(P03)-1	REDMOND	Redmond Way	Audit	CC FV AD	381,612	10,500	Director
P-P-101(P05)-1	SEATTLE	Greenwood Avenue N	Audit	CC FV AD	800,000	29,555	Director
P-P-031(P01)-1	SNOHOMISH COUNTY	204th Street SW	Audit	CC FV AD	114,129	0	Director
P-E-165(P06)-1	SPOKANE	Sunset Boulevard	Design	DE	58,090	0	Director
P-W-974(P01)-1	STEVENSON	Gropper Road	Design	DE	30,764	0	Director
P-E-178(P02)-1	TOPPENISH	Washington Avenue	Contract Completion	CC	187,069	2,591	Director
						Total SP Change	18,487
UAP Program							
8-5-948(005)-1	BATTLE GROUND	S Parkway Avenue	Construction	CN	0	0	Director
8-1-114(008)-1	BOTHELL	Main Street	Design	DE	0	0	Director



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8-2-159(014)-1	BURLINGTON	E Gilkey Road	Audit	FV AD	291,723	0	Director
8-5-006(040)-1	CLARK COUNTY	NE 99th Street and SR 503 Intersection	Construction	CN	720,000	0	Director
8-3-009(010)-1	DOUGLAS COUNTY	N Baker Avenue	Bid Award	BA	1,409,448	-590,552	Director
8-1-139(003)-1	EDMONDS	76th Avenue W and 212th Street SW	Design	DE	0	0	Director
8-1-113(012)-1	FEDERAL WAY	S 356th Street	Construction	DE CN	0	0	Director
8-2-985(008)-1	FERNDALE	Washington Street	Audit	CC FV AD	322,000	42,000	Director
8-1-108(011)-1	ISSAQUAH	SE 62nd Street and extension	Bid Award	CN	10,500,000	0	Director
8-4-173(027)-1	KENNEWICK	Olympia Street	Audit	CC FV AD	1,966,500	0	Director
8-5-197(024)-1	LACEY	Hogum Bay Road NE	Construction	CN	0	0	Director
8-1-199(011)-1	LAKEWOOD	Bridgeport Way SW	Audit	FV AD	3,304,800	0	Director
8-1-199(014)-1	LAKEWOOD	S Tacoma Way	Bid Award	BA	1,203,453	-36,547	Director
8-1-143(009)-1	MARYSVILLE	State Avenue	Design	DE	1,270,832	0	Director
8-1-822(003)-1	MONROE	Tjerne Place	Audit	CC FV AD	3,115,811	145,756	Director
8-3-844(006)-1	OTHELLO	1st Avenue	Design	DE	82,765	0	Director
8-2-153(002)-1	PORT ORCHARD	Tremont Street	Design	DE	0	0	Director
8-1-102(036)-1	RENTON	Main Avenue S	Bid Award	BA	1,143,912	119,162	Director
8-1-121(008)-1	SEATAC	Military Road S and S 152nd Street	Design	DE	339,710	0	Director
8-2-826(005)-1	SEQUIM	West Fir Street	Design	DE	0	0	Director
8-5-194(010)-1	SHELTON	Lake Boulevard/Pioneer Way	Audit	CC FV AD	3,128,333	48,581	Director
8-1-031(013)-1	SNOHOMISH COUNTY	35th Avenue SE	Design	DE	0	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-128(093)-1	TACOMA	Port of Tacoma Road	Contract Completion	CC	6,689,494	0	Director
8-1-128(094)-1	TACOMA	S 38th Street	Construction	DE CN	0	0	Director
8-4-178(005)-1	TOPPENISH	2nd Avenue	Design	DE	138,416	0	Director
8-5-184(038)-1	VANCOUVER	NE 18th Street	Bid Award	BA	4,098,251	98,251	Director
8-4-039(026)-1	YAKIMA COUNTY	Ahtanum Road	Design	DE	637,235	0	Director
Total UAP Change						-173,349	
 UCP Program							
9-P-128(018)-1	TACOMA	South Tacoma Way	Audit	CC FV AD	1,719,825	124,325	Director
Total UCP Change						124,325	
Total Change						-115,129	

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



Complete Streets Award Selection

January 27, 2017

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.

Nominations for a Complete Street award were due Oct 21st. Staff received 87 nominations for 39 unique agencies from four state agencies and five non-profit transportation partners.

TIB Staff spent November and December evaluating the nominations and agencies for complete street elements. Agencies were evaluated and assigned an award level based on the following factors:

- Quality of adopted complete streets ordinance
- Level of integration of complete streets ethic in planning documents
- Community outreach and engagement in street or road plans and projects
- Past projects
- Future projects

STATUS

A total of \$10,500,000 is recommended for funding awards. The following agencies with their award level are recommended for funding:

Airway Heights	\$250,000
Anacortes	\$250,000
Bellevue	\$500,000
Bellingham	\$500,000
Bothell	\$500,000
Cle Elum	\$125,000
Colfax	\$125,000
Edmonds	\$250,000
Ellensburg	\$250,000
Elmer City	\$250,000
Everett	\$250,000
Kenmore	\$500,000
Kent	\$250,000

Kirkland	\$250,000
Langley	\$250,000
Leavenworth	\$250,000
Moses Lake	\$250,000
Moxee	\$125,000
Naches	\$125,000
North Bonneville	\$125,000
Olympia	\$250,000
Pierce County	\$250,000
Port Townsend	\$250,000
Redmond	\$250,000
Ruston	\$250,000
Sedro Woolley	\$125,000

Shoreline	\$250,000
Snoqualmie	\$250,000
Soap Lake	\$250,000
Spokane	\$500,000
Sumner	\$250,000
Tacoma	\$250,000
Tieton	\$250,000
Twisp	\$250,000
Walla Walla	\$250,000
Wenatchee	\$250,000
West Richland	\$250,000
Winthrop	\$250,000
Yakima	\$500,000

RECOMMENDATION

TIB staff recommends that the board adopt the Complete Streets Award selection as presented.



Annual Assessment

January 26, 2017

BACKGROUND

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

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

STATUS

Annual assessment scorecard measures were updated based on:

- November 2016 project selection;
- Fund balance as of December 1, 2016;
- Active projects during 2016; and
- Performance metrics for the 2016 calendar year.

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

RECOMMENDATION

For information only, no action required.



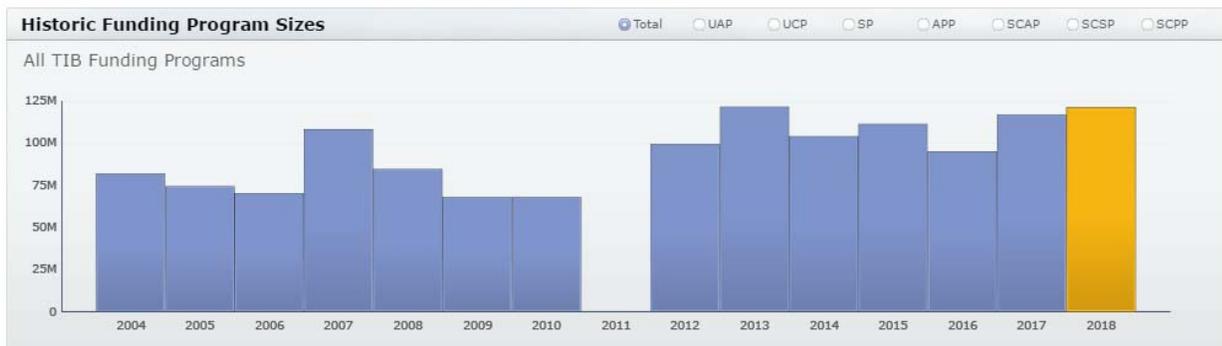
Annual Assessment January 26, 2017

FINANCIAL HEALTH

TIB's financial health remains stable. In November 2016, TIB granted \$121.17 million to local agencies through the following programs:

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

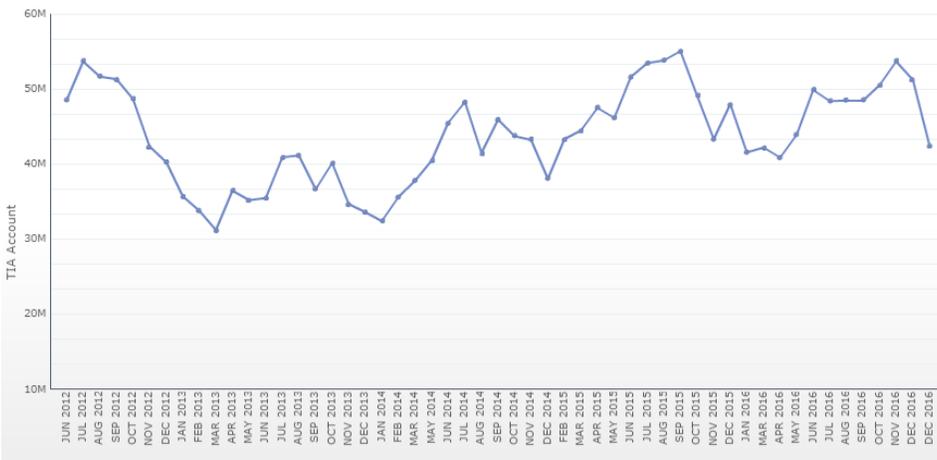
Additionally, TIB granted \$4.5 million in Relight Washington (LED) grants throughout the year as cities became qualified and ready for funds.



The 2016 award cycle was designed to bring the TIA account balance down to \$20 million over the next few years. The November 2016 award cycle was one of the largest in recent history (FY 2018 in graph above). Due to favorable bids and a large amount of surpluses over the last year, nearly \$20 million, TIB's main account has remained high. Staff also emphasized construction ready and preservation projects for the November 2016 call.

Account Balance History

Initial Monthly Balances



KEY PROCESS INDICATORS

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

Annual Assessment Scorecard

Measure	2012	2013	2014	2015	2016	Historic Data	Trend
Percent Reduced Collisions on Arterials	22.05%	16.84%	18.12%	15.55%	16.02%		
Percent of Cities with an Average PCR Score above 70	72%	74.5%	76.4%	71.5%	67.9%		
Projects Completed	110	147	159	134	123		
Projects Awarded	167	123	73	142	171		
Miles of Roadway Awarded with Sidewalk Added	21.11	23.59	17.92	14.04	18.02		
Miles of Resurfacing Awarded	35.8	24.88	18.07	49.09	50.84		
Miles of Street Extension or Improvement Awarded	10.08	18.04	10.94	14.96	17.51		
Miles of Roadway Awarded with Bikelanes Added	8.09	12.65	8.72	11.75	9.74		
Average Number of Points Achieved in Sustainability	11.12	10.5	9.0	10.03	10.85		
Agencies Without Awards in the Past 7 Years	44	45	41	40	34		
Number of Projects not Billing in Last Calendar Year	78	101	24	44	67		
Percent of Dollars Spent on Design	13.75%	5.62%	11.78%	9.40%	10.12%		
Percent of Dollars Spent on Construction	86.25%	94.38%	88.22%	90.60%	89.88%		
Percent of Transactions Processed Within Target	97.8%	99.24%	99.17%	96.82%	99.72%		
Number of Active Projects	435	422	349	387	428		
Total Outstanding Obligation	\$293M	\$300M	\$309M	\$337M	\$348M		
Fund Balances - TIA	\$35.7M	\$33.6M	\$37.63M	\$43.13M	\$47.16M		
Fund Balances - SCPSA	\$2.15M	\$1.20M	\$1.5M	\$1.71M	\$2.08M		
Average Age of Active Projects - Urban	2.45	2.33	2.14	1.76	1.87		
Average Age of Active Projects - Small City	0.70	1.03	1.49	0.84	0.98		
Number of Delayed Projects	7	10	2	3	1		

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

- *Projects awarded.* The number of projects awarded last cycle was 171, which includes LED projects and projects awarded outside of the normal call cycle.
- *Miles of sidewalks added.* New projects are anticipated to construct 18.02 miles of sidewalk on roadways that previously had none.
- *Number of active projects.* The number of active projects has been rising for the last few years as large call sizes have been implemented and LED projects add a new book of business to TIB's grant portfolio.

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

- *Percent of cities with an average PCR score above 70.* The percent of cities with PCR above 70 has steadily dropped over the last few years. This is due to increased emphasis on the lowest cities, which as caused some of the higher cities to drop.
- *Number of projects not billing in the last calendar year.* Although this measure is not at an all-time high, it is important to continue to monitor all projects for progress. Many of the projects that are counted are Relight Washington projects. Those projects only bill once, at closeout, and so any active Relight Washington project will show up as not having billed.
- *TIA fund balance.* The TIA fund balance ended the year higher than the previous years. This was forecasted and the large call size in November 2016 reflects an accelerated spending plan.

KEY ACCOMPLISHMENTS

TIB recent achievements include:

- **TIB rolls out Complete Streets Award program.** TIB staff developed the Complete Streets Award program with the first awards being given out at the January 2017 board meeting. The program will fund projects that are not typically available under other TIB programs, creating a new funding source for transportation projects that include complete streets elements.
- **Small city pavement condition ratings.** The TIB engineers caught up all the backlog of cities that hadn't been rated and are now up to date on all cities. Each city is rated on a four year cycle, with 25% of the 1,500 mile system being rated each year. Currently, no city has been rated more than four years ago.

FUTURE ISSUES

Continuing the funding from the Highway Safety Account (HSA), which funds the preservation programs and the Relight Washington Program, remains a top legislative priority.

The Relight Washington program has been very successful, with many cities being able to take advantage of lower street light costs. More work is needed with PUDs and some individual cities to allow all eligible agencies to convert to LED streetlights.

TIB's newest program, the Complete Streets Program, will need to be evaluated and discussed after the first round of awards. TIB staff, along with the Board, stake holders, and customers, will continue work in 2017 to develop the program. New awards are anticipated in 2018.



Scope Change Request City of Newport – Southeast Newport Improvements

January 27, 2017

BACKGROUND

The city received TIB funding for the Southeast Newport Improvements project in November 2015. The project uses full depth reclamation (FDR) to rehabilitate Union Avenue, 4th Street, 5th Street and Newport Avenue in the southeast area of the city. Along with the improved 0.48 miles of city streets, the project adds sidewalk to one side on Union Avenue and 4th Street. The improvements minimize required street maintenance and enhance vehicle and pedestrian connectivity between SR 2 and Idaho 41.

In 2016, the city applied to TIB for funding to rehabilitate Garden Avenue from 5th Street to 3rd Street using full depth reclamation. The pavement condition rating is 43 with significant alligator cracking. Although the application rated well, it did not receive funding because of limited TIB preservation funding.

STATUS

The design of the Southeast Newport Improvements project is nearing completion. The city plans to advertise the contract during spring 2017.

The city requests the Board consider adding the Garden Avenue scope to the approved Southeast Newport Improvements project.

Approval of the scope change allows:

- Minimized mobilization and contract costs for the Garden Avenue work
- Improvement of a badly deteriorated section of street
- Completion of improvements on the Garden Avenue corridor

The City of Newport is located in Pend Oreille County about 60 miles northeast of Spokane. A standalone FDR project for Garden Avenue is not cost effective because it is a small contract in a remote location.

The table below shows the current and requested project funding:

Scope	TIB Funding	Local Funding	Total
Current Funding	\$759,235	\$39,940	\$799,175
Garden Avenue Request	\$139,608	\$7,348	\$146,956
Revised Total	\$898,843	\$47,288	\$946,131

If the Board approves the scope change, the city will not apply for TIB funding in the 2017 call.

RECOMMENDATION

Staff recommends approval of the scope change including an additional \$139,608 in TIB funding.



CITY OF NEWPORT, WASHINGTON

December 28, 2016

RECEIVED
JAN 04 2017
TIB

Gloria Bennett, PE
Northeast Region Project Engineer
Transportation Improvement Board
PO Box 40901
Olympia, WA 98504-0901

Re: Newport TIB #6-E-892(003)-1 Scope Change Request

Dear Gloria,

Thank you for considering allowing the City to amend the scope of the Southeast Newport Improvement project to include work on Garden Avenue as presented in the 2016 SCPP Funding Application.

The total cost of the Garden Avenue SCPP application is still valid at \$146,956.00.

The City does agree to not apply for TIB funding in the 2017 call.

Please have staff present the Scope Change Request to the Board for action at the January 27, 2017 meeting.

Thank you,

Nickole North
Clerk/Treasurer

The Reflector

The Newspaper With Integrity Since 1909

Ridgefield planning for "complete streets"

Inaugural update shows improvement on more than just roadways

by Rick Bannan

November 9, 2016

RIDGEFIELD — Though efficient roadways are important for keeping cities moving, some municipalities in Washington are looking beyond automobiles in order to make their transportation more complete.

In Ridgefield, that push means looking at what kind of infrastructure is going in that lets residents walk and bike throughout the city.

Ridgefield Civil Engineer Bryan Kast presented before city council Oct. 27 with the first update on the recently adopted Complete Streets policy. Council adopted the policy first in September 2015, which was adopted in an effort to pursue grant funding from the state available through the Complete Streets Act.

In an interview, Kast commented that the term "complete streets" might be a bit of a misnomer as the automotive roadway itself was not the focus of the plan. Rather, the focus was on aspects such as bike lanes, sidewalks, multimodal trails and Americans with Disabilities Act-accessible ramps and paths, thereby making the streets complete.

"It's really just making sure that we have the ability and the means to serve all forms of transportation on our streets," Kast explained.

In the presentation, Kast listed some of the major increases on infrastructure in the last year. Roughly 4,000 feet of new bicycle and more than 21,500 feet of pedestrian infrastructure was created in Ridgefield in a year along with 47 new curb ramps. Kast said that the predominant driving force for the increases was new development in the city, with Hawk's Landing, Taverner Ridge phase 7, Bella Noche and Canterbury Trails listed as the major neighborhoods contributing to those numbers.

High-need areas have also been designated based mostly around proximity to schools, in the case of Ridgefield. Kast said that "basically the whole downtown and Hillhurst (Street) corridor" fell into that designation.

That designation warrants pedestrian counts as per the complete streets policy, though that hasn't taken place as of yet, Kast explained.

Data gathered as part of the policy also included commuter traffic, with the vast majority -- more than 85 percent -- using an automobile with single occupancy (one person going to work in their car/truck/van alone). Carpooling was second with close to eight percent.

Kast said that keeping track of those statistics would allow the city to see if making complete streets had any impact on the way Ridgefield citizens get around.

An interesting statistic brought up in the data was the number of collisions that happened in the city in the period between Oct. 1 2015 and Oct. 20 of this year. In total, 50 collisions happened in the city, with 12 resulting in injuries. Several areas had multiple collisions, with two intersections — Pioneer Street and Fourth Avenue and Pioneer Street at South 56th Place — having three in that time period. None of the incidents resulted in fatalities.

One of the goals of Complete Streets, apart from data collection, is application of a grant from the state's Transportation Improvement Board (TIB). Grants generally between \$250,000 and \$500,000 are available for those local governments that have adopted a complete streets policy and have demonstrated "an ethic of planning and building streets that use context sensitive solutions to accommodate all users, including pedestrians, transit users, cyclists, and motorists," according to the TIB page regarding the program.

Unfortunately, Ridgefield was not one of the municipalities nominated for the grant last month, though Kast was optimistic that in subsequent awards the city can get some of that money.

With the first year of the program completed, Kast said that the major focus was on planning more so than other aspects, looking ahead to incorporating a multimodal network of trails to go along with the more complete streets.

"Really, trying to set the vision of this future multimodal network is what we focused on this year," Kast said, "as we move on to subsequent years here ... not only will it be the footage of sidewalk and bike lanes and everything that the developments (are) doing, but also there will hopefully be some city projects that are adding to those statistics."

Puyallup will reopen road near Costco for holiday shopping season, but work remains incomplete

by John Gillie

November 19, 2016

An arterial near Puyallup's South Hill Mall will reopen for the holiday shopping season, starting Monday, though construction has yet to be completed on the troubled project.

The 39th Avenue Southwest rebuilding has been underway for about a year amid a controversy that saw the city terminating the original contractor and hiring a new one to complete the road.

The project was to have been finished last month, but the dispute and some rework delayed its completion.

"The road will be reopened Monday morning along its full width, although some work remains to be done. We're suspending most of the remaining work for the winter and anticipate the project's final completion early next year.

ADVERTISING

"As you know, this project was unfortunately and greatly complicated by the city's having to switch contractors midstream due to performance issues with the original contractor. As all lanes are returned to full usability, traffic should ease considerably. We appreciate everyone's patience and ask that folks contact us with any questions or concerns," said Puyallup city spokeswoman Brenda Fritsvold in a statement.

Puyallup City Engineer Mark Palmer said the project's completion was delayed by a rebid of the contract after Conway Construction Co. of Oregon was terminated on the project in March.

"It took us nearly three months to assess the situation, to draw up new specifications and to rebid the contract," he said.

Meanwhile, Conway has sued Puyallup in Pierce County Superior Court.

The contractor contends the city erred in the design of the project, failed to specifically describe the problems it saw in Conway's work, failed to allow sufficient time for the contractor to remedy some issues and didn't pay Conway completely for the work it had done.

The company is seeking unspecified damages for what it contends is the city's breach of the agreement to alter the road.

In a letter to Conway, the city said the contractor built a wall abutting the road improperly, failed to erect safety signs needed during construction, contaminated ballast beneath the pervious concrete surface of the road, failed to respond to some of the city's complaints about construction quality and deviated from construction plans.

Conway denied those claims and said it had corrected items after the city complained.

City officials say they have received numerous complaints from residents about the project's slow pace and its effect on traffic near the busy retail area.

Tremont Street widening project receives \$8 million from state's Transportation Improvement Board

by Bob Smith

November 21, 2016



PORT ORCHARD — The long-stalled Tremont Street widening project will soon have road equipment at work to kick off its long-delayed start of construction.

The City of Port Orchard was notified Nov. 18 that it will receive \$8 million in funding from the state Transportation Improvement Board for the city of Port Orchard's top priority transportation project.

The money is essential to completing the project that has been at the top of the city's transportation plan since 2005.

Mayor Rob Putaansuu said he is excited to now have the city move forward with completion of the gateway arterial into Port Orchard. The mayor said the expansion is vital to allowing Port Orchard to grow, and to provide for capacity, safety and pedestrian improvements along the roadway.

"We were all committed to making this happen," Putaansuu said of the City Council and city officials who have worked since the project was announced in 2005.

"This is a shovel-ready project," Putaansuu said, "and we anticipate work starting in 2017."

The Tremont project is estimated to cost \$18 million to construct. For the pending construction phase, the city will use \$1.7 million in funding it received from the Puget Sound Regional Council. The city needs about \$8.3 million to round out funding the construction project, but it expects to contain those costs from a variety of sources, including additional funding from the state, transportation impact fees and bonding.

“If needed, we’ll take on the responsibility to complete funding to bond the remaining amount,” he said. Putaansuu said he’s still hoping for additional funding help from the state.

Earlier, the project was kick-started with \$3.5 million it received in federal grant funding for the design, environmental review and right-of-way acquisition phase of the project.

When a contract to build the transportation improvement project is awarded sometime in May, city officials that when completed, it will have expanded the busy arterial from two to four lanes of traffic, added two roundabouts, bike lanes and sidewalks. It also will provide utility improvements, and safety and capacity upgrades.

Putaansuu said the TIB deserves credit for helping push the plan forward. “Steve Gorchester (the board’s executive director) deserves so much of the credit for taking the lead in pushing for our project,” Putaansuu said.

The Tremont Project funding amount topped the list from among 115 street and sidewalk improvement projects receiving a total of \$121.2 million from the state agency, the mayor said.

Sultan transportation improvements a big ask

City ribbon-cutting emphasizes importance of state funding support

by Chris Hendrickson

November 22, 2016



Photo by Chris Hendrickson: Senator Kirk Pearson speaks during a ribbon-cutting ceremony with Sultan Mayor Carolyn Eslick, left, and Washington State Transportation Improvement Board Executive Director Steve Gorcester.

When it comes to transportation improvement projects, Sultan is the little city that could, successfully navigating stringent grant application criteria and overcoming other funding limitations to complete projects for the betterment of the city.

Because of the associated challenges, road reconstruction and rehabilitation projects are recognized with fanfare, including ribbon-cutting ceremonies, refreshments and gatherings of elected officials and other project contributors.

A celebration was held in the parking lot of the Sultan Post Office last week to commemorate the Fourth and Fifth Street Reconstruction project, a coordinated effort made possible with funding from the city and Washington State Transportation Improvement Board. TIB is a state-funded agency that provides grant opportunities to communities to improve roadways.

The event was attended by members of Sultan city staff, Sultan Police Chief Steve McDonald, Washington state Sen. Kirk Pearson, Sultan Mayor Carolyn Eslick and project contributors, including representatives from TIB, SRV Construction and engineering and design firm Gray & Osborne.

TIB revenue is generated from the state gas tax, and roadways must meet specific criteria to be eligible for TIB funding. Eslick said the money is vital to small cities like Sultan that would not be able to afford major reconstruction projects without it.

“We just don’t have the funding,” the mayor said.

The scope of the project included the reconstruction of Fourth and Fifth streets, from U.S. 2 to Main Street, and a grind and overlay on Fourth and Fifth streets, from Main Street to Alder Avenue. The project provided utility improvements, including replacing the existing asbestos cement water main with ductile iron and lining and replacing portions of the existing sewer line.

Other project features included improvements to the storm drainage system, along with new driveways and ADA ramps to enhance pedestrian safety.

The TIB contributed approximately \$400,000 for the transportation portion of the project, with \$21,000 coming from the city. The city also contributed \$365,000 to complete the water and sewer improvements.

Gray & Osborne was selected over two other consulting firms, producing the engineering plans and specifications, Eslick said. They were able to meet an aggressive design schedule, enabling the city to advertise the project and gather bids in a timely manner. The city received five bids, awarding the job to SRV Construction as the lowest bidder. Eslick thanked SRV president Steve Verbarendse and Construction Superintendent Carl Engle for their work on the project.

“SRV Construction has done a wonderful job of constructing the improvements, while working with the affected businesses and citizens to minimize impacts,” Eslick said. “SRV completed the project under budget and ahead of schedule.”

She also thanked Gray & Osborne for its contributions.

“Construction management and inspection services were provided by Gray and Osborne, who did a tremendous job ensuring that state regulations were being followed and looking out for the city’s best interests,” Eslick said.

She invited TIB Executive Director Steve Gorcester to talk about the TIB.

In 15 years, the TIB has invested \$1.8 billion in grant funding into the state transportation system to effectively hinder the decline of roadways in small cities across the state. Gorcester thanked Pearson, adding the Legislature plays an important role in the process.

“There’s a lot of pressure on the revenue that we use; three cents of the state gas tax,” Gorcester said. “Needless to say, there’s plenty of other places that can be spent. It’s only with the support of the Legislature that we’re able to invest that in local communities.”

Gorcester complimented Sultan Public Works Director Mick Matheson for having mastered the importance of combining needed roadway improvements with utility upgrades; a method that saves costs in the long-term. Matheson serves with Gorcester on the TIB, which doesn’t give the city any benefit other than an increased understanding of the importance of what it takes to develop a successful TIB funding proposal, Gorcester said.

“You’ve got to solve the below-surface problems,” he said. “That’s when we want to make the investment on the street surface. Mick has that down.”

The project also gave the city the opportunity to repave the post office parking lot, which was extremely dilapidated and plagued with drainage system issues, Matheson said. The city approached the Sultan City Council to obtain its approval, taking advantage of the fact that the contractor was already on site, performing work in the area.

“We created a separate schedule so the Transportation Improvement Board funds weren’t intermingled with that, but we thought we could get a better price from a contractor since they were already out here,” Matheson said. “We got the city council to authorize the expenditure to pay to improve the drainage and also to pave the parking lot, so that’s a side benefit of this project.”

They further maximized resources by accomplishing additional sewer lining, which took place from Sixth to 10th streets, Matheson said.

Gorcester presented Eslick with a project completion plaque in the shape of the state of Washington and shared the news that Sultan has just been awarded another TIB grant. The new \$750,000 award will help reconstruct First Street, from High Avenue to Trout Farm Road, and rehabilitate Eighth Street, from High Avenue to the Sultan High School gate.

It will also add sewer line to areas of First Street where there is none currently.

Last week's event in Sultan will be Gorcester's final ribbon cutting, as he announced his plans to retire from the TIB next year. He said he's been honored to have served on the TIB and it's been gratifying to see small city street conditions turn a corner in 2008 and continue to improve over time.

"It's gotten consistently better ever since," Gorcester said. "I'm super proud of that."



Elmer City to get state road funds

by Roger S Lucas

November 23, 2016

Elmer City was selected to receive a “chip seal” grant from the state Department of Transportation, city officials learned Monday.

The Transportation Improvement Board grant is for \$82,705, and funds will be available in 2018 for a project on Elmer City Access Road.

“We were happy to receive the grant news,” public works director Jimmer Tillman stated.

Tillman said there are some extreme cracks on the road, and the grant will enable the town to improve the road condition.

Elmer City had asked for \$151,000 for the chip seal grant, but was awarded \$82,705.

Two other local municipalities, Electric City and Grand Coulee, put in for similar chip seal grants but were not selected in this announcement.

Elmer City was also nominated by the TIB for a “Complete Streets” grant.

Eighty small cities in the state were nominated for the grant, including three from Okanogan County; Elmer City one of them. Twisp and Winthrop were also nominated.

Nominations can come from a variety of agencies.

“The award on the Complete Street grants will be made in January,” Tillman stated.

The Complete Streets grants are for \$250,000 and can be used for any type of street programs.

“They give you three years to use the grant money,” Tillman stated.



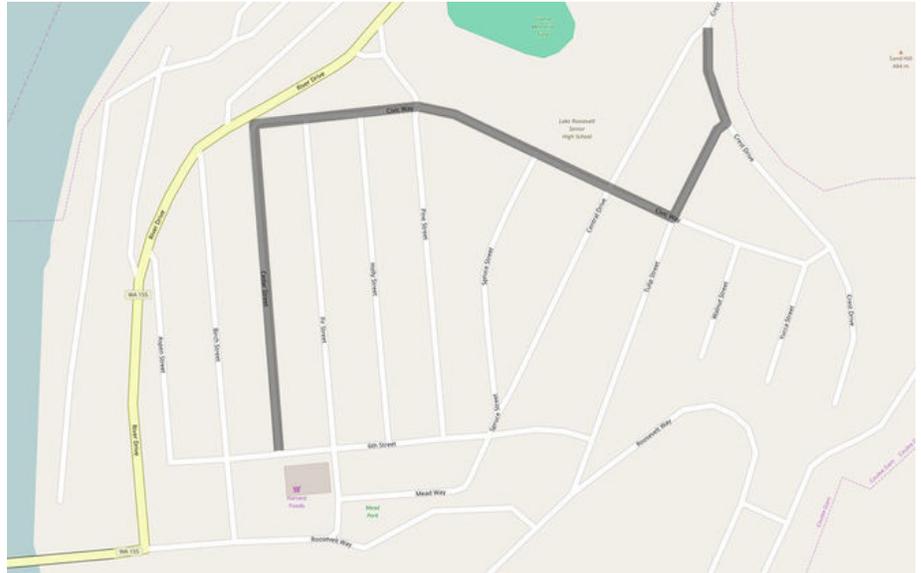
Town gets major grant for streets

by Roger S Lucas
November 23, 2016

Coulee Dam will get some major road and sidewalk work done as a result of a state grant that will pay for most of it in 2018.

The state Department of Transportation announced last week it has awarded a \$794,566 grant from the Transportation Improvement Board for work Mayor Greg Wilder called the "centerpiece of several significant projects" the town is planning for the future.

The project includes street surface work on Civic Way, Cedar Street, Tulip Street and Crest Drive.



**The darkened route on the map shows the streets named in the state grant.
- Star graphic on map provided by OpenStreetMap.**

The exact elements of the project will be determined after a session with the town council next Monday night, Wilder stated.

The project will include handicapped-related sidewalk work, signage and parking, and improve traffic flow around the school, Wilder stated. There could be some realignment on one of the streets, Wilder pointed out.

In his letter to the TIB board members, Wilder wrote: "A lot has changed within our Town recently, including the consolidation of three disparately located schools into one new K-12 complex. As it is, this new complex is virtually surrounded by an arterial-class road loop. The road surface conditions vary on each segment as do the adequacy and conditions of the pedestrian & handicapped sidewalks, ramps and such. There are an increased level of traffic, increased structural loading from delivery vehicles, school bus utilization and safety risks. And clearly there will be a significant increase for vehicle traffic, pedestrian utilization and the potential for conflicts."

The Small Cities Arterial Program grant will fund 95 percent of the work and the city will put up 5 percent.

"And it has been budgeted, about \$45,000," Wilder said. "This is a significant amount of money and is one of the largest grants awarded to local projects here."

The grant will pay for \$794,566 of the cost of the \$836,385 project, and the town will be responsible for the balance.

The mayor thanked the school administration and the police department for sending in supporting letters. The project will be funded for 2018, and is one of several grants the TIB announced late last week.

The Small City Arterial Program awarded some \$121 million to 19 small towns across the state, ranging from \$511,000 to \$1.5 million.

SEQUIM GAZETTE

City of Sequim receives \$3.1M for Fir Street reconstruction

by Matthew Nash
November 24, 2016

Plans to reconstruct Fir Street by several Sequim schools are moving forward after the City of Sequim recently received a \$3.1 million grant.

The Washington State Transportation Improvement Board (TIB) made the announcement on Friday, Nov. 18, which included 115 street and sidewalk improvement grants to local agencies for \$121.2 million.

Matt Klontz, Sequim city engineer, said the project, which reconstructs Fir Street from Sequim Avenue to Fifth Avenue, has been a priority for Sequim Public Works.

“It’s been a focus because the cost of it is not one the city can fund alone,” he said. “We need investment from elsewhere. We’ve been strategically looking for a partner.”

Fir Street is rated one of the worst in condition within the city limits. Overall, city streets are rated at a 70 according to the Pavement Condition Index, where city staff assess the condition of roadways, but this portion of Fir Street is rated a 26.

The Transportation Improvement Board lists the project total at about \$4.436 million.

Klontz said this amount reflects work done prior, purchasing of right-of-way, construction management, design and physical construction.

Construction would include multiple parts including travel lanes, bike lanes, new sidewalks, stormwater infrastructure, landscaping, pedestrian scale lighting, a traffic signal at Fifth Avenue and Fir Street, and a pedestrian signal at Sequim Avenue and Fir Street.

The City of Sequim will fund the remainder of the project through general funds, the Transportation Benefit District and other grant funding. In the proposed 2017 city budget, staff budgeted \$793,500 for Fir Street improvements.

Klontz said the project proposes moving the north sidewalk, fencing, plantings and structures such as a dugout about 20 feet from the current road’s edge while leaving utilities available in appropriate places if the school district does develop new construction.

Timeline

Fir Street construction could begin as soon as the end of 2017, Klontz said.

“That’s pretty optimistic but we like to set the bar to an earlier date to drive the project to the milestone,” he said. “There could be some things that could pop up that could delay though into early 2018.”

In the coming year, he said they’ll finalize the design, obtain temporary easements and clarify right-of-way rights with Sequim School District.

Klontz said in a previous story that no homes’ right-of-way will be purchased and driveways will be built into new sidewalks on the south side of the street.

In August, Sequim city councilors agreed to a local agency agreement with the Washington State Department of Transportation to allow funding from the Federal Highway Administration for purchasing rights-of-way along the street. The Highway Administration would cover 86.5 percent of the costs at \$173,000 and the city matching it at 13.5 percent or \$27,000 from its Transportation Impact Fees budget.

However, Klontz told city councilors on Nov. 14 at their regular meeting that the right-of-way process has been challenging due to the amount of regulations so city staff might suggest using that funding on another project to simplify the process.

Klontz said city staff plan to host an open house in the near future about this and other projects.

He said this grant is something they aimed hard for by familiarizing the Transportation Improvement Board with Sequim and the street's issues by inviting the board's engineers for a tour, asked for their feedback and presented at a board meeting prior to applying.

"We didn't want the first time they heard about it when they read the application," Klontz said.

For more information on the project, contact Sequim Public Works at 683-4908.

Reach Matthew Nash at mnash@sequimgazette.com.

With new grant, Lynnwood can finally upgrade 36th Avenue

by Caitlin Tompkins
November 25, 2016

LYNNWOOD — After a decade of prep work, plans are coming together to upgrade a main road in Lynnwood that dates back more than 80 years.

The city of Lynnwood hopes to dig up one mile of 36th Avenue West, paving a new road bed in its place. A newly awarded \$4 million grant just cinched the project.

Construction is scheduled to begin in 2018.

It is part of a larger effort to replace a two-mile stretch of 36th Avenue West.

The city is responsible for the section between Maple Road and 164th Street SW. The mile north of 164th is within Snohomish County's jurisdiction.

The grant was awarded to the city by the Washington State Transportation Improvement Board, Lynnwood Public Works Director Bill Franz said. The city has cobbled together grant money for the project over the past 10 years.

Earlier this year, the city received funds from the Puget Sound Regional Council and the federal government.

The \$4 million was the last grant needed to cover the \$14 million project.

36th Avenue West started as a two-lane country road. It later became a main north-south route connecting drivers to Alderwood mall and the city center.

Housing developments began popping up nearby. Developers added to the road to widen it, making a hodgepodge of uneven pavement, Franz said.

"The fire department doesn't like to run ambulances up and down the road because it's too bumpy," Franz said.

Some drivers won't take coffee with them in the car, fearing spills.

It's the last major road in the city that has yet to be improved, Franz said.

Construction crews plan to dig two feet into the ground and rebuild from the base up. The work is expected to take about 18 months.

That's why it's so expensive, city engineer Jeff Elekes said.

The blueprints of the new road include sidewalks, landscaping, bus stops and left-turn pockets at some intersections. A roundabout is planned for the intersection at 172nd Street SW. A new traffic signal is mapped out for the intersection at Maple Road.

Due to the extensive nature of the project, Franz said drivers can expect lane closures and detours, as well as a dose of dust.

"It will be a mess during construction," he said.

The county is more than halfway through designing the northern section of road. The design process will continue through next year, said Max Phan, Snohomish County design engineering manager.

“It’s something the public has been waiting for for a long time,” Franz said.



City of Edmonds to receive \$2.24 million transportation grant

November 25, 2016



The City of Edmonds announced this week that it will receive a \$2.24 million grant from the Washington State Transportation Improvement Board for the 76th Avenue and 212th Street Intersection Improvement project. This grant award will complete the necessary funding to allow construction to begin in spring 2017.

The proposed improvements will provide dedicated left-turn lanes on 76th Avenue with simultaneous turning movements during the left-turn phase. The project, which also includes the addition of right-turn lanes and new traffic signals, will increase the capacity and improve intersection signal operation, traffic flow, vehicle delay and air quality by reducing vehicle emissions.

The city is also incorporating water, sewer and drainage upgrades and converting overhead power and communications utilities to underground as part of the project.

In addition, the project will add bike lanes on 76th Avenue West and 212th Street by converting the streets to three lanes, including a center two-way left-turn lane. Bike lanes on 76th Avenue West will begin at 220th Street Southwest and continue north to 200th Street Southwest in Lynnwood.

The 212th Street bike lanes will begin at the Five Corners intersection and continue east to 72nd Avenue.

The intersection project was delayed after bids came in higher than the initial estimate. On Nov. 22, the Edmonds City Council voted to approve a supplemental agreement that will cover additional work by consultant David Evans & Associates on the project, which will be rebid early next year according to City Engineer Rob English.

The city also decided to repackage the project with already planned bike lane work by the Verdant Health Commission on 76th Avenue. "So we are actually going out to bid with both projects at one time, trying to get economy of scale with construction work," English said.

The Reflector

The Newspaper With Integrity Since 1909

Snell to serve four-year term on Transportation Improvement Board

Since 1983, the state agency has awarded Clark County nearly \$100 million in grants

November 29, 2016

Community Development Director Marty Snell has been named to the board of directors of an agency that awards transportation grants to communities across Washington.

The Washington State Transportation Improvement Board distributes transportation construction and maintenance grants generated by 3 cents of the state's 49.4 cents per gallon gas tax.

Since 1983, the 21-member board has awarded Clark County nearly \$100 million in grants for 73 projects. Some of the agency's biggest grants in recent years include:

- \$8 million for the Salmon Creek Interchange Project, a new interchange on Interstate 5 at Northeast 139th Street and road improvements on both sides of the freeway.
- More than \$6 million to improve Northeast 88th Street, from Highway 99 to Northeast Andresen Road.
- Approximately \$2.6 million to improve the Northeast 72nd Avenue-119th Street intersection, a project nearing completion.
- \$2 million to improve the Northeast 94th Street-Padden Parkway intersection, a project completed earlier this year.

The board also has awarded Clark County a \$2.36 million grant to improve the Northeast 99th Street-117th Avenue intersection. Construction is scheduled for 2017.

Snell, who has worked for Clark County since October 2005, oversees a department with 90 employees and a \$26.5 million budget for 2017-2018. His term on the state board expires in June 2020.

"The Transportation Improvement Board has been a critical partner for decades," said County Manager Mark McCauley. "The board has helped our community improve vital transportation corridors, upgrade congested intersections and build needed interchanges, all of which have enhanced safety and supported job creation. Having Marty serve on the board will strengthen this long-standing partnership."

Washington Transportation Secretary Roger Millar appointed Snell to the 21-member board after he was nominated by the Washington State Association of Counties.

Established by the Legislature, the board selects and administers high priority transportation projects that enhance the movement of people, goods and services in 320 cities and urban counties in Washington.

The board consists of six city representatives, six county members, two Washington State Department of Transportation officials, two transit representatives, a private sector representative, a port representative, a person representing non-motorized transportation, a member with special transportation needs and a member appointed by the governor.

The last Clark County representative to serve on TIB was Jerry Fay, county engineer; he was a board member from 1979 to 1986. Other county residents have been members as city, port or transit representatives.

Cheney FREE PRESS

Construction keeps Cheney Light Department busy

by John McCallum
December 1, 2016

The Cheney Light Department has around \$197,500 in capital projects it hopes to accomplish in 2017 — if they can find the time.

Department Director Steve Boorman told the City Council at a Nov. 22 budget presentation that construction, along with some significant repair and improvement work, had kept his crews busy in 2016. Cheney linemen installed 325 new meters through the first nine months of the year, including at five new buildings in the Eagle Point apartment complex on Washington and Betz roads, Harvest Bluff subdivision phases two and three and several other multifamily units.

Light Department crews also completed major upgrades on the line serving the Garden Manor/Buena Vista Street area, as well as rework and improvements on two feeder lines at Murphy and Betz roads. With the exception of the program pruning and removing trees near the city's power distribution system, all of the work was done without outside contractors.

"All of these were done in house, which helps your budget," Boorman said.

The department is looking at a budget of just over \$9.28 million in 2017, down from the \$9,528,700 budgeted for 2016. Of those costs, 64 percent — \$5.92 million — comes from purchased power, with wages and benefits for the 13 department employees amount for just over \$1.2 million, 13 percent.

Even with a 6 percent increase in April 2015, the first electrical rate increase in 14 years, Boorman noted Cheney's average power charges are still less than many other utilities in the region. According to budget information, Cheney is roughly equal to Vera Power in the Spokane Valley at around \$85 per 1,200 kilowatt hours of residential use, much lower than Avista, Inland Power and Kootenai Electric.

Boorman also told the council the department should be close to upgrading all of the city streetlights by year's end. The \$315,360 project is funded by \$264,260 from the state Transportation Improvement Board's Relight Washington project, with the balance coming from Bonneville Power Administration's conservation program.

In a May 26 Cheney Free Press article, Boorman said the new fixtures and lamps will lead to the city using an estimated 56 percent of the power it uses today for street lighting, amounting to a savings of \$7,068 annually. With longer lamp life expectancies, Cheney should also see maintenance costs decline.

As one of its goals for 2017, Boorman said the department will begin implementing the findings of a sectionalizing study that should be completed before the end of this year. The study will enable the department to upgrade relay settings at its two substations, while also begin a four-year program to replace old oil reclosers with vacuum circuit breakers.

"We would minimize the outages we have, and the number of customers on an outage," Boorman said.

Light crews will also complete installing of service to Eagle Point, which will total over 900 units/meters once the project is finished. Also on tap is installing infrastructure for the final 59 lots at Harvest Bluff along with evaluating and making recommendations for purchasing of Tier Two power, which is currently projected to be less than power sold by BPA.

Finally, crews hope to get to that list of capital projects, which includes \$50,000 of backyard pole work north of Oakland Street and \$40,000 of feeder breaker replacements.

“A busy construction season will limit that,” Boorman said. “If we get a little bit of a break, we’ll get more of that done.”

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

Grant paves way for road repair in Lyman

by Kimberly Cauvel

December 3, 2016

LYMAN — The town learned this week that it will receive grant money to repair a problem section of Lyman Avenue that leads to Lyman Elementary School.

The state Transportation Improvement Board will award the town \$119,600 to repair problem areas and pave a 2-inch overlay on Lyman Avenue between Main Street and the school, according to the board's project description.

Lyman Mayor Eddie Hills said the section of road has cracks and potholes.

School staff know the problem area all too well.

"This morning we had a bus driver ... giving me a jab about the hole that he has to go through every day," Lyman Elementary School Principal Scott McPhee said Thursday.

The Town Council discussed the issue at its Nov. 15 meeting, prior to deciding to collect a new tax in 2017 to generate revenue for road projects.

During that meeting, Hills said the town has had trouble securing grant money in the past.

The town previously applied for Transportation Improvement Board grants to repair Lyman Avenue, but did not make the cut, he said.

He said with funding now approved, the project will likely occur during the summer when school is not in session.

McPhee said the school may coordinate with the town to do additional repair work to its parking lot and surrounding areas at the same time, while construction equipment and engineers are already on site.

"My job is to make sure school is safe, and obviously getting to school safely and leaving safely is a big part of that. We're all very excited to have improvements to Lyman Avenue and our surrounding paved areas," he said.

Hills said he is glad to have grant money for the Lyman Avenue repairs, and is making plans for additional road work in town.

Using revenue from the recently passed cable tax, Hills said the town will repave roads, including Main Street.



Brandy Shreve / Skagit Valley Herald
Potholes mar Lyman Avenue outside Lyman Elementary School.
The town of Lyman has received a grant to repair the road.

Town receives grants to fix Web and A Streets

by Town of Friday Harbor

December 7, 2016

The Town of Friday Harbor is pleased to announce that it has received two grant awards in the total amount of \$1,200,000 from the Washington State Transportation Improvement Board. The first grant in the amount of \$975,000 will be used to rebuild Web Street and A Street. The project would start at the intersection of Web and Argyle (in front of Big Store) and continue down Web to A Street, where it would then turn north on A to Nichols Street. The project will include the construction of curbs, gutters and sidewalks as well as a new driving surface.

The second grant, in the amount of \$230,000, will build new sidewalks on the south side of Nichols Street from A Street to B Street. This grant will include new curbs and gutters on Nichols in addition to the sidewalk.

The town made application for the grants in October of this year and they were two of 378 different submittals from around the State of Washington. A total of \$301 million was requested statewide and \$117 million of those were funded.

The town will be responsible for a \$134,000 match between the two projects. This match will be paid from monies collected by the Transportation Benefit District sales tax of 0.2 percent authorized by the voters in 2014. The TBD tax proceeds must be used exclusively for transportation capital investments within the town.

The town will begin the engineering work for these projects in 2017 with construction expected in 2018.

“I am so pleased the town will be able to continue its work towards improved walkability and traffic flow. We want to thank the Transportation Improvement Board for these opportunities,” said Mayor Carrie Lacher. “These upgrades and repairs are long overdue and will result in expansion and improvement of our downtown core”.

Cheney FREE PRESS

Airway Heights gets \$2.3 million transportation grant

by Al Stover

December 8, 2016

The city of Airway Heights received an early Christmas present — a present that will benefit one of its road improvement projects.

During a Nov. 21 City Council meeting, City Manager Albert Tripp announced that the city received a \$2.3 million Transportation Improvement Board grant to help fund phase two of the “Garfield/Russell/Sprague Loop Project.”

The city’s match for the grant, \$255,325, will be paid for from Transportation Benefit District (TBD) funds. The estimated cost of the project’s second phase is over \$2.5 million.

Airway Heights created the TBD in 2013 to collect money as a way to fund street, road and sidewalk improvement projects. The city proposed a 0.2 percent sales tax increase — from 8.7-8.9 percent — which voters approved in November 2013.

“It’s a nice use of our TBD funds,” Public Works Director Kevin Anderson said. “Using the money to pay a 10 percent match for a \$2 million grant, it’s about as good as leverage for those funds as you can get.”

Anderson explained that the Garfield/Russell/Sprague arterial, which connects to Hayford Road, achieved federal functional classification as an “urban major collector”

According to the Federal Highway Administration’s website, urban major collectors serve “both land access and traffic circulation in higher density residential, commercial and industrial areas.” Urban major collectors also go through residential neighbors and distribute and channel trips between long roads and arterials.

“When you’re heading north, from the southern end of the city, you’re coming from Garfield Road to avoid U.S. Highway 2,” Anderson said. “Drivers will drive along Garfield until they hit Sixth Avenue, turn left at Russell Road and right at Sprague Road.”

Anderson said the city is still in the process of designing the first phase of the project and the plan is to get the bid for the project in the spring and complete it in 2017. Phase 1 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. Crews will construct a sidewalk with a shared-use path.

The second phase focuses on finishing up Russell Road to Sprague Avenue and is expected to be completed in 2018. It will connect the arterial across the route to the Airway Heights Correctional Facility or Spokane ORV Park and Spokane County Raceway and have similar features as phase one, including the shared-use path.

The city of Airway Heights is seeking citizen input on its six-year transportation improvement plan update in the spring. For more information, contact the Public Works office at (509) 244-5429 or email kanderson@cawh.org.

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

THE MARYSVILLE GLOBE

More widening of State expected in Marysville

by Steve Powell

December 10, 2016

MARYSVILLE – Public Works Director Kevin Nielsen’s favorite project is becoming closer to reality.

At Monday’s City Council meeting, the board is expected to pave the way for widening State Avenue from three to five lanes, from 100th to 116th.

The almost \$1.3 million from a state Transportation Improvement Board grant requires a match of \$631,000 from the city. It would pay design and right-of-way costs. Nielsen said the city would continue to go after grant funding to pay for construction.

The city in the past year just finished widening State from 116th to 136th.

At the work session Dec. 5, the council also looked at raising water, sewer and surface water utility rates 2 percent for each of the next five years. The reason: to keep pace with rising costs. The rates were compared to 11 other cities.

Also discussed was lowering school impact fees \$265 in Marysville and \$364 in Lakewood for single-family residences. Multi-family housing would go down \$1,774 in Lakewood, but go up \$916 in Marysville.

On Dec. 12, the council also is expected to:

- Approve an agreement with Fire District 12 to continue services past Jan. 1, 2017.
- Continue a solid waste collection agreement with Waste Management until Dec. 31, 2021. Garbage service will be mandatory in the city next year.
- Pay an agreement with Puget Sound Security \$217 more a month because of the increase in the minimum wage.
- OK paying a bill for \$196,000 to repair a water main break on State and 100th last July.
- Approve a contract for five years with Valli Informations Systems.
- OK spending \$93.50 a day to the Snohomish County Jail for prisoners the Marysville Jail can’t hold.

Ribbon cutting celebrates Tucker Avenue sidewalks, bike lanes

by Hayley Day
December 12, 2016



**Town officials and an engineer from the grant provider commemorate the completion of phase one on the Tucker Avenue project with a ribbon cutting ceremony on Dec. 8.
Staff photo/Hayley Day**

It's a little safer to walk and bike along on Tucker Avenue, now that sidewalks and bike lanes have been added from Guard Street to Harbor.

"Ensuring the safety of pedestrians has always been my goal," said Friday Harbor Mayor Carrie Lacher.

A ribbon cutting ceremony took place on Thursday, Dec. 8 at the Sandpiper condos on Tucker Avenue to celebrate the completion of the project's first phase.

Construction on phase one started last spring and ended at the end of August. The road was repaved and sidewalks, bike lanes, curbs, gutters, stormwater facilities, trees along the street and light poles with LED fixtures were added.

"There was no continuous walking route from the mobile home park at the end of Tucker Avenue back to town," said Town Administrator Duncan Wilson. "It was dangerous."

The same was true for bicyclists, pedaling back and forth from Roche Harbor, with no bike lanes.

Phase two of the project will start this spring and add the same amenities as phase one, from Harbor Street to the end of the town limits at University Road. The total construction area for the project is about a mile long.

Designated bike lanes cannot fit on the narrower stretch of phase two. Instead, pavement will be marked with painted bicycle signs to indicate the road must be shared by bicyclists and motorists.

The town received the \$900,000 grant from the Washington State Transportation Improvement Board for phase one in November 2014, and spent 2015 planning the project with engineers. The town fronted \$350,000 for phase one.

Phase two is funded by a \$1.3 million grant from the federal government and TIB contributed \$200,000. It is expected to be finished by next September.



**Transportation Improvement Board Engineer Greg Armstrong presents the Town of Friday Harbor with a plaque to honor the completion of phase one of the Tucker Avenue construction project. TIB funded most of the project.
Staff photo/Hayley Day**

New SR 410 traffic light coming in January

by Kevin Hanson

December 22, 2016

Nearly all the highway work has been completed in Buckley and installation of a new traffic light on state Route 410 could be less than a month away.

Placement of a traditional red-yellow-green light is the final element in a project aimed at eliminating the appropriately-named “malfunction junction.” In city circles, the project is known as the SR 410/SR 165/Ryan Road/112th Street East Realignment Project.

The project, which saw new pavement added and existing roads eliminated or altered, has been talked about in recent years. Necessary funding was secured and the City Council called for bids in April.

The math behind the project began with a total expected cost of \$2.4 million. The city received federal funding, passed through the state’s Department of Transportation, in the amount of \$1.6 million; more than \$600,000 came in the form of a grant from the state’s Transportation Improvement Board and the city funded the rest – an amount initially identified as a bit less than \$170,000.

The city last week posted a notice that work was substantially done, with a couple of key exceptions. Puget Sound Energy will need to shift some overhead power lines and the state Department of Transportation needs to complete its testing of the traffic signal equipment.

The city anticipates that the signal will be installed in early January.

Earlier steps in the project included:

- Realignment of SR 165, bending it slightly west to create a “T” intersection at SR 410. The traffic light will be added where the highways meet, just west of where 410 curves.
- Realignment of River Avenue so it connected to Ryan Road at a “T” intersection.

TACOMAWEEKLY

Lincoln District revitalization to begin in March

December 29, 2016

The City of Tacoma has gone out to bid for Phase 1 of the Lincoln District Revitalization Project which will include work on streetscape improvements and underground utilities. Bids are due in late January 2017, with construction projected to take place March to November 2017. During construction, traffic will be reduced to one lane in each direction in the construction zone.

Having recently been awarded \$1,299,530 in Transportation Improvement Board grant funding by the State of Washington, the City is also working on plans for Phase 2 of the project which will include the creation of a pedestrian friendly street that can be closed to traffic and used for community events throughout the year on South Yakima Street from South 38th to South 39th streets. Preliminary concepts will be further developed by the City, in collaboration with Lincoln Business District and community members, in 2017. Construction of Phase 2 is projected to begin in 2018.

"The City has really been working hand in hand with Lincoln Business District and community members to ensure the area reflects the neighborhood," said District 4 Council Member Marty Campbell. "We had initially set aside \$4.25 million for the Lincoln District Revitalization Project. Through leveraging and partnerships like the Transportation Improvement Board grant, along with the money spent by Tacoma Power, Tacoma Water and Environmental Services, has brought the total funding on the project to just over \$9 million."

More information about the project, including the latest project updates, is available at cityoftacoma.org/LincolnProject or at the Lincoln District Revitalization Project Office (750 S. 38th St.), between 10 a.m. and 4 p.m., Monday through Friday. Interested parties can also email LincolnProject@cityoftacoma.org, call 311 within Tacoma city limits, or call (253) 591-5174 from anywhere else.

City steps up to improve sidewalks

by Robert Whale

January 5, 2017

Walking along the north side of Auburn Way South one comes to a gap in the sidewalk between 17th Street Southeast and Muckleshoot Plaza.

Auburn intends to close it.

So on Monday, the Auburn City Council authorized Mayor Nancy Backus to accept a Washington State Transportation Improvement Board grant of \$400,000 to help cover the cost of making the Auburn Way South (SR 164) sidewalks improvement project happen.

Council action authorizes the mayor to execute any agreements TIB requires for the project, expending up to the total amount of the grant.

The grant requires the City to contribute any project funds needed in excess of the grant amount, or a minimum of 52 percent of the total project cost, whichever is greater. The City estimates the preliminary project cost at \$830,000, so the current estimated required match amount is \$430,000.

According to the grant, the design work must start in 2017, so the grant revenue funds and required matching funds for design will be included in a future budget amendment request in 2017. Matching funds for this project are available from the 102 Arterial Street Fund. The City anticipates construction will begin in 2018.

This project is listed in the Capital Facilities Plan for 2018 and 2019 and partially included in the 2018 approved budget.

Cheney FREE PRESS

Cheney awarded state grant for Simpson Parkway preservation

City hopes to get nearly \$500,000 project underway before SR 904 paving in summer

by John McCallum

January 5, 2017

Cheney's Public Works Department received an early Christmas gift in the form of a grant helping fund street preservation work in 2017 on Simpson Parkway.

The City Council approved a local agency agreement at its Dec. 13 meeting allowing it to take receipt of a \$442,560 grant from the state Transportation Improvement Board. The grant provides about 90 percent of the \$497,880 project, money that comes from the TIB's Arterial Preservation Program.

The project will include both street and sidewalk preservation work on the 2,800-foot arterial, built in 2002, that connects State Route 904 with North Sixth Street. The scope of the work will be further defined by the project engineer, and council also approved a \$41,442 contract with the firm Parametrix for preliminary design work.

Public Works Director Todd Ableman told the council that the city hopes to have final design work done early enough to bid the project in spring 2017, with construction beginning soon after. The state Department of Transportation is scheduled to begin an estimated \$1.5 million – \$2.5 million paving project of SR 904 through Cheney from Betz to Mullinix roads this summer, along with some Americans with Disabilities Act (ADA) work that would take place between May and mid-June.

"We'd like to get this (Simpson Parkway) out early before the 904 work begins," Ableman said.

The ADA work is part of a \$2.5 million – \$3 million region-wide project to improve accessibility. According to WSDOT officials, it is mainly a "concrete" job that will also include addressing ADA issues such as relocation of electrical junction boxes, signal pushbuttons, detection loops and other electrical issues.

"It's going to be a busy year," Ableman said about projects in 2017.

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

County, cities given nearly \$15M for roads projects

by Melissa Slager

January 5, 2017

The Washington State Transportation Improvement Board recently awarded nearly \$15 million to Snohomish County and nine local cities for various transportation projects.

Topping the list is a \$4 million grant that will allow Snohomish County to move ahead with a remake of 35th Avenue SE. The busy arterial is an important north-south route in one of the county's fastest-growing areas.

"We were pretty excited about getting the grant," Snohomish County Public Works Director Steve Thomsen said. "East Snohomish County, there's a lot of building going on to catch up with the housing shortage. The Growth Management Act requires us to better achieve 'concurrency' as we develop, which means you're building roads, schools and parks at the same time you're allowing homes to be constructed. So 35th is important for us."

The grant joins an earlier \$4 million federal grant and local developer fees to top off the estimated \$8.4 million needed to fully fund construction.

Thomsen calls the latest grant an example of how the county leverages local tax dollars.

"We're able to get a dollar in outside funding for every dollar of tax funds we get in. We're hoping to keep that up in the future," he said.

The proposed improvements to 35th Avenue will take place between 180th Street SE and Seattle Hill Road. Improvements include bike lanes, planter strips, sidewalks and stormwater detention and water quality treatment facilities. A continuous center turn lane will be added, and a new traffic signal will be constructed at 156th Street SE.

Construction is expected to begin in 2018.

The grant for 35th Avenue follows a \$4 million Transportation Improvement Board grant in 2014 for the county's Seattle Hill Road project, which is scheduled to break ground in 2017. Planners hope also to gain a grant for a second phase of the 35th Avenue project, which would make improvements from Highway 524 to 180th Street SE.

"We're trying to build out the whole corridor, from north to south," Thomsen said.

In all, the Transportation Improvement Board this year awarded \$121 million in grants statewide. Funding for the 10 projects in Snohomish County represents 12 percent of that total.

Other local grants:

Darrington: \$726,750 toward reconstruction of Riddle Street (from the Mountain Loop Highway to Stillaguamish Avenue), which is 95 percent of the project's costs. New LED street lights will be added as part of the project.

Edmonds: \$2.2 million toward a \$7.8 million project to improve the busy intersection of 76th Avenue W and 212th Street SW. This includes creating turn lanes, installing a new traffic signal and adding in bike lanes.

Gold Bar: \$234,924 to add a sidewalk along the east side of 10th Street between U.S. 2 and Lewis Avenue. The state grant covers 90 percent of project costs.

Lynnwood: \$4 million toward a \$14 million upgrade of 36th Avenue W, to refashion the rural road into “a suitable gateway” to what is now a highly urban area. Planners hope to alleviate congestion during busy shopping seasons, when a normal 5-minute drive can take 30 minutes with traffic to and from Alderwood mall.

Marysville: \$1.2 million toward a \$1.9 million project to widen State Avenue between 100th Street NE and 116th Street NE to four travel lanes plus a two-way left turn lane.

Monroe: \$417,726 to repave multiple roads and upgrade sidewalk ramps to current accessibility standards, including along Fryelands Boulevard and Chain Lake Road. The grant covers 84 percent of the costs.

Snohomish: \$504,271 to repave portions of Lincoln Avenue and First Street near the downtown core. Work also will upgrade sidewalk ramps. The grant covers 75 percent of the costs.

Stanwood: \$590,063 to repave portions and upgrade ramps on Pioneer Highway, Lien Street NW and 270th/271st Street NW. The grant covers 90 percent of the costs.

Sultan: \$758,290 to rehab portions of First Street/Gohr Road (from High Street to Willow Street) and Eighth Street (from High Street to the High Street Trail, which was developed as an evacuation route for local schools in case of flood or dam emergencies). Work includes adding sidewalks and storm water drainage facilities. The grant covers 95 percent of the costs.

For a complete look at the projects, go to www.tib.wa.gov/TIBDashboard.

Big slate of public works projects in Twisp this year

Streets, sidewalks, water lines and bike paths on the list

by Ann McCreary

January 5, 2017

Twisp residents can expect to see lots of construction in town in 2017, including street and sidewalk improvement work and water line replacement projects.

Among the work expected next year is a street and sidewalk improvement project that will include installing a sidewalk along one side of Second Avenue from the senior housing complex to Glover Street.

The town has received a \$771,188 state transportation grant that will, among other things, fund a long-overdue resurfacing project on Second Avenue, said Twisp Public Works Director Andrew Denham.

“The street surface is just in horrible condition. Probably the worst we have in town,” Denham said.

The project will also include improvements on sections of Third Avenue, Methow Avenue, Twisp Avenue and Lincoln Street.

Denham said aging water lines under Second Avenue and Lincoln Street will be replaced prior to the street improvements at a cost of about \$185,000.

Another major project that will be completed next summer is construction of sidewalks, curbs and gutters along Highway 20 to Airport Road.

The \$858,535 project will be done through state and federal funding. Water lines will be replaced under the highway before the sidewalk project through a \$515,000 loan from the U.S. Department of Agriculture, Denham said.

“We have several million dollars worth of water work that needs to be done” in Twisp, Denham said.

A \$196,000 federally funded project planned for Twisp Avenue will install sidewalks and a bike path between Lincoln Street and Highway 20, to provide a safer route for pedestrians and cyclists.

Denham said the town also hopes to build new public tennis courts next year in the Twisp Park behind the Wagner Memorial Pool, and begin construction of a recreational trail, which will begin at the park and travel along the west side of the Methow River.

The tennis court project will cost about \$85,000, and the trail costs are still being firmed up, Denham said.

Those projects will be funded through state Recreation and Conservation Office grants, as well as grants provided by the Kiwanis Club, Denham said.

Twisp will also build a new public works shop at the town public works facility on Cottonwood Street. That project is expected to cost about \$600,000, Denham said.



New look for Main Street in downtown Bothell

by Adam Mertz

January 11, 2017

BOTHELL — The city is finalizing the design of the new streetscape project expected to help revitalize downtown Bothell following last summer’s fire. City leaders will meet with downtown business owners Wednesday to layout the plan and discuss the Main Street Enhancement Project.

The \$7 million dollar project includes new sidewalks, more public gathering space, and additional parking. The work will be done along Main Street in between Bothell Way NE and 102nd Avenue NE. The second phase will include Main Street from 102nd Avenue NE and 104th Avenue NE/Kaysner Way.

“The building facades won’t change. The old time look won’t change, but the actual road structure and sidewalks will look just like down on Bothell Everett Highway,” said Leigh Henderson, business owner.

In the short term, several business owners expressed concerns about the construction causing congestion, but they support the project. City leaders say they want to work with downtown businesses to find solutions.

“We are really looking to do everything we can to help the businesses survive through the construction so they can thrive afterwards,” said public works director Erin Leonhart.

A portion of the project will be funded by the state. The Washington State Transportation Improvement Board awarded the city \$4.7 million for the Main Street Enhancement Project.

The city has worked on the project for years, but officials say they wanted to move forward with it after a fire destroyed several buildings in 2016.

The project meeting is at city hall Wednesday morning.

Construction is expected to begin in April 2017.

Video available at <http://q13fox.com/2017/01/11/new-look-for-main-street-in-downtown-bothell/>