



Transportation Improvement Board  
May 18-19, 2017 – Bellingham, Washington

Location: Four Points by Sheraton  
714 Lakeway Dr  
Bellingham, WA 98229  
360-392-6540

May 18, 2017 – 2:00 p.m.  
WORK SESSION AGENDA

			Page
2:00 p.m.	A. Welcome from the City of Bellingham	Chair Stevens Kelli Linville, Mayor of Bellingham	
	<b>PROGRAM &amp; PROJECT MATTERS</b>		
2:10 p.m.	B. Project Actions		
	1. Out of Call Funding Request: Richland – Duportail Bridge Pete Rogalsky, Public Works Director	Ashley Probart	16
	2. Scope Change: Black Diamond – Roberts Drive Scott Hanis, Capital Project/Program Manager	Greg Armstrong	17
3:00 p.m.	C. Urban Arterial Program (UAP) Criteria Changes	Chris Workman	22
3:20 p.m.	D. 2017 Preliminary Call Size	Vaughn Nelson	28
3:40 p.m.	E. Emergency Pavement Repair Update	Chris Workman	31
4:10 p.m.	F. TIB 101: Transportation Benefit District	Ashley Probart	
4:30 p.m.	G. Adjournment	Chair Stevens	



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May 19, 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	Greg Armstrong	
9:30 a.m.	3. GENERAL MATTERS		
	A. Approval of March 24, 2017 Minutes	Chair Stevens	1
	B. Communications	Ashley Probart	
	1. Note from YVCOG		32
	2. Kitsap Daily News - \$4.9 million contract awarded for Lebo Boulevard...		33
	3. Tri-City Herald - Richland forms new district, \$20 car tab fee is next		35
	4. Black Diamond Reporter - Better late than never, right?		36
	5. The Monroe Monitor & Daily News - Sultan loses powerhouse public employee		38
	6. Herald Net - Emergency funds will help fix Snohomish County's potholes		40
	7. The Star - City gets small street grant for repairs		42
	8. Quad City Herald - Bridgeport council gets green light on Bridgeport Daze		43
	9. The Times - Dayton Plans to Fix Streets		44
	10. South Whidbey Record - Langley's Second Street project leads to national...		46
	11. KIMA tv.com - City of Ellensburg continues work to increase bike safety		48
	12. Tri-City Herald - Kennewick mulls \$6M shortfall for highway Southridge overpass		49
	13. Kitsap Daily news - Ready, set, bid: Tremont project nearing milestone		51
	14. Mercer Island Reporter - Council approves crosswalk at 32 <sup>nd</sup> Street on Island...		53
	15. The News Tribune - Harborview Drive sidewalk project		54
	16. Yakima Herald - Water Street upgrade: It's going to look different a year from now		55
	17. Edmonds Beacon - Caution: Road work ahead in Edmonds		58
	18. Bothell Reporter - Groundbreaking ceremony held for Main Street Enhancement...		60
	19. Quad City Herald - Pateros council awards Ives Landing bid, prepares for Arbor Day		63
	20. Renton Reporter - Main Avenue South project raises concern		64
	21. The Northern Light - Bellevue engineering firm pens contract with city for Sweet...		66
	22. The News Tribune - Puyallup arterial project drags on as city flights with first...		67
	23. Yakima Herald - The revitalization of Yakima's North First Street remains little...		68
	24. The Chronicle - Centralia, Lewis County Review Options on Borst Avenue...		71
	25. KBKW The Talk of Grays Harbor - City of Hoquiam Plans Sidewalk Repairs on...		74



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- 9:40 a.m. 4. NON-ACTION ITEMS
- A. Executive Director Report Ashley Probart
  - B. Financial Report Vaughn Nelson
  - C. Project Activity Report (3/1/17 – 4/30/17) Greg Armstrong 6
  - D. Delayed Project Report Greg Armstrong 14
- 10:15 a.m. 5. ACTION ITEM
- A. Out of Call Funding Request: Richland – Duportail Bridge Greg Armstrong 16
  - B. Scope Change: Black Diamond – Roberts Drive Greg Armstrong 17
  - C. UAP Criteria Changes Chris Workman 22
  - D. 2017 Call Size Vaughn Nelson 28
  - E. 2018 Meeting Locations Ashley Probart 30
- 10:45 a.m. 7. ADJOURNMENT Chair Stevens

**FUTURE MEETINGS**

September 21-22 (Walla Walla)

November 16-17 (Stevenson/Vancouver)

**Transportation Improvement Board  
March 24, 2017  
The Historic Davenport Hotel  
Spokane, Washington**

**TIB BOARD MEMBERS PRESENT**

Commissioner Richard Stevens, Chair  
Mayor Patty Lent, Vice Chair  
Mr. Jeff Carpenter  
Ms. Barbara Chamberlain  
Ms. Elizabeth Chamberlain  
Mr. Gary Ekstedt  
Commissioner Terri Jeffreys  
Mayor Glenn Johnson

Mr. John Klekotka  
Ms. Colleen Kuhn  
Mr. Mick Matheson  
Ms. E. Susan Meyer  
Ms. Laura Philpot  
Mr. David Ramsay  
Mr. Martin Snell  
Mr. Jay Weber

**TIB STAFF**

Ashley Probart  
Vaughn Nelson/recorder  
Chris Workman  
Gloria Bennett

**TIB BOARD MEMBERS NOT PRESENT**

Mr. Jim Albert  
Ms. Wendy Clark-Getzin  
Commissioner Bob Koch  
Mayor Ron Lucas

**1. CALL TO ORDER**

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

**MOTION:** It was moved by Mayor Johnson with a second by Mayor Lent to change the agenda to include two items, an action item for pavement repair and a citizen addressing the board.

Motion carried unanimously.

**2. WELCOME**

Ms. Theresa Sanders, Spokane City Administrator, welcomed the Transportation Improvement Board to the city of Spokane. TIB has invested \$10 million in the last 5 years to augment \$100 million in investments. She expressed her pleasure that Spokane received a Complete Streets Award. She also spoke regarding the Spokane's Link Initiative and presented materials from the Spokane state of the city address. The board took a bus tour of the city as part of the Thursday Work Session to see current TIB projects in the area.

**3. GENERAL MATTERS**

**A. Approval of January 27, 2017 Minutes**

**MOTION:** It was moved by Mayor Johnson with a second by Mr. Matheson to approve the minutes of the January 27, 2017 board meeting.

Motion carried unanimously.

**B. Communications**

Chris Workman and Ashley Probart discussed communications included in the board packet.

Mr. Probart mentioned that the TIB name is well publicized which is nice to see. The Complete Streets Grants showed up in several press releases and staff is pleased to see the innovation in these projects.

Mr. Probart also talked about Transportation Benefit Districts (TBDs) and that we are seeing more dependence on TBDs to get match for TIB funding.

#### 4. NON-ACTION ITEMS

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

- Finishing up duties with FMSIB and working on one-on-one meetings with staff. Most of the double duty is done.
- Will be scheduling visits to meet with board members soon.
- Will be going with staff to workshops and trainings.
- Work volume has been keeping staff busy.
- Legislative update:
  - Transportation budgets are out, mostly are status quo for TIB.
  - Has been attending the Governor's subcabinet meetings.
  - There is a general reengagement in the bridge over the Columbia River.
  - Distracted driving bill that has an effect on TIB pavement ratings work. Staff is working with bill sponsors and traffic safety commission to get an exception built in.
- Will trend more towards saying “no” than “yes” when it comes to director requests from customers. Customers can work through our traditional processes.
- Gave a briefing on Duportail Bridge in Richland. It was funded partially by connecting Washington money. We expect this to be on the agenda for the May meeting. They have \$20 million from the 2015 Connecting Washington package on a \$37 million project. Staff expects the city will likely request around \$9 million.

##### B. Management Team Report – Vaughn Nelson and Chris Workman reported on the following:

- Mr. Workman gave an update on the Relight Washington Program (LED program.) Agreements with Avista and PSE are working well and cities with metered lights are taking advantage. Staff is trying to get involved with Public Utility Departments (PUDs.) Currently staff is working with Pend Orielle PUD and Skamania. Clark PUD is a big cost center. Pacific Power and Light is now discussing rerating, in the past their rates went up for LED, but staff recently received word that they are hopefully lowering their rates.
- Mr. Nelson presented an overview of the call size for November 2017.

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

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

- Still seeing good surpluses on projects going to bid.
- Account balances are growing at this time because of the construction cycle.
- Avista actions have given us lots of actions in Relight Washington.

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

The following activity took place in January through February 2017.

- Notable Events
  - Urban Programs
    - Battle Ground – S Parkway Ave \$1,252,076 Surplus
    - Issaquah – SE 62nd Street \$750,000 Increase
    - Walla Walla – Isaacs Ave \$1,220,182 Surplus
  - Small City Arterial Program
    - Newport – SE Newport Improvements \$139,608 Increase
  - Relight Washington Program
    - 15 projects completed and closed \$8,348 Surplus
  - Complete Streets Program
    - 20 of 38 Grant Agreements Executed

**5. ACTION ITEMS**

**A. Increase Request, \$623,570: City of Clyde Hill – 84th Ave SE**

Chris Workman presented the increase request for the city of Clyde Hill. The project is split with the city of Medina and Clyde Hill. The plan presented by the city included a small lane widening to provide for a shared lane for bikes. However, the City of Medina's comp plan showed that they needed a full bike lane or a separated path. Medina decided to put in a separated path and Clyde Hill decided to put in the same on their side. Travel lanes are now narrowed to 11 feet. South of the project there are full bike lanes and the north end connects into a trail system. The increase requested will fund putting in two separated paths including walls. The city is requesting \$623,570 in additional TIB funds.

Board members had questions and comments regarding the size of the increase, if the project could be completed with a \$500,000 increase, and they would prefer to not allow any additional increases.

**MOTION:** It was moved by Mayor Johnson with a second by Mayor Lent to approve the increase of \$500,000 in TIB funding.

There was discussion amongst the board regarding hesitance to approve an increase this large.

**AMMENDED MOTION:** It was moved by Mayor Johnson with a second by Mayor Lent to approve an increase of \$500,000 in TIB funding with the following conditions:

- No more increases will be approved for this project
- Any cost savings realized during the project must be returned to TIB first
- The board will not award Clyde Hill or Medina TIB funding in 2017&2018

Mr. Klekotka, Commissioner Jeffreys, and Mr. Ramsay voted nay.  
Motion Carried

**B. Increase Request, \$158,848: City of Wenatchee – Mission St & Chelan Ave**

Gary Owen, engineer for City of Wenatchee, presented the increase request for the city of Wenatchee. Mr. Owen stated the project is completely built. It is 25% over what was

requested. At the bid award stage, they received the director's limit increase of 15% and now the city council asked to come back to TIB at closeout to ask for more.

Discussion from the board followed. Ms. Bennett confirmed for the board that staff wanted the city to go to work despite not having time to come to board with the increase request at bid award and it was decided to come to the board at completion. The limited time was due to the WSDOT paving schedule.

**MOTION:** It was moved by Mayor Johnson with a second by Mr. Matheson to approve the \$158,848 increase at contract completion for a \$993,404 TIB fund total.

There was discussion amongst some of the board expressing displeasure that the city elected to go ahead without TIB approval first. Some members also said there was no evidence of burden to the city if they were to lose these funds. Motion was not amended.

Mr. Weber, Mr. Ekstedt, Mr. Klekotka, and Ms. B. Chamberlain voted nay.

Motion Carried

### **C. Increase Request: Town of Northport – Sidewalk Project**

Gloria Bennett presented the increase request for the Town of Northport. The town received funding in November 2015. They are requesting to add sidewalk to various segments of the project which will tie in with previous TIB-funded sidewalk between the school and the central business district. Two bidding requests have been made the second round resulted in a lower bid but it still came out higher than was originally estimated by the engineer. TIB staff believes it is unlikely that rebidding the project will yield more favorable results.

**MOTION:** It was moved by Mr. Klekotka with a second by Mayor Johnson to approve the \$106,219 increase in TIB funding and approval to award the contract.

Motion carried unanimously.

### **D. Winter Pavement Damage**

At the Thursday Work Session Chris Workman gave a presentation regarding winter pavement damage throughout the state, specifically in small cities and medium size cities and ideas to help these cities.

Board discussion followed, a summary of topics discussed below:

- 2017 Emergency Pavement Repair Funding
- Emphasis on one time only emergency funding
- TIB has limited funds available for this endeavor
- All cities with assessed value under \$2 billion are eligible (APP and SCPP eligible agencies)
- Small scale grants, \$10,000 - \$50,000
- Simple proposal and process with estimate, pictures, and maps
- Will only approve permanent pavement repair treatments
- Emphasis on previously improved streets
- Match required at current SCPP and APP rates

On Friday Ashley Probart reviewed the discussion from Thursday and suggested to the board the following three options:

1. New funding
2. Extend funding on current projects
3. Wait for November call and increase the size

**MOTION:** It was moved Ms. Philpot with a second by Mr. Snell to authorize staff to implement the one-time 2017 Emergency Pavement Repair Funding Program for up to \$5 million to be expended by August 31, 2017.

Ms. E. Chamberlain had to previously excuse herself and was not present for the vote.

Motion carried unanimously

**E. Citizen addressing the board regarding Puyallup project 39th street**

Mr. Probart gave a brief history of the project.

Citizen Mr. Steve Aldridge addressed the board. He lives in the Puyallup UGA really close to the project. He stated the city requested the grant and then changed the plans. He stated the city eliminated the center turn lane at Costco due to restraint of right of way. He is concerned over safety.

**6. FUTURE MEETINGS**

The next meeting is scheduled for May 18-19, 2017 in Bellingham.

**7. ADJOURNMENT**

The meeting adjourned at 10:51 a.m.



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-193(002)-1	CHEHALIS	FY 2017 Arterial Preservation Project	Audit	CC	371,367	-39,371	Director
3-E-168(003)-1	CHENEY	FY 2018 Overlay Project	Construction	CN	36,900	0	Director
3-E-177(003)-1	COLLEGE PLACE	FY 2018 Overlay Project	Design	DE	27,737	0	Director
3-P-204(004)-1	COVINGTON	FY 2018 Rehabilitation Project	Bid Award	CN	305,570	-1	Director
3-P-137(002)-1	DUPONT	FY 2017 Arterial Preservation Project	Bid Award	CN	417,251	0	Director
3-P-124(004)-1	ENUMCLAW	FY 2017 Arterial Preservation Project	Bid Award	CN BA	520,582	67,902	Director
3-P-124(005)-1	ENUMCLAW	FY 2018 Overlay Project	Bid Award	CN BA	212,519	-92,397	Director
3-E-164(003)-1	EPHRATA	FY 2017 Arterial Preservation Project	Construction	CN	18,270	0	Director
3-W-985(003)-1	FERNDALE	FY 2017 Arterial Preservation Project	Bid Award	BA	684,698	3,998	Director
3-E-183(005)-1	GRANDVIEW	FY 2018 Overlay Project	Construction	CN	34,929	0	Director
3-P-822(003)-1	MONROE	FY 2017 Arterial Preservation Project	Audit	CC FV AD	162,902	-5,762	Director
3-P-822(004)-1	MONROE	FY 2018 Overlay Project	Construction	CN	1,263	0	Director
3-P-112(003)-1	NORMANDY PARK	FY 2018 Overlay Project	Construction	CN	31,920	0	Director
3-P-804(003)-1	NORTH BEND	FY 2018 Overlay Project	Construction	CN	9,302	0	Director
3-E-844(002)-1	OTHELLO	FY 2015 Arterial Preservation Project	Audit	CC FV AD	409,113	-657	Director
3-P-117(004)-1	PACIFIC	FY 2018 Overlay Project	Construction	CN	35,999	0	Director
3-W-950(001)-1	RIDGEFIELD	FY 2017 Arterial Preservation Project	Bid Award	BA	396,405	51,705	Director
3-P-142(003)-1	SNOHOMISH	FY 2018 Overlay Project	Construction	CN	15,075	0	Director
3-P-823(003)-1	STANWOOD	FY 2018 Overlay Project	Construction	CN	55,236	0	Director
3-E-946(002)-1	WAPATO	FY 2017 Arterial Preservation Project	Withdrawn	WD	77,868	0	Director
<b>Total APP Change</b>						<b>-14,583</b>	



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>CSP Program</b>							
C-E-893(001)-1	AIRWAY HEIGHTS	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-103(001)-1	BELLEVUE	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-E-986(001)-1	COLFAX	Complete Streets Award	Bid Award	BA	125,000	0	Director
C-E-175(001)-1	ELLENSBURG	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-138(001)-1	EVERETT	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-106(001)-1	KENT	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-111(001)-1	KIRKLAND	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-943(001)-1	MOXEE	Complete Streets Award	Bid Award	BA	125,000	0	Director
C-P-027(001)-1	PIERCE COUNTY	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-W-151(001)-1	PORT TOWNSEND	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-202(001)-1	SHORELINE	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-806(001)-1	SNOQUALMIE	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-865(001)-1	SOAP LAKE	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-131(001)-1	SUMNER	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-176(001)-1	WALLA WALLA	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-180(001)-1	YAKIMA	Complete Streets Award	Bid Award	BA	500,000	0	Director
<b>Total CSP Change</b>						<b>0</b>	
<b>LED Program</b>							
S-E-893(001)-1	AIRWAY HEIGHTS	LED Streetlight Conversion	Bid Award	DE CN BA	16,650	0	Director
S-E-869(001)-1	CRESTON	LED Streetlight Conversion	Bid Award	DE CN BA	17,100	0	Director
S-E-888(001)-1	CUSICK	LED Streetlight Conversion	Bid Award	DE CN BA	7,695	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-E-909(001)-1	ENDICOTT	LED Streetlight Conversion	Bid Award	DE CN BA	27,000	0	Director
S-E-895(001)-1	FAIRFIELD	LED Streetlight Conversion	Bid Award	DE CN BA	27,450	0	Director
S-W-831(001)-1	FRIDAY HARBOR	LED Streetlight Conversion	Audit	CC	143,745	37,814	Director
S-E-889(001)-1	IONE	LED Streetlight Conversion	Bid Award	DE CN BA	36,855	0	Director
S-E-912(001)-1	LACROSSE	LED Streetlight Conversion	Bid Award	DE CN BA	27,000	0	Director
S-W-835(001)-1	LYMAN	LED Streetlight Conversion	Audit	CC FV AD	12,993	-2,757	Director
S-E-897(001)-1	MEDICAL LAKE	LED Streetlight Conversion	Bid Award	DE CN BA	104,400	0	Director
S-E-890(001)-1	METALINE	LED Streetlight Conversion	Bid Award	DE CN BA	8,505	0	Director
S-E-891(001)-1	METALINE FALLS	LED Streetlight Conversion	Bid Award	DE CN BA	19,845	0	Director
S-W-957(001)-1	MONTESANO	LED Streetlight Conversion	Audit	CC FV AD	4,450	-105	Director
S-E-892(001)-1	NEWPORT	LED Streetlight Conversion	Bid Award	DE CN BA	55,890	0	Director
S-E-167(002)-1	PULLMAN	LED Streetlight Conversion	Bid Award	DE CN BA	523,350	0	Director
S-E-845(001)-1	RITZVILLE	LED Streetlight Conversion	Audit	CC FV AD	12,287	2,519	Director
S-E-898(002)-1	ROCKFORD	LED Streetlight Conversion	Bid Award	DE CN BA	20,250	0	Director
S-E-899(001)-1	SPANGLE	LED Streetlight Conversion	Bid Award	DE CN BA	27,450	0	Director
S-E-874(001)-1	SPRAGUE	LED Streetlight Conversion	Bid Award	DE CN BA	28,350	0	Director
S-E-919(001)-1	TEKOA	LED Streetlight Conversion	Audit	CC FV AD	59,850	4,050	Director
S-E-181(001)-1	UNION GAP	LED Streetlight Conversion	Bid Award	DE CN BA	46,224	0	Director
S-E-900(001)-1	WAVERLY	LED Streetlight Conversion	Bid Award	DE CN BA	25,650	0	Director
S-E-875(001)-1	WILBUR	LED Streetlight Conversion	Bid Award	DE CN BA	48,150	0	Director
<b>Total LED Change</b>						<b>41,521</b>	

RTP Program

7-1-823(006)-1	STANWOOD	Pioneer Highway	Construction	CN	21,487	0	Director
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# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>Total RTP Change</b>						<b>0</b>	
<b>SCAP Program</b>							
6-W-837(014)-1	BLAINE	Sweet Road	Design	DE	64,472	0	Director
6-W-952(005)-1	CASTLE ROCK	Dougherty Drive	Design	DE	84,744	0	Director
6-W-832(005)-1	CONCRETE	Main Street	Construction	CN	18,000	0	Director
6-E-924(006)-1	DAYTON	S 1st Street	Bid Award	CN BA	842,628	38,028	Director
6-W-838(006)-1	EVERSON	Kirsch Drive	Bid Award	BA	735,486	86,348	Director
6-E-871(009)-1	HARRINGTON	Second Street	Bid Award	CN BA	591,943	-53,057	Director
6-W-834(006)-1	LA CONNER	N 3rd Street and State Street	Construction	CN	66,955	0	Director
6-E-892(003)-1	NEWPORT	Southeast Newport Improvements	Bid Award	BA	713,174	-185,669	Director
6-W-973(005)-1	NORTH BONNEVILLE	Evergreen Drive	Contract Completion	CC	314,480	-46,134	Director
6-E-915(005)-1	OAKESDALE	Pearl/First/McCoy Streets	Construction	CN	121,600	0	Director
6-E-916(004)-1	PALOUSE	W Whitman Street	Bid Award	BA	421,825	51,325	Director
6-W-964(007)-1	PE ELL	W 5th & 6th Avenue/Pe Ell-McDonald Road	Bid Award	CN BA	603,116	-294,716	Director
6-E-917(002)-1	ROSALIA	Whitman Avenue	Bid Award	BA	721,197	-26,123	Director
6-E-932(001)-1	ROSLYN	Pennsylvania Avenue	Design	DE	137,500	0	Director
6-W-974(106)-1	STEVENSON	Kanaka Creek Road Improvements	Bid Award	DE CN BA	123,752	0	Director
6-E-947(013)-1	ZILLAHA	First Avenue	Construction	CN	107,091	0	Director
<b>Total SCAP Change</b>						<b>-429,998</b>	
<b>SCPP Program</b>							
2-P-800(005)-1	BLACK DIAMOND	FY 2018 Overlay Project	Design	DE	5,950	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-952(005)-1	CASTLE ROCK	FY 2018 Rehabilitation Project	Design	DE	21,134	0	Director
2-W-832(005)-1	CONCRETE	FY 2018 Overlay Project	Bid Award	CN BA	183,350	-4,750	Director
2-E-850(002)-1	LEAVENWORTH	FY 2017 Overlay Project	Construction	CN	56,883	0	Director
2-W-835(002)-1	LYMAN	FY 2018 Overlay Project	Bid Award	CN BA	112,212	-7,388	Director
2-E-899(002)-1	SPANGLE	FY 2018 Rehabilitation Project	Design	DE	34,460	0	Director
2-W-951(004)-1	YACOLT	FY 2017 Seal Coat Project	Audit	CC FV AD	97,284	-17,553	Director
<b>Total SCPP Change</b>						<b>-29,691</b>	

## SP Program

P-P-119(P01)-1	ALGONA	1st Avenue N	Bid Award	CN BA	228,178	28,178	Director
P-P-105(P02)-1	AUBURN	Auburn Way S	Design	DE	67,470	0	Director
P-W-156(P07)-1	BELLINGHAM	12th Street	Construction	CN	53,055	0	Director
P-W-952(P03)-1	CASTLE ROCK	SR 504	Audit	CC FV AD	252,167	-3,478	Director
P-E-004(P02)-1	CHELAN COUNTY	South Wenatchee Pedestrian - Phase II	Bid Award	CN BA	432,008	11,046	Director
P-E-901(P02)-1	CHEWELAH	US 395	Construction	CN	36,090	0	Director
P-W-006(P07)-1	CLARK COUNTY	Highway 99	Construction	CN	30,000	0	Director
P-E-924(P01)-1	DAYTON	W Main St (SR 12)	Construction	CN	19,800	0	Director
P-P-139(P02)-1	EDMONDS	238th Street SW	Construction	CN	72,034	0	Director
P-E-164(P01)-1	EPHRATA	1st Avenue NW	Design	DE	38,063	0	Director
P-W-831(P02)-1	FRIDAY HARBOR	Park Street and Reed Street	Bid Award	BA	159,790	-30,569	Director
P-P-127(P04)-1	GIG HARBOR	Harborview Drive	Withdrawn	WD	27,500	-259,673	Director
P-W-197(P02)-1	LACEY	Citywide Pedestrian Crossings	Bid Award	CN BA	146,635	-53,365	Director
P-P-143(P02)-1	MARYSVILLE	Grove Street	Audit	FV AD	121,769	0	Director
P-P-104(P02)-1	MERCER ISLAND	Island Crest Way	Bid Award	BA	257,338	-54,662	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-166(P03)-1	MILLWOOD	Grace and Sargent	Bid Award	CN BA	293,475	13,475	Director
P-E-905(P02)-1	NORTHPORT	South Avenue/4th Street/Center Avenue (SR 25)	Bid Award	BA	406,219	106,219	Board
P-P-027(P04)-1	PIERCE COUNTY	136th Street E	Contract Completion	CC	303,710	-35,590	Director
P-P-027(P06)-1	PIERCE COUNTY	160th Street E	Bid Award	BA	231,872	2,522	Director
P-W-151(P07)-1	PORT TOWNSEND	Jefferson Street	Design	DE	65,697	0	Director
P-P-806(P02)-1	SNOQUALMIE	Meadowbrook Way SE	Design	DE	28,250	0	Director
P-E-208(P03)-1	SPOKANE VALLEY	Bowdish Road and 12th Avenue	Bid Award	BA	289,763	6,333	Director
P-E-208(P04)-1	SPOKANE VALLEY	32nd Avenue	Design	DE	45,302	0	Director
P-W-974(P01)-1	STEVENSON	Gropper Road	Construction	CN	30,764	0	Director
P-W-186(P02)-1	WASHOUGAL	SE Evergreen Way	Bid Award	CN BA	164,815	0	Director
P-W-978(P02)-1	YELM	SR 507	Bid Award	CN BA	305,935	-14,385	Director
<b>Total SP Change</b>						<b>-283,949</b>	

## UAP Program

8-3-893(004)-1	AIRWAY HEIGHTS	Garfield, Russell, and Sprague, Phase 1	Construction	CN	142,560	0	Director
8-3-893(005)-1	AIRWAY HEIGHTS	Garfield, Russell, and Sprague	Design	DE	183,834	0	Director
8-4-002(006)-1	ASOTIN COUNTY	Fleshman Way	Bid Award	BA	3,200,000	0	Director
8-2-152(026)-1	BREMERTON	Lebo Boulevard	Bid Award	CN BA	5,121,025	178,303	Director
8-5-006(042)-1	CLARK COUNTY	NE 119th Street	Bid Award	CN BA	3,051,952	51,952	Director
8-3-161(010)-1	EAST WENATCHEE	Baker Avenue	Construction	CN	314,258	0	Director
8-1-139(003)-1	EDMONDS	76th Avenue W and 212th Street SW	Bid Award	BA	1,455,524	-789,794	Director
8-1-127(007)-1	GIG HARBOR	Harbor Hill Drive	Construction	CN	0	0	Director
8-3-988(002)-1	LIBERTY LAKE	Liberty Lake Drive	Bid Award	BA	1,280,770	-121,230	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-205(004)-1	MAPLE VALLEY	216th Avenue SE	Audit	CC FV AD	1,523,863	179,158	Director
8-1-813(003)-1	ORTING	SR 162	Construction	CN	146,885	0	Director
8-2-153(002)-1	PORT ORCHARD	Tremont Street	Construction	CN	0	0	Director
8-5-950(001)-1	RIDGEFIELD	Pioneer Street (SR 501)	Construction	CN	619,490	0	Director
8-1-202(006)-1	SHORELINE	Aurora Avenue N (SR 99)	Audit	CC FV AD	8,186,630	-313,370	Director
8-3-165(089)-1	SPOKANE	Sprague Avenue	Bid Award	BA	1,927,394	-2,272,606	Director
8-3-032(066)-1	SPOKANE COUNTY	Market Street	Audit	CC FV AD	1,308,856	150,417	Director
8-3-032(067)-1	SPOKANE COUNTY	Market Street	Bid Award	BA	1,258,687	-61,509	Director
8-1-131(006)-1	SUMNER	Bridge Street	Bid Award	BA	1,530,236	199,596	Director
8-1-128(092)-1	TACOMA	Tacoma Avenue South	Audit	CC FV AD	2,091,210	91,210	Director
8-4-946(002)-1	WAPATO	Trader Street	Bid Award	BA	1,278,374	118,094	Director
8-3-160(026)-1	WENATCHEE	Mission Street/Chelan Ave (SR 285)	Audit	CC FV AD	993,404	158,848	Director
8-1-198(004)-1	WOODINVILLE	NE 171st Street	Construction	CN	523,000	0	Director
<b>Total UAP Change</b>						<b>-2,430,931</b>	
<b>UCP Program</b>							
9-P-206(004)-1	KENMORE	NE Bothell Way (SR 522)	Audit	FV AD	5,808,122	0	Director
<b>Total UCP Change</b>						<b>0</b>	



Washington State Transportation Improvement Board

# Project Activity Report

Reporting Period  
From 03/01/2017 to 04/30/2017

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
				<b>Total Change</b>		<b>-3,147,631</b>	

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



## Delayed Projects Report

May 19, 2017

### BACKGROUND

TIB staff reports to the Board on all projects that missed the performance standard for reaching bid award. The standard is defined as:

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

When project delays are the result of environmental issues, right-of-way issues, changes in funding partnerships, funding shortfalls, or the public involvement process, TIB staff attempt to aid the agency in advancing the project.

Agencies that may need to appear before the Board have been involved in a two-year delayed projects process as outlined in WAC 479-05-213. Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency misses the agreed upon date set in Stage 1, the project moves to Stage 2. Projects in Stage 2 delay are moved to contingency and must appear before the Board for reinstatement of construction funds. Grants are terminated for projects not reaching bid award within one year of moving to the contingency list.

TIB currently has 420 active projects; over 98% of these projects are within targets established by the Board.

Of the 7 delayed projects this year:

- 5 projects are being reported to the Board for the first time and will receive a letter from the Executive Director.
- 1 project (Black Diamond) will move to Stage 2 delay July 1 (see scope change request)
- 1 project (Richland) moved to contingency status in 2012 and remains in court over the railroad crossing.

### STATUS

The following summarizes the status of the Stage 2 delay project that is on the contingency list:

Richland Gage Blvd/Center Parkway – The May 2013 Board meeting granted the city a time extension on this project until resolution of an at-grade railroad crossing approval request from the Washington Utilities and Transportation Commission. The WUTC Commission granted the approval request by the city, but this decision has been appealed by the railroad to court.

Staff will continue to work with this agency to establish expected performance dates and report to the Board in September and if necessary schedule appearances before the Board at subsequent meetings.

### RECOMMENDATION

No Board action is required at this time.

**Delayed Projects**

<b>Agency</b>	<b>Project Number</b>	<b>Funding Series</b>	<b>Current Phase</b>	<b>Project Name</b>	<b>Delay Stage</b>	<b>Total TIB Remaining TIB Total Project Cost</b>
Black Diamond	6-P-800(002)-1	2015	Design	Roberts Drive – West end of Rock Creek Bridge to Lynch Lane	<b>2</b>	1,266,300 1,074,785 1,407,000
Blaine	6-W-837(013)-1	2016	Design	Hughes Avenue – Peace Portal Drive to Odell Street	<b>1</b>	908,653 885,518 2,004,453
Port Townsend	3-W-151(002)-1	2017	Design	FY 2017 Arterial Preservation Project – Multiple Locations	<b>1</b>	690,000 642,103 817,230
Raymond	P-W-971(P01)-1	2016	Design	US 101 – Duryea Street to Heath Street	<b>1</b>	221,880 221,880 233,558
Seattle	8-1-101(157)-2	2014	Design	23 <sup>rd</sup> Avenue – S Jackson Street to South Rainer Street	<b>1</b>	2,100,000 1,934,053 7,283,055
Wilkeson	P-P-816(P01)-1	2016	Design	SR 165 – Foothills Trail to Railroad Street	<b>1</b>	350,000 350,000 1,025,000
Richland	9-E-171(003)-3	2007	Design	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr	<b>Contingency</b>	644,320 644,320 2,265,600

 Indicates contingency project



**Out of Call Funding Request**  
**City of Richland – Duportail Bridge**  
 May 19, 2017

**BACKGROUND**

The Duportail Bridge is the final segment in the Duportail/Stevens Corridor, which provides improved multi-modal connectivity between central Richland and the Queensgate area. The city received \$22M in Connecting Washington money allocated to the 2017-2019 biennium for the construction of the Duportail Bridge. There was approximately a \$18M funding shortfall between the Connecting Washington funds and the anticipated project costs. The City was able to secure \$2.7M in STP funds through the BFCOG and passed a Transportation Benefit District to bond an additional \$3.8M of the project. This left a \$9M funding shortage for the city to fill. TIB foresaw this funding gap and withheld \$4M of the \$9M needed during last year’s Project Selection, to put toward this project. The funding need for this project was discussed with the board at prior TIB board meetings.

**STATUS**

The city is scheduled to advertise the project on September 6, 2017. They are finalizing a small number of right of way acquisitions and submitting information to WSDOT for right of way certification. They are completing environmental updates in order to get the environmental approvals needed through the Corp of Engineers. The September advertisement date is out of the typical call window, requiring the out of call funding.

This project would have scored about a score of 75 in the Mobility band during the 2016 project selection. This would have been the number one project in the Southeast region and likely selected in Round 3 of the 2016 project selection under the Mobility band.

The city requests an out of call funding for \$9,000,000 in TIB funds.

Approval of the funds allows:

- A fall advertisement date
- Construction of a facility consistent with local and regional plans
- Completes the final segment in the Duportail/Stevens Corridor

The table below shows the current funding partners and amounts for this project:

<b>Funding Partners</b>	<b>Anticipated Funds</b>
Connecting Washington	\$20M
TIB	\$9M
Local Funds	\$3.8M
Connecting Washington – SR 240	\$2.0M
STP-BFCOG	\$2.7M
<b>TOTAL</b>	<b>\$37.5M</b>

If the Board approves the increase, the city of Richland will not apply for UAP funding until 2020.

**RECOMMENDATION**

Staff recommends approval of the out of call funding request for TIB funding.



## Scope Change Request City of Black Diamond – Roberts Drive May 19, 2017

### BACKGROUND

The city received \$1,266,300 in TIB funding for two Roberts Drive projects in November 2013 and 2014. These projects were combined into a single project in December 2014 to simplify design and project administration. The original project rehabilitates the existing Rock Creek Bridge by replacing the deck and bridge rail and reconstructs the roadway between the bridge and Sunny Lane, adding sidewalk, storm drainage and LED lighting. The second project reconstructs the roadway between Sunny Lane and City Hall adding sidewalk, storm drainage and LED lighting. In addition, the developer will construct a separate pedestrian bridge over Rock Creek.

### STATUS

This project was reported to the Board as a delayed project in May 2016. In the city's response to the Board in July 2016, it stated they would advertise in December 2016. The design was complete and the project was ready to advertise in December 2016. However, the city was unable to advertise due to an impasse between the mayor and council concerning the improvements to the Rock Creek Bridge, which resulted in the failure to adopt the 2017-2022 Six-Year TIP and an SEPA appeal. TIB cannot authorize project funding without the project being included in the approved TIP. The major sticking point was rehabilitation of the Rock Creek Bridge or Replacing of the Rock Creek Bridge. Although a 2012 condition report showed that, the Rock Creek Bridge had 20 years of useful life, members of the council, and the Muckelshoot tribe wants the bridge replaced to improve fish passage.

On March 30, 2017, TIB staff met with the city to discuss options for the projects:

1. Construct the project as originally submitted;
2. Construct a new bridge as part of the project;
3. Eliminate improvements to the Rock Creek Bridge and request a scope change; or
4. Do nothing and return the funds to TIB

On March 31, 2017, TIB followed up with a letter to the city notifying them of the need to provide TIB with a course of action. The letter also notified the city that if they want keep TIB funding, construction will need to begin before July 15, 2017.

The city decided that Option 3 was the only viable path forward due to the council impasse, cost and environmental permitting. On April 6, 2017, the council adopted the 2017-2022 Six Year TIP revising the limits of the Roberts Drive Project to only include project limits between Bruckners Way and City Hall. The Rock Creek Bridge is now a separate project in the TIP with no TIB funds. On April 18, 2017, the city requested the scope change and agreed to the condition that the project would be under construction by July 15, 2017.



State of Washington  
Transportation Improvement Board

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The city plans to make design revisions and advertise in June 2017.

The city requests the Board to approve the scope change and the reduction of TIB funds of \$171,809.

Approval of the scope change allows:

- Reconstruction of Roberts Drive between Bruckners Way and City Hall
- Search for funding to replace the Rock Creek Bridge

The table below shows the current and requested project funding:

Scope	TIB Funding	Local Funding	Total
Current Funding	\$1,266,300	\$140,700	\$1,407,000
Scope Change	-\$171,809	-\$4,090	-\$175,899
Revised Total	\$1,094,491	\$136,610	\$1,231,101

**RECOMMENDATION**

Staff recommends approval of the scope change and reduction of TIB funds of \$171,809.



# CITY OF BLACK DIAMOND

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24301 Roberts Drive  
PO Box 599  
Black Diamond, WA 98010

Phone: (360) 886-5700  
Fax: (360) 886-2592  
[www.ci.blackdiamond.wa.us](http://www.ci.blackdiamond.wa.us)

April 18, 2017

Mr. Ashley Probart, Executive Director  
Washington Transportation Improvement Board  
PO Box 40901  
Olympia, WA 98504-0901

Subject: TIB Project Number: 6-P-800(002)-1 – SCOPE AMENDMENT REQUEST  
Roberts Drive – Rock Creek Bridge to Lynch Lane

Dear Mr. Probart:

I would like to thank you and your team at the Transportation Improvement Board for working with us on our Roberts Drive project.

City staff has been working with a developer in order for the developer to complete a water main extension on Roberts Drive prior to the City moving forward with the City's project. The design of the water main installation and coordinating the developer's and City's projects contributed to this project being put into a Stage 1 Delay. The developer is now completing work to install the water mains. This will cause no further delays.

Another hurdle has been the SEPA process. The City issued a SEPA determination (Mitigated Determination of Non-Significance) on March 14, 2017. On March 28<sup>th</sup>, this determination was appealed. Although an appeal was filed, the City still submitted an application to obtain a Hydraulic Project Approval from the Department of Fish & Wildlife. The HPA was needed for work that would be done around the City's Rock Creek Bridge.

TIB's rules require the project to be on the City's 6-Year Transportation Improvement Program. The City was out of compliance with this requirement as the 2017-2022 6-Year TIP was due to WSDOT prior to July 1, 2016. The 2017-2022 6-Year TIP was not adopted by the City Council until April 6, 2017. In this TIP, the City Council voted to change the limits of the project from Bruckners Way to City Hall. Previously adopted TIP's included about 400 feet west of Bruckners Way to a point about 100 feet west of the City's Rock Creek Bridge. This would have included safety improvements to the bridge, including a pedestrian walkway across Rock Creek.

With a portion of this project removed from the City's 6-Year TIP, the City hereby requests a formal scope change from the TIB Board to remove the portion of the project that was west of Bruckners Way, including improvements to the bridge and all other improvements in that area. The City will continue with

the project as originally scoped from Bruckners Way to City Hall, which includes stormwater facilities, pedestrian facilities, pedestrian lighting, and an asphalt overlay.

The City had received 90% plans from its engineering consultant, Parametrix, and provided comments. Our consultant was waiting on the HPA to finalize the plans and specifications. With the change in scope, the HPA should no longer be required as there will be no work over Rock Creek. The City will withdraw the previous SEPA MDNS and submit a new SEPA checklist for a new determination. The removal of the bridge component of the project will give the City a better chance of not having the determination appealed. If the determination is appealed, the City will still move forward with the schedule proposed below.

Parametrix, our consultant, will need to modify its plans and specifications with this scope change in order to have the bid packet ready. Parametrix requests an additional \$11,091.38 to our design contract with them in order to make these changes. The City is willing to cover these costs if these costs are determined to be ineligible for reimbursement by the grant.

Parametrix estimates that construction costs without a contingency would be \$962,001. With a contingency of 15%, construction costs would be about \$1,106,301. Parametrix will be able to provide a better opinion of probable cost once they have better estimate for quantities, which they will have as they revise the plans. The City would request that the TIB grant cover 90% of these construction costs, with the City covering the remaining 10%. While the City will lose the \$46,000 commitment from the developer, the City will be able to cover its match requirement with already budgeted City funds. The City will be able to complete the project with the proposed scope change with the support of TIB

While it will be difficult for the City to meet the July 15<sup>th</sup> deadline to begin construction as outlined in your letter, we can still make that deadline with support of the City Council. Parametrix anticipates 8-9 weeks to make the changes to the design in order to get this project ready to bid. Below is City staff's anticipated schedule for the remainder of this project:

<b>Item</b>	<b>Target Date</b>
Contract Amendment with Parametrix	April 19, 2017
Draft of Bid Packet for City Review	May 22, 2017
Bid Materials Finalized by Parametrix	June 1, 2017
Bid Advertisement	June 6, 2017
Bid Opening	June 20, 2017
Bid Award	July 6, 2017
Preconstruction Meeting	July 14, 2017
Notice to Proceed	July 14, 2017
Construction Contract Completion	October 2017
Closeout with TIB	December 2017

The schedule staff proposes is aggressive. Even if Parametrix could reduce their schedule by a couple of weeks, we would likely still miss Council meetings in June for an award. July 6<sup>th</sup> would be the best and most realistic opportunity to award a construction contract. The biggest unknown factor I have with this schedule is the City Council typically has a first reading of any item on the agenda before sending it to a

Mr. Ashley Probart  
April 18, 2017  
Page 3 of 3

committee for review. Items that go to committee may not come back the following meeting (which would be July 20<sup>th</sup>). If the City Council were willing to skip this step and award a contract on the 6<sup>th</sup>, I feel confident a Notice to Proceed could be issued by July 14<sup>th</sup>, otherwise the City will not meet the July 15<sup>th</sup> deadline.

I understand the official determination will be made at the TIB Board Meeting May 18-19 in regards to this project. City staff will proceed with the schedule as outlined above. Staff will continue to give Greg Armstrong updates on how the City is progressing with this schedule.

Please let me know if any clarification with this letter is needed. I can be reached at [cbenson@blackdiamondwa.gov](mailto:cbenson@blackdiamondwa.gov) or 360-886-5700, ext. 5703. You can also reach my Public Works staff for any technical or bidding questions: Dan Dal Santo, Interim Public Works Director, can be reached at [ddalsanto@blackdiamondwa.gov](mailto:ddalsanto@blackdiamondwa.gov) or 360-886-5700, ext. 5712; or Scott Hanis, Project Manager at [shanis@blackdiamondwa.gov](mailto:shanis@blackdiamondwa.gov) or 360-886-5700, ext. 5713.

I thank you and Greg for all your help with this project. I look forward to moving this project forward with the scope change and making these improvements to Roberts Drive.

Sincerely,



Carol Benson, Mayor

Cc: Greg Armstrong, TIB Project Engineer  
Dan Dal Santo, Interim Public Works Director  
Scott Hanis, Project Manager  
File



## Criteria Updates – Urban Arterial Program May 19, 2017

### BACKGROUND

The Urban Arterial Program (UAP) provides grants to cities with population above 5,000 and to counties within urban areas. The method evaluates projects based on rank in four independent criteria “bands:”

- Safety;
- Growth and development;
- Physical condition;
- Mobility.

Sustainability and constructability are also part of the evaluation process.

In 2013, the safety band incorporated a safety evaluation modeling tool. The modeling tool is designed to compare crash frequencies, injuries, and fatalities if no action was taken and modeled predicted decreases in crash frequencies, injuries, and fatalities if the proposed project is funded. This includes typical factors such as crash history and road characteristics (geometrics, access points, lane configuration, fixed objects, etc.) The model requires extensive data input and staff field verification.

### STATUS

After four years of using this model, staff have determined:

- Simplifying the safety analysis will result in selecting the same types of safety projects;
- Will substantially reduce TIB staff time in 2017 and applicant staff time in future years; and
- Will create a level playing field for applicants.

The analysis of specific safety countermeasures is more appropriate during the actual design process which is typically after the project is selected for funding (unless the project is submitted as construction ready).

A detailed list of the entire criteria set follows on pages 23-27, with proposed changes noted.

Band	Analysis	Recommendation
Safety	<p>The current safety evaluation tool provides points based on specific countermeasures identified in the application. However, during the actual design of projects, those countermeasures may change providing a different benefit than originally modeled. This can give an unfair advantage to one applicant over another.</p> <p>Conservatively, 150-200 staff hours are required for field evaluation and entering the data into the current safety evaluation tool.</p>	<p>Staff recommends reverting back to a more simplified process of evaluating safety projects based on crash history and more broadly defined countermeasure(s).</p> <p>The analysis of specific countermeasures is more appropriate during the actual design process which is typically after the project is selected for funding (unless the project is submitted as construction ready).</p>

### RECOMMENDATION

Staff recommends adopting the update to the Urban Arterial Program for the November 2017 project selection.

# URBAN ARTERIAL PROGRAM

## Criteria Rating Guidelines

### SAFETY (65 pt max)

*Corrects/Improves unsafe conditions, prevents human injury and property damage.*

*The safety criteria have been modernized to reflect new standards. Principles outlined in AASHTO's 1<sup>st</sup> Edition, Volume 1, 2010 Highway Safety Manual are woven into the criteria to evaluate the effectiveness of a project's design enhancements. Criteria are no longer based solely on past crash history, but instead look at the factors that cause collisions and the potential for safety improvements and project completion. Criteria scoring are based on crash history and countermeasures that improve safety.*

#### ~~SAFETY EVALUATION TOOL~~ CRASH HISTORY (540 pt max)

- ~~• Presence of Potential Safety Improvement 0-15~~
- ~~• Decrease in predicted crash frequency 0-5~~
- ~~• Decrease in predicted injury and fatality crash frequency 0-5~~
- ~~• Decrease in expected crash frequency 0-20~~
- ~~• Decrease in expected injury and fatality crash frequency 0-5~~
- Incidences with fatalities 20 pts each
- Incidences with injuries 5 pts each
- Property damage only incidences 1 pt each (max 15)

#### COUNTERMEASURES ~~NOT MODELED IN SAFETY TOOL~~ (125 pt max)

- Grade separation 0-4
- Adds pedestrian facility 0-3
- Increases sight distance 0-6
- Corrects offset/skewed intersection 0-4
- Access control
- Intersection control

### GROWTH & DEVELOPMENT (65 pt max)

*Maximizes development potential and appropriate project locations.*

*Criteria scoring are based on the scale of the development site (number of jobs anticipated, acreage developed, etc.), developer support, necessity, and location. Criteria also evaluate the likelihood the development will occur based on whether or not zoning is in place, permits are issued, and private investment is leveraged.*

#### PUBLIC SUPPORT (20 pt max)

- Development fulfills the comprehensive plan 0-8
- Zoning in place for the development 0-5
- Water in place for the development 0-4
- Sewer in place for the development 0-4
- Power in place for the development 0-4

#### PRIVATE SUPPORT (20 pt max)

- Percent permits issued 0-15
- Development agreement status 0-5
- Private investment in public infrastructure 0-10

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# URBAN ARTERIAL PROGRAM

## Criteria Rating Guidelines

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### PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- Dwelling units constructed in the development 0-10
- Acreage of the development being developed 0-5
- Jobs created by the development based on square footage/type 0-10

### LOCATION (10 pt max)

- Development location 0-5
- Project proximity 0-4
- Dependence of development on the project 0-3

### PHYSICAL CONDITION (65 pt max)

*Corrects physical and structural deficiencies and prevents failure.*

*This band is primarily based on street pavement condition rating. Other areas contributing to a project's score are non-pavement related failures such as slope stability or flooding; other significant flaws like poor alignment, channelization or sight distance, traffic volume or truck/bus route, and sidewalk condition.*

### EXISTING CONDITION

- TIB engineer PCR score rating 0-30
- Or
- Bridge condition (Federally funded bridge only) 0-30

### NON PAVEMENT CONDITION (10 pt max)

- Walls 0-4
- Storm water conveyance 0-4
- Bridges or culverts 0-6
- Slope Stability 0-2

### EXISTING ATTRIBUTES (12 pt max)

- Illumination 0-2
- Fixed objects 0-2
- Access control 0-2
- Alignment 0-5
- Channelization 0-2
- Turning radius 0-2
- Sight distance 0-2
- Completes or extends improvements 0-4

### LOADING (10 pt max)

- Volume 0-4
- Truck route classification 0-4
- Buses 0-4
- NHS Route 3

### SIDEWALK CONDITION (5 pt max)

- Does not meet standards 0-3
- Overall sidewalk appearance 0-3

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# URBAN ARTERIAL PROGRAM

## Criteria Rating Guidelines

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### MOBILITY (65 pt max)

*Contributes to traffic and modal capacity and network connectivity*

*Mobility criteria are based on the principles of TRB's Highway Capacity Manual 2010, Vols. 1-3. Projects will be scored based on current level of service compared to anticipated level of service post-project. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.*

#### CONGESTION AND LEVEL OF SERVICE (35 pt max)

- Significant congestion problem 0-10
- Increase in LOS within project limits 0-20
- Addresses congestion on the system or adjacent routes 0-10
- New route 0-20
- High volume or significant route 0-5

#### NETWORK CONNECTIVITY (10 pt max)

- Complete/extend corridor improvements 0-6
- Complete gap/extend improvements 0-4
- What does the project connect to? (*highest classification*) 0-4

#### MODAL ACCESS (10 pt max)

- Improve transit access 0-4
- Improve connections to non-motorized access 0-2
- Improve freight facilities 0-6

#### FEATURES (10 pt max)

- Relieves bottleneck 0-2
- Improves access to CBD or urban center 0-6
- Traffic signal interconnect 0-2

### SUSTAINABILITY (15 pt max)

*Improves project quality through a sustainable design.*

*This category evaluates the inclusion of sustainable designs and well-tested, reliable techniques to minimize environmental impacts. Projects are scored for enhanced design features that encourage low impact development techniques and design elements that assure environmental longevity and livability enhancements.*

ADOPTED GREENHOUSE GAS EMISSIONS POLICY 1

#### MODAL MEASURES (8 pt max)

- Completes gap in HOV system 3
- Adds HOV lanes in each direction 2
- Adds Queue Jump or Transit Only Lane 1
- Peak hour transit buses 0-3
- Sidewalk width greater than TIB standard &/or planter strip (3 foot min width) 0-3
- Bicycle facilities 0-3

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# URBAN ARTERIAL PROGRAM

## Criteria Rating Guidelines

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### ENVIRONMENTAL MEASURES (8 pt max)

- Adopted greenhouse gas emissions policy 1
- LID or enhanced treatment stormwater controls 2
- Use of non-potable water for irrigation or no permanent irrigation 1
- Hardscaping or native planting 1
- Project must not include permanent irrigation*
- Correction of fish barrier 0-3
- Enhances stream bank condition 1
- Corrects existing sensitive area impacts 2
- Appropriate reduction in existing pavement width while still accommodating all roadway users 0-3

### ENERGY MEASURES (4 pt max)

- Replace or install low energy street lighting 3
- Solar powered signage 1

### PAVEMENT RECYCLING (4 pt max)

- In-place recycling 4

## CONSTRUCTABILITY (20 pt max)

*Provides a reasonable expectation of completion.*

*Criteria in this category evaluate the likelihood the project will successfully reach completion. Points are received for things like secured funding, completed plans and specifications, processed permits, and ease of implementation. This category does not dictate TIB funding be directed towards shovel-ready projects, but projects that are closer to construction may compete better.*

### FULL FUNDING (10 pt max)

- Over match (1pt for every 4% above minimum) 0-5
- Full funding in place 5

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# URBAN ARTERIAL PROGRAM

## Criteria Rating Guidelines

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### CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

- Plans, Specs, and Estimate finished 0-3
- Permits completed 0-2
- Cultural resources complete 2
- Right of way certified or not required at application 0-3
- No federal funding, unless construction ready 1
- No sensitive areas or issues pending 2
- Use of accelerated construction methods 0-2
- No railroad impact 1
- Utility upgrades not needed 0-2



## 2017 Schedule and Preliminary Program Call Size

May 19, 2017

### BACKGROUND

The annual call for projects is announced to customers following the May board meeting. The board is responsible for approving the call size and eligibility for each program. After the board approves the preliminary call size, agencies are notified, applications are posted to the TIB website, funding workshops take place, and agency visits are offered. Applications are due to TIB on August 18<sup>th</sup> and grants will be awarded on November 17<sup>th</sup>.

TIB staff members have evaluated project demand estimates, current fund balances, and the most recent revenue forecast.

### STATUS

Assumptions made in the calculation for call size include:

- Outstanding obligations for current active projects (projection of annual expenditures);
- Most recent revenue forecast for each account (Transportation Improvement Account and the Small City Pavement and Sidewalk Account) plus any other appropriations; and
- Projected schedule of expenditures for new commitments.

Adjustments may be made before the final staff recommendation to the board in November based on any adjustments made to current grants and updated revenue forecasts.

### Preliminary 2017 Program Size

Program	Proposed Call Size
<i>Urban Programs</i>	
• Urban Arterial Program (UAP)	\$75 M
• Arterial Preservation Program (APP)	\$10 M
• Urban Sidewalk Program (SP)	\$5 M
<i>Small City Programs</i>	
• Small City Arterial Program (SCAP)	\$15 M
• Small City Preservation Program (SCPP)	\$6 M
• Small City Sidewalk Program (SP)	\$3 M
<b>TOTAL</b>	<b>\$114 Million</b>

### Urban Programs

The urban programs proposed call size includes the Urban Sidewalk Program (SP), Urban Arterial Program (UAP) and the Arterial Preservation Program (APP). Adjustments may be made to the APP and the UAP depending on the quality and quantity of applications received. Some regions may have more preservation needs than others and if that is the case, in order to maintain regional equity, more Arterial Preservation Program projects may be awarded.

**Small City Programs**

The small city programs consist of the Small City Arterial Program (SCAP) and the Small City Preservation Program (SCPP). The same concept for mixing the allocations in the urban programs is used for the small city programs between the SCPP and SCAP.

**Proposed Schedule**

Date	Milestone
May 18-19, 2017	Preliminary program call size presented to board for approval
June 1, 2017	Applications posted and are available to agencies
June 6-16, 2017	In-person funding workshops throughout the state and webinars offered
August 18, 2017	Grant applications due
November 16, 2017	Staff recommendation present to the board
November 17, 2017	Recommended adoption of new projects

**RECOMMENDATION**

Staff recommends the board approve the presented schedules and authorize the preliminary call sizes.



## 2018 TIB Meeting Schedule

DATE	CITY
January 25-26	Olympia
March 22-23	Yakima
May 17-18* <sup>1</sup>	Bremerton
September 27-28	Pullman
November 15-16* <sup>2</sup>	SeaTac

\*<sup>1</sup> Meeting date moved to THIRD Thursday & Friday of month due to Memorial Day.

\*<sup>2</sup> Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving.



## 2017 Emergency Pavement Repair Program Update

May 18, 2017

### BACKGROUND

At the March Board meeting, TIB staff presented information and pictures gathered from several local agencies showing the damage from the winter's weather. Governor Inslee declared two separate State of Emergencies based on the winter weather and flooding that had occurred throughout the state.

The Board approved staff to implement a one-time Emergency Repair Program for up to \$5 million to be expended by August 31<sup>st</sup>, 2017.

### STATUS

Based on the guidance of the Board, TIB staff has created the 2017 Emergency Repair Program with the following criteria:

- Emphasis on one time only funding
- All cities under \$2 billion assessed value are eligible (federally classified routes for urban agencies)
- Small scale grants, \$10,000- \$50,000
- Simple application and approval process with estimates, pictures, and maps
- Repairs must be permanent in nature
- Emphasis on previously improved streets
- Match required at current SCPP and APP rates

### PROCESS

TIB staff used the following process to realize this program:

- Created a simple application based off the existing preservation applications
- Prepared sample pictures of eligible work and sent all eligible agencies an informational email
- Staff sent request for a few agencies to test the process prior to launching the program on April 7th
- April 24<sup>th</sup> TIB staff conducted a group peer review of applications received to ensure consistency
- Additional applications are reviewed by the Region Engineer and Engineering Manager prior to approval

### APPROVED APPLICATIONS

As of May 12<sup>th</sup>, we have approved 40 applications for a total of \$1.5M.

### RECOMMENDATION

Informational only- No staff recommendation/ No action



Ashley, Chris, Christa, and the TIB Crew -

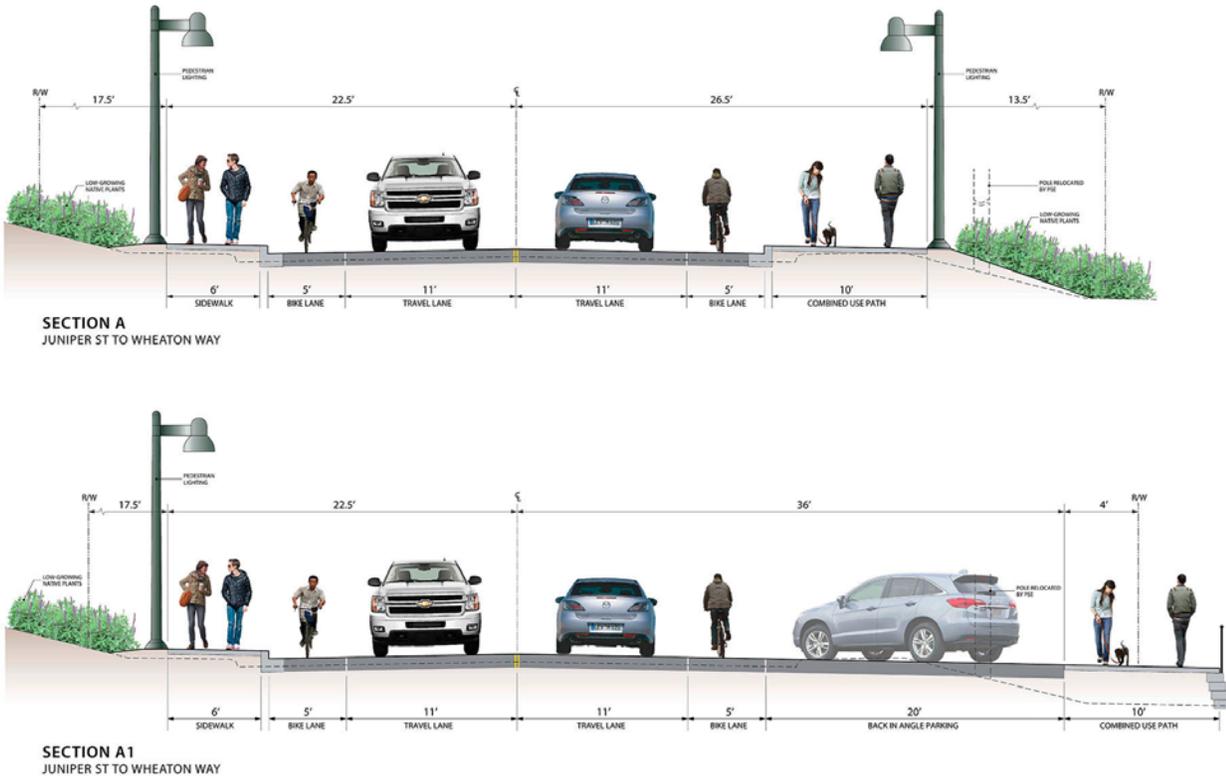
Thank you so much for creating the  
2017 Emergency Repair Program grants.  
The program was discussed in detail at our  
TAC meeting; hopefully you'll be seeing  
many applications from Valley cities.  
We appreciate your responsiveness to  
local transportation needs!

Sincerely, Larry Mattson

## \$4.9 million contract awarded for Lebo Boulevard Improvement Project

by Michelle Beahm

April 11, 2017



LEBO BLVD. ROAD IMPROVEMENT PROJEC



**A cross section of the planned improvements to Lebo Boulevard, from Juniper to Wheaton Way. City of Bremerton**

BREMERTON — The Lebo Boulevard improvement project will cost \$4.9 million and is expected to start before the end of the month.

The Bremerton City Council voted April 5 to award the contract to Johansen Excavating of Buckley.

“The project received a lot of interest [from] contractors and the city received excellent bids,” project manager Rick Zimburean said.

Johansen provided the lowest bid: \$4,934,570.06. The next lowest bids were from Ceccanti, \$4,953,357.80; and Tucci & Sons, \$5,116,463.96.

“We are looking forward to working with Johansen, and they are looking forward to getting started,” Zimburean said. “Preliminarily, we expect to issue a notice to proceed Tuesday, April 18. We expect Johansen will mobilize on site shortly thereafter.”

Zimburean said that the project is currently ahead of the initial timetable, and that the project schedule will be shared with the public as it is developed.

“We expect to see significant work beginning in the last two weeks of April,” Zimburean said. “Johansen Excavating and the city will work hard to substantially complete the project by October — and sooner, if possible.”

A public meeting will be scheduled the week of April 17 at the Sheridan Center so the community can learn more about the project, Zimburean said (see [KitsapDailyNews.com](http://KitsapDailyNews.com) for update).

The project is funded by a Transportation Improvement Board grant of \$4,942,722; city Stormwater Utility funding of \$913,514; and city Water Utility funding of about \$113,000.

#### Project overview

The City of Bremerton was awarded a Transportation Improvement Board grant to reconstruct and rehabilitate a 1.1-mile stretch of Lebo Boulevard from Lower Wheaton Way to Sheridan Road.

Funds were granted for new roadway surfacing, new sidewalks, lighting, pedestrian improvements and landscaping, as well as updates to the stormwater system and minor improvements to the water and sewer systems, according to the project website.

According to the website, the current design includes:

- Roadway cross sections developed for sections of road to maximize on-street parking.

- Standard 6-foot sidewalks and bike lanes on the inland side of the roadway.

- Combined use pathways on the water side of the roadway.

- New pedestrian lighting and utility poles will be located at the back of the walkway.

- Regulatory speed information is proposed as markings on the street at 750-foot intervals.

- “No parking” signs (as needed) at back of the walkway.

- Bulb-outs for traffic calming at the intersections. This also provides a location to place stop signs and street name signs, as well as recreational/wayfinding information out of the shared-use space.

Learn more about the project at [www.bremertonwa.gov/973/Lebo-Boulevard-Road-Improvements](http://www.bremertonwa.gov/973/Lebo-Boulevard-Road-Improvements).

## Richland forms new district, \$20 car tab fee is next

by Wendy Culverwell

March 22, 2017



**The Richland City Council voted to create a transportation district Tuesday, a prelude to establishing a \$20 fee on car registrations to fund bridge construction and street maintenance.**

**Tri-City Herald file**

The Richland City Council voted unanimously this week to establish a Transportation Benefit District, a precursor to imposing a new fee on vehicles registered in the city.

Richland officials say the new revenue will help build the Duportail Bridge and increase money for street maintenance.

The next step is to fund the district. The city wants to impose a \$20 fee on the estimated 40,000 vehicles registered in Richland, starting in 2018. That would raise an estimated \$850,000 annually.

The council has not set a date for a vote on the fee.

The new revenue stream would be split between paying the debt on roughly \$4 million in bonds the city plans to sell to complete the funding package for the \$38 million Duportail project and on street maintenance.

State money will pay for most of the Duportail bridge, but Richland estimates it is \$4 million short.

Richland has committed to setting the license fee at \$20 per year and to ending it after 20 years when the bonds are repaid.

The city wants to settle the funding plan for the bridge this year in order to approve the designs, hire a contractor and complete the bridge project in 2020.

# REPORTER

COVINGTON | MAPLE VALLEY | BLACK DIAMOND

## Better late than never, right?

by Ray Still

April 13, 2017

Better late than never, right?

Last week, the Black Diamond City Council passed its 2017 – 2022 Transportation Improvement Plan, which was more than three-quarters of a year late to the state.

The council passed it just in time to begin drafting the 2018 – 2023 TIP, which typically begins in May to be approved and sent to the state by July 1, as required by law.

Despite nearly two hours of heated debate over two TIP plans — one worked on and recommended by city staff and an amended plan supported by council members Pat Pepper, Erika Morgan and Brian Weber — the council approved the staff recommended TIP, but with one major difference to the Roberts Drive Rehabilitation and Rock Creek Bridge repair project.

Pepper, Morgan and Weber voted for the amended 2017 TIP while council members Tamie Deady and Janie Edelman supported the staff-recommended version.

The original staff-recommended TIP had the Roberts Drive and Rock Creek Bridge projects lumped together as one large project, planned to be completed in 2017.

Roberts Drive would have received improvements such as widening the road, sidewalks, pedestrian lighting and road leveling from 100 feet west of the bridge to City Hall.

The Rock Creek Bridge would have also got some repairs, plus a pedestrian walkway on one side of the bridge.

In the approved 2017 TIP, Roberts Drive will only receive improvements between Bruckners Way to City Hall. This means the rest of the road included in the original project, about 400 feet west of Bruckners Way and over the Rock Creek Bridge, will not receive improvements in 2017.

This includes the pedestrian walkway alongside the bridge.

Instead, the council verbally agreed to put a Rock Creek Bridge replacement project in the 2018 TIP.

By state standards, a bridge replacement would include a pedestrian walkway along the bridge, city staff said.

### REPAIR VS. REPLACE: COST COMPARISON

Much of the money being used for these projects consists of grant funds from the state's Transportation Improvement Board.

The city secured two grants totaling around \$1.26 million for design and construction.

According to Public Works Program Manager Scott Hannis, the entire street improvement and bridge repair project was estimated to cost around \$1.3 million, with design costs at around \$218 thousand and construction costs more than \$1.1 million.



The design costs have been paid, Hannis said, and the city has been reimbursed by the state's Transportation Improvement Board to the tune of \$191 thousand.

However, part of the grant funds may have to go back to the TIB, now that the city isn't looking at repairing the bridge.

No longer repairing the bridge and several hundred feet of Roberts Drive drops the price of the project by between \$200 and \$250 thousand, Hannis continued, but replacing the bridge could cost between \$500 and \$600 thousand and total costs could end up exceeding \$1 million.

Hannis said grants are available for bridge construction.

#### **WHY REPLACE?**

Council members in favor of replacing the bridge pointed to the Black Diamond Municipal Code and several letters the city received about the bridge repair project as why the city should replace the bridge instead of repairing it.

The city received an October 2016 letter from the Muckleshoot Indian Tribe, stating the Rock Creek Bridge is "impeding" fish passage.

"In addition to being a fish passage impediment, this bridge appears to be substandard and likely has reached the end of its useful life," the letter read.

The tribe recommended replacing the 19-foot bridge with a 30-foot bridge, which would provide full fish passage.

On top of that, the BDMC requires the city to replace culverts that are impediments to fish passage at times of major reconstruction, Pepper said at the meeting.

Additionally, the council members pointed to the fact that the bridge is 102 years old, and a Paramatrix study of the bridge claimed repairs would only add 20 years to the lifespan of the bridge.

Hannis said he disagrees with the tribe's analysis of the bridge, stating that replacing the culvert or increasing the bridge length won't benefit fish passage.

Hannis also disagreed with the council members' take from the Paramatrix study, saying that the repairs could keep the bridge going for 20 years or more, if the bridge receives multiple repairs over the years and is checked on regularly for signs of deterioration.

#### **LAWYER UPDATE**

As per a verbal agreement between Mayor Carol Benson and council members Pepper, Morgan and Weber, the city has put out a Request for Proposals for a new city attorney.

Benson agreed to put out the RFP on March 2 to get the three council members to approve her city budget for the remainder of the year.

Since June 2016, the city has been paying David Linehan of the Kenyon Disend firm to be the city's legal counsel.

Since then, the council has argued the city has no legal representation, because Linehan's contract was never approved by the council.

Benson announced at the April 6 council meeting that the city has so far only received one response to the RFP after it was made three weeks ago.

Kenyon Disend was the only firm that responded.

The council decided to keep the RFP open to try and attract other responders.

## Sultan loses powerhouse public employee

**Public Works director moving on to city of Mukilteo, accomplished much in short time here**

by Kelly Sullivan

April 25, 2017

As Sultan Public Works Department director, Mick Matheson accomplished more street improvement projects in nearly 6 ½ years than the city did over the 25 years before he arrived.

Matheson accepted a position with the city of Mukilteo in December, where he will have a larger budget and staff. The Sultan City Council sent him off with words of gratitude and remorse on Thursday, April 13. They said they were losing a good one.

Councilmember Jeffrey Beeler said a great source of knowledge and an employee with vital experience was exiting the city.

“Thank you for everything you’ve done, and answering the millions of questions I personally have asked you,” he said.

Matheson said the job duties proved to be eventful almost from the outset. Within three months he found himself assisting his boss Deborah Knight — former Sultan city administrator and now Stanwood city administrator — navigate the Lake 16 dam failure.

“The damn failure was extremely challenging because it was uncharted water for both of us,” he said.

In 2011, a “big void opened beneath the dam’s foundation,” Matheson said. The lake impounded behind the dam in 1947 emptied through the opening in the earth — it was completely gone, he said.

Matheson said all it took was the turn of a valve to make sure water service to Sultan’s residents remained uninterrupted. However, tapping into the city of Everett’s supply in Spada Lake from spring through the fall months was costly, Matheson said.

Knight said the city would have gone without water for months if action wasn’t taken. The two lobbied for a legislative proviso, which “gave us \$250,000 toward repair of the dam,” Matheson said. They were also able to secure a state loan, but ended up not needing it for the project, he said.

Matheson did not plan to enter this line of work, let alone the public sector. His initial aim was to major in general studies at the University of Idaho. A few months into the program, he said his father sat him down and directed him to pursue a specialized career.

“I chose civil engineering because the students studying civil engineering appeared to be more well rounded people than the mechanical, chemical or electrical engineering students,” he said.



**Photo by Kelly Sullivan: Sultan Mayor Carolyn Eslick hands off a certificate of appreciation to former Public Works director Mick Matheson on Thursday, April 13, at Sultan City Hall.**

After struggling to find a job in Idaho, he moved to Washington to live with his aunt and uncle after graduation. Within a few weeks he was hired by Whitacre Engineers, Inc., in Tacoma, where he stayed for two years, followed by another two-year stint at Barghausen Consulting Engineers. The next two decades were spent at Triad Associates near Kirkland. His position was then cut during the Great Recession.

That was where Matheson made the switch from the private to public sector. He was hired as a temp worker by the city of Seattle's Public Utilities Combined Sewer Overflow Department. At the time he was living with his wife midway between Monroe and Sultan, and heard about an opening at the neighboring city.

Matheson's experience in the private sector turned out to be an asset for his position at Sultan, Knight said. She said he was able to pick and choose the best projects that effectively progressed but did not overwhelm residential housing growth in the city. He was also able to maintain the morale of his employees, and keep small and large projects on track in addition to daily tasks, she said.

Matheson refers to Knight as his mentor. She said, "that's actually very kind of him to say I was his mentor because he was a remarkably quick study," later adding he "has to be one of the most productive (public works directors) I had the pleasure to work with," in her 20-year career.

Once he signed on at Sultan, Matheson led multi-million dollar projects, including reconstruction of the city's evacuation trail in 2011, which had been well overdue. The route had eroded, making it too narrow and unsafe. He also carried out the 2016 two-year, city-funded \$2.2 million water booster pump replacement project.

Many major tasks hinged on closing significant funding gaps.

When he was hired in August 2010, Sultan Basin Road — the main line that connects the city and U.S. Highway 2 with Sultan's industrial district — Phase 3 improvements along the southerly leg of the intersection of Sultan Basin Road and U.S. Highway 2 were already underway. Movement was hampered by a \$250,000 shortfall.

Matheson said he was able to acquire that money by working with the Washington State Transportation Improvement Board to secure state funds to supplement procured federal dollars, which are always harder to corral.

"It is a lot more bureaucracy, a lot more red tape," he said. "The reporting requirements are arduous and time consuming."

Knight said it is a significant boost for a city with a budget as small as Sultan's when an employee can secure grant money to carry out a variety of projects. Matheson's work with the TIB helped connect the city with various competitive state grants that paid for improvement projects on nearly 10 of the city's most heavily traveled arterials. The final segment to be constructed — on First Street from High Avenue to Trout Farm Road, and Eighth Street from High Avenue to the Sultan High School gate — will be completed in 2018.

Matheson said the need for the roadway work was apparent soon after he came to the city.

"It was just a serious neglect of city's transportation system; it was pretty clear, there was lots of extremely dilapidated pavement," he said. "Not only did we redo the pavement, the city was smart for replacing dilapidated utilities under those streets."

Matheson said he will miss the connections he made with coworkers and community members, and the striking view of the Cascade Range. He said he is grateful to have learned the ropes in Sultan.

The city council will approve a hire for Matheson's replacement at a future meeting.

## Emergency funds will help fix Snohomish County's potholes

by Melissa Slager

April 10, 2017

Bump. Bumpity bump, bump, bump.

Local governments are working to fill more potholes than usual after the region's long and severe winter.

During the first three months of this year alone, Bothell's street crews have made 396 pothole repairs. That's more than all of 2015. But it's on par with the large amount of potholes the city saw after the 2009-10 cold snaps.

"With so many freeze-thaw events, as well as the wettest year on record, we are not surprised at the amount of damage we are seeing out on our streets," said Nik Stroup, public works superintendent for Bothell.

Gov. Jay Inslee earlier declared a state of emergency for 28 counties, including Snohomish County, in response to the impacts of a string of winter storms and severe weather.

Damage to roads is estimated at more than \$10 million statewide.

In Sultan, garbage truck workers are keeping an eye out and reporting more pothole issues than usual back to City Hall, said Mick Matheson, public works director.

Like other cities, Sultan aims to fix potholes as workers come across them, using a cold-patch temporary fix in wet and wintry conditions, and longer-lasting hot-mix asphalt in drier conditions.

Small towns like Sultan will be able to tap a one-time emergency pot of funds from the Washington Transportation Improvement Board to help pay for the repairs.

The TIB had several project bids come in under expectations, giving it \$5 million extra in its budget. Small towns will be able to apply for up to \$50,000 in help.

For the state agency, it's about protecting earlier investments.

"We've invested literally millions of dollars in helping cities maintain their city streets," said Ashley Probart, executive director. "We're excited to help. We understand the need will outstrip our resources, but it's an opportunity to help our communities."

Applications were expected to open Friday and can be submitted through May 31. Snohomish County cities that are eligible to apply are Brier, Darrington, Gold Bar, Granite Falls, Index, Monroe, Snohomish, Stanwood, Sultan and Woodway.

"Trust me, we're already getting calls," Probart said.



**Mukilteo Public Works worker Jamieson McDaniels patches a pothole last month. Crews have been busy patching potholes on a near-daily basis. The city, like others, is seeing more potholes than usual due to the region's severe winter weather. Cold patches like this one are a temporary fix until warmer temperatures allow for more permanent hot asphalt fills. (Contributed photo)**

The grant is aimed at emergency repairs. Normal road work projects can wait until the regular fall application period, he added.

Government workers typically fill potholes as they find them. But there's a lot of roadway out there.

Marysville has set up a special pothole reporting form on its website.

The city maintains 429.5 lane miles of roadway. "With such a large area to care for, city workers don't see all parts of the city every day. That's why we need your help," city spokeswoman Connie Mennie said in a news release.

Snohomish County has set up a special pothole webpage with details on why potholes form and how to report them for unincorporated areas.

Not all areas are seeing as large a spike in pothole problems.

"We have an active program that seeks to keep the asphalt in such good condition that potholes don't get much of a chance to form or at least to get disruptive," said Kathleen Baxter, a spokeswoman for Everett.

Even in Everett, the rate of pothole repairs is higher this year compared to a year ago.

But the city's experience points to another factor besides freezing weather in the pothole problem: the lingering effects of the Great Recession.

"I don't know if we are seeing more of a pothole issue this year or not and directly due to the long winter, but with increased traffic in the area and aging roads potholes always continue to develop," said Kevin Hushagen, public works director in Stanwood.

Cities across the state reduced their road repair budgets during the economic downturn.

"In doing so, we have noticed the amount of potholes needing repair has increased significantly over the last decade," said Stroup, the Bothell superintendent.

Between those long-term delays in road repairs and the freezing weather, Bothell saw the number of pothole repairs jump from 375 in 2015 to 1,556 in 2016. Most of the 2016 repairs came at the end of the year.

Bothell voters in November passed a Safe Streets and Sidewalks levy. With those dollars in hand, the city is launching a nine-year effort to reduce its road maintenance backlog.

### **Report a pothole**

In general, residents can report a pothole to their local City Hall or Public Works department. Some cities have online forms or special request lines.

Arlington: [tinyurl.com/ArlingtonRequest](http://tinyurl.com/ArlingtonRequest)

Bothell: [tinyurl.com/BothellRequest](http://tinyurl.com/BothellRequest)

Everett: 425-257-8821 (24-hour dispatch number)

Lynnwood: [pwrequests@lynnwoodwa.gov](mailto:pwrequests@lynnwoodwa.gov), [www.lynnwoodwa.gov/request](http://www.lynnwoodwa.gov/request), or YourGOV app

Marysville: [tinyurl.com/MarysvilleRequest](http://tinyurl.com/MarysvilleRequest)

Mill Creek: [www.cityofmillcreek.com/requesttracker.aspx](http://www.cityofmillcreek.com/requesttracker.aspx)

Monroe: [monroewa.gov/MonroeListens](http://monroewa.gov/MonroeListens)

Mountlake Terrace: [tinyurl.com/MLTRequest](http://tinyurl.com/MLTRequest)

Mukilteo: [tinyurl.com/MukilteoRequest](http://tinyurl.com/MukilteoRequest)

Snohomish County (unincorporated): [tinyurl.com/SnohCoRequest](http://tinyurl.com/SnohCoRequest), [Contact.PWRM@snoco.org](mailto:Contact.PWRM@snoco.org), 425-388-7500



## **City gets small street grant for repairs**

by Roger S Lucas

May 3, 2017

Electric City has received an emergency grant from the Transportation Improvement Board to make needed repairs to nine small street problems.

City Clerk Russell Powers said that the grant is for just over \$30,000, and will take care of nine of the 12 requests made.

As soon as he learned that emergency grants would be available, Powers said he submitted a list of 12 emergency repairs the city would like to make, along with pictures of the problems. "They approved nine, and we hope to have the work done in June," Powers said Monday.

Worst of the emergency repairs is at Highway 155 and Western Avenue, where water stands whenever it rains. That corner was under water for considerable periods during the early months of the year. The water caused the pavement to crack and start breaking open.

Powers stated that the second worst spot was near the fire hall, where another spot was under water for long periods of time.

The other areas were more minor, but nevertheless problems. All were due, Powers asserts, to the winter and wet early spring weather.

Powers said the city is having Central Washington Asphalt pave a slab near the arsenic treatment plant. That 24- by 30-foot slab has already been bid at just over \$8,100. Powers said the city has asked the same firm to bid the nine mini repair projects to see if it all could be done at the same time.

The pad at the arsenic treatment plant will be to dry the sludge bags from the plant before they are taken to the Grant County landfill in Ephrata.

## **Bridgeport council gets green light on Bridgeport Daze**

by admin

April 26, 2017

BRIDGEPORT – Public works superintendent, Stuart Dezellem reported that the Transportation Improvement Board (TIB) is making \$5 million of emergency funding to small communities for winter road damage repair. Each applicant has a maximum \$50,000 available under very specific guidelines, Dezellem said.

The damage from such winter forces as excess water, frost heave, and other causes cannot be larger than 25-percent of the affected area, Dezellem said.

“I have isolated 10 areas that I’m submitting under the application at a little less than \$20,000 worth of funding,” Dezellem said.

Dezellem also advised council that the electric car charging station recently placed on the east side of Bouska Square is now “installed, heated up and ready for use.”

Under council comments, member Matt Schuh asked the council to consider alternate funding options for seven RV spaces the city wants to add to the 10 the PUD will be installing at Marina Park. The city is hoping to receive funding through a Recreation and Conservation Office (RCO) grant, but if is unsuccessful another funding option would allow Bridgeport to have the spaces added in conjunction with the PUD project, when it would be most economical to do so.

“I hate to see us squander this opportunity to do this the way we want if we don’t get RCO funding,” Schuh said. Conklin agreed that alternate funding should be arranged so the city can move when the PUD is ready.

“To do it on conjunction with the PUD would be a lot cheaper,” Conklin said and speculated that having to wait and add them later would probably cost the city twice as much.

“If my projections hold true,” said city clerk Judy Brown, “those seven spots could potentially give us \$30,000 a year income.”

While council awaits further RCO developments, members decided to explore ways to cut project costs through self-funding and look for surplus city revenues that could be used as a last resort.



**Stuart Dezellem,  
Bridgeport Public Works Superintendent**



## **Dayton Plans to Fix Streets**

**Council also addresses medical marijuana cooperatives, and hears tourism update**

by Michele Smith

May 4, 2017

DAYTON--At last week's Dayton City Council meeting, Howard Boggs and Adam Schmidtgall, with Engineering Firm Anderson Perry & Associates, presented the council with an evaluation of potential design concepts, means of construction, cost estimates and funding sources for several street improvement projects in the city.

The engineers discussed North Hill improvements for Whitman and Columbia Avenues, between Front and Willow streets, and Front St., between Whitman and Columbia, which are unpaved.

They also discussed East Washington Ave., from N. Fourth St. to the Main St. viaduct, which is an existing paved street used for residential access, and access to Seneca Foods, Inc. The existing pavement has deteriorated to an unserviceable condition, and has been closed to through traffic.

The city is also looking ahead to 2018, when chip sealing can be done for S. Fourth St., from Main St. to the city limits, for S. Third St., from Main St. to Jackson St., and for South Second St., from Park St. to School Bus St.

The city has applied to FEMA for \$72,500 for help with Washington Ave. repairs, and the Transportation Improvement Board has \$50,000 available to help with street repairs, according to City Administrator Trina Cole.

Also, when the city gets facts back on FEMA, and from the TIB, Seneca will be asked for help with Washington St. repairs, Mayor George said.

In the last few years, Dayton has been pretty high on the list for getting funding with the TIB, according to Boggs.

The Anderson Perry engineers have identified around \$160,000 worth of damage due to winter freezing and thawing, and the TIB has responded with a \$50,000 grant for making repairs on potholes around town, according to Boggs.

The council will meet with the engineers to discuss ideas and costs for street repairs going forward, at a workshop planned for 5:30 p.m. on May 8, prior to the regular city council meeting.

The city is also moving forward with a street improvement plan that will include an understanding of the health of the infrastructure located beneath the streets.

"Our ultimate goal is to make huge amount of improvements to a lot of streets," said Cole.

Anderson Perry has been tasked by city officials with creating an inventory of every street in town, as to street conditions and the condition of the water and sewer lines beneath them.

It would be counterproductive to pave streets over old water or sewer line, said Schmidtgall.

Schmidtgall said the City of Walla Walla has a comprehensive street infrastructure plan, which is tied to utility rates. Their philosophy is "it is cheaper to pave than to patch", he said.

The engineers said they will use information supplied by the TIB, and the water system plan, to assist with the creation of a comprehensive street plan, by the time the next funding cycle takes place.

In her report, Cole said she has been working on the Six-Year Transportation Improvement Plan. She has also made an application to the USDA for the water improvements on S. First St., Oak St., and part of Second St., in order to obtain a lower interest rate.

Also at last week's meeting City Planning Director Karen Scharer talked about the Complete Streets Forum and Safe Routes to School.

"We got a lot of good information. The hope is we can begin working on some of the paperwork needed, and some policies, and eventually get some funds to improve some of the sidewalks and such that we haven't been able to address," Scharer said.

Scharer also introduced the topic of medical marijuana cooperatives. According to state law a qualified patient can grow up to fifteen marijuana plants on their property, but the law also allows for medical marijuana cooperatives, so that four people can grow up to sixty plants at one residence, she said. The concern is what the impact is to the neighbors due to smell.

Councilwoman Delphine Bailey expressed the desire to include the Sheriff's Department in any conversations about medical marijuana.

Mayor George said, "This is not going to be solved in the next couple of months . . . We need to get it out and get educated on it."

In his report, Dayton Chamber of Commerce Director Andrew Holt said tourism inquiries were down at the visitor's center due to the harsh winter weather, but the chamber's social media campaign is doing well. There has been a 19% jump in Facebook hits and website hits are up 73% over this time last year, he said.

The chamber is partnering in production of a new Dayton Area Visitor's Guide, which will be placed in visitor centers state-wide, Holt said.

The Cup of Joe program is going well, and there have been four presentations made since January including; financing for small businesses, assistance available through the state Department of Commerce, business succession planning, and developing a food system, said Holt

Holt told the council that relocation package inquiries are split 50/50 among people looking for possible retirement in the area, and people taking jobs in the area.

The council also approved first readings of the city's Shoreline Master Plan ordinance, and a new water and sewer revenue bond ordinance.

## Langley's Second Street project leads to national recognition

by Evan Thompson

May 1, 2017

Langley's \$2.2 million redesign of Second Street in 2014 is being recognized as a leader in safe, convenient and comfortable travel on a national scale.

City Planner Brigid Reynolds and Langley Main Street Association Program Manager Lorinda Kay will be guest speakers on the National Complete Streets Coalition's next monthly webinar series, "Making the Most of Main Street: Complete Streets & Walkable Communities," at 1 p.m. Eastern Standard Time on Wednesday, May 17. On the hour-long show, they'll discuss the benefits of "Complete Streets," what methods the city used to implement the 2014 project, community involvement, what was learned during the process and how the impact of construction was mitigated.



**Evan Thompson / The Record — Langley's redesign of Second Street in 2014 will be the primary subject of the National Complete Street Coalition's next webinar series on May 17. It will feature City Planner Brigid Reynolds and Langley Main Street Association Program Manager Lorinda Kay.**

The National Complete Streets Coalition, founded in 2004, promotes the development and implementation of complete streets policies and professional practices, according to its website. The focus of the discussion surrounds the national movement "Complete Streets," which is a transportation policy and design approach to developing healthy transportation for all modalities. Making the roads and streets safer for shared use by pedestrians, transit, bicyclists and cars are the primary focuses of the movement.

Kay said there are more and more cities adopting the complete street philosophy and that she and Reynolds can provide knowledge about what it's meant for Langley.

"We've seen a lot more people drawn to Second Street with all the improvements that are there," Kay said.

Mayor Tim Callison said being included in the webinar series is an excellent accomplishment for the city.

"We're really influencing pedestrian traffic, and trying to accommodate it and encourage it," Callison said.

In 2012, the Langley City Council approved an ordinance that made it city policy to implement complete streets principles whenever feasible and appropriate in future transportation and street projects. It also made the city eligible for transportation grants, which later helped offset the \$2.2 million cost of the Second Street Project.

Langley's director of community planning at the time, Jeff Arango, was a primary facilitator of the ordinance. Arango, who is now with Seattle-based BERK Consulting, Inc., said the ordinance helped frame many aspects of the redesign of Second Street to fit the complete streets approach. Among the examples included the widening of sidewalks to increase pedestrian space, more visible crosswalks and slowing of traffic at the plaza in front of Callahan's Firehouse, which also serves as another functioning crosswalk, Arango said. Second Street was an active pedestrian street before the project, but it didn't have the physical qualities to support it.

“Often times, streets are just focused on moving cars and vehicles,” Arango said. “Complete streets can take many different forms. It’s about balancing different modes of transportation.”

Arango felt the invite to the webinar series was a “huge honor” for the city and the Langley Main Street Association.

“I’m super excited to hear that’s happening,” Arango said. “...I think it reflects the kind of city Langley is.”

The city was also awarded a \$250,000 complete streets grant from the Transportation Improvement Board and will go toward improvements on First Street. Ideas that are currently floating around include widening the sidewalks, expanding the “green space” at Whale Bell Park and adding benches and bike racks, according to Kay.

## **City of Ellensburg continues work to increase bike safety**

by Marie Schurk

May 8, 2017

ELLENSBURG, Wash. - The City of Ellensburg is working on a project that would help increase bicyclist safety.

According to a Kittitas County press release, the City of Ellensburg began working on the 7th Avenue Bike Boulevard Project on May 1 in an effort to create a safer route for bicyclists from Wenas Street to Alder Street, mainly along 7th Avenue.

Transportation officials hope this bicycle boulevard will give bicycles travel priority on a street with low traffic volumes and speeds. The City of Ellensburg will use traffic calming devices such as narrowed roads or speed bumps on the stretch of 7th Avenue.



**City of Ellensburg continues work to increase bike safety**

Officials announced the City of Ellensburg was selected for the Complete Streets Award from the Transportation Improvement Board and was awarded \$250,000 in funds to construct “complete street” projects in Ellensburg on January 27, 2017.

“The City of Ellensburg has shown that the concept of complete streets is a priority, which is why we nominated the City for the complete streets funding award from the Transportation Improvement Board,” said Kasey Knutson of the Kittitas County Public Health Department.

For more information about Ellensburg’s road improvements and projects, visit the City of Ellensburg website.

## **Kennewick mulls \$6M shortfall for highway Southridge overpass**

by Wendy Culverwell

May 7, 2017



**Kennewick plans an open house May 10 on plans to build an overpass at Ridgeline Drive and Highway 395 in the fast-growing Southridge neighborhood.  
Bob Brawdy Tri-City Herald**

Head south on Highway 395 and the last Kennewick street you'll pass is Ridgeline Drive.

The nondescript road offers the most direct connection between the highway and the city's fastest-growing neighborhood, Southridge.

The area is home to Southridge High School, Trios Southridge Hospital, Sage Crest Elementary, new subdivisions and apartment complexes and a robust array of restaurants and retailers.

But drivers seldom use Ridgeline to get on or off the highway because there's no traffic signal and no left turns allowed in either direction.

The city and the Washington Department of Transportation have long wanted to make the Ridgeline intersection safer.

And as development pressure mounts, they're advancing plans to build a \$24 million highway overpass and to install proper on and off ramps.

The agencies plan an open house at 4:30 p.m. May 10 in the Southridge High School Library, 3520 Southridge Blvd., to present various configurations.

The question is how to make the intersection safer and more attractive to drivers who clog Hildebrand.

Kennewick and Washington Department of Transportation plan an open house at 4:30 p.m. May 10 in the Southridge High School Library, 3520 Southridge Blvd., to present various configurations for a \$24 million highway overpass at Ridgeline Drive and Highway 395.

Consultants David Evans and Associates and MacKay Sposito have proposed three configurations for the on/off ramps that blend a cloverleaf approach with more direct diamond patterns.

Kennewick once favored a roundabout but the idea foundered when the state Department of Transportation objected. The speed of vehicles on the highway, the large number of trucks and the grade of the hill rendered the roundabout idea unworkable.

The overpass plan gained momentum in 2014 when the city secured a \$750,000 federal grant to begin designing it, and again in 2015, when the state Legislature earmarked \$15 million in its \$16 billion transportation package for Ridgeline.

The city committed \$2.1 million to the project and it qualified for a state surface transportation project grant of nearly \$650,000.

That leaves the \$6 million gap.

The Ridgeline project closely parallels Richland's Duportail Bridge project both in need and funding.

Both aim to improve traffic and safety in fast-growing areas. Both received money from the 2015 Legislature, even after both local representatives, Republicans Larry Haler of Richland and Brad Klippert of Kennewick, voted against raising gas taxes to pay for the package.

Both received significant allocations from the transportation package, but not enough to foot the entire bill.

The Richland City Council solved its funding gap last week when it approved a 20-year, \$20 car tab fee after months of public debate. The fee will support construction as well as street maintenance, another challenge Richland shares with Kennewick.

But the Kennewick City Council signaled its unease with car tab fees in February when it unanimously refused to send Richland a letter of support.

Kennewick typically funds capital improvement projects with revenue bonds.

At the end of last year, the city had \$35.5 million in outstanding bond debt, a level that is well below the total \$140 million in debt it could take on for various purposes under state law.

The law limits general obligation debt is to 1.5 percent of the total assessed value of the municipality without a vote of citizens, or to 2.5 percent if the bonds are put out to voters for approval.

The city also levies a transportation impact fee on new construction, both residential and construction. A new home will pay \$938 this year, while commercial rates are based on estimated traffic impacts.

Kennewick has budgeted \$1 million to the Ridgeline project in its \$40 million capital budget for 2017. It estimates \$2 million for each of the following three years.

The city plans to finalize the design for the project in January and to appraise the parcels it needs by then as well. It plans to advertise the project in 2019.

## Ready, set, bid: Tremont project nearing milestone

by Bob Smith

April 26, 2017



**The Tremont Street project will widen the corridor from two to four lanes, include two roundabouts and add bike lanes and sidewalks. A \$2 million allocation from the just-passed 2017-19 state transportation budget will give the city of Port Orchard some flexibility in dealing with construction cost variables, according to Mark Dorsey, the city's public works director. Illustration: City of Port Orchard Public Works**

PORT ORCHARD — The city of Port Orchard is inching closer toward the reality of a transformed Tremont Street corridor following a \$2 million influx from the state Legislature's 2017-19 transportation budget, approved unanimously by the Senate April 21 in Olympia.

The state House passed the bill by an 82-14 vote on April 20.

The funding was approved by legislators after conference members were finally able to negotiate an agreement. Gov. Jay Inslee is to sign the transportation budget in the next few weeks. The \$2 million allocation for the Tremont Street widening project comes from the transportation bill's local programs improvement projects budget.

The widening project will allow for expansion of the street from two lanes to four lanes. It also will add two roundabouts, bike lanes and sidewalks, and complete utility improvements, plus safety and capacity upgrades, he said.

Tremont Street is Port Orchard's "gateway" arterial leading into the city. At capacity and regularly clogged during commuter rush hours from Highway 16 to Port Orchard Boulevard, civic leaders began 12 years ago to develop plans to expand the corridor. The first funding for the project was received from the federal government in 2005 to design, acquire right of way property and pay for an environmental review.

Other government funding has been essential over the past dozen years in moving the project forward. Money has come from the Puget Sound Regional Council, which contributed \$1.7 million, and the State Transportation Improvement Board, which allocated \$8 million to the Tremont Street project.

The state's most recent \$2 million award from the state will decrease the amount Port Orchard will need to borrow in order to complete the \$18 million project, according to Mayor Rob Putaansuu.

"We're down to borrowing \$6.3 million for the project," the mayor said earlier this month. The city would borrow the money through bonding debt.

Mark Dorsey, Port Orchard public works director, said the cost of construction itself — pending bids from contractors due on May 30 — will be under \$18 million, with portions of the money directed to construction administration and management and overhead utility “undergrounding.”

He said the \$2 million from the state Legislature is a critical component of the project’s funding structure. He said when bids are opened May 30, “We’ll all be waiting with bated breaths to see how they come in.”

Dorsey said the state’s \$2 million does one of two things: “It helps us deal with bids higher than anticipated because (contractors) are busy and the economy has changed dramatically — and we’re seeing that bids are up. Even though we have a contingency in our \$18 million (construction funding), if we encounter a bid that goes beyond the construction contingency, then that additional \$2 million will be utilized to cover that ‘delta,’” or variable.

“If the bids come in where we hope they do, then the city would be able to reduce our (bond debt) amount, which ultimately reduces our 20-year debt service — which is a good thing.”

And that result, he said, would be beneficial for future transportation needs. Dorsey said it would allow more flexibility to deal not only “a moving target (the variable Tremont construction costs)” and possibly reduce debt service, but it would allow the city the financial ability to take on other projects.

But, as he reminded, “Until we open the bids, we won’t know.”

Dorsey said the city will publish bid requests in the Independent on May 5 and 12. Contractors must respond by 11 a.m. on May 30.

After bids are opened and the state Department of Transportation reviews them, he expects to deliver a staff report to the City Council at its meeting on June 13.

The next steps after getting the bonding structure in place, the public works director anticipated, would be receiving a notice to proceed with construction toward the end of June.

“I would expect to see a contractor out there mobilizing equipment, and staging and surveying right after the Fourth of July,” Dorsey said.

With a timeline that includes a one-month startup period, 22-month work window and one-month closeout, he expects the Tremont widening project to be completed by either July or August 2019.

Putansuu, in an interview earlier this month, praised the assistance given by 26th District legislators Sen. Jan Angel, Rep. Michelle Caldier and Rep. Jesse Young in getting the \$2 million allocation placed in the final state transportation bill.

“We’re very thankful for the legislative support that we’ve received,” Dorsey said, “for the \$2 million, as well as the \$8 million from the state Transportation Improvement Board. That’s the highest amount they’ve ever awarded.”

He lauded TIB members and Steve Gorchester, board executive director, for their involvement, as well as that of the Puget Sound Regional Council.

“It’s taken a long time to get to this point to finish the project design and get the construction money,” Dorsey said.

“On May 30, it’ll all come down to seeing the efforts of the past 12 years culminating into construction bids.”

## **Council approves crosswalk at 32nd Street on Island Crest Way**

by Katie Metzger

April 18, 2017

At its April 3 meeting, the Mercer Island City Council approved a \$341,574 project to upgrade the existing crosswalk at Southeast 32nd Street on Island Crest Way by adding a pedestrian signal, enhancing the crossing and improving accessibility and circulation for pedestrians traveling to and from the Town Center.

Two new LED street lights, new crosswalk pavement markings, signing and new ADA ramps will be installed. This area of Island Crest Way is five lanes wide and has the highest traffic volume and speeds on the Island.

A \$257,338 grant from the Transportation Improvement Board will cover most of the cost, with the city's Street Fund funding the balance. This project was one of eight applications in the Puget Sound to receive funding from the TIB.



## **Harboview Drive sidewalk project**

by Andrea Haffly

April 13, 2017

The Council voted unanimously to shelve project to improve sidewalks along Harborview Drive from North Harborview Drive up to Burnham Drive in downtown Gig Harbor.

Senior Engineer Trent Ward and Public Works Director Jeff Langhelm updated the Council on the project and said that grant funds received in November 2014 from the Washington State Transportation Improvement Board (TIB) had a two-and-a-half year time frame. Construction on the project would have to begin this month or the funds be returned.

The project proposed the construction of a new curb, gutter and 5 1/2-foot wide sidewalk to improve pedestrian safety downtown.

The Council rejected previous bids in a June 2016 meeting because they came in over budget. City staff rebid the project in February and received 11 new bids from contractors.

Councilmember Steve Ekberg thanked city staff for its worked and asked staff to find additional TIB grants for a project that would also include frontage improvements to the area.

## Water Street upgrade: It's going to look different a year from now

by Chris Tucker

May 3, 2017

Downtown Port Townsend should look much different by June 2018 after a significant reworking of Water Street between the ferry terminal and Taylor Street is completed.

The Water Street Enhancement Project is just one aspect of a \$13.8 million plan that also includes upgrading the Port Townsend Public Library; improving the "triangle" on Sims Way in front of the Jefferson County Visitor Center; working on Howard Street and a State Route 20 pedestrian walkway near a ravine; improving the intersection at Washington and Jefferson streets; funding preliminary design for Seventh Street; and repaying an interfund loan that covered the cost of previous sidewalk work on Landes and Sheridan streets.

### \$13.8 MILLION IN PROJECTS

"What we try to do is use our bonding capacity to try and leverage other monies as much as possible," said City Manager David Timmons.

The total cost of the projects is \$13.8 million, with the city contributing \$3.2 million of that total. The remaining \$10.6 million comes from several other sources, including the state Department of Transportation, the state Transportation Improvement Board (TIB) and a heritage grant, among others, according to city documents.

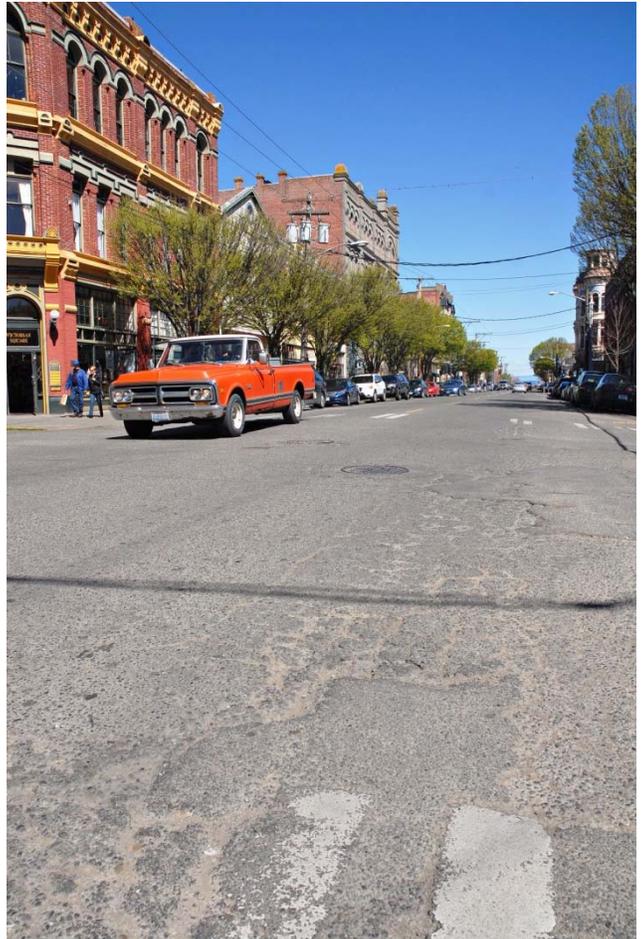
The city sold \$10.26 million in bonds in February, which funds both the \$3.2 million worth of projects and also refinances \$7.5 million worth of bonds from 2008 at a significantly lower interest rate. The lower rates mean the city saved \$1.3 million, Timmons said.

The ratings firm Standard & Poor's upgraded the city's bond rating from A+ to AA- as part of the bond sale.

### CAFE SEATING, PARKING

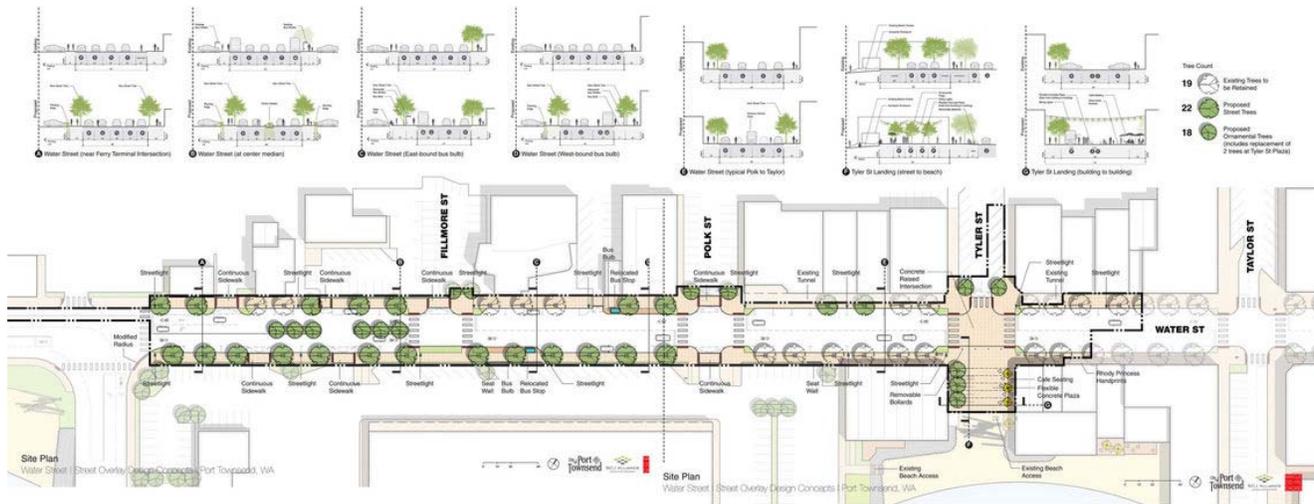
Work on Water Street should begin in January 2018 and be completed in time for the kickoff of the summer season, Timmons said.

Results of the completed project would include: repaved roadway, additional trees [see graphic Page 18] and widened sidewalks that are compliant with the Americans with Disabilities Act (ADA).



**"Alligator" cracks on Water Street, seen here at the intersection with Tyler Street, would be a thing of the past after the city removes and old underground concrete highway and applies fresh asphalt by June 2018.**

**Photo by Chris Tucker**



**The City of Port Townsend plans to revamp this section of Water Street, between the ferry terminal and Taylor Street, by June 2018.**

**Courtesy City of Port Townsend**

Some sections of the street would go from three lanes to two lanes. The south end of Tyler Street is to be turned into a more pedestrian-friendly “landing,” with cafe seating, strings of lights overhead and flexible parking spaces.

The number of total parking spaces along the project area is to be increased by 10, he said. Also, significant changes would be made underneath the road, according to Timmons.

**ORIGINAL PLAN SIMPLER**

Timmons said that initially, the project was to be much simpler: laying down fresh asphalt along that section of Water Street. However, those plans were complicated by an old, shallow concrete road currently underneath the street. That concrete causes the asphalt to swell and crack.

“We need to get that out of there; otherwise, the pavement that we put down is just going to fail again,” Timmons said.

Since the road is to be torn up, the city plans to replace an old cast iron 12-inch water main under the road and also upgrade the sidewalks. Timmons said there was no record of when the main was installed, but that the last mention of it in any record dates back to 1934.

“It just made sense; you’ve got a 100-year-old water main under there,” he said.

Timmons said the old main is brittle and prone to cracking.

The new sidewalks are to be wider, with trees, planted on the roadsides and down the center, added as a buffer between pedestrians and traffic.

Power lines are to be buried, but utility poles are to remain, to be used for other types of cables.

**AT THE LIBRARY**

Cracked retaining walls in front of the PT library are to be repaired. A new roof and new windows are to be put on the back, 1990s-era section of the library building. In addition, an old electric furnace is to be upgraded to a more efficient system.

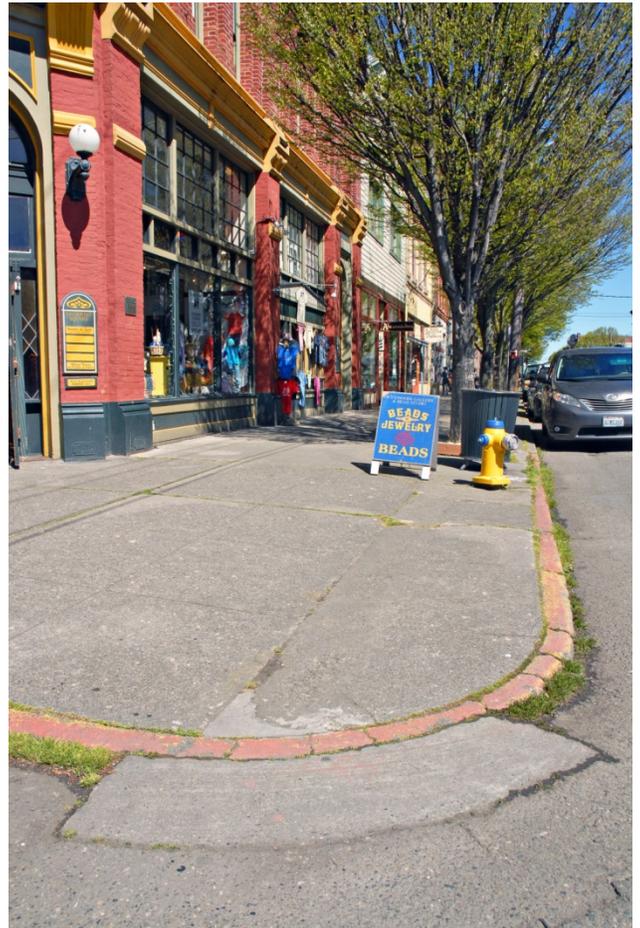
Timmons said the city also used some of the money to repay itself for funds it advanced for 2015 sidewalk projects along Sheridan Street by Grant Street Elementary, and along Landes Street. The city used federal grants to partially fund those projects, and took out a short-term loan to pay for the rest, Timmons said.

The city also plans to upgrade the intersection at Washington and Quincy/Jefferson streets for pedestrian crossing and sight improvements.

Finally, the city is to collaborate with Kitsap Bank in a public-private partnership to improve traffic control and safety at a triangular patch of asphalt in front of the Port Townsend Visitor Information Center. A major art piece is slated to be installed there.

The city is coordinating the Water Street project with the Port Townsend Main Street Program and downtown merchants.

The city also plans to work with the Jefferson County Public Utility District to build infrastructure that allows for relocating overhead utilities underground by early 2020, the website notes.



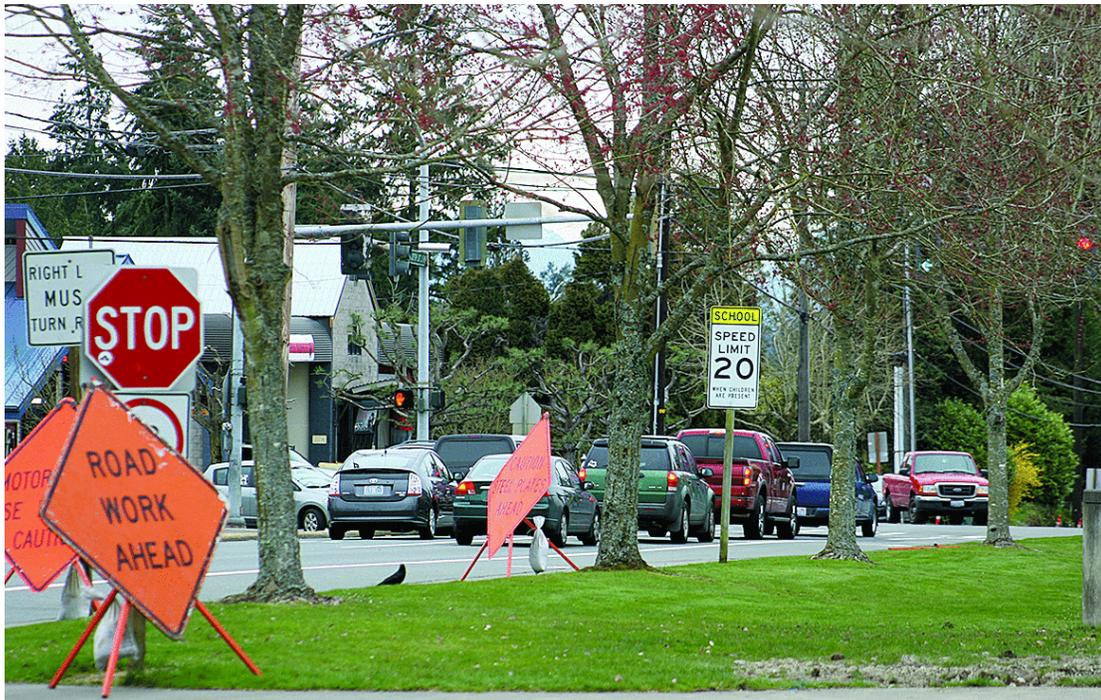
**Sidewalks like this one would be improved to comply with the Americans with Disabilities Act.  
Photo by Chris Tucker**

## Caution: Road work ahead in Edmonds

Expect delays at busy intersection through November

by Brian Soergel

April 6, 2017



**Photo by: Brian Soergel Like the sign says, there will be plenty of road work ahead in the coming months at the intersection of 76th Avenue West and 212th Street SW.**

Although the city's reconstruction of the congested 212th Street SW and 76th Avenue West intersection officially begins Monday, April 10, you may have noticed that utility work already has ripped up some of its approaches.

Get used to it.

Improvements to one of the city's most maligned crossroads – if not the worst, it's close – will provide dedicated left turn lanes on 76th Avenue West with simultaneous turning movements during the left-turn phase.

This, along with the addition of right-turn lanes and a new traffic signal, will increase the capacity and improve intersection signal operation, traffic flow and vehicle delay. And reducing vehicle emissions means improved air quality.

At least that's the plan.

The city's water, storm and sewer utilities will be upgraded within the project limits, and overhead utilities will be converted to an underground system, making the intersection a little nicer looking.

Drivers have three choices: Avoid the area, pack a healthy dose of patience or get ready to stew awhile. Work is expected to continue through the beginning of the school year in September and into November.

The intersection – with Edmonds-Woodway High School at its southwest corner – suffers extended delays during peak commuting times and school hours due to its limited capacity, city Transportation Engineer Bertrand Hauss said.

Both approaches on 76th have two through lanes with no dedicated left-turn lane. The left turn volumes are high, and operate independently.

Add to the mix the fact that increased traffic is only going to get worse, and you have an intersection failing its level of state-mandated service rating.

That's a big reason why the city's been able to secure federal and state grants for the intersection's design and construction. Still, about \$1.1 million of the \$6 million in construction costs is needed from local funds, with most coming from the city's water and sewer utilities, said Public Works Director Phil Williams.

The project hiccuped last summer, when construction bids came in much higher than was budgeted, Hauss said. Advertised again, the winning bid went to Marshbank Construction, which also constructed Edmonds' Five Corners roundabout.

Bundled in with the planned improvements will be new bike lanes on 76th Avenue West, beginning at 220th Street, with a combination of lanes and sharrows (shared lanes) north to 198th Street SW and to Olympic View Drive.

In addition, 212th Street bike lanes will begin at the Five Corners roundabout and continue east to 72nd Avenue West. The bike lane improvements include replacement of existing catch basin frames and grates, permanent signage, modifications of two existing traffic signal systems, and new route and way-finding signage.

To make room for the bike lanes, the road section will be changed to three lanes with one travel lane in each direction and a center turn lane. This will provide additional safety benefits to vehicles, bicycles and pedestrians.

The bike lanes are funded from a \$580,000 grant from Verdant Health Commission and the Washington State Transportation Improvement Board.

At a sparsely attended public meeting last week, a few residents in the area raised concerns about wait times and other problems associated with a major construction project.

Both Hauss and Capital Projects Manager Jaime Hawkins acknowledged the headaches to come, but stressed improvements will help an intersection that is failing its job.

Hauss said another of Edmonds' worst intersections – just down 76th at 220th Street SW, is next on the agenda.

## **Groundbreaking ceremony held for Main Street Enhancement Project in Bothell**

by Catherine Krummy

March 29, 2017



**Bothell City Councilmember James McNeal, Deputy Mayor Davina Duerr, Mayor Andy Rheume and Transportation Improvement Board Engineer Greg Armstrong participate in the groundbreaking ceremony for the Main Street Enhancement Project on March 28.**

**CATHERINE KRUMMEY / Bothell Reporter**

City officials and staff, local business owners and employees and other members of the public gathered on the Main Street sidewalk between 101st and 102nd avenues to celebrate the start of the latest iteration of one of Bothell's most well-known districts on Wednesday, March 29.

"This road has been here for over a century," Bothell Mayor Andy Rheume said, adding this Main Street Enhancement Project will be the third version of the road in the last 40 years or so. "It's always been the place you go to get goods and services. ... This is the historical heart of our city."

City councilmembers and others involved with the project simply stuck shovels into sand that was poured on top of the existing Main Street sidewalk for the groundbreaking ceremony, as construction will actually start next week.

"April is our big month to get everything going in earnest," Bothell Public Works Director Erin Leonhart said.

Westwater Construction Company will be paid more than \$4.3 million for the Main Street Enhancement Phase One construction; KBA Inc. will be paid \$430,500 for on-call construction management services; and BergerABAM will be paid \$189,299 for construction engineering support services and \$29,158 for engineering design services.

Funding for Main Street Enhancement Phase One comes from a \$4.7 million Transportation Improvement Board (TIB) grant, a \$986,000 federal design grant, \$62,569 from the Main Street Enhancement Capital Fund and \$295,000 from the Water Utility Fund.

TIB Engineer Greg Armstrong also spoke at the groundbreaking ceremony.

“I’m excited to see this project done,” he said. “I expect this construction to go smoothly.”

Rheume referenced the fire that destroyed several businesses on Main Street last summer in his remarks. While the enhancement project was planned before the fire, it did help expedite the process. After seeing the damage it caused firsthand, Governor Jay Inslee wrote a letter to the TIB supporting funding of the enhancement project.

The project is part of Bothell’s Downtown Revitalization Plan, intended to make the historic section of downtown a viable and attractive location to work, live, visit and shop. The project has two phases; the first is from Bothell Way NE and 102nd Avenue NE, and the second is from 102nd Avenue NE to 104th Avenue NE/Kaysner Way.

Construction is planned to wrap up in November, just before the holiday shopping season. There is a \$30,000 incentive in the contract for Westwater to reach that deadline.

“I want to thank the Main Street businesses for what they’re about to endure,” Rheume said. “They will — more than ever — need your support.”

During construction, pedestrian access to storefronts will be maintained for the majority of the time, and city staff are encouraging business owners to make use of their back entrances for customers.

Nancy Pipinich, who owns State Farm Insurance on Main Street, spoke during the groundbreaking ceremony as well.

“Main Street is open for business,” she said, thanking the community for its support both during construction and in the aftermath of last year’s fire. “When our front doors are closed, our back doors will be open.”



**Bothell Mayor Andy Rheume, Transportation Improvement Board Engineer Greg Armstrong, State Farm owner Nancy Pipinich and Bothell Senior Civil Engineer Nduta Mbutia participate in the groundbreaking ceremony for the Main Street Enhancement Project on March 28.**



**Bothell Mayor Andy Rheume speaks during the groundbreaking ceremony for the Main Street Enhancement Project on March 28.**



**Bricks put in place during a previous revitalization project are seen steps away from where the groundbreaking ceremony for the new Main Street Enhancement Project was held on March 28.**

Business owners and city staff are working together to ensure the Main Street businesses still attract customers during construction. An informational meeting on the project was held for business owners in January, and Leonhart said another meeting is tentatively planned for the third week in April.

Visitors to downtown Bothell are encouraged to park in the city hall garage, at 18415 101st Ave. NE, and Leonhart said the city hopes to have an additional temporary parking lot available for visitors to Main Street near the intersection of State Route 527 and Main Street during the construction.

For more information, visit [www.bothellwa.gov/MSE](http://www.bothellwa.gov/MSE). Business owners or visitors to Main Street who encounter issues during construction should call the hotline number at 425-806-6825.



**Bothell Mayor Andy Rheume looks on as State Farm owner Nancy Pipinich speaks during the groundbreaking ceremony for the Main Street Enhancement Project on March 28.**



**Bothell Mayor Andy Rheume looks on as Transportation Improvement Board Engineer Greg Armstrong speaks during the groundbreaking ceremony for the Main Street Enhancement Project on March 28.**

## **Pateros council awards Ives Landing bid, prepares for Arbor Day**

by Mike Maltais

April 19, 2017

PATEROS – The Ives Landing RV Park renovation and expansion project took a major step forward at the Pateros City Council meeting last Monday, April 17, with the selection of DJB Construction, LLC in Wenatchee. DJB's was one of two bids opened on Tuesday, April 11, and was the lowest at \$256,775.34. After reviewing DJB's performance record and financial status, city engineering consultant, Varela and Associates recommended that the council proceed with the bid award. DJB's bid comes in slightly below the engineer's estimate of \$257,087.75.

Kurt Danison of Highlands Associates in Okanogan explained the various funding categories available through the Department of Commerce's Community Development Block Grant (CDBG) Program as part of a CDBG grant application public hearing. Council voted to proceed with application for a Transportation Improvement Board (TIB) street light grant that would allow for installation of LED lights on the city's 81 light poles as part of an upgrade that would reduce electricity consumption costs.

In other business, council addressed nearly a dozen resolutions, grants and ordinances. Included among those was renewal of a 50-year-old agreement negotiated with Okanogan County in 1967 for access to a waterline that runs up Bill Shaw Road.

Council renewed its service agreement, due to expire on May 1, with Zippy Disposal for another 10 years through May 2027.

Council voted to approve creation of an Americans With Disabilities Act (ADA) access plan to ensure the city's eligibility to continue to receive future federal funds.

Council agreed to designate a portion of Riverside Drive as Riverside Drive Lower to provide greater clarification for first responder services.

Council also renewed its annual operational agreement with the North Central Washington Narcotics Task Force for a participant fee of \$2,300. Council member Christine Perry asked that future renewals include the attendance of an NCWNTF representative at a minimum one annual council meeting.

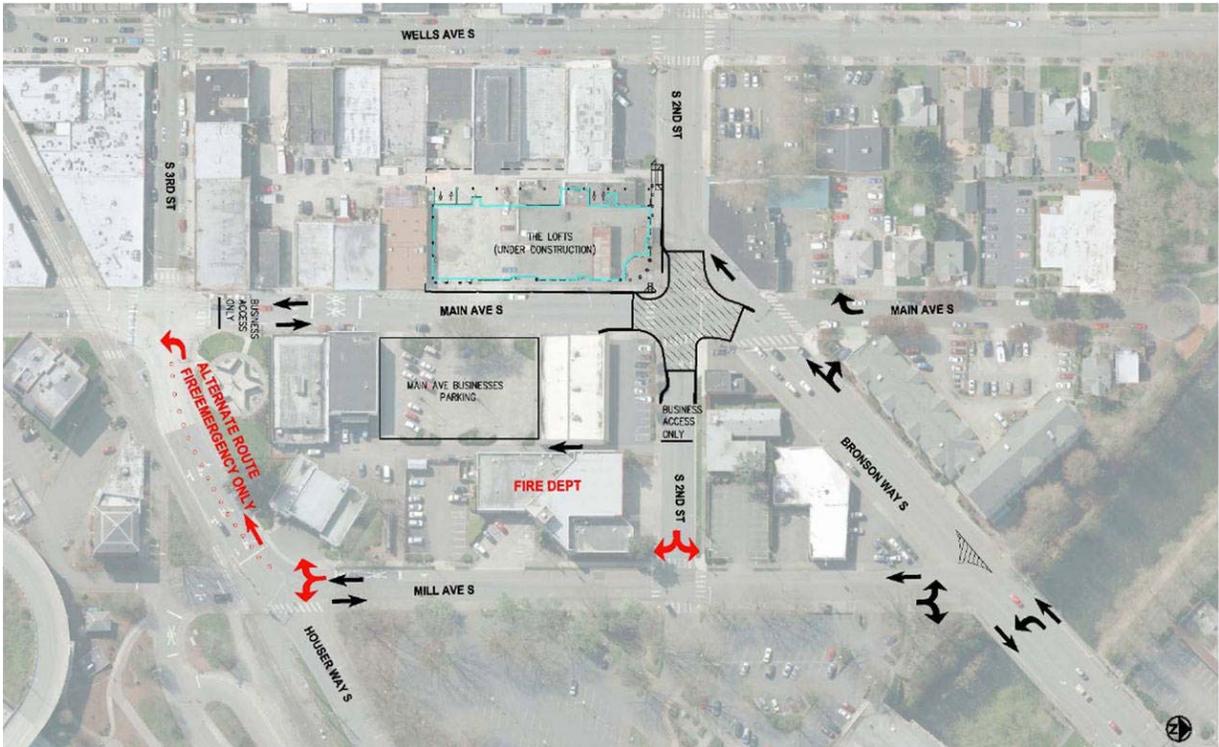


**This large metal sculpture, depicting a spear fisherman on horseback by artist, Smoker Marchand, will be installed at the Memorial to the Methow park later this year.**

## Main Avenue South project raises concern

by Leah Abraham

March 16, 2017



The city is moving forward with its project to convert Main Avenue South from a one-way to a two-way street, but its initial plan might take a detour.

The work at the key intersection of the project — Main Avenue South and South Second Street — was initially supposed to go through a four-phase plan, totaling 95 days of construction. It was revealed at the March 13 Committee of the Whole meeting that the four phase plan would take 181 days to complete.

The Public Works department came up with an alternative proposal, one that would take less time to complete, however not everyone was thrilled about this proposal.

Instead of a four-phase plan, the alternative solution presented at the meeting was a full closure of the intersection for no more than two months, and closing down all but one westbound lane on Bronson Way South heading to South Second Street.

Bob Hanson, who leads the Transportation Design and Construction section, discussed the details of this new proposal and said that the contractor informed Hanson's department of the delay two weeks ago after consulting the critical path schedule.

Councilman Ed Prince raised questions at the meeting regarding how the full closure plan will affect businesses and fire station No. 11.

According to Hanson, there will be three signs erected around the construction area to redirect drivers. The signs will also help advertise the businesses in the area by having their logos on them.

However GHY Bikes owner A.J. Johnson isn't sure his business will thrive with two-month construction.

The 12-year-old bike store, located on 230 Main Ave. S, has already seen a 27 percent dip in sales from summer of 2015 – 2016 due to the apartment complex construction at the intersection, according to Johnson.

The full closure plan also affects the fire station on Mill Avenue, however the city and the fire department were able to come up with favorable solutions. Deputy Chief Roy Gunsolus said it won't impede response times at all.

"We've worked with the traffic department of the city, and I've had meetings with construction, and we've worked out a plan so it's going to have very little impact on response because we're going to be installing GPS activated (opticom) which help us get signals going our direction sooner," said Gunsolus.

The GPS opticom system activates signals to change based on the position of the apparatus, he explained. The systems will be installed in two weeks, before construction starts.

The city and the fire station were also able to find an alternative route for emergency traffic vehicles.

While the project was set in motion about two years ago, according to Hanson, it wasn't until two weeks ago, less than a month away before construction was set to begin, that the contractor informed the city that the initial four-phase plan would take more than two weeks. The city informed businesses and the fire department last week.

Johnson said he was notified about the construction last Thursday, March 9, and that if he had known any sooner, he wouldn't have signed his lease, and instead would have considered moving up to Issaquah or Kirkland.

"I absolutely know that the project needs to get done," said Prince. "My larger concern is that we've also known about it for two years. It seems to me that earlier communication with the business owners and the fire department would have been better last week."

When asked about the transportation department's plan in the case of delays or if they had a contingency plan, Hanson replied, "The contractor has indicated 37 (working) days. That's seven working days less than two months. We've figured that's a safe-enough cushion for any weather delays we might have."

While discussing the plan at the council meeting, council members voiced their concerns about the plan and its affect on local businesses.

"I am still extremely disappointed from what I've seen at the Committee of the Whole today," said Prince at the meeting. "My hope is that staff will come back to us next week and they will have more worked out, and I won't have to vote against the resolution."

Councilman Ryan McIrvine said he was in the same boat and he wanted more feedback the next week.

"I'm on board with everybody else," said Councilman Randy Corman. "Since it is our intent to ultimately restore a lot of these streets to two-way traffic, and hopefully our future is going to include more work on these intersections, I would like us to be creative in coming up ways to mitigate the impact for the businesses. As we go forward and we start to convert other intersections to two-way, I don't want the business community to feel like it's a hard ship imposition and not a benefit. And it seems like we're at a bad start already."

# The Northern Light

Blaine and Birch Bay's Community Newspaper

## **Bellevue engineering firm pens contract with city for Sweet Road reconstruction**

March 26, 2017

Winter weather took a toll on Blaine streets this year, particularly on Sweet Road.

The city is pursuing a two-phase project to reconstruct the damaged roadway, which, according to assistant public works director Bill Bullock, carries between 300,000 and a million tons of freight on an annual basis.

"After the winter thaw, public works decided to break the project into two phases to reconstruct Sweet Road based on the severe damage to the road surface this winter; a high risk of developing a hazardous condition if not rehabilitated this year," read a city staff report.

On March 27, Blaine City Council unanimously agreed to move forward on a contract with Bellevue-based TranTech Engineering LLC in the amount of \$64,316.42 to perform engineering design services for the project. Funds will be allocated from the Transportation Improvement Board.

## **Puyallup arterial project drags on as city fights with first contractor**

by John Gillie

April 6, 2017

Just when commuters thought Puyallup's reconstruction of a busy arterial near South Hill Mall was finally nearing completion, the city and its contractor have again restricted traffic on 112th Street East to two lanes.

The restrictions are bottle-necking traffic near one of Puyallup's busiest retail neighborhoods and slowing commuter traffic, residents have complained.

At the root of the problem is what city engineers say is faulty work performed by the project's original contractor and a winter work suspension to allow shoppers to get to retailers abutting the road during the holidays. The city also cites this year's abnormally rainy weather for delaying a restart of work.

The second contractor on the project, Olson Brothers Excavating, is removing and replacing several dozen new pervious concrete road surface panels on the road's north side that the city claims are defective. The panels were the work of original contractor Conway Construction Co. of Oregon. That work and other items are expected to be complete by early June, said Assistant City Manager Steve Kirkelie.

Meanwhile, Conway and the city are involved in a fight in Pierce County Superior Court about the city's suspension of Conway's work in March 2016. A trial in that case is now scheduled for May. Conway had begun the project in November 2015.

The city contends Conway failed to live up to nine provisions in the original contract. Puyallup gave Conway a two-week notice last year to remedy the nine items or face cancellation of their \$3.86 million contract.

Conway contends in court documents that it corrected several of the items, such as misplaced traffic control signs, and had made progress toward correcting other issues when the city put the brakes on the project.

Conway's lawyers contend the city refused to meet with Conway and that fixing the issues the city enumerated, if they were valid, would have required more than two weeks to accomplish. The construction firm wants a judge to declare that the city terminated the contract for its convenience rather than because Conway had defaulted on its contractual obligations.

The judge's decision will potentially play a large role in who will pay for fixing the problems. The city is withholding more than \$1.2 million Conway says it was owed for work performed. Olson bid \$2.47 million to finish the work.

The project design calls for widening 112th Street East — it's also called 39th Avenue SW — to four lanes, installing turn lanes, new traffic signals and sidewalks. The construction project stretches from 11th Street SW to 17th Street SW near Costco and South Hill Mall.

## The revitalization of Yakima's North First Street remains little more than a dream

by Kaitlin Bain

April 29, 2017

If it's true that you don't get a second chance to make a first impression, Yakima could be in trouble.

Visitors entering Yakima for the first time via North First Street are greeted with a mixture of seedy buildings, garish signs and crumbling sidewalks.

But nearly five years after plans to revitalize North First Street were approved, the project is dead in the water, a victim of what one business owner calls a lack of political will.

Other business owners wonder if a plan calling for banners, new lighting, benches and flowers would be enough to give the area the lift it needs.

"The street probably ought to be bulldozed," said attorney Blaine T. Connaughton, whose office has been on the street for years. "I'm kind of serious, actually. I don't know what they could do. There are so many places that are such dumps or in disrepair."

Despite consensus that the street needs to be improved, no one seems to be able to identify what caused the area to fall into such disrepair.

Mayor Kathy Coffey recalls what it was like in the early 1970s.

"I started my career as a front desk clerk at the Holiday Motor Inn, where the Union Gospel Mission is now," she said. "There used to be a lot of good restaurants and nightclubs and hotels along the street."

That's the North First that Coffey remembers, and it's one of her main motivations in trying to keep the project alive.

Several business owners blame the Union Gospel Mission's 1994 move into the former hotel as the point at which the neighborhood started downhill.

But Sara Holtzinger, director of development for the mission, said the area had already seen a downturn before the mission arrived on the scene. Prostitution, gangs and drugs were prevalent before 1994, she said.

Plans to improve North First Street followed the relatively successful revitalization effort in the core of downtown Yakima, which has seen a number of new businesses move into the area. But North First Street could prove more daunting.

To finance a North First Street revitalization, the City Council considered increasing car tab fees, which could have raised up to \$1.4 million and allowed the city to obtain bond financing to help with the \$10.8 million project.



**Motorists drive along Yakima's North First Street on Thursday, April 27, 2017. It's often the first site that visitors see when entering the city from the north. (WILL MCDONALD/Yakima Herald- Republic)**

But council members couldn't agree on a fee amount. The measure failed, and with it so did any chance of revitalization in the near future.

Without those car tab fees, it's not going to happen, Coffey said.

City Manager Cliff Moore said the city will continue to seek federal and state funding to pay for the project, but there's no specific prospect.

Business owners along the street generally support the project, but they question if a few flowerpots and benches are enough to change a whole neighborhood.

Among the supporters is attorney Connaughton. If he could ask the city for one improvement to the street, it would be garbage cans along the side of the road so pedestrians would stop throwing trash in his bushes.

John Gasperetti, owner of Gasperetti's restaurant, which has been on the street for more than 50 years, said the lack of funding demonstrates a lack of political will for the project. That frustrates him because he feels like his business doesn't matter to a City Council that has spent months debating ideas that ultimately haven't panned out.

"I call members of the council to complain and I get nowhere," he said. "To me, they're not on my side or anyone else that's doing business on this street."

City Councilman Bill Lover said he personally supports the project and can understand the frustration from business owners, as he has seen this dance — funding? no funding? — go on for years.

"We always seem to find a way to divert the money that was supposed to go to North First Street," he said. "Every time we get going, it seems like the money goes to downtown."

Without an emphasis on reclaiming the street, Gasperetti said Yakima can't reach its full potential as a center for tourism.

"A lot of our customers love coming to Yakima because of our restaurants and wine industry and the arts," he said. "We all depend on our tourist industry. But here again, this is one of the entrances to our city, and we're constantly trying to rise above the homeless people roaming the streets and the litter.

"I understand that's an issue for our whole Valley, but it's disturbing when it seems like there's no support."

He said his first priority for the area would be to get rid of the power lines and fix the sidewalks.



**Leslie Dodey of Yakima waits for a Yakima Transit bus on North First Street near N Street on Wednesday, April 26, 2017. Dodey rides the bus nearly every day, and wouldn't mind having a place to sit: "I have arthritis in my hip and I also have a pacemaker. Standing and waiting for the bus gets tiring."**

**(JAKE PARRISH/Yakima Herald- Republic)**



**Keith Powell, left, and his father, William, walk on the sidewalk along North First Street in Yakima, WA, on Wednesday, April 26, 2017. The City of Yakima's North First Street Revitalization Project would widen sidewalks along the historic street, providing a safer environment for pedestrians.**

**(JAKE PARRISH/Yakima Herald- Republic)**

City spokesman Randy Beehler said the plan does call for power lines to be moved away from the street — either to an alley or the next street back.

For now, Jose Campos, owner of Happy Time, a marijuana retailer along North First Street, said he hopes the city will use the time without project funding to organize volunteers and business owners to do what they can to take care of the street themselves.

“It’s one of the first (entry points) when people come down from the Seattle area,” he said. “So it’s important to make sure Yakima doesn’t look like a run-down city. But if the city just organized a group to pick up the trash and the weeds, it would help make sure the first thing people see isn’t Yakima looking like a dump.”

An earlier version of this story misidentified Yakima attorney Blaine T. Connaughton.



**Motorists drive through the intersection of North First and H Streets in Yakima, WA, on Wednesday, April 26, 2017. The North First Street Revitalization Project outlines plans to construct a roundabout in the intersection. (JAKE PARRISH/Yakima Herald- Republic)**

# The Chronicle

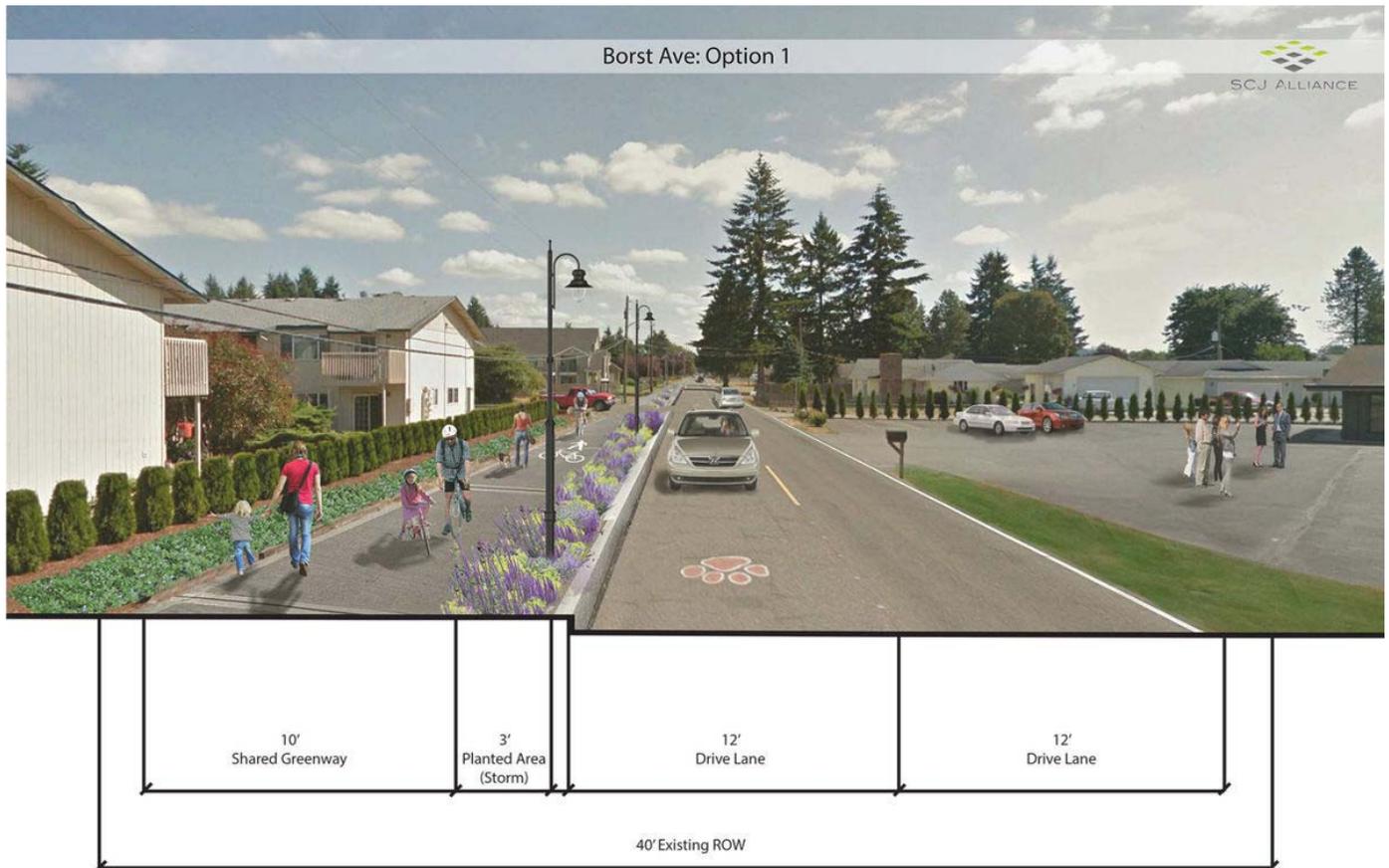
SERVING THE GREATER LEWIS COUNTY, WASH., AREA SINCE 1889

## Centralia, Lewis County Review Options on Borst Avenue Sidewalk Designs

Plans: Public Meeting on Design Tentatively Set for May as Officials Seek Solutions for Safety Concerns

by Natalie Johnson

April 12, 2017



Members of the Lewis County Board of Commissioners and Centralia City Council preferred this option of four for Borst Avenue rehab presented by SCJ Alliance during a workshop meeting in early April.

Courtesy Photo

Representatives from the city of Centralia, Lewis County and the Centralia School District expressed optimism at a workshop Tuesday that a revamped Borst Avenue could soon lead to the rebuilt Centralia High School approved by voters last year.

Members of the Centralia City Council and Lewis County Board of Commissioners and their staffs met Tuesday evening to review four options for redesigning Borst Avenue with sidewalks. The options were presented by consultant SCJ Alliance.

Stakeholders present all preferred options with wide, multi-purpose sidewalks and planters to both beautify the area and handle stormwater.

“The future is this,” said Centralia City Councilor Max Vogt. “People who want to come here will seek this out.”

Councilors spoke in favor of having a functional road and sidewalk that was also visually appealing — a major change for the road.

"It's been the ugliest road in town for about 50 years," City Councilor John Elmore said.

Brandon Johnson, of SCJ Alliance, presented four options for the road during the workshop Tuesday evening at Centralia City Hall.

Option 1 presents "essentially Borst Avenue as it is today," Johnson said.

While the roadway stays much the same, this option would add a 10-foot "greenway," a wide sidewalk for both walkers and bicyclists, and a three-foot wide planted area, which would also handle stormwater.

The option falls within the existing city right-of-way, and would qualify for state Transportation Improvement Board grants, Johnson said.

The county and city plan to apply this year for a TIB grant for the project.

Option 2 is the most conventional, as it follows the city's current standard for collector streets, Johnson said, meaning it includes two 12-foot drive lanes, two six-foot wide bike lanes and two 5-foot wide sidewalks. This option would make the street look just like others in the city, and would include no green space.

"It's going to be the most expensive option because it's got the most asphalt," Johnson said.

Another major drawback, Johnson said, is it does not fit inside the city's current right of way.

The city of Centralia and Lewis County have been discussing the possibility of sidewalks on Borst Avenue for years, but have consistently come across roadblocks. The most recent effort to add sidewalks was spurred by Centralia High School student groups who were concerned about student safety. Many students walk to school along Borst Avenue, despite its lack of sidewalks.

"This is a project that's been contemplated for a long, long, long time and the history I've heard is maybe all the way back to when the high school was built," said Eric Martin, public works director for Lewis County.

The project is complicated because part of the road is in the city's jurisdiction and part is in the county's. Also, the road is narrow, with as little as 40-feet of right of way beyond the road in some areas, making it impossible to add sidewalks without buying additional land from property owners along the road to widen the right of way in conventional city street designs.

Option 3 includes two 12-foot driving lanes, a parking lane and a six-foot wide sidewalk on one side of the street. It would not require the purchase of additional right-of-way space and does not include a planted area.

Johnson noted that the planted areas will serve as stormwater management, reducing the need for extra stormwater improvements. Borst Avenue does not currently have a stormwater drainage system, meaning any project done will have to add that capability.

He estimated a planted area along the road would save from \$100,000 to to \$250,000 on stormwater management, but would need to be maintained.

Option 4 is the "most aggressive option," Johnson said, and involves cutting Borst Avenue down to one lane heading toward the high school, and includes on-street parking, a large shared greenway and planted area.

SCJ also presented two options for making Mt. Vista road the corresponding one-way street to funnel traffic to and from the high school.

“If I could wave my magic wand and make it all happen ... I would go with option 4 in a heartbeat,” Centralia High School Principal Josue Lowe said.

However, others cautioned that it would be difficult to get funding for both Borst and Mt. Vista projects at the same time.

“We do need to hopefully get some support for some of these options quickly because our next step in the project is to do some public outreach,” Martin said.

Overall, commissioners, councilors and staff at the workshop preferred elements from option 1, but also expressed interest in exploring the one-way Borst Avenue option.

Centralia City Councilor Peter Abbarno asked that the final design include some on-street parking, which is not included in option 1. Johnson noted that some areas along Borst Avenue have a larger right-of-way, and could accommodate on-street parking with option 1.

Martin said city and county staff hope to schedule a public meeting to present the finished rendering of the design to the public in May. He said staff does not currently have an estimate on the project’s cost, but hope to submit a grant proposal to the TIB in August.

## City of Hoquiam Plans Sidewalk Repairs on Simpson Avenue During Work on State Route 101

May 9, 2017



Sidewalks on Simpson Avenue in Hoquiam are getting some attention next summer, thanks to a partnership between the city and the state Department of Transportation.

Project Engineer Mason Skinner told the Hoquiam city council at their meeting last night that after selecting the project to repair sidewalks from the Simpson Avenue bridge East to the Aberdeen city limits, the city learned that the state was planning work on the same road.

“We just happened to find out that they have a paver project in this next biennium on that section of 101. With that

Referring to paving projects, Skinner added, “With that paver project WSDOT is required by their own policies to upgrade any curb ramps or handicap ramps that are not ADA compliant. So to extend the funds as much as possible we didn’t want to upgrade a whole bunch of curb ramps that they would have had to do anyway.”

A \$575-thousand grant was awarded from the Transportation Improvement Board, with a \$115-thousand match requirement from the city. Skinner said that’s enough funding to replace the entire south side of Simpson, and about half of the North side of the street depending on how much of the current sidewalks can be left alone. He expected the city to apply for more grant funding to complete the project.

Survey and design work begins this summer. with a review this fall. Skinner said if WSDOT gives approval after a review this winter, we’ll see construction by next summer.