



Transportation Improvement Board
November 15-16, 2018 – SeaTac, Washington
Location: Hilton Seattle Airport & Conference Center
17620 International Blvd.
SeaTac, WA 98188
206-439-6130

November 15, 2018 – 2:00 p.m.
WORK SESSION AGENDA

		Page
2:00 pm	A. Welcome from City of SeaTac	
	PROGRAM & PROJECT MATTERS	
2:10 pm	B. 2018 Project Recommendation Summary	TIB Engineers 13
3:30 pm	C. Executive Session: Personnel Matters	
3:45 pm	D. Adjournment	Chair Johnson



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November 16, 2018 – 9:00 a.m.
BOARD AGENDA

			Page
9:00 am	1. CALL TO ORDER	Chair Johnson	
9:05 am	2. WSDOT PUGET SOUND GATEWAY PROGRAM	Craig Stone	
9:35 am	3. GENERAL MATTERS		
	A. Approval of September 28, 2018 Minutes	Chair Johnson	3
	B. Communications	Ashley Probart	
	1. Newsradio 560 KPQ – New Roundabout for Red Apple Road/Miller Street		15
	2. Union-Bulletin – College Place officials to mark completion of road project		16
	3. The News Tribune – Traffic alert: New bridge in Sumner opened for drivers Monday		17
	4. The Spokesman Review – Getting There: How do we fix our crumbling roadways		18
	5. Peninsula Daily News – State Transportation Commission hears of issues related...		22
	6. The Seattle Times – Microsoft plans multibillion-dollar expansion, renovation...		24
	7. The Chronicle – Borst Avenue Redesign Comes Into Focus at Town Hall		27
	8. Methow Valley News – Water system work, repaving nears completion in Twisp		29
	9. Peninsula Daily News – Main Street director: Port Townsend retailers survived...		30
	10. Peninsula Daily News – Port Townsend expects strong financial showing at...		32
	11. Daily Record – Two major Ellensburg road projects slated for spring starts		34
	12. Union-Bulletin – What's Going Up? Reconstruction of North Second Avenue...		36
	13. The Journal of the San Juan Islands – Town of Friday Harbor wraps up Nichols...		37
	14. The Seattle Times – Washington state will pay \$30 million more than expected...		39
	15. Harold Net – Lynnwood prepares to seize properties for street widening		41
	16. The Bellingham Herald – With a surge in homes, Cordata neighborhood is in for...		43
	17. Tacoma Weekly News – Lincoln District ribbon-cutting ceremony is set for Nov 17		46
9:50 am	4. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Financial Report	Vaughn Nelson	
	C. Project Activity Report (9/1/18 – 10/31/18)	Greg Armstrong	9
10:15 am	5. ACTION ITEM		
	A. 2018 Project Selection	Ashley Probart	13
10:30 am	6. ADJOURNMENT	Chair Johnson	

FUTURE MEETINGS
January 24-25 (Olympia)
March 21-22 (Tri-Cities)
May 16-17 (Sequim)
September 26-27 (Wenatchee)
November 21-22 (Tacoma)

**Transportation Improvement Board
September 28, 2018
Courtyard Marriott
Pullman, Washington**

TIB BOARD MEMBERS PRESENT

Mayor Glenn Johnson, Chair
Commissioner Richard Stevens, Vice Chair
Ms. Alyssa Ball
Mr. Aaron Butters, P.E.
Mr. Jeff Carpenter, P.E.
Ms. Barbara Chamberlain
Ms. Elizabeth Chamberlain
Mr. Mike Dahlem, P.E.

Ms. Sue Dreier
Commissioner Terri Drexler
Commissioner Bob Koch
Ms. Colleen Kuhn
Mayor Ron Lucas
Mr. Mick Matheson, P.E.
Mr. David Ramsay
Councilmember Mike Todd

TIB STAFF

Ashley Probart
Vaughn Nelson
Chris Workman, P.E.
Kelsey Davis /recorder

TIB Members Ms. Amy Asher, Mr. John Klekotka, P.E., and Mr. John Koster were excused.

1. CALL TO ORDER

TIB Chair, and Mayor of Pullman, Glenn Johnson called the meeting to order at 9:00 am and welcomed the board to the city.

2. LOCAL PRESENTATIONS

Matt Hammer, City of Colfax Public Works Director, presented to the board an overview of projects under construction or recently completed with TIB assistance. The city adopted a Complete Streets ordinance in July 2016 and won a Complete Streets Award. Their approved work plan is to use this funding to complete sidewalk and ADA upgrades on high volume pedestrian routes throughout the city. The areas needing the most improvement were in front of the school and the city was able to complete these improvements courtesy of this program. A Relight Washington project to convert their streetlights to LED is on schedule to be completed this winter. He also illustrated a few projects that they are hoping TIB will partner with them in the future.

Note: On Thursday, September 27th, the City of Pullman provided a local presentation. Mayor Johnson provided an overview of several joint partnerships the city is doing with businesses, and Washington State University. Kevin Gardes, Public Works Director, and Clayton Forsemann, Deputy Public Works Director, provided an overview of several successful TIB projects over the last 10 years. Most recently, the city was a recipient of the Emergency Pavement Repair program and is benefiting from the Relight Washington program. Grand Avenue and Bishop Boulevard are two of the major arterials in the city and both have received TIB funding. They are also working on getting a Complete Streets Ordinance completed and adopted.

3. GENERAL MATTERS

A. Approval of May 23, 2018 Minutes

MOTION: It was moved by Commissioner Stevens with a second by Councilmember Todd to approve the minutes of the May 23, 2018 board meeting.
Motion carried unanimously.

B. Communications

Ashley Probart discussed a few newspaper articles from the board packet.

- Relight Washington: There have been several good press pieces about Relight Washington. One article in the Daily Sun News, titled *Street light offer cities can't refuse* is especially full of praise for the program.
- ADA: This is a follow up from Mr. Carpenter's ADA presentation from Thursday, September 27th. The Everett Herald Net article: *Years and billions: Fixing sidewalks, ramps for the disabled, discussing ADA upgrades and ramps*. This is just one example of what local governments are experiencing.
- Grants: *The value of grants | Mayor's Corner*, by Mayor Earling in the Edmonds Beacon is a message from the mayor about how important grants are to local projects. Mayor Earling has put into print what most cities quietly practice.
- Project update: *\$38M Duportail Bridge project reaches a critical point*, in Tri-City Herald, discusses the Duportail Bridge project. Mr. Probart has detoured to Richland for impromptu site visits and overall they seem to be doing well.
- Ribbon cuttings: Two articles discussed the Gig Harbor, Harbor Hill Drive ribbon cutting; Greg Armstrong, TIB Project Engineer for the region, represented TIB. There were federal, state, and locally elected officials present and in support of the project.
- Labor strike: Several articles talked about the labor strike over the summer. The overall impact is not yet clear but it may include some late billings and possibly some projects will need to overwinter. This could result in higher final project closeout costs. TIB staff will be monitoring projects impacted by the strike and will provide more information in November if there is anything to report.
- Complete Streets: Two articles in the Nisqually Valley News and the Chinook Reporter highlight more communities which are adopting Complete Streets policies. There are now approximately 100 cities and counties that have adopted a Complete Streets Ordinance.

4. NON-ACTION ITEMS

A. Federalizing Projects Discussion (Ashley Probart)

The purpose of the discussion was to outline the challenge TIB has when agencies acquire federal funding for a project after receiving a TIB grant. As part of the discussion, a working proposal is to include notice in future grant award letters that TIB will provide no or limited project cost increases for projects that receive federal funding after Board award. This agenda item was specifically intended for the September board meeting to ensure if there were any findings or board direction(s), they could be incorporated into either the jury review process, or as part of board award in November.

As a background, approximately 25% of all TIB projects include federal funding. This is typical for TIB customers to rely on federal funding for large arterial projects. The problem occurs when a project acquires federal funding after they have already been awarded a TIB grant. This tends to occur when a city/county can secure federal funding and reduce their general fund contribution to a project. One challenge is ensuring fairness to all applicants: TIB's grant application provides additional points for projects that are not federalized. A second challenge is cost. A good rule of thumb is that a project will increase in price by about 20% after being federalized. When a project federalizes after approval from TIB, the agency often asks TIB to cover part or all of increase. This can be substantial.

- Ms. Kuhn asked why a city would do something that could end up with such a high increase if they can't afford it. Mr. Probart said he thinks this happens mostly when a small city with a small budget sees what they consider a large amount of money to be saved, not understanding how much the cost of the increase may actually be.
- Ms. Ball asked if TIB staff conducts outreach to agencies about the possible cost increases related to this kind of funding. Mr. Probart responded that yes, we often talk to agencies about this. Councilmember Todd suggested perhaps the information has not been received by the correct person, such as the finance person rather than the engineer for the agency. He suggested showing people the PowerPoint presented at this meeting. Mr. Butters stated it is often difficult to get people to come to these types of trainings because they don't understand the risks they are getting into.
- Mayor Lucas asked how the projects that are already federalized are affected. Mr. Probart stated when a project is already federalized when it is submitted staff has the opportunity to see what the effect of that federalization will be before we decide to recommend it for funding.
- Ms. Dreier said it is good to know how different amounts of federal funding affect risk. Stating that in the first Power Point example demonstrating the savings are still good if TIB does not participate in cost increases as a result of federalizing.

Mr. Probart concluded by saying that the goal is to inform an agency at grant award they may be on the hook for the increased cost if they choose to federalize. Under current practices, agencies get upset and state they didn't know we might not approve an increase for this reason. Staff often has to provide gentle reminders there is always the ability to approve or deny overages and those decisions have more to do with the individual project and TIB's ability to fund the increase.

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

- **TIB codification:** In the ongoing quest to codify funds, Mr. Probart tried to meet with legislators with little success in scheduling. Other efforts include highlighting this during presentations where legislators were in the audience.
- **City transportation funding:** The Joint Transportation Committee awarded a contract to study city transportation funding needs. This is part of a legislative proviso. Mr. Probart is part of the technical oversight committee and will attend their first meeting on October 5th of this year.
- **Bid Authorization:** Staff has been discouraging or denying agency requests to go out to bid over the past several weeks. Mr. Carpenter stated this may still be a good time to bid for next year. Mr. Workman responded that staff has suggested this for some larger projects; however TIB projects are often good small space fillers for contractors after WSDOT projects have come in with larger projects. Mr. Matheson said in his experience the current bidding environment hasn't been very good, as a recent request was responded to with just one bid. Mr. Butters said he is hearing that this is greatly depending on what work is currently on going and if the bidders have available staff to review and prepare bid proposals.
- **Project increases:** Most authorized increases on recent project closeouts were established at the time of bid award or in early construction phases of the project.
- **Construction only projects:** Unlike the past few years, TIB is no longer actively looking for construction ready projects. Mr. Nelson will discuss this further in the Financial Report.
- **Change in Call for Project Schedule:** No change is recommended. At a previous meeting, the question was brought up of if TIB would consider changing the call for project schedule. Staff conducted a survey of our customers in Spring of 2018.

Analysis identified the proposed change would benefit about 15% of our program and disadvantage about 70% of our program. About 15% stated there would be little to no impact. For many of the cities who would be impacted, the city may only have one person who writes grants and this could cause a major disruption in seeking other funding.

- Web based applications: Staff has reached out to customers to do trials of electronic project applications. The biggest complaint so far was that pages were taking a long time to load. As of this week, the IT manager believes this has now been resolved. Further testing will be performed in the coming weeks.
- New member outreach: Mr. Probart met with our two new members Mr. Mike Dahlem, Public Works Director for the City of Sumner and Ms. Sue Drier, CEO of Pierce Transit to welcome them to the board.
- New ideas: TIB recently signed a contract with the City of Ilwaco for a pavement test project and construction will begin next year.
- TVW/TIB Anniversary: This year is TIB's 30th anniversary and the Freight Mobility Strategic Investment Board's (FMSIB) 20th anniversary. FMSIB has been in discussion with TVW to purchase a spot to celebrate their anniversary. TIB is looking to follow suit and will let the board know in November what that looks like.
- Old business:
 - The Town of Wilkeson. In May, there was Board action to require the Town of Wilkeson to award by mid-August or they would lose TIB funding.
 - The project was put out to bid in July, and came in at \$1.1 million with available funding of \$900,000. To help make up for the shortfall the city explored alternate funding options.
 - The Washington State Department of Transportation (DOT) agreed to cover the portion for storm water management. Pedestrian and bike facilities came in about \$130,000 higher than expected and DOT has also found a way to cover this increase. TIB was able to cover some leaving only about \$10,000 for the town to cover.
 - In March and May, Commissioner Drexler brought up the possibility of TIB funding for urban areas in counties that are urban in nature but not classified as urban. Options available for agencies meeting this description are: the Complete Streets Program, become classified as urban, or for TIB to look into changing state law. This state law dates back to 1968. Some counties have been able to designate local areas for intensive use as part of the Growth Management Act.
 - Commissioner Drexler stated that while attending WASC she talked about the possibility of this discussion. Other counties also told her about their needs in this area.
 - Commissioner Drexler also stated the Growth Management Act has a definition of urban growth area and she had hoped TIB could adopt a similar definition of urban area.
 - Mr. Probart showed the board the RCW for TIB talking about and defining the term urban area.
 - Commissioner Stevens asked what the cost would be to TIB if this new eligibility would be included. Mr. Probart stated that it would be more of an allocation question for the Board because no additional funding would be available. The Board would have to decide how much to designate for this purpose.

- Commissioner Drexler stated a funding source like this would be very valuable for counties as it is often difficult to come up with funds for improvements or even simple repairs.

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

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

- TIB finance has been very busy for the last few months because of the summer construction season.
- Fund balance is \$16 million in the Transportation Improvement Account. This is the lowest balance TIB has had in this account for several years and is below our comfort level of \$20 million. Although this is an internal measure, the Office of Financial Management is comfortable with a fund balance as low as \$5 million. Mr. Nelson stated he starts to be concerned when fund balances fall below \$20 million because this would be the amount needed to pay roughly 3 months of payments with no additional income.
- Currently about half of our projects are in construction or will be in construction soon. These will be requesting payments in the next 18-24 months and represent a total of about \$120 million in liabilities.
- The other half are in design and will be moving a bit later.
- As mentioned in the Executive Director's report, TIB is not currently emphasizing construction ready projects. Construction ready projects, which are typically completed in the following summer after award, would add to this large group of near future liabilities and is not strategically sound with a projected low fund balance.
- TIB staff is comfortable funds will be available as construction projects closeout in the fall and winter. We do not project dropping to the \$5 million mark. However, in addition to the monthly financial review, Mr. Probart and Mr. Nelson are also reviewing fund balances on a weekly basis. Protocols are in place in case they become needed.
- Councilmember Todd asked if income is lumpy. Mr. Nelson stated that for the most part TIB gets \$8 to \$9 million a month in gas tax revenue.
- Commissioner Drexler asked if TIB has an emergency fund if the balance does get too low. Mr. Probart responded that no, TIB does not.
- Mayor Lucas stated that Puget Sound Regional Council had to place a stop order on projects. Mr. Nelson said a request like this would be worst case scenario option. This is complicated by the fact that TIB does not own the projects and cannot directly control when they go to any phase. TIB can ask or suggest a project hold or a delay but ultimately the individual agencies are in control of their own projects.

D. Delayed Projects Response– Chris Workman provided an update from the May Board meeting:

- In compliance with our WACs, staff previously provided the board with a list of 10 agencies which would be contacted for triggering delayed project status.
- Staff has contacted those agencies and the list has gone down to 5.
- A project reaching Stage 1 Delay generates a letter which requires a response by August 31. Some in this category were anticipated to go to construction over the summer and many did.
- 5 remain in delay status
 - Seattle, Fairview Avenue, is expected to go to ad in November 2018.
 - Pomeroy, 6th Street Bridge has been experiencing challenges related to a federal funding deadline, DOT review requirements, and hydraulic analyses. The project is now on schedule to go on ad in December 2018.

- Kent, S 224th Street, the city had planned to cut this project into phases but the newest information indicates they may not need to do this and will likely go to ad in November 2018.
- Thurston County, Mullen Road SE, this delay is being caused by a staffing issue and is expected to go to ad in August 2019. Staff will be closely monitoring this project as they are not scheduled to go to bid until the summer of next year.
- Richland, Gage Blvd/Center Parkway, this is a known ongoing issue which has been discussed previously. If there are any new developments they will be brought to the attention of the board.
- If staff sees any of these projects causing problems, there is always the option to bring it to the board and present the option to cut ties. However this is rare and staff is not concerned about needing these options for the current list.

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

The following activity took place in May through August 2018.

- A large number of activities due to the time of year and no summer board meeting.
- There were a good number in construction as to be expected for this time of year.
- One project shows as withdrawn but it is actually a combined project where one was rolled into another larger project.
- Notable events:
 - Urban Arterial Program
 - Battle Ground - Increase \$284,366
 - Camas - Surplus \$1.14 million, however this project is likely to have a slight increase at close out.
 - Small City Arterial Program
 - Vader - A last minute change; at bid award this project had a \$99,000 surplus which shows up on this report. However during construction they ran into some issues zeroing out the surplus and incurring a slight increase. At the next board meeting you will see this as an overall increase of a little over \$100,000.

5. ADJOURNMENT

The meeting adjourned at 10:58 a.m.



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-144(003)-1	BRIER	FY 2019 Overlay Project	Audit	CC FV AD	303,429	-3,178	Director
3-P-112(003)-1	NORMANDY PARK	FY 2018 Overlay Project	Contract Completion	CC	216,483	-15,990	Director
						Total APP Change	-19,168
CSP Program							
C-P-114(001)-1	BOTHELL	Complete Streets Award	Audit	CC FV AD	500,000	0	Director
C-E-879(001)-1	ELMER CITY	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-W-195(001)-1	OLYMPIA	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-P-027(001)-1	PIERCE COUNTY	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-P-107(001)-1	REDMOND	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-945(001)-1	TIETON	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-160(001)-1	WENATCHEE	Complete Streets Award	Audit	CC	250,000	0	Director
						Total CSP Change	0
LED Program							
S-W-948(001)-1	BATTLE GROUND	LED Streetlight Conversion	Contract Completion	CC	327,336	0	Director
S-E-170(002)-1	CLARKSTON	LED Streetlight Conversion (City Owned)	Audit	CC FV AD	7,150	0	Director
S-E-177(002)-1	COLLEGE PLACE	LED Streetlight Conversion	Bid Award	DE CN BA	16,898	0	Director
S-W-949(001)-1	LA CENTER	LED Streetlight Conversion	Audit	FV AD	35,987	0	Director
S-E-913(001)-1	LAMONT	LED Streetlight Conversion	Bid Award	DE CN BA	3,600	0	Director
S-W-828(001)-1	LANGLEY	LED Streetlight Conversion	Audit	CC FV	28,437	-14,763	Director
S-E-937(002)-1	PRESCOTT	LED Streetlight Conversion	Bid Award	DE CN BA	2,100	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-W-950(002)-1	RIDGEFIELD	LED Streetlight Conversion	Audit	CC FV AD	86,392	0	Director
S-E-182(001)-1	SELAH	LED Streetlight Conversion	Bid Award	DE CN BA	85,036	0	Director
S-E-179(001)-1	SUNNYSIDE	LED Streetlight Conversion	Bid Award	DE CN BA	258,264	0	Director
S-E-945(001)-1	TIETON	LED Streetlight Conversion	Bid Award	DE CN BA	12,576	0	Director
S-E-938(001)-1	WAITSBURG	LED Streetlight Conversion	Bid Award	DE CN BA	38,793	0	Director
S-E-946(002)-1	WAPATO	LED Streetlight Conversion	Bid Award	DE CN BA	37,847	0	Director
S-W-951(001)-1	YACOLT	LED Streetlight Conversion	Audit	CC FV AD	21,266	0	Director
Total LED Change						-14,763	

SCAP Program

6-W-955(I10)-1	ELMA	East Main St	Contract Completion	CC	140,030	-898	Director
6-W-838(I05)-1	EVERSON	Lincoln Street Improvements, Phase 1	Bid Award	BA	273,944	108,710	Director
6-W-838(I07)-1	EVERSON	Lincoln Street Improvements, Phase 2	Bid Award	BA	201,531	75,571	Director
6-E-881(I09)-1	OKANOGAN	Upper Pine Street	Bid Award	CN BA	101,518	18	Director
6-E-929(I04)-1	POMEROY	6th Street Bridge	Construction	CN	53,699	-43,057	Director
6-W-967(001)-1	VADER	A Street	Contract Completion	CC	540,815	116,630	Director
Total SCAP Change						256,974	

SCPP Program

2-E-921(001)-1	ASOTIN	FY 2019 Seal Coat Project	Contract Completion	CC	19,436	-6,820	Director
2-P-800(007)-1	BLACK DIAMOND	FY 2019 Seal Coat Project	Audit	CC FV AD	117,566	0	Director
2-E-926(003)-1	CONNELL	Columbia Avenue Chip Seal	Audit	CC FV AD	28,796	0	Director
2-E-870(003)-1	DAVENPORT	FY 2019 Seal Coat Project	Audit	CC FV AD	17,744	-738	Director
2-E-858(005)-1	GEORGE	FY 2019 Rehabilitation Project	Audit	CC FV AD	292,894	-1,708	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-931(010)-1	KITTITAS	FY 2019 Overlay Project	Contract Completion	CC	79,355	-49,995	Director
2-E-843(001)-2	LIND	FY 2019 Rehabilitation Project	Audit	CC FV AD	42,722	-5,069	Director
2-E-943(004)-1	MOXEE	FY 2019 Overlay Project	Audit	CC FV AD	257,822	51,633	Director
2-E-872(003)-2	ODESSA	FY 2019 Rehabilitation Project	Audit	CC FV AD	125,025	-4,086	Director
2-E-929(003)-1	POMEROY	Peola Road Reconstruction	Audit	CC	40,143	-8,357	Director
2-E-845(005)-1	RITZVILLE	FY 2018 Rehabilitation Project	Audit	FV AD	318,967	0	Director
Total SCPP Change						-25,140	

SP Program

P-W-006(P08)-1	CLARK COUNTY	Highway 99 - KlinlineSidewalk	Bid Award	CN BA	143,809	-6,191	Director
P-P-139(P02)-1	EDMONDS	238th Street SW	Contract Completion	CC	311,679	-99,270	Director
P-W-834(P02)-1	LA CONNER	State Street	Bid Award	BA	113,730	9,730	Director
P-W-197(P02)-1	LACEY	Citywide Pedestrian Crossings	Audit	CC FV AD	138,624	-8,011	Director
P-W-151(P07)-1	PORT TOWNSEND	Jefferson Street	Bid Award	CN BA	395,000	0	Director
P-E-920(P01)-1	UNIONTOWN	SR 195 (Montgomery Street)	Audit	CC FV AD	356,228	12,966	Director
Total SP Change						-90,776	

UAP Program

8-4-002(006)-1	ASOTIN COUNTY	Fleshman Way	Audit	FV AD	3,200,000	0	Director
8-2-156(042)-1	BELLINGHAM	Cordata Parkway	Bid Award	BA	1,128,470	-371,530	Director
8-1-114(007)-1	BOTHELL	Bothell Way NE	Audit	FV AD	4,998,094	0	Director
8-5-006(039)-1	CLARK COUNTY	NE 72nd Avenue	Audit	FV AD	2,587,500	0	Director
8-1-110(008)-1	DES MOINES	S 216th Street	Construction	CN	420,095	0	Director
8-3-009(010)-1	DOUGLAS COUNTY	N Baker Avenue	Audit	CC FV AD	1,413,917	4,469	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-802(004)-1	DUVALL	SR 203	Audit	FV AD	4,429,939	0	Director
8-4-175(019)-1	ELLENSBURG	University Way	Construction	CN	121,750	0	Director
8-1-113(012)-1	FEDERAL WAY	S 356th Street	Audit	FV AD	3,221,500	0	Director
8-3-988(002)-1	LIBERTY LAKE	Liberty Lake Drive	Audit	FV AD	1,491,070	0	Director
8-2-155(017)-1	MOUNT VERNON	College Way (SR 538)	Bid Award	BA	2,887,500	137,500	Director
8-3-844(006)-1	OTHELLO	1st Avenue	Audit	CC FV AD	1,870,151	95,614	Director
8-4-171(018)-1	RICHLAND	Duportail Reconstruction	Contract Completion	CC	730,140	0	Director
8-4-171(018)-2	RICHLAND	Duportail Extension	Contract Completion	CC	1,886,662	67,220	Director
8-1-121(007)-1	SEATAC	28th/24th Avenue S	Contract Completion	CC	4,902,163	333,536	Director
8-1-101(158)-1	SEATTLE	Fairview Avenue E	Construction	CN	0	0	Director
8-1-116(011)-1	TUKWILA	S 144th Street	Audit	CC FV AD	1,150,000	0	Director
8-4-946(002)-1	WAPATO	Trader Street	Audit	CC FV AD	1,278,374	0	Director

Total UAP Change 266,809

UCP Program

9-E-208(004)-1	SPOKANE VALLEY	Sullivan Road West Bridge	Audit	FV AD	3,500,000	0	Director
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Total UCP Change 0

Total Change 373,936

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



Project Selection Summary

November 16, 2018

BACKGROUND

The preliminary target size for project selection approved at the May 2018 board meeting was \$107 million. That amount was reduced to \$105.6M with the reinstatement of the Tumwater—Capitol Boulevard project.

In June, TIB staff held funding workshops throughout the state, to provide training for agencies and consultants on programs and criteria. Project applications were due August 17th, 2018. TIB received 301 applications requesting approximately \$281.3 million. Details of specific program requests are shown in the table below:

SUMMARY OF APPLICATIONS RECEIVED

Program	Applications	Funds Requested
Urban Arterial Program	81	\$211,172,277
Urban Sidewalk Program	41	\$16,259,158
Arterial Preservation Program	29	\$13,086,191
Small City Arterial Program	45	\$21,295,145
Small City Sidewalk Program	25	\$5,570,175
Small City Preservation Program	80	\$13,964,171
TOTAL	301	\$281,347,117

During the months of September and October, TIB engineers made site visits to all projects in order to review the submitted data and validate their desk ratings. At the end of October, the engineers met with the Executive Director to discuss the criteria ratings and propose a preliminary list of projects for approval at the November board meeting. In addition to using program criteria, a set of jury questions was considered. Jury questions included project scope, schedule, funding package, and any additional knowledge about the project or agency that would affect project completion. Some projects that ranked highly based solely on the application and criteria may not be recommended for funding based on these factors.

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

SUMMARY OF RECOMMENDED FUNDING

Program	Board Proposed Funding Level	Number of Recommended Projects	Recommended TIB Funds	Total Project Cost
Urban Arterial Program	\$70,600,000	31	\$69,999,510	\$211,154,645
Urban Sidewalk Program	\$5,000,000	13	\$5,054,098	\$11,447,950
Arterial Preservation Program	\$8,000,000	14	\$5,869,667	\$7,019,606
Small City Arterial Program	\$13,000,000	26	\$12,325,860	\$21,644,971
Small City Sidewalk Program	\$3,000,000	13	\$2,932,413	3,117,157
Small City Preservation Program	\$6,000,000	38	\$6,353,740	\$7,666,343
TOTAL	\$105,600,000	135	\$102,535,288	\$262,050,672

NOTE: Staff is recommending withholding funding for potential federal fund match projects under the Small City Arterial Program and underfunding the Southeast Region in anticipation of overfunding the Southeast Region in 2019. As a result of this the recommended funding is \$102.5M instead of the proposed \$105.6M.

RECOMMENDATION

TIB staff recommends that the board adopt the project selection as presented in the November 2018 Priority Array.



NEWS RADIO
560KPQ

New Roundabout for Red Apple Road/Miller Street

by Michael Knight

October 3, 2018



Wenatchee Mayor, Frank Kuntz cuts the ribbon to open the roundabout at Red Apple Road & Miller Street

It has taken months of work and now the busy intersection of Miller Street and Red Apple Road has been transformed into a roundabout.

Wenatchee Mayor, Frank Kuntz, cut the ribbon and thanked the financial partnership of the City and the Transportation Improvement Board who paid for the 2-and-a-half million dollar project.

College Place officials to mark completion of road project

by Walla Walla Union-Bulletin

October 25, 2018

COLLEGE PLACE — City officials will hold a ceremony Friday to mark the completion of Fourth Street-Academy Way project.

A ribbon-cutting will take place at 11 a.m. at the corner of Whitman Drive and Academy Way to celebrate the \$1.2 million project.

City Council members along with members of the city's Parks, Arbor and Recreation Board and Economic Development, Events and Tourism Commission are expected to attend.

The project reconstructed Fourth Street from Davis to Academy, and Academy from Fourth to Whitman.

Improvements included adding 5-foot-wide sidewalks on both sides, a two-way bicycle track on the south side of Fourth Street and east side of Academy Way and parallel parking on the north side of Fourth Street.

The Council approved the construction contract with Humbert Asphalt Inc. of Milton-Freewater in April.

The majority of the project was funded by a Washington state Transportation Improvement Board grant along with city money.

Traffic alert: New bridge in Sumner opened for drivers Monday

by Allison Needles
October 4, 2018

Sumner's Bridge Street bridge closed for good Monday as traffic was redirected onto the new bridge beside it.

Crews started construction on the new bridge in May.

"It'll be a much more comfortable drive across the bridge for all vehicles," Sumner communications director Carmen Palmer said.

With traffic directed to the new bridge, crews have started removing the old bridge. The concrete deck will be cleared away first, to make the bridge light enough to move with cranes. The process will take about three weeks.

Never miss a local story.

While it's safe for cars to travel, construction of the new bridge is not yet finished. A portion of it will be built where the old bridge currently sits.

The city secured \$15 million in state and federal grants for the project, mostly from the Transportation Improvement Board and the state Bridge Replacement Advisory Committee. Another \$2 million came from city funds.

Total completion of the bridge is set for next year.

After it's removed, the old bridge will be disassembled, but a piece of it will be kept at a small park across from The Old Cannery, near the new bridge.

At 90 years old, the old Bridge Street bridge is an iconic structure in Sumner and was a common site for community events such as the Santa Parade and the Come Walk with Me event to support breast cancer programs.

While popular, it's also notorious for traffic congestion. Trucks are not allowed on the old bridge, and pedestrians and bicyclists have to carefully maneuver a tight space alongside traffic.

"We lost so many side mirrors on that bridge," Palmer said.

While it's still two lanes, the new bridge will be more roomy for both vehicles and pedestrians.

If the new bridge isn't as pretty as its predecessor, don't worry, said Palmer. It will no longer have historical truss but will be equipped with decorative railings and lights.

City staff hopes the new bridge will stand on its own as a community structure.



Construction crews work on the new Bridge Street bridge in Sumner on Wednesday, Oct. 3, 2018. Starting Oct. 8, traffic will be redirected onto the new bridge.

Joshua Bessex
joshua.bessex@gateline.com

THE SPOKESMAN-REVIEW

Getting There: How do we fix our crumbling roadways?

by Nicholas Deshais
September 23, 2018

What's worse? Paying to fix Washington state's crumbling roads? Or paying to fix your car because of Washington's crumbling roads?

According to Roger Millar, director of the Washington State Department of Transportation, that's the choice. Using numbers from the American Society of Civil Engineers 2017 Infrastructure Report Card, Millar said the state's automobiles – and there are 3 million of them registered with the state – suffer from lack of road maintenance.

Every year, Washington's vehicles get hit with \$656 in needless damage due to poor road conditions. That translates, according to a presentation Millar gave earlier this month to the annual meeting of the state's city and county planning directors, to the equivalent of a \$1.14 tax for every gallon of gas we buy. Tax that does nothing to fix our roads, but instead fixes our cars that our roads broke.



**Vehicles travel over broken pavement on 14th Avenue at Madison Street on Friday in Spokane.
(Dan Pelle / The Spokesman-Review)**

In other words, since we're not ponying up enough to pay for our roads, we instead are paying to fix our cars.

That may confuse some people, especially if they have a memory that stretches back three whole years ago, when the Legislature passed a \$16 billion spending package aimed at the state's transportation network.

The 2015 Connecting Washington program spread money from state coffers all across the state and for all kinds of projects – \$1.9 billion for the Puget Sound Gateway project, \$879 million to complete the North Spokane Corridor, and \$1.3 billion for bikeways, walkways, rail and transit.

That's lots of good money for lots of new infrastructure, from a 16-year program that is funded primarily by an 11.9-cent gas tax increase. Of that money, however, the maintenance and preservation of existing roadways got the short shrift. The \$1.4 billion set aside in the spending package for state highway maintenance, operations and preservation is good, but not nearly enough.

At least, that's according to the Washington State Good Roads & Transportation Association, which held its 120th annual meeting in Spokane last week. The theme of the conference – the state of good repair today – was underlined with a question: How do we fix our crumbling roadways?

According to the Good Roads group, led by Will Knedlik, a former state legislator from the West Side, the dollars set aside for road maintenance in 2015 – money meant to cover 16 years – wouldn't even cover one year of preservation or maintenance. The group asserts that every year, statewide road maintenance is underfunded to the tune of between \$1.5 and \$2 billion. And it has been for a decade or more.

This eye-popping \$20 billion in needed maintenance is a bit of a back-of-the-napkin calculation, but Knedlik says the math is sound. WSDOT estimates a backlog of \$550 million a year in road maintenance. The Washington State

County Road Administration board “spitballs” a need of \$560 million a year, Knedlik said. And the state’s Transportation Improvement Board, which distributes money to the state’s 320 cities and towns, echoed the \$560 million figure, Knedlik said. Add it up, carry the one and Knedlik sees red.

“It’s a huge number,” said Knedlik. “And we’ve been underspending for at least a decade.”

So how do we fix it?

At the conference, during a discussion between state Sen. Steve Hobbs, D-Lake Stevens, who chairs the Senate Transportation Committee, and state Rep. Jake Fey, D-Tacoma, who is expected to chair the House Transportation Committee, it became clear the fix will not be easy.

One solution is to levy a new gas tax to fund another transportation spending package, one focused on fixing the state’s crumbling infrastructure. Such a move would need bipartisan support. But Republicans are loath to raise more taxes and Democrats would rather spend money on “multimodal” transportation like transit and rail.

Another solution would be to make the state’s road usage pilot program a reality, creating a new source of revenue similar to the gas tax. The pilot, which is being conducted statewide by the Washington State Transportation Commission with 2,000 volunteer drivers, has the potential to replace the state’s 49.4-cents-per-gallon gas tax. The idea is, instead of raising funds through a per-gallon tax, motorists would be charged for the miles they drive.

But Fey said the road usage charge couldn’t, shouldn’t and wouldn’t be passed without an amendment to the state Constitution protecting the funds it would raise and reserving them for road-related work. Such a protection would mimic the 18th Amendment, which voters passed in 1944. It reserves the use of gas tax funds and vehicle license fees “exclusively for highway purposes.”

“I don’t believe you could pass a road usage charge without it being constitutionally protected, quite frankly,” Fey said. “We’ve always described it as a replacement for the gas tax. Not as an additional tax, but as a replacement that would have the same underlying, fundamental provisions such as constitutional protections.”

To pass a constitutional amendment, two-thirds of the Legislature must agree, again highlighting the need for bipartisan support. Again, seeking bipartisan support puts the solution to fixing our roads a bit out of reach.

But Hobbs, who said he is crafting another transportation spending package that will focus in part on fixing the roads and not just building new ones, said any transportation decisions must be made by both Democrats and Republicans.

“I’m not going to pass a package without Republican votes. I think it’s best when both sides sit together and figure this out because it really benefits the whole state,” he said. “Of course, there are going to be challenges. And this is where those of you who live on the east side of the mountains can convince your Republican legislators to be with me on this transportation package. Those who are tied to business and labor, you’re going to have to help me with the Democrats, because they’re not going to love this either.”

All of which is to say, it’s complicated. But it comes down to dollars and cents, and who pays what. Do motorists want to continue deferring maintenance on the roads at the expense of damage to their cars? Or, can they stomach paying more now to fix the roads and save their undercarriage?

Sunset Highway work

Work on Sunset Highway has switched sides, so while travel on the road west of the city remains restricted to one lane in either direction as the city rebuilds the road, now motorists can drive on new pavement.

When complete, the old road will have two 12-foot-wide travel lanes going uphill, one 14-foot travel lane and bike lane headed down and a 12-foot pedestrian and bicycle path on its northern curb.

The \$2.5 million project is giving new life to the road between the intersections of Royal and Lindeke streets with a fresh paved surface. It's slated for completion this fall.

Sharp work ongoing

Sharp Avenue near Gonzaga University continues to get a major facelift, with the city using new methods to treat stormwater.

The nearly \$2 million project has fully closed the road from Pearl to Hamilton streets, as it adds swales and prepares the road for pervious pavement, which will allow stormwater to filter through it into the earth.

In the city

Some minor work that may impact commutes in the city:

- Thirty-first Avenue, between Thor and Freya streets, will be closed through Monday.
- The sidewalk on the east side of Washington, between Spokane Falls Boulevard and Main Avenue, will be closed for repair through Monday.
- The two southern lanes of Third Avenue, between Browne Avenue and Division Street, will be closed through Monday.
- Glass Avenue will be closed between Oak and Belt streets for sewer repair work through Monday.
- The two southern lanes of Sprague Avenue, between Washington and Stevens streets, will be closed until Wednesday.
- Mission Avenue, between Riverton and Marshall avenues, will be reduced to one lane in each direction Thursday and Friday.
- The parking lane, sidewalk and bike lane on Howard's east side, between First and Sprague avenues, will be closed until Oct. 12.
- Grand Boulevard, between High Drive and 29th Avenue, will be getting some routine crack-seal maintenance.

Grind and overlay

City crews are out doing grind-and-overlay maintenance. On the city's north side, the following streets will be closed for the work:

- Dalke Avenue from Monroe Street to Wall Street
- Lincoln Street from Central to Francis avenues
- Post Street from Dalke Street to Francis Avenue
- Addison Drive from Standard to Dakota streets
- Dakota Street from Addison Street to Cozza Drive
- Wedgewood Avenue from Standard to Dakota streets
- Mayfair Street from Queen to Rowan avenues

And on the city's south side, the following streets will be closed:

- Arthur Street from 29th to 38th avenues
- Crescent Avenue from Nora Avenue to Lacey Street

Engineering manual supports bikeways

A draft of the American Association of State Highway and Transportation Officials' Bike Guide includes design recommendations for protected bike lanes, protected intersections, sidewalk-level bike lanes and bikeways protected from parked vehicles, according to StreetsBlog USA.

It's the first time the AASHTO guide, an engineering manual used by transportation planners nationwide, includes such design elements.

As StreetsBlog notes, the "failure to include cutting-edge street treatments has given cities an excuse to not implement them — especially in cities with fewer resources or more conservative traffic engineers."

If you're wondering where Spokane's protected bike lanes are, wonder no more. There are none. However, the city is considering putting one on Riverside Avenue between Division and Monroe when it renovates the street in coming years. Will city planners and engineers heed AASHTO's advice? Time will tell.

Lime bikes, scooters a hit

Lime, a Silicon Valley-based bicycle- and scooter-sharing company, came to town nearly three weeks ago and their vehicles have made quite an impact.

At the two-week mark, a representative from Lime reported that about 15,000 rides have been taken on the 300 bikes and scooters, totaling nearly 1,700 miles.

State Transportation Commission hears of issues related to Peninsula's isolation

by Rob Ollikainen

September 14, 2018

PORT ANGELES — A state panel was immersed in North Olympic Peninsula transportation issues this week.

The state Transportation Commission gathered input on Wednesday from wide range of representatives who addressed the importance of U.S. Highway 101, Hood Canal Bridge and other vital infrastructure during a day-long meeting at Port Angeles City Hall.

Welcome visit

The seven-member panel makes policy recommendations to the state Legislature and governor that reflect the priorities of people and governments around the state, according to its website, wstc.wa.gov/.

The meeting in Port Angeles was the commission's first stop on the Peninsula since 2013.

"The collaboration is really good," Transportation Commission Chairman Jerry Litt of Douglas County said.

"It's pretty obvious that you guys do a really good job of that over here on the Peninsula. That's probably one big takeaway."

Remote location

A recurring theme during the panel discussions was the geographic isolation of the region.

"We're not an island, but we're the next best thing," said Monte Reinders, Jefferson County public works director.

"The functionality of the Hood Canal Bridge is of major importance to travel on and off the Olympic Peninsula, as is [Highway] 101."

"Everything comes to the Peninsula and leaves the Peninsula by truck when it comes to our economy," Jefferson County Commissioner David Sullivan added.

"That is the way we survive."

Safer intersections

Assistant Clallam County Engineer Joe Donisi said many Highway 101 intersections between Discovery Bay and Sequim — and several west of Port Angeles — fail to meet the level of service standards, resulting in long wait times and serious wrecks.

"These accidents could be reduced with the addition of additional left-turn pockets on the highway, adding additional through-lanes and wider shoulders," Donisi said.

"Clallam County transportation challenges can be summed up as a need to increase safe access to intersections of county roads and U.S. 101, a need to maintain mobility on U.S. 101 and a need to create flexible funding methods through state policy changes," he added.

Port Angeles City Manager Nathan West, Port Townsend City Manager David Timmons and Sequim Public Works Director David Garlington reviewed each city's transportation issues, challenges and successes.

Ferry issues

“One of the things for Port Townsend that’s unique is we are a ferry community,” Timmons said. “We’re very dependent on reliable service.”

One of the state ferries that connects Port Townsend to Coupeville — the MV Salish — was taken out of service Sunday after grounding in Keystone Harbor.

Later in the meeting, the commission was briefed on the state ferry system’s long-range plan and tribal transportation issues.

Tribe inclusion

“We hear that the tribes across the state are all becoming more entrepreneurial, but yet not all of the regions bring them in to help be part of the solution,” Litt said.

“So having all the tribes participate in the PRTPO (Peninsula Regional Transportation Planning Organization) is extremely important.

“They can be a resource, and I think they want to be,” Litt added. “They want to help. So good job.”

Community input

Other featured speakers included Port Angeles Mayor Sissi Bruch, PRTPO Board Chairwoman Annette Nesse, Clallam Transit Operations and Planning Manager Steve Hopkins, Olympic National Park Superintendent Sarah Creachbaum, Olympic Peninsula Visitor Bureau Executive Director Marsha Massey, Port of Port Angeles Director of Engineering Chris Hartman, Lower Elwha Klallam Tribe Vice Chair Carolyn St. James, Black Ball Ferry Line President Ryan Burles, Clallam County Commissioner Mark Ozias and Transportation Improvement Board Executive Director Ashley Probart.

“Thank you all for you input,” said Deputy Secretary of Transportation Keith Metcalf, who had assembled a list of funding requests.

“It just shows the importance of our commitment to community engagement and working with the various communities and agencies to make sure we understand what the needs are in all the areas of the state.”

Local tours

Several members of the commission toured the Peninsula on a Clallam Transit bus Tuesday.

Tour stops included the Olympic Discovery Trail and the aging U.S. Highway 101 bridge over the Elwha River, which the state Department of Transportation is replacing.

“I’d encourage everybody in Washington to experience the Peninsula,” Transportation Commissioner Joe Tortorelli of Spokane County said.

Next meeting

The Transportation Commission, which regularly meets in Olympia, has held other meetings this year in Seattle, Walla Walla and Yakima.

Its November meeting is scheduled to be in Oak Harbor.

The Seattle Times

Microsoft plans multibillion-dollar expansion, renovation of Redmond campus

by Rachel Lerman
November 28, 2017

Microsoft's multiyear project, which it says is its largest redevelopment ever, is aimed at attracting and retaining workers by creating a more modern city vibe at its suburban Redmond headquarters



Microsoft is planning a multibillion dollar expansion of its Redmond campus, complete with 18 new buildings, (shown with white roofs), a 2-acre plaza and sports fields. (Microsoft)

Urban campuses in the heart of bustling cities may be all the rage for tech companies these days, but Microsoft thinks it can create some of that modern city vibe without leaving its forested suburban campus.

The software giant is reiterating its commitment to its sprawling Redmond home with a massive multibillion-dollar campus renovation and expansion. The multiyear project is Microsoft's largest redevelopment to date, it said.

Over the next five to seven years, the company will construct 18 new buildings on the campus, which currently has 80. It will renovate several other buildings to give them a modern, open feel similar to the workplaces at Amazon, Google and other big tech companies.

Microsoft will replace 12 of its oldest one-office-per-person buildings and give a significant part of the campus a contemporary feel, allowing the company to expand the collaborative environment that it has been cultivating. Ten of the structures being replaced are the original X-shaped buildings that marked the early days of Microsoft in Redmond.

Microsoft in the Puget Sound area

47,121 employees
125 buildings
15 million square feet of office space in King County
1979: year it relocated from Albuquerque to Bellevue
1986: year it set up shop on Redmond campus
Microsoft

Microsoft will add about 2.5 million square feet in new construction and will renovate another 6.7 million square feet, primarily in the section of campus east of Highway 520, where many of the original buildings built in the mid-80s still stand.

The expansion will add about 1.3 million square feet to the 10 million-square-foot campus, after the 12 older buildings are torn down. When it's done, Microsoft will have room for 8,000 more employees to add to its 47,000-person head count in the Puget Sound region — the vast majority of which work in Redmond.

“For us, it’s not just about the ability to grow, but about the ability to take our campus into the future,” Microsoft President Brad Smith said.

The company has already been renovating some buildings on campus to add open work spaces, gathering places and small conference rooms — a feel that fits with the trend sweeping the tech industry. The days of an individual office for every employee seem to be ending as people gravitate toward communal spaces with high ceilings and colorful furniture.

Several of the new buildings will be four stories tall and centered on a new 2-acre plaza where events can be held — giving the campus a bit of an urban vibe, Smith said. New sports fields and recreation trails will dot the area.

“With 500 acres, we can construct a somewhat more urban feel to parts of our campus, while still taking advantage of the nature,” he said. That coexistence is underscored by the three new treehouses on Microsoft’s campus — actual wooden huts set high among the trees that the company uses for natural, but unheated, conference rooms.

Microsoft declined to put a price tag on its expansion and renovation plan, saying only that it would be a multibillion-dollar project.

The work will be done about the same time that the Redmond light-rail station opens, scheduled for 2023. Smith said that will give employees and new recruits the option of driving, taking the company’s own Connector shuttle or zipping over the lake on the train, making it easier for those who want to live in Seattle and commute to Redmond.

Microsoft faces steep competition to recruit and keep employees as other tech giants continue to grow in the region and new, hip startups pop up every day. Salaries for software engineers are lucrative at pretty much every company, so businesses have turned to other perks to differentiate themselves.

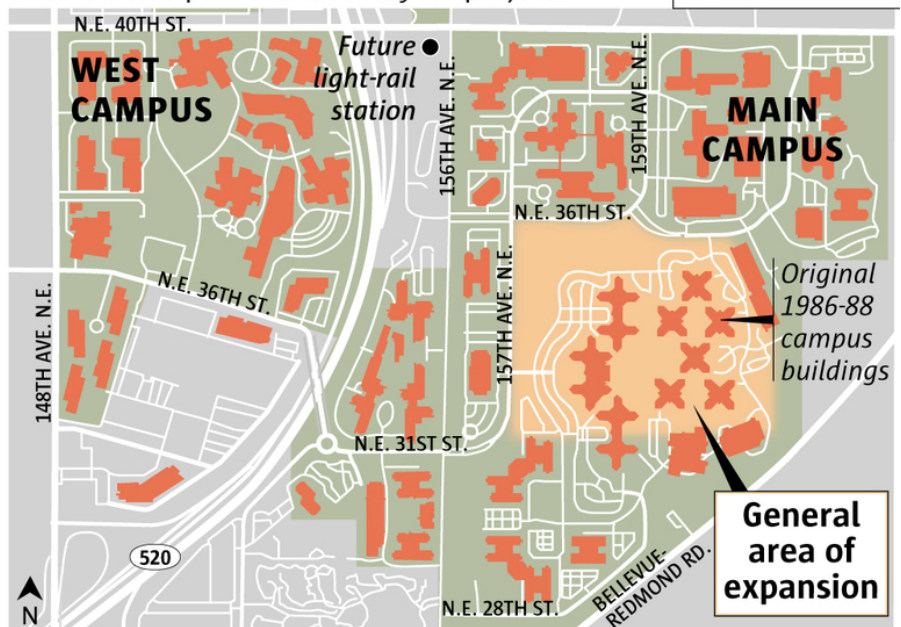
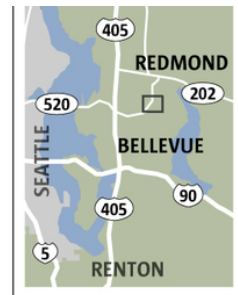
Campus redevelopment

- 18 buildings to be added on the east side of the campus
- 12 buildings to be torn down
- 2.5 million square feet of new construction
- 6.7 million square feet of renovations
- 10 million square feet of current campus office space

Microsoft

Microsoft’s campus redevelopment

Microsoft will construct 18 new buildings and tear down 12, including some of its oldest X-shaped buildings, on its main Redmond campus. Other campus buildings will be renovated as part of the multiyear project.



MARK NOWLIN / THE SEATTLE TIMES

Big Tech companies are one-upping each other on the most generous parental-leave policies, the best projects to run — and the best locations and spaces to work.

Many companies are choosing urban sites largely because young employees often want to live in city centers where restaurants and public transportation are accessible.

Amazon is expanding in downtown Seattle, while also seeking a second North American location to build an equally huge HQ2. Expedia, long based in Bellevue, is planning a move to Seattle's waterfront in part because the online travel company believes it will help with recruiting.

But Microsoft isn't giving in to the urban push. It can create a city vibe, coupled with nature on its own campus, it says.

"(We have the) opportunity to really create a working environment that matches our new culture," Smith said.

That new culture, which emphasizes collaboration among teams, has been a rallying cry for the company since CEO Satya Nadella took over the reins in February 2014.

More on Microsoft

When Microsoft settled in to its headquarters in Redmond in 1986, its early buildings were built to emphasize personal working space and lots of windows. Pretty much every employee got their own office, a perk that helped Microsoft attract talent. But that setup also meant a lot of low ceilings and a lack of community spaces.

Microsoft started renovating office spaces nearly a decade ago and has already modernized several buildings in the open-format style.

The company embarked on its last major campus expansion in 2006, shortly after it signed a 20-year development agreement with the city of Redmond that allowed it to add an additional 2.2 million square feet of space. The coming expansion will just about tap out that extra room.

In return for its growing presence in the city, Microsoft committed in 2005 to give \$150 million to the city of Redmond and Sound Transit for infrastructure improvements. Notably, that includes the construction of a pedestrian bridge over 520 that will allow employees to easily get from one side of campus to the other, and allow transit riders to cross from the light-rail station to the other side of the highway.

The company also secured a zoning change last year that allows it to construct some buildings on the east side of its campus up to 10 stories tall, but it said it has no plans for that height currently.

It's unclear if Microsoft will actually add 8,000 new employees to its Redmond campus or use the expansion, in part, to consolidate some of its Puget Sound area employees in about 45 other buildings.

Microsoft has leases on office space in Bellevue and Issaquah. It doesn't plan to make changes to those current agreements, Smith said, but when the leases end in seven years, "we'll see where we are."

Whether it keeps the leased space or consolidates, Microsoft plans to stay on the Eastside for a long time, a fact the city is grateful for.

"Microsoft has always been a great partner, and the city is excited that they will continue to call Redmond home," Mayor John Marchione said in a statement.

Borst Avenue Redesign Comes Into Focus at Town Hall

FUNDS: Project Gets Nearly \$4M in State Funding

by Will Rubin

September 20, 2018

The broad strokes of a planned \$5 million rebuild of Borst Avenue scheduled for next year are all but set in stone, but a number of details could still be up for discussion.

That was the message put forth by representatives of the city of Centralia, Lewis County and civil engineering firm SCJ Alliance at a town hall meeting on Tuesday at Centralia Middle School.

More than 50 residents of the Borst Avenue corridor that runs about a mile from Centralia Middle School down to Centralia High School on Eshom Road showed up to receive updates on the project and ask questions on topics ranging from parking to sprinkler placement.

Brandon Johnson of SCJ Alliance did most of the talking from the podium, following a short presentation by Lewis County Engineer Jack Niehuser. People then split off to examine poster boards that showed individual property lines and how the redesign could affect a front yard or mailbox placement.

“We feel like we’re at a stage now where we can present this information more clearly than just presenting different options like last year,” Niehuser said. “It’s still an opportunity to connect with people and hear feedback before it gets going.”

Plans call for the existing two 12-foot traffic lanes to be excavated and rebuilt slightly to the south to make room for a sidewalk 10 feet across on the north side of the street, which runs east and west. A three-foot wide stormwater drainage system of vegetation along with raised curbing will separate the walkway from the road.

The system will be designed to handle all the stormwater and vehicle runoff that currently puddles in the roadway and gravel shoulders. Street lights will be taken down from the power poles on the north side of the road and replaced with standalone lighting closer to the road.

On-street parking will be significantly reduced, as the shoulders on either side will disappear, though renderings



Dolly Brower, left, points at her house that she has resided in, since it’s construction in 1981. Her daughter Vickie Bower, right, explains the diagram, Tuesday afternoon at Centralia Middle School.
Jared Wenzelburger



Public Works Director, Kim Ashmore, writes comments down on a card Tuesday afternoon at Centralia Middle School.
Jared Wenzelburger



Martin Roy, Real Estate Services Manager with Lewis County Public Works, talks with community members about the project Tuesday afternoon at Centralia Middle School.
Jared Wenzelburger

show carve-outs built in wherever possible to allow for a few cars to park here and there.

“It’s the same design that we showed at the meeting in May last year,” Johnson said. “There aren’t any substantial differences between the two. Our hope is that any person with comments either came tonight or gets in touch with us quickly, because we want to finalize it this winter and put it out for bid in the spring. Our goal is to have it done by the time school starts next fall.”

Working to make the high-traffic road safer for motorists and pedestrians — many of whom are students — has been an intermittent topic of discussion at the city and county level for decades. Centralia High School students met with city councilors and county commissioners in 2016 and helped make it a priority for both governing bodies.

Because the city and county each own and maintain a portion of Borst Avenue, Centralia is expected to contribute about \$750,000 while the county chips in about \$515,000. The state awarded the project \$3.8 million in Transportation Improvement Board funds late last year.

“We don’t get \$4 million from the state very often,” Johnson said.

A number of details still need to be smoothed out including what adjustments need to be made, if any, to mail and garbage service on the north side of the street.

Each driveway will be preserved with the same dimensions as they have now, though the barriers created by curbing and the pedestrian pathway may lead to route changes. Residents are encouraged to contact their providers to find out more about their plans.

As for items such as sprinkler systems that people have installed on their property within the right-of-way Centralia Public Works Director Kim Ashmore said residents will have the option to relocate them or have the contractors do it.

Choosing the latter option may not come at a cost to the resident, Ashmore said, because of contingency costs built into public works contracts.



Tyson Kimp, 6, peeks out between the legs of his grandpa Tom Anderson, in green, and Rebecca Staebler, in red, as members of the community gather around boards representing Borst Ave. and talk about their concerns Tuesday afternoon at Centralia Middle School.
Jared Wenzelburger



Brandon Johnson, a representative from SCJ Alliance, talks to community members in a public meeting Tuesday afternoon at Centralia Middle School.
Jared Wenzelburger



Community members attend a public meeting, regarding their concerns about the Borst Ave. project, Tuesday afternoon at Centralia Middle School.
Jared Wenzelburger

Water system work, repaving nears completion in Twisp

by Ann McCreary
October 3, 2018

Work is wrapping up on a \$1.2 million street and water system upgrade in the northeast part of Twisp.

The “Downtown Improvement Project” began in early July, replacing 80-year-old water lines with larger pipes to improve water pressure and fire flow, and repaving streets near the town center. The water system upgrade also includes new automated “radio read” water meters for about 40 hookups.

Contractors this week were finishing installing valves and manhole covers, placing rock for pathways along some of the newly paved streets, and installing signs, said Andrew Denham, Twisp public works director.

Segments of six streets — about one-half mile total — were torn up and repaved during the project. “Even though we had some obstacles,” the project is on track to be wrapped up by an Oct. 9 completion deadline, Denham said.

One of the “obstacles” was a large concrete culvert buried beneath the pavement on Lincoln Street that surprised contractors and town officials. The culvert, “from an irrigation ditch years ago,” had to be torn out before new water pipes could be installed, Denham said.

Streets involved in the project include Second Avenue east of Glover Street, Methow Street, the lower part of Third Avenue, Twisp Avenue, Lincoln Street and North Glover Street. The town hired Varela and Associates, an engineering firm to design and manage the project, and Pipkin Construction was the contractor.

Twisp received \$500,000 in grants and loans from the U.S. Department of Agricultural Rural Development program for the water line upgrade and \$771,000 from the state Transportation Improvement Board for the street work.

The parking lot of the Methow Valley Community Center was also repaved as part of the project. The area to the north of the building is actually an extension of Third Avenue, but because it is used for parking, state transportation funds were not available for that work, so the town used money from Twisp’s Transportation Benefit District, Denham said.



Newly paved streets, with new water lines beneath, are getting the finishing touches put on as a three-month-long project wraps up in Twisp.

Greg Lehman

Photo by Ann McCreary

Main Street director: Port Townsend retailers survived Water Street makeover well

by Jeannie McMacken

October 18, 2018

PORT TOWNSEND — The year of 2018 was one fraught with challenges for Port Townsend retailers, said the executive director of the Main Street Program.

But the the business community was remarkably resilient, said Mari Mullen, who has served as the executive director of the Port Townsend Main Street Program for the past 20 years.

“We got through them,” she said. “We had planned for the Water Street Enhancement Project impact, so we raised money and we kept the interest focused on downtown.”

The \$2.7 million project, which began Jan. 2 and continued through early July, aimed to replace aging infrastructure, improve drainage, add streetscape improvements and lay the groundwork for undergrounding utilities.

Given the months of road and sidewalk construction, local businesses fared well, even better than anticipated, Mullen said.

The weekends made up for the losses of foot traffic during the week, she added.

“We had a couple of businesses close, but they did so for multiple reasons that were not necessarily related to construction,” Mullen said.

“Some smaller stores closed their PT location, but opened in another town. Others were brave enough to begin new businesses during the construction.

“The weekends were pretty frisky,” she added. “We had several marketing campaigns. It was a big effort by everybody to keep the energy downtown.”

Part of the commercial success this year, Mullen said, was hosting the Washington State Main Street Program’s conference in the middle of construction project.

Water Street, the main street, was filled with construction vehicles, holes in the ground, noise and dirt everywhere and she wanted to let attendees experience first-hand how a town can work through a potential economic disaster.

Mullen had faith it would all work out.

“We actually pitched the Main Street Conference to come see construction in progress and then come back when it’s done. We were lucky to have them pick Port Townsend.”

She said the conference broke attendance records.

“They never had so many attendees at a conference. We had 320 people come, and the economic impact was double of what they had anticipated. They thought it would bring \$75,000 to town and it was actually \$139,000 over three days.”

Next year, the national Main Street Now conference will be held in Seattle on March 25-27. Mullen said she's developed a marketing plan to encourage attendees to take a day trip to Port Townsend. Over 2,000 people will attend the Seattle conference and they will be looking for interesting places to visit, she said.

This week, the Main Street program will host its final merchant coffee talk of the year, with a program about customer service and updates from the Jefferson County Public Utility District and city projects. Holiday campaigns will be discussed and updates will be provided on Main Street projects.

One of those projects is the Give Jefferson/United Good Neighbor's campaign. Main Street hopes to raise funds to purchase sets of colorful street furniture for outside the Cotton Building Plaza, Tyler Street Plaza, the Bell Tower, the Haller Fountain and the upcoming Washington Street sidewalk.

Mullen said this will create spaces to make connections and create a sense of belonging.

Mullen has placed 8,000 informational rack cards on three ferry routes and contracted for radio and newspaper advertising throughout the holiday season.

A large lighted display ad about Port Townsend is now in the Alaska Airlines terminal at Seattle-Tacoma International Airport.

Mullen said the location is perfect, right next to Starbucks.

"There's always a line there, so hopefully a lot of people will see it."

Port Townsend expects strong financial showing at year's end

by Jeannie McMacken

September 23, 2018

PORT TOWNSEND — Port Townsend's 2018 financial projections are strong, buoyed by new construction, property valuations and an increase in sales tax revenues, said Finance Director Nora Mitchell.

Mitchell told Port Townsend City Council members Monday the city's property values are at an all-time high, with \$1.6 billion in assessed value.

"Our general fund revenues are strong, and will exceed the adopted revenues, with approximately \$9.1 million compared with the adopted revenues of \$8.6 million," Mitchell reported.

"One of the major increases in the revenue section is retail sales tax. We expected to have \$2.3 million, but we believe it will come in closer to \$2.5 million. The next two months will be important for us to understand if we will hit that number or perhaps exceed it."

Mitchell said increased construction numbers have helped and more sales tax related to construction is expected for the next couple months.

"We made some changes to the tax and license structure, the combination we hoped would be revenue neutral. It looks like it will be slightly higher than planned. We think that is because of construction. And, increased retail sales tax also drives up the B&O taxes as people report their gross sales to us."

For the 2019 budget, Mitchell reported that the general fund is projected to hit \$9.2 million, part of which is an increase related to property taxes and new construction values.

The other areas related to retail sales are forecasted to have a 3 percent increase.

The utility tax is based on what Mitchell says are what utility revenues are expected to be, the largest being water and sewer.

"Those are calculated on rate increases adopted that will go into effect in 2019. We adopted the additional 2 percent that was to sunset after this year, but will continue on for an additional five years."

City Manager David Timmons said that retail sales tax is really tied to the heavy purchase items.

"It isn't necessarily tied to retail sales related to the tourist trade," he said. "That is an awful lot of money that has to be generated through retail sales."

"The heavy lifting is being done by the new construction, like the school and new homes. If you purchase a major appliance from a central warehouse and its delivered to the city, it's tax credited to the city."

Timmons said the city is considering a new revenue source from a car license tab fee of \$20.

"It would generate \$160,000. There's also another option for a voted fee at higher rate or a voted sales tax add on. The revenue will be earmarked for non-motorized improvements for bike and pedestrian access. That would create a funding source for our street projects list."

He said that next year, the city will begin looking at developing new projects, such as one involving the sewer system in 2020.

“We are also pursuing a TIB (Transportation Improvement Board) grant for bicycles and pedestrians, and a Safe Routes for Schools project on Discovery Road,” he said.

Timmons also anticipates some major infrastructure projects to be next year.

“State projects at Fort Worden include a lot of utility infrastructure work that is currently being designed and a pier replacement that is a multi-year project. The PDA is also working on Maker’s Square. We’re also looking at projects that relate to reinvestment at port facilities including Boat Haven and Point Hudson.”

He also reported an uptick in commercial private activity for buildings downtown and on Upper Sims Way which he expects will continue into next year.

“When things begin to slow down, that will reflect on the sales tax,” Timmons said. “We need to be careful not to ride that bubble into permanency.”



Two major Ellensburg road projects slated for spring starts

by Michael Gallagher
October 26, 2018

Come spring Ellensburg drivers will encounter two significant road projects in the vicinity of the Central Washington University campus.

The Main Street extension project and the University Way/Wildcat Way intersection project are being put out to bid jointly, said Josh Mattson, assistant city engineer.

The Main Street project extends it from 14th Avenue to 15th Avenue and Water Street. This will also a small portion of road connecting 14th Avenue with the extended portion of Main.

The intersection project adds turn lanes, changes the lights and adjusts the alignment of the intersection.

Both projects were the topic of a public open house earlier this month.

MAIN STREET

Mattson said the Main Street extension has been part of the city’s plans, but the project gained impetus with CWU’s decision to build a new residence hall at the intersection of University Way and Dean Nicholson Boulevard.

“CWU did a traffic study for that project the indicated a heavy impact on 14th and Water,” Mattson said.

CWU paid into the city’s traffic impact fee account.

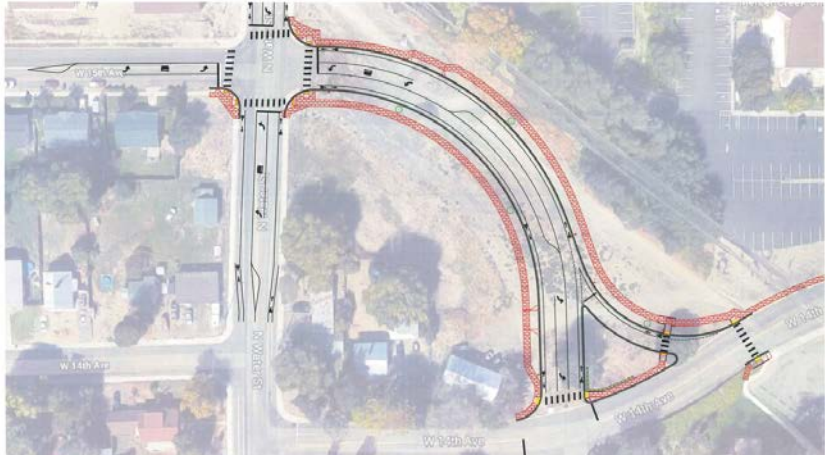
The project is being scheduled to be completed prior to the opening of the new residence hall in fall 2019.

“It’s needs to be done before the dorm opens so the city is pushing hard to get the design done,” Mattson said.

He said what will help the project is it is a new section of road, meaning it can be worked on without having to accommodate for traffic.

The project will try to address some existing pedestrian issues in that area. Mattson said there will be a new pedestrian crossing into Kiwanis Park.

There also are some remnants of the old Sunset Highway along the extension route.



The city of Ellensburg’s drawing for the Main Street extension project. Work is slated to start is spring of 2019. Courtesy of city of Ellensburg

INTERSECTION

Traffic will be an issue with the University Way/Wildcat Way intersection project.

“Work on the intersection will start the day after (CWU) graduation,” Mattson said.

The window is also confined on the back end.

“There’s a 50-day construction window so it will be done before Labor Day,” Mattson said, stressing it will not impact the annual Ellensburg Rodeo Parade route.

Turn lanes feature prominently in this project.

“We’ll have dedicated turn lanes in all directions,” Mattson said. “The signals will allow for protected left turns so don’t conflict with pedestrians crossing the street.”

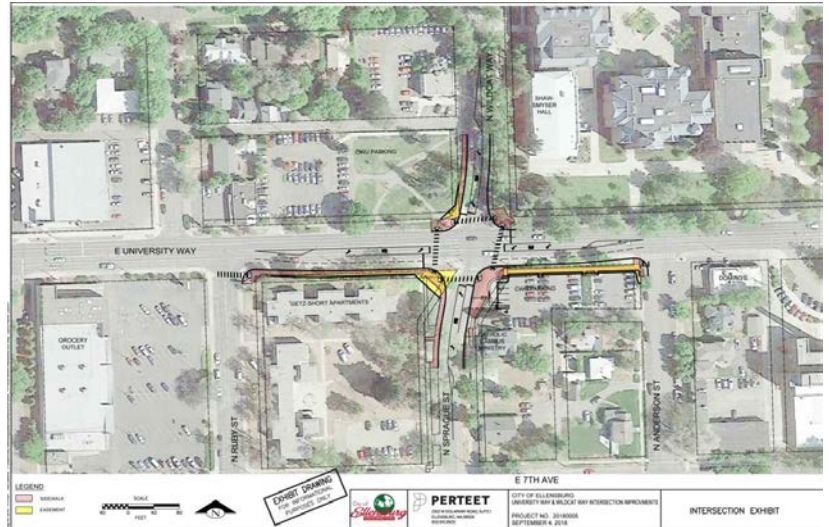
Since the intersection has a high rate of collisions, Mattson said it qualified for a \$1.2 million grant from the Transportation Improvement Board.

“It’s a safety project, but it also helps with congestion as the city grows,” Mattson said.

Driver will also notice that the project will improve the alignment of the road on each side of the intersection.

The traffic lights will make use of new video and radar technology.

“The lights will be more responsive (to traffic),” Mattson said. “It will see cars approaching. If no cars are approaching in the other direction it will give you a green light.”



The city of Ellensburg’s preliminary drawings for improvements to the University Way and Wildcat Way intersection. Work is slated to start after Central Washington University’s spring quarter ends in 2019. Courtesy of city of Ellensburg

What's Going Up? Reconstruction of North Second Avenue in Walla Walla

by Karlene Ponti

October 7, 2018

Second Avenue from Rose Street to U.S. Highway 12 is being reconstructed, with improvements to water, sewer, stormwater utilities, lighting, traffic signals and pedestrian walkways. Deteriorated sidewalks and driveways will be upgraded to avoid pedestrian fall hazards.

“Second Avenue is the main street into downtown Walla Walla,” said Doug Eaton, city design engineer and inspector. “It’s the first thing that tourists see when visiting. Prior to the project, a lot of effort went into maintaining a poor surface, which was only a band-aid until something more substantial and appropriate could be done.”



Work progresses on North Second Avenue in Walla Walla, in late September.

“We are improving illumination with additional streetlights and upgrading existing LED fixtures for more illumination and less energy use, adding a Rectangular Rapid Flashing Beacon ... for pedestrian safety on Second Avenue’s crosswalk at the Sumach Street intersection. (We are) improving the traffic signal at Second Avenue and Pine Street, which includes pedestrian signal upgrades,” Eaton said.

The plan is to not have to discard all of the old material, but make good use of it.

“With this project, it is our intent to reuse as much of the existing roadway material as possible to create a strong foundation for the asphalt to sit on. This saves money and time during construction without sacrificing quality and longevity of the road,” he said.

Timeline: Work began in mid-June and is expected to be complete in October.

General contractor: Pipe of Washington, POW Contracting, Inc., of Pasco.

Cost: Approximately \$1.6 million. A grant of \$935,000 came from the Transportation Improvement Board. Another \$465,000 came from the Transportation Benefit District, and \$250,000 came from local water and sewer moneys.

Town of Friday Harbor wraps up Nichols, Web Street Construction

Town of Friday Harbor wraps up Nichols, Web Street Construction

by Hayley Day

October 7, 2018

There was once a place on Nichols Street where the sidewalk ends. And there, crews placed continuous paths along Nichols, A Street and Web Street.

The roughly four-month construction project in Friday Harbor is scheduled to wrap up the week of Oct. 16. In addition to sidewalks, the project included installing new street lights, a water main, roadway and water and sewer line connections.

On Oct. 5, a local woman drove through this construction, striking a flagger and several vehicles. The construction crew stopped her and she was booked into jail for vehicular assault and hit and run with injury. The flagger was transported to the Peace Island Medical Center for treatment. Check the Journal for updates on this issue.



Staff photo/Hayley Day Crew members at work on Web Street on Oct. 3.

According to Duncan Wilson, Town of Friday Harbor administrator, the construction fixed need repairs in town.

“Web Street was in the heart of our downtown but had inadequate roadway and pedestrian amenities,” he said. “The [state] provided the grant monies that covered about 90 percent of the total cost.”

The initial project bid was for \$1.38 million and the Washington State Transportation Board provided two grants for \$1.28 million. The rest was paid through the town’s street capital account.

Wilson said the contractor worked hard to prevent businesses from closing due to construction, though he is aware of some that didn’t open for a day or two when access to their buildings was blocked. He added that the Washington State Ferries lots B and C were not affected by construction.

Construction roughly 4 miles north, on Tucker Avenue, is still going strong. The work on Tucker Avenue, from Harbor Street to University Road, started last March.

Wilson said the project is expected to be completed by Nov. 1 and it’s about three months past schedule due to unexpected issues such as finding improperly placed utilities; bedrock that had to be removed; and a lawsuit against the town over property rights surrounding the project that shut down part of construction for almost two weeks.

Improvements to Tucker Avenue include adding new sidewalks, as well as water, sewer and stormwater lines. Crews are also completely rebuilding the street from the base to the asphalt.

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

The first phase of the project ran from spring 2016 to that August, from Guard Street to Harbor, and includes new roadways, sidewalks, bike lanes, curbs, gutters and streetlights.

Wilson explained that construction on Tucker was necessary because of the area's older, failing roadways, as well as water and sewer lines.

"There is a high level of traffic on Tucker and there were no sidewalks for pedestrians," he said. "[The] lack of sidewalks was not safe and the sidewalks will help children and adults that walk to school or downtown."

The Seattle Times

Washington state will pay \$30 million more than expected to rebuild next mile of Highway 520

by Mike Lindblom
October 11, 2018

The state has named the winning bidder for the next phase of work rebuilding Highway 520 on the west side of Lake Washington. The project, from early 2019 to 2023, will construct three eastbound lanes, plus a landscaped Montlake lid over the highway.

Nowadays, the scramble for big contractors is so intense that Washington state will pay \$30 million more than expected to rebuild the next mile of Highway 520.

The state has announced it will accept a low bid of \$455 million for the next phase of work rebuilding Highway 520 on the west side of Lake Washington. The project will construct three eastbound lanes, a landscaped Montlake lid over the highway, new intersections, a bus station and bike trails.

The new highway section includes road decks on fixed columns over Lake Washington, west of the floating bridge that was completed in 2016.

The winning bidder, Graham Contracting, offered a lower price than rivals Atkinson/Traylor and Kiewit-Manson — which all exceeded the engineer’s estimate of \$375 million to \$425 million by the Washington State Department of Transportation. Under the design-build contracting system, Graham’s team and not the state will do the final engineering.

Construction is planned from early 2019 to sometime in 2023. Graham offered to finish the work several months earlier than the Washington State Department of Transportation (WSDOT) expected, but its ability to do so is still being examined, said WSDOT spokesman Steve Peer.

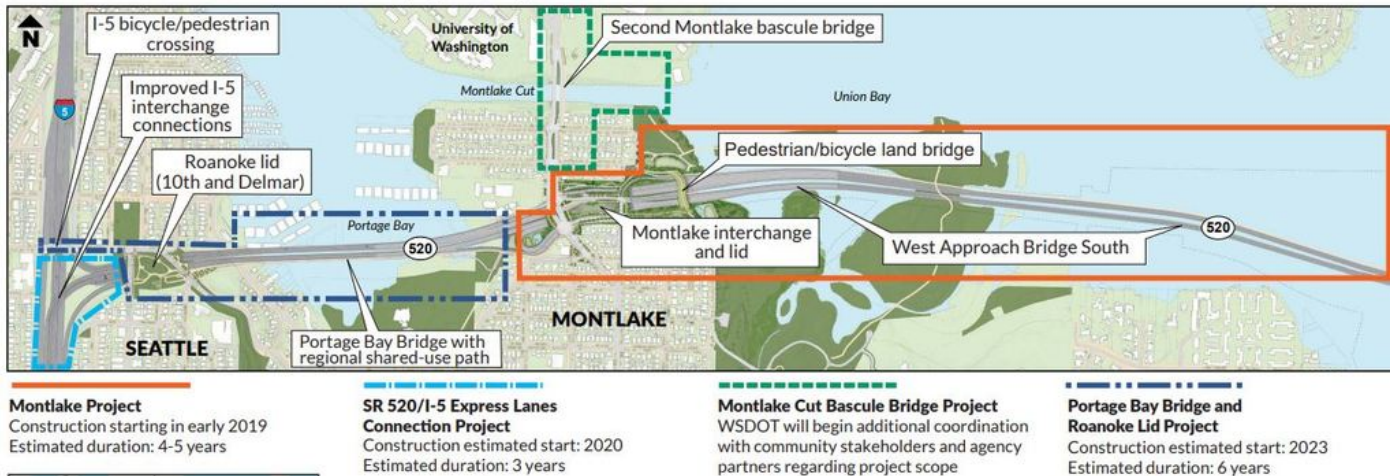
“We want to thank all three teams that submitted innovative proposals. We know that costs have continued to escalate in this booming Puget Sound economy,” said a statement by Omar Jepperson, WSDOT deputy administrator for Highway 520.

The new segment adds a wide bike bridge between the Montlake and Arboretum areas, and an eastbound bus-carpool lane.



**This view of Highway 520 looks east toward the western high-rise, from Montlake Boulevard in Seattle.
(Mike Siegel / The Seattle Times)**

All remaining elements of the SR 520 Program from Lake Washington to I-5 are fully funded at \$1.6 billion by the 2015 Connecting Washington transportation legislation. These elements, known as the "Rest of the West," will provide key safety and mobility improvements for the region and reconnect local communities divided by the original construction of SR 520 in the 1960s. Below are the projects and key elements of the Rest of the West.



**The \$455 million section in orange will be built 2019-23.
(WSDOT diagram)**

Neighborhoods along the Lake Washington shore will endure loud pile-driving, detours and the state’s proposed closure of the Montlake Market during construction

Rising prices aren’t just a problem for the Highway 520 project.

Nationally, the cost of construction materials and fuel increased 7.4 percent in the past year, while 80 percent of surveyed companies reported a shortage of skilled crafts workers, the Associated General Contractors said Wednesday. In July, Sound Transit blamed runaway land prices and construction inflation for a 22-percent spike — a total of \$460 million — in its mostly-elevated light-rail extension from Angle Lake to Federal Way.

In a separate contract, WSDOT plans to add a fifth, bus-only express lane on I-5, connected by a new overpass to Highway 520 by 2023. That will allow new routes on which Eastside-to-South Lake Union riders can travel directly to the I-5 Mercer Street exit at morning peaks and return in the afternoon.

The latest Highway 520 phase is part of the overall \$4.6 billion corridor rebuild from Bellevue across Lake Washington to I-5 from 2010 to 2029.

“It’s still within our budget,” Peer said.

State budgets show that just over \$1 billion will be left in the 520 fund for future work, including a new Portage Bay bridge.

Lynnwood prepares to seize properties for street widening

The land is needed to add lanes to the busiest east-west corridor 196th Street SW, officials say.

by Lizz Giordano

October 4, 2018



Lynnwood is using eminent domain to acquire the last parcels of land needed to widen 196th Street SW.
(Lizz Giordano / The Herald)

LYNNWOOD — With construction on 196th Street SW set to start next summer, Lynnwood has resorted to eminent domain to acquire the last pieces of land needed to widen the busy arterial through an area the city envisions as its future downtown.

The city has worked out deals with owners of 40 of the 45 affected parcels, paying out about \$5 million, according to David Mach, public works manager.

In July, the city filed three eminent domain suits to obtain the rest of the property. Lynnwood wants the land to increase vehicle capacity along 196th, which is already one of the city's busiest streets.

Early next year, the city plans to put the project out to bid.

"Before we can do that we need to secure all the properties," Mach said. "We don't want a few properties holding up the \$30 million project."

The lawsuits were filed because negotiations involving a few parcels were going slowly, and the owners weren't making counter offers, Mach said.

He said the city rarely uses eminent domain.

Businesses line that section of 196th. Two of the city's lawsuits were filed against limited liability companies with out-of-state addresses. Neither of the companies have publicly listed phone numbers. The third property is owned by someone who also could not be reached.

The project will widen the street from the Lynnwood Convention Center to the Fred Meyer store. The city is planning to add two lanes to the five that now exist.

The additional lanes will be reserved for buses and vehicles turning to and from businesses.

As more people use transit in that area, it will become about moving people, not cars, Mach said. The project is in Lynnwood's City Center, where an urban-style downtown is planned — and not far from the future Lynnwood light rail station.

Mach said the new lanes will help keep traffic flowing.

The city also is widening sidewalks and adding median barriers to prevent cars from turning left. Drivers will have to make U-turns at intersections to access businesses on the left.

The current setup, which allows left turns across several lanes of traffic, is prone to collisions, Mach said.

Much of the funding for the \$30 million project is from federal and state grants.

Lizz Giordano: 425-374-4165; egiordano@heraldnet.com; Twitter: @lizzgior.



With a surge in homes, Cordata neighborhood is in for these changes to roads

by Dave Gallagher

October 2, 2018

Bellingham - A surge in home construction in Bellingham's Cordata neighborhood, and a series of new projects, will bring new road construction and a park expansion in 2019.

Construction workers are expected to arrive this month to begin building a roundabout at the Cordata Parkway/Stuart Road intersection. The project is scheduled to last through the spring of 2019.

Bike lanes, car lane reduction, and pedestrian crossings are coming to Cordata Parkway, and work on the long-sought Community Park is expected to start next year.

The projects planned in 2019 are in response to a surge in residential development.

In September, Cordata had 2,914 residential units, nearly 70 percent of which were apartments or condominiums, according to housing data from the city of Bellingham.

The total number of residential units in the neighborhood has risen 12.5 percent in the past five years, according to city records. Today it has the second-highest residential-unit total among all the city's neighborhoods, trailing only Happy Valley near Western Washington University.

Becoming one of the city's largest residential neighborhoods wasn't in the original plan.

Cordata was expected to develop into an industrial/warehouse area when Trillium Corp. was looking at redeveloping the fields and farmland in the 1990s.

That is why the city has undertaken many big road construction projects in the area. Cordata was originally designed to handle truck traffic, but current projects will make it more pedestrian friendly in the coming years.

More east-west roads are also being added to handle the residential/commuter traffic.

The Cordata Parkway changes couldn't come soon enough for April Barker, who already views the street as an exercise highway, given the number of people walking the area. Barker represents the district on the city council.

"With the new bike lanes along Cordata Parkway, I think we will see more folks visiting the area to take a stroll and/or bike ride," Barker said in an email to The Bellingham Herald.

What's impressed Barker is how the neighborhood is adjusting to the change, with an active Cordata Neighborhood Association providing feedback.

"They've been very strategic and thoughtful working with the city to ensure Cordata gets the services and infrastructure needed," Barker said.

"I think we can learn a lot from Cordata and its residents. They are flexible and understanding that infrastructure and support take time."

Some of the challenges Barker hears about most from residents involve the housing market and access to some services such as libraries. The housing dilemma has led to some unbalanced growth in Bellingham.

While Cordata has plenty of retirement and assisted-living homes, the neighborhood also has a growing number of young families, eager to buy their first home.

With all the undeveloped land in the Cordata area, many of Bellingham’s homes that are priced for first-time buyers are being built there.

And since those first-time home buyers are typically young families, that puts pressure on the schools in the area, Barker said.

It’s also meant that Cordata has become one of the most diverse neighborhoods in Bellingham, in terms of age and race, Barker said.

“I think this adds to the sense of place that Cordata offers, a welcoming and inclusive community that advocates for their seniors, youth and environment,” Barker said.

More homes

Even with the construction surge in the last five years, plenty of residential projects are also in the planning stages.

- A new project making its way through the planning process is being proposed at 418 W. Bakerview Road, near Bakerview Square. The new building will be six stories tall, with 40 apartment units and under-building parking. It is currently in the design review phase and could be going in for building permits later this fall, said Collin Fuller of TRC Architecture.

There’s also a 24-unit apartment project planned nearby at 554 W. Bakerview Road.

- Larrabee Springs, which involves hundreds of homes in the north part of the neighborhood near the North Bellingham Golf Course, is nearly completed with phase 2 and is starting work on phase 3, said Rob Weston, a broker for Windermere Real Estate.

“We are basically building to the demand,” Weston said in an email to The Bellingham Herald earlier last month. “We haven’t had a home sit finished (and unsold) all year and feel the same will go with the next phase of homes.”

- Several projects are being handled by locally owned RJ Group. Founded by Rob Janicki, the company has been working on a steady stream of apartments and single-family homes in Whatcom and Skagit counties.

In 2019, RJ Group will begin work on 574 housing units in the north part of Bellingham, including 92 units in Cordata, said Peter Wheeler, a spokesman for the company, in an email last month.

One of RJ Group’s biggest projects underway is known as Trio at Cordata, which is along June Road, west of Whatcom Community College near Aldrich Road. The goal is to offer a mix of apartments and single-family townhomes at different price points in the 317-unit neighborhood.



**The Meadows at June Road is part of the RJ Group’s Trio at Cordata project in Bellingham’s north end. It’s a mix of apartments and single-family townhomes at different price points.
Staff The Bellingham Herald**

The homes and apartments the company has built in the June Road area have filled quickly, with deals closing on many of them before the construction was completed, Wheeler said.

Nearby is Park View Village, which was completed in June by the RJ Group. All 83 units were initially leased, Wheeler said.

As Bellingham considers extending further north, Barker said city officials hope to learn from what has happened so far in Cordata.

For Barker, that includes thinking more about gathering places when it comes to planning.

People want places to connect in their neighborhood, whether it's a corner store, a coffee shop or an elementary school, she said.



A surge in new homes and apartments being built in Bellingham's Cordata neighborhood will mean several new road projects in the area.

Staff The Bellingham Herald



Lincoln District ribbon-cutting ceremony is set for Nov. 17

by Tacoma Weekly Staff

November 2, 2018

After years of planning, community involvement and construction, the City of Tacoma is ready to hold a ribbon cutting ceremony for the Lincoln District Streetscape Project. The community is invited to attend this celebratory event taking place on Saturday, Nov. 17, from 10 a.m. to noon, located on the district's new Yakima Festival Street at South 38th Street and South Yakima Avenue.

The program will include speeches by Tacoma Mayor Victoria Woodards, District 4 Council Member Catherine Ushka, and more. Event attendees can also tour public art and enjoy exciting performances.

"I'm so excited to see the Lincoln District Streetscape construction work is coming into the final stages and is ready to be officially unveiled," said Mayor Woodards. "Tacoma's business districts are a valuable asset to our community, and this project has worked to boost all that the Lincoln neighborhood has to offer. From upgrading sidewalks and streets, to adding public art components, these additions only enhance the value of the area."

The streetscape is the cornerstone of the Lincoln Revitalization effort. Construction took place along South 38th Street, from South J Street to South Fawcett Avenue; as well as along South G Street between South 37th and South 38th streets, and on South Yakima Avenue between South 37th and South 39th streets. Key features of the streetscape include roadway, sidewalk, public art and pedestrian infrastructure improvements.

"The streetscape project began before I started serving on City Council, but as a resident, I have witnessed the changes the area has undergone and am thrilled to be here to see all of these efforts being finalized," said Council Member Ushka. "As construction wraps up, it's easy to see that this project is making a positive impact on the business district and surrounding neighborhoods."