

**Transportation Improvement Board
November 16, 2018
Hilton
SeaTac, Washington**

TIB BOARD MEMBERS PRESENT

Mayor Glenn Johnson, Chair
Ms. Amy Asher
Mr. Aaron Butters
Ms. Barb Chamberlain
Ms. Elizabeth Chamberlain
Mr. Mike Dahlem, P.E.
Ms. Sue Dreier, CEO
Commissioner Terri Drexler

Mr. John Klekotka P.E.
Commissioner Bob Koch
Mr. John Koster
Ms. Colleen Kuhn
Mr. Mick Matheson, P.E.
Mr. David Ramsay
Mayor Ron Lucas
Councilmember Mike Todd

TIB STAFF

Ashley Probart
Vaughn Nelson
Chris Workman, P.E.
Greg Armstrong, P.E.
Gloria Bennett, P.E.
Christa Draggie, P.E.
Jason Phelps, P.E.
Kelsey Davis / recorder

TIB Members; Commissioner Richard Stevens, Vice Chair, Ms. Alyssa Ball, and Mr. Jeff Carpenter, P.E. were excused.

1. CALL TO ORDER

Chair Glenn Johnson called the meeting to order at 9:00 am.

Mayor Erin Satterley welcomed the board to the city of SeaTac before the Thursday work session.

Chair Johnson thanked Commissioner Drexler for her time serving with TIB and her contributions to the board.

2. WSDOT PUGET SOUND GATEWAY PROGRAM

Mr. Craig Stone P.E., from Washington State Department of Transportation, and Mr. Steve Gorcester gave a presentation overviewing the Puget Sound Gateway Program. The “Gateway” is comprised of two projects: the completion of SR 167 in Pierce County and the completion of SR 509 in King County. At \$1.88 billion, this is the largest project from the 2015 Connecting Washington transportation package.

The program addresses the unique needs of the major and minor freight distribution methods by taking a good look at ports access, partnering with local governments and other agencies to determine how to increase the efficiency and accessibility for freight movement. The program also improves local communities by improving areas where freight routes and railroad lines interact with local communities in high pedestrian areas such as shopping centers, wildlife preserves, and trail systems, and incorporates bicycle and pedestrian facilities.

A potential TIB nexus with the Gateway is the legislative expectation and requirement for local jurisdictions to provide \$130 million in delivering the program. The Port of Seattle and Port of Tacoma have pledged half of the funding and cities along the corridors are to fund the rest. As part of their presentation, Steve Gorcester provided information on a funding strategy for local governments that included a combination of TIB grant funding, Puget Sound Regional Council funding, and Freight Mobility Strategic Investment Board funding.

3. GENERAL MATTERS

A. Approval of September 28, 2018 Minutes

MOTION: It was moved by Councilmember Todd with a second by Ms. Dreier to approve the minutes of the September 28, 2018 board meeting.

Motion carried unanimously.

B. Communications

Ashley Probart highlighted a few newspaper articles from the board packet:

- A (Wenatchee) News Radio 560 KPQ segment on the opening of a new roundabout at Red Apple Road that is near the local hospital and has allowed free flowing of traffic and better access for emergency vehicles.
- An article in The News Tribune profiles the new Bridge Street bridge, which recently opened in Sumner.
- In the Peninsula Daily News (Port Angeles), the State Transportation Commission hears of issues related to Peninsula's isolation, the need for US Highway 101 to continue functioning, and the importance of the (bicycle/pedestrian) Discovery Trail for tourism and local recreation purposes.
- An article in The Seattle Times details the expansion of the Microsoft campus. The proposed 2018 project awards include a TIB project near the campus.
- In a Peninsula Daily News article, Port Townsend expects strong financial showing at year's end, but also highlights the challenges to tourism dependent business during extended local road shutdowns due to construction.
- The Seattle Times article titled: Washington State will pay \$30 million more than expected to rebuild next mile of Highway 520, highlights an example of cost increases, and how TIB projects compete with the same contractors for projects as the Washington State Department of Transportation.
- There will be a ribbon cutting tomorrow for the Lincoln District Streetscape Project in Tacoma. Interested board members are encouraged to attend.

4. NON-ACTION ITEMS

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

- The Board will see one new staff change in January. Chris Langhoff will be starting as the new Southwest Region Engineer on December 1st. Jason Phelps and Chris Workman will oversee his training. Jason will transition to becoming a special projects engineer to assist with bringing our proposed changes to the small city program and numerous (and constant) updates to the delivery of our programs.

Funding the new position is within budget. We have been down two full time employees: an administrative assistant and a Chief Operating Officer (COO) position. Administrative duties have been reassigned and the funding previously allocated for the COO position will support the new hire.

- We are still working to build support on codifying or making our Connecting Washington funding permanent. There was strong support last year within the House, but the Senate will take more work. Although Chair Representative Clibborn is retiring, we fully anticipate that the House will continue to support this legislation.

- Regarding project issues, staff continues to make cost containment a point of emphasis as agencies are starting to go out to bid from now through winter.
- In board member outreach, we are working with Washington State Association of Counties to fill a few vacant board positions.
- TIB will be doing a spot on TVW celebrating our 30 year anniversary. The thirty second spot is \$25,000 for the year and will air several hundred times. The spot will be paired with the Freight Mobility Strategic Investment Board, which is celebrating its 20th anniversary.
- Mr. Probart will be traveling to Sultan for a ribbon cutting on Tuesday.

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

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

- Mr. Nelson spoke to the TIB fund balance in the context that this is the time of year when we receive a high volume of invoices due to project completions and work that has been completed over the summer.
- Our biggest account, the Transportation Improvement Account (TIA), has a current fund balance \$12 million. There are also payments in the queue, which will reduce the fund balance to about \$8 million. This is the lowest balance TIB has had since 2011.
- In contrast, there was a large fund balance for a long time, peaking at nearly \$60 million at the beginning of the biennium.
- Ultimately, TIB is not meant to have \$60 million in the bank, as one of our goals is to have dollars in the ground not in the bank.
- The Department of Enterprise Services, which processes our invoices, may raise concerns if fund balances fall below \$5 million. TIB Staff comfort is \$20 million, with a minimum threshold of \$5 million.
- With a smaller fund balance, staff is managing agency expectations differently. Instead of meeting monthly, we now meet bi-weekly or weekly to review our financial status. Here are some examples of what we are doing to manage our funds:
 - Input from engineers is being used to estimate what agencies will be making billing requests in the near future.
 - Small agency invoices are a priority and are typically paid in full.
 - Agencies that invoice over \$500,000 may be asked to split payments into multiple months. Mr. Probart added, with larger projects it is almost inevitable that these agencies have other sources of funds they can move around and can give us more flexibility.
 - Mr. Probart is also not approving as many increases, and will only be looking at smaller increases. Larger increase requests may potentially come to the board.
- In response to a Board member question, TIB/agency contracts state we guarantee payment but there is no strict definition of exactly when. In the contract it does say if billings are not done routinely, we reserve the right to split payments.
- It is desired that agencies bill monthly. During design, it is common for agencies to bill quarterly.
- Our internal benchmarks are to pay within two weeks. Staff would like to continue with that expectation with the noted exceptions for larger requests or requests that have come in late. For example, if an agency has not billed for over a year and then submits a larger request, staff may ask them to wait or to spread out the payments.
- Mr. Workman stated that during inventory control meetings, staff identifies delayed billings, but we can only request billings. We cannot require agencies to submit them.

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

The following activity took place in September through October 2018.

- During September and October the engineers have been out doing a lot of field work and have been heavily focusing on closeouts.
- We especially want agencies with Complete Streets Awards to be closed out by December in order to be eligible for nomination again.
- Highlights:
 - Small City Arterial Program
 - Everson-\$108,710 increase
 - Vader previously surplused about \$100,000 at bid opening. However, they encountered a utility issue and received an \$116,000 increase at closing. Actual project closeout was a net increase of \$16,000.
 - Urban Arterial Program
 - Bellingham, surplus of \$371,530
 - Mount Vernon, increase of \$137,500
 - SeaTac, increase of \$333,536

5. ACTION ITEMS

A. 2018 Project Selection

On Thursday, Ashley Probart introduced the presentation of the staff's project review and funding recommendation for projects. TIB Region Engineers, Greg Armstrong, Jason Phelps, Christa Draggie, and Gloria Bennett presented an overview and examples of the projects recommended by staff for board funding.

MOTION: It was moved by Commissioner Drexler with a second by Ms. Kuhn *to adopt the FY 2020 Priority Array as presented.*

Motion carried unanimously.

B. Compensation for the Executive Director

On Thursday, Chair Johnson called an executive session at 3:45 pm. The purpose of this executive session was to perform a regular performance review for Executive Director, Ashley Probart. The executive session was adjourned at 4:15 pm.

Chair Johnson introduced a draft motion that summarized proposed Executive Director compensation and Executive Director performance reviews.

Mr. Klekotka suggested splitting the motion into two separate motions, one for items regarding Mr. Probart and another for items involving how the board would like to conduct reviews in the future.

The motions were separated.

Director compensation discussion:

Mr. Matheson stated that public works directors, for example, would have received a step increase at each (annual) period. If Mr. Probart were to be in this system, he would be sitting

at the top of the band (at \$137,964). He further suggested the board increase Mr. Probart's pay to bring him to the top of his band.

Commissioner Drexler stated that she sees the Executive Director position as very different from a Public Works Director and should not be treated in the same way.

Councilmember Todd stated there is no step system in place for this position and it is up to the board to decide how to conduct increases. He stated that without a formal review, he feels the increase as stated is a good for a 'you're doing a good job,' increase and allows the board to provide further increases after a more thorough review.

Mr. Klekotka, supports the idea to not top out the salary until a complete formal review has been performed.

MOTION: It was moved by Mr. Klekotka with a second by Ms. E. Chamberlain *that the compensation for the executive director of the Transportation Improvement Board be increased to \$135,000 effective December 1, 2018. The director's annual leave is set at 200 hours.*

Motion carried unanimously.

Establishing a policy on evaluation of the Executive Director:

Mr. Ramsay, stated he feels the Chair and Vice Chair should be assigned to compile and evaluate reviews.

Mayor Johnson stated that in many organizations, this would be the responsibility of executive leadership, and agrees the Chair and Vice Chair should have this responsibility.

Mr. Ramsay suggested reviewing labor market comparables and stated he would like to see the pay for comparable positions.

Ms. E. Chamberlain stated she would like this motion to be more firmed up with executive leadership in charge of managing the evaluation process.

Mr. Klekotka stated the importance of including all the specifics for the evaluation.

Ms. Dreier stated she would not like to require external outreach every year, stating her feelings that some years only need internal feedback.

MOTION: It was moved by Commissioner Drexler with a second by Ms. B. Chamberlain *that the board shall annually evaluate performance of the director. The executive committee will design and manage a process for the evaluation for the TIB director to be completed at the November board meeting.*

Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 10:51 a.m.



Annual Assessment

January 25, 2019

BACKGROUND

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

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

STATUS

Annual assessment scorecard measures were updated based on:

- November 2017 project selection;
- Fund balance as of December 1, 2017;
- Active projects during 2017; and
- Performance metrics for the 2017 calendar year.

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

RECOMMENDATION

For information only, no action required.



Annual Assessment

January 25, 2019

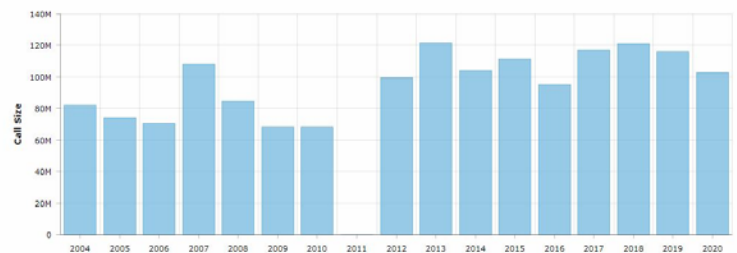
FINANCIAL HEALTH

Project awards typically are processed on a four-year rolling average: agency financial health is a reflection of award decisions dating from 2016 to today.

In November 2018, TIB staff recommended and the Board adopted \$102.54 million representing 135 projects for local agencies. This award amount is based on forecasted annual revenues and historic data of anticipated project surpluses and/or project withdrawals. (See FY 2020 in graph below.)

In comparison, the previous three award cycles were approximately fifteen to twenty percent higher due to a few big project cancellations and a favorable bidding climate that resulted in projects cost savings. Project awards over the same period averaged 135.

Historic Funding Program Sizes



The following programs are funded:

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

In addition to the November awards, TIB granted \$2.7 million in Relight Washington (LED) grants throughout the year as cities became qualified and ready for funds.

ACCOUNT BALANCES

The Transportation Improvement Account is approximately \$100M annually and represents 97-98% of road related funding. Staff targets a \$20M average reserve in the account. During the Great Recession and better than expected bids, TIB’s fund balance forecast continued to increase. The above average 2016 award cycle of \$121M that included an emphasis on construction only (ready) projects was designed to bring the TIA account balance down to \$20 million over the next few years. In the latter half of 2017 and into the end of 2018, we saw increased billings and a fund balance decrease from over \$60M to a more acceptable range.

Account Balance History

Initial Monthly Account Balances



KEY PROCESS INDICATORS

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

TIB Annual Assessment

Measure	2014	2015	2016	2017	2018	Historic Data	Trend
Percent Reduced Collisions on Arterials	18.12%	15.55%	16.02%	16.75%	17.89%		—
Percent of Small Cities with an Average PCR Score above 70	76.4%	71.5%	67.9%	72.9%	73.5%		▲
Projects Completed	159	134	123	254	208		▲
Projects Awarded	82	186	171	344	174		▲
Miles of Roadway Awarded with Sidewalk Added	17.92	14.04	18.02	15.12	19.03		▲
Miles of Resurfacing Awarded	18.07	49.09	50.84	32.94	51.7		▲
Miles of Urban Street Extension or Improvement Awarded	10.94	14.96	17.51	17.23	14.16		▲
Miles of Urban Roadway Awarded with Bikeways Added	8.72	11.75	9.74	9.01	9.77		—
Average Number of Points Achieved in Sustainability	9	10.03	10.85	9.42	7.8		▲
Agencies Without Awards in the Past 7 Years	41	40	34	26	24		—
Number of Projects not Billing in Last Calendar Year	24	44	67	60	28		▲
Percent of Dollars Spent on Design	11.78%	9.4%	10.12%	9.99%	9.71%		—
Percent of Dollars Spent on Construction	88.22%	90.6%	89.88%	90.01%	90.29%		—
Percent of Transactions Processed Within Target	99.17%	96.82%	99.72%	99.54%	99.34%		▲
Number of Active Projects	349	387	428	480	476		—
Total Outstanding Obligation	\$309.0M	\$337.0M	\$348.0M	\$340.0M	\$337.6M		▲
Fund Balances - TIA	\$37.6M	\$43.1M	\$47.2M	\$31.5M	\$15.2M		▲
Fund Balances - SCPSA	\$1.5M	\$1.7M	\$2.1M	\$1.5M	\$1.5M		—
Average Age of Active Projects - Urban	2.14	1.76	1.87	1.94	1.83		▲
Average Age of Active Projects - Small City	1.49	0.84	0.98	0.92	1.07		—
Number of Delayed Projects	2	3	1	4	1		▲

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

- *Percent of Cities with an Average PCR Score above 70.*
- *Number of Active projects and Total Outstanding Obligation.* This shows a slight decline in both areas which is needed to keep within fiscal capacity.
- *Number of Projects Billing in Last Calendar Year.* Nearly all projects billed at some point in the last year, indicating that projects are moving along and less likely to be delayed.

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

- *TIA Fund Balance.* The low fund balance will be a concern and challenge of the next few years.
- *Number of Points Achieved in Sustainability.* The board changed how project are scored under sustainability to make it harder to get points. Some point drivers were eliminated because they have become common place and were not useful to distinguish between projects.
- *Percent of Transactions Processed Within Target.* Some payments in November and December of 2018 had to be delayed because of low fund balance.

KEY ACCOMPLISHMENTS

TIB recent achievements include:

- **The Relight Washington program** has been very successful, with many cities being able to take advantage of lower street light costs. The Board approved borrowing against future appropriations to continue to accelerate this program.
- **WAC revisions.** TIB updated and modernized several of its WACs. One example is revising the small city federal match program that now creates a level playing field for all applicants.
- **Strategic federalization of projects.** TIB continues to support partnering with jurisdictions that have already received federal funding as part of the overall funding package for a project. 2018 program changes now creates a better risk assessment for local jurisdictions considering federalizing projects *after* TIB award and concurrently reduces TIB exposure for future cost increases.

FUTURE ISSUES

- The Executive Director continues to work towards codification of the complete streets funds and the connecting Washington package funds from 2015. The goal is to have this enacted in 2019.
- **New Revenues:** A new transportation revenue proposal will be underway in the 2019 legislative session. Ensuring TIB is part of any revenue increase is critical.
- **Connecting Washington/Puget Sound Gateway projects.** TIB staff are anticipating several cities will seek gap funding or “local share” funding for these projects.
- **Small City program changes.** TIB staff will continue to update the small city arterial program to be more consistent with its urban programs. This includes incorporating “banding” as part of future grant criteria.
- **Preservation:** TIB staff is continuing to incorporate low cost or strategic pavement improvements to stretch limited preservation funding. TIB staff are in the process of identifying pilot cities in 2019/2020.
- **ADA compliance** continues to be a high cost item. As part of program updates, TIB will continue to identify contracting and project implementation approaches to provide cost certainty when installing ADA facilities.



Alternative Public Works: Design-Build

January 25, 2019

PURPOSE

Alternative public works contracting methods, specifically, “design-build” is being used more frequently. TIB staff are aware of cities that are partnering with WSDOT, Sound Transit, or are considering using this authority for transportation projects. In the future, applicants will be seeking TIB grant funding to help fund these projects.

At initial review, current TIB state law (RCW and WAC) is broad enough to include design-build eligibility. Current law authorizes TIB projects based on geographic location and the purpose of the project: it is silent on the contracting procurement method.

Although TIB staff can score and recommend design-build projects, procedures are not in place to assume or assign project savings or address cost increases.

At a staff level, this has raised the following questions:

- Should TIB only fund traditional design-bid-build projects or award design-build projects?
- If design-build projects are awarded, is it a lump sum award, or should TIB’s current fuel tax agreement and administrative procedures be changed to enable cost decreases/increases?

BACKGROUND

In 1994, RCW 39.10-Alternative Public Works Contracting procedures, was enacted in recognition that traditional public sector “design-bid-build” contracting procedures were limiting the ability of public owners to deliver complex projects. (The law included a six year sunset provision.) The new authority was for projects over ten million dollars and enabled sophisticated public owners such as the Port of Seattle, King County, and the Washington State General Administration agency to use one of two construction methods:

- General contractor/construction manager (GC-CM) procedure; and
- Design-build procedure.

For the purposes of this discussion, GC-CM does not apply. This authority is typically used for civil engineering and for occupied facilities such as reconstructing a city hall or school at the same time it is in use.

The second authorization is design-build, or DB. In addition to minimum project costs, public owners must also establish one or more of the following reasons for using this authority:

- The project is highly specialized and a design-build approach is critical in developing the construction methodology; or
- The projects selected provide opportunity for greater innovation or efficiencies between the designer and the builder; or
- Significant savings in project delivery time would be realized.

Design-build is a significant departure from the traditional “design-bid-build” procedure. For example, the public owner solicits requests for contractors that will both design and build the project. The selected firm is based on qualifications that include best value and unit costs (in comparison to the traditional lowest responsible bidder). This is considered a lump sum contract. In addition, the public owner and selected contractor work closely on developing the project design. Concurrent with project design, it is typical for elements of the project, such as utility work, to be underway.

Current Status of Alternative Public Works

Since its 1994 enactment, this authority has been extended to year 2021 and continues to expand the eligibility of public owners through a certification process. The design-build authority also allows project eligibility between two million and ten million dollars.

Current Transportation Improvement Board Contracting and Project Administration

The Transportation Improvement Board awards projects that propose to use “design-build-bid,” or are seeking construction only (“build”) funding. TIB also executes a “Fuel Tax Agreement” with each jurisdiction that establishes how a project will receive its funding, and what is required to deliver its project.

For example, TIB recommends an initial award, and may adjust the award at an administrative level through various stages of the project:

- Award Process:
 - Initial evaluation and scoring. It is common for projects to have less than five percent designed, but traditional projects have known factors that result in reasonable cost estimates (i.e. cost per mile, similar projects from past awards, etc.);
 - TIB staff recommends a funding amount for Board approval; and
 - Fuel Tax Agreement is executed.
- Staff review and potential project adjustments:
 - At “bid-approval,” staff has the option to recommend no change, or an increase/decrease in the project (within WAC limits); and
 - At “close-out,” staff has the option to provide a funding increase/decrease or no change in project funding (within WAC limits).

Potential Transportation Improvement Board Design-Build Contracting and Project Administration

Public owners using the design-build process must be certified by the Capital Advisory Review Board (CPARB) before proceeding. As part of receiving certification, the public owner must demonstrate it has the in-house skill set to manage complex projects, and/or have hired a private sector firm to manage the proposed project. CPARB may also require the public owner to demonstrate full funding before certification. At a minimum, public owners are required to include an estimated project cost when advertising for a Request for Qualifications.

For example, TIB staff could anticipate the following with a design-build project:

- Award Recommendation:
 - Contingent commitment as part of CPARB certification; or
 - Procurement phase: After CPARB certification, but prior to public owner advertising a Request for Qualifications (Design-Build team selection process).
- Staff review and potential project adjustments:
 - Design-build team selection;
 - Best-value determination; and
 - Close-out.

City or county projects that are part of WSDOT or Sound Transit contracts are more challenging. In addition to the suggestions noted above, the project award letter should state the use of TIB funding must remain consistent with its criteria or the project will be considered a scope change (and subject to reduced or withdrawn funding).

RECOMMENDATION AND POTENTIAL BOARD ACTION:

Current TIB state law (RCW and WAC) allows design-build eligibility.

It is a Board decision to remain silent, or to make a motion to expressly include or preclude design-build.

At a minimum, TIB’s Award letter and current Fuel Tax Agreement will need to be modified to address cost savings, increases, or TIB’s expectations on the use of its funding.



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2018 to 12/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval	
APP Program								
3-W-159(005)-1	BURLINGTON	FY 2019 Overlay Project	Contract Completion	CC	208,270	-13,265	Director	
3-W-159(006)-1	BURLINGTON	FY 2020 Overlay Project	Design	DE	8,495	0	Director	
3-E-177(004)-1	COLLEGE PLACE	FY 2020 Overlay Project	Design	DE	34,650	0	Director	
3-E-175(003)-1	ELLENSBURG	FY 2019 Overlay Project	Audit	CC FV AD	290,914	-9,086	Director	
3-E-988(002)-1	LIBERTY LAKE	FY 2019 Overlay Project	Design	DE	46,800	0	Director	
3-P-822(007)-1	MONROE	FY 2020 Overlay Project	Design	DE	54,395	0	Director	
3-P-112(003)-1	NORMANDY PARK	FY 2018 Overlay Project	Audit	FV AD	216,483	0	Director	
3-P-112(006)-1	NORMANDY PARK	FY 2020 Overlay Project	Design	DE	67,272	0	Director	
3-P-117(007)-1	PACIFIC	FY 2020 Rehabilitation Project	Design	DE	78,306	0	Director	
3-W-158(001)-1	POULSBO	FY 2019 Rehabilitation Project	Bid Award	CN BA	565,000	40,000	Director	
3-E-182(004)-1	SELAH	FY 2020 Overlay Project	Design	DE	30,033	0	Director	
3-W-194(003)-1	SHELTON	FY 2019 Rehabilitation Project	Audit	CC FV AD	311,518	0	Director	
3-W-194(004)-1	SHELTON	FY 2020 Overlay Project	Design	DE	34,200	0	Director	
3-P-823(004)-1	STANWOOD	FY 2019 Overlay Project	Contract Completion	CC	440,369	-14,939	Director	
3-P-823(005)-1	STANWOOD	FY 2020 Overlay Project	Design	DE	19,380	0	Director	
Total APP Change						2,710		
CSP Program								
C-W-154(001)-1	ANACORTES	Complete Streets Award	Audit	CC FV AD	250,000	0	Director	
C-W-156(001)-1	BELLINGHAM	Complete Streets Award	Audit	CC FV AD	500,000	0	Director	
C-E-930(001)-1	CLE ELUM	Complete Streets Award	Audit	CC FV AD	125,000	0	Director	
C-P-106(001)-1	KENT	Complete Streets Award	Audit	CC FV AD	250,000	0	Director	
C-P-111(001)-1	KIRKLAND	Complete Streets Award	12	Audit	CC FV AD	250,000	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2018 to 12/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-P-202(001)-1	SHORELINE	Complete Streets Award	Audit	FV AD	250,000	0	Director
C-E-865(001)-1	SOAP LAKE	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-160(001)-1	WENATCHEE	Complete Streets Award	Audit	FV AD	250,000	0	Director
Total CSP Change						0	

LED Program

S-W-948(001)-1	BATTLE GROUND	LED Streetlight Conversion	Audit	FV AD	327,336	0	Director
S-E-986(002)-1	COLFAX	LED Streetlight Conversion	Contract Completion	CC	47,865	1,647	Director
S-E-161(002)-1	EAST WENATCHEE	LED Streetlight Conversion	Audit	CC FV AD	125,278	-849	Director
S-W-955(001)-1	ELMA	LED Streetlight Conversion	Contract Completion	CC	90,497	6,491	Director
S-W-190(001)-1	HOQUIAM	LED Streetlight Conversion	Contract Completion	CC	222,791	20,674	Director
S-W-190(002)-1	HOQUIAM	LED Streetlight Conversion	Contract Completion	CC	33,384	-15,165	Director
S-E-913(001)-1	LAMONT	LED Streetlight Conversion	Audit	CC FV AD	3,600	0	Director
S-W-828(001)-1	LANGLEY	LED Streetlight Conversion	Audit	AD	28,437	0	Director
S-E-942(001)-1	MABTON	LED Streetlight Program	Bid Award	DE CN BA	28,849	0	Director
S-P-822(002)-1	MONROE	LED Streetlight Conversion	Audit	CC FV AD	12,551	1,206	Director
S-W-957(002)-1	MONTESANO	LED Streetlight Conversion	Contract Completion	CC	86,880	3,951	Director
S-W-958(001)-1	OAKVILLE	LED Streetlight Conversion	Audit	CC FV AD	26,683	3,348	Director
S-E-855(001)-1	REPUBLIC	LED Streetlight Conversion	Bid Award	DE CN BA	34,813	0	Director
S-W-974(001)-1	STEVENSON	LED Streetlight Conversion	Contract Completion	CC	109,077	-9,221	Director
Total LED Change						12,082	

SCAP Program

6-E-921(004)-1	ASOTIN	2nd Street	13	Design	DE	93,000	0	Director
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Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2018 to 12/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-800(004)-1	BLACK DIAMOND	Roberts Drive	Construction	DE CN	0	0	Director
6-P-801(008)-1	CARNATION	West Morrison Street	Contract Completion	CC	773,791	-14,420	Director
6-P-801(009)-1	CARNATION	Tolt Avenue (SR 203)	Design	DE	0	0	Director
6-E-878(006)-1	COULEE DAM	Civic Way, Cedar Street, Tulip Street, Crest Drive	Audit	CC FV AD	910,300	22,892	Director
6-W-955(011)-1	ELMA	7th Street	Design	DE	55,941	0	Director
6-W-955(110)-1	ELMA	East Main St	Audit	FV AD	140,030	0	Director
6-E-849(006)-1	ENTIAT	Lakeshore Drive	Audit	CC FV AD	150,586	2,317	Director
6-W-825(008)-1	FORKS	Elderberry Ave	Audit	CC FV AD	847,776	-52,239	Director
6-W-953(010)-1	KALAMA	Elm Street	Design	DE	47,844	0	Director
6-W-828(007)-1	LANGLEY	Saratoga Road	Design	DE	51,581	0	Director
6-W-828(108)-1	LANGLEY	3rd Street, Debruyne Ave, 2nd Street and Park Ave	Design	DE	0	0	Director
6-W-957(008)-1	MONTESANO	Marcy Street	Audit	CC FV AD	520,130	-43,090	Director
6-W-957(009)-1	MONTESANO	Marcy Avenue and Church Street	Design	DE	45,000	0	Director
6-E-881(008)-1	OKANOGAN	5th Avenue S	Audit	CC FV AD	901,335	21,659	Director
6-E-929(005)-1	POMEROY	Columbia Street and 5th Street	Design	DE	47,528	0	Director
6-W-971(010)-1	RAYMOND	SW Raymond Overlay	Design	DE	96,510	0	Director
6-E-865(004)-1	SOAP LAKE	Gingko Street and FEMA Repairs	Design	DE	57,451	0	Director
6-P-824(013)-1	SULTAN	1st Street and 8th Street	Audit	CC FV AD	867,610	-9,950	Director
6-W-967(001)-1	VADER	A Street	Audit	FV AD	540,815	0	Director
6-E-936(007)-1	WHITE SALMON	SE 4th Avenue	Contract Completion	CC	218,592	8,862	Director
6-P-816(103)-1	WILKESON	Foothills Trail Extension Through Town Center of Wilkeson to Railroad Avenue	Contract Completion	CC	38,549	0	Director
Total SCAP Change						-63,969	



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2018 to 12/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-P-119(003)-1	ALGONA	FY 2020 Rehabilitation Project	Design	DE	24,947	0	Director
2-E-921(001)-1	ASOTIN	FY 2019 Seal Coat Project	Audit	FV AD	19,436	0	Director
2-E-876(003)-1	BREWSTER	FY 2019 Seal Coat Project	Audit	CC FV AD	69,435	29,656	Director
2-E-901(003)-1	CHEWELAH	FY 2020 Seal Coat Project	Bid Award	DE CN BA	43,305	0	Director
2-E-878(004)-1	COULEE DAM	FY 2020 Seal Coat Project	Construction	DE CN	3,000	0	Director
2-W-831(005)-1	FRIDAY HARBOR	FY 2020 Rehabilitation Project	Design	DE	22,500	0	Director
2-E-858(006)-1	GEORGE	FY 2020 Rehabilitation Project	Design	DE	36,100	0	Director
2-E-935(004)-1	GOLDENDALE	FY 2020 Overlay Project	Design	DE	8,001	0	Director
2-E-940(005)-1	GRANGER	FY 2019 Seal Coat Project	Audit	CC FV AD	29,037	-33,587	Director
2-E-940(006)-1	GRANGER	FY 2020 Rehabilitation Project	Design	DE	14,125	0	Director
2-E-931(010)-1	KITTITAS	FY 2019 Overlay Project	Audit	FV AD	79,355	0	Director
2-E-912(004)-1	LACROSSE	FY 2020 Seal Coat Project	Construction	DE CN	0	0	Director
2-W-828(003)-1	LANGLEY	Cascade Avenue Pavement Restoration	Contract Completion	CC	30,132	-5,881	Director
2-E-914(003)-1	MALDEN	FY 2020 Overlay Project	Design	DE	24,199	0	Director
2-E-862(010)-1	MATTAWA	FY 2019 Rehabilitation Project	Audit	CC FV AD	370,911	18,919	Director
2-E-897(004)-1	MEDICAL LAKE	FY 2017 Overlay Project	Contract Completion	CC	215,766	-35,797	Director
2-W-957(002)-1	MONTESANO	FY 2020 Seal Coat Project	Design	DE	0	0	Director
2-W-957(003)-1	MONTESANO	FY 2020 Overlay Project	Design	DE	0	0	Director
2-E-944(002)-1	NACHES	FY 2019 Seal Coat Project	Contract Completion	CC	50,353	-16,529	Director
2-E-944(003)-1	NACHES	FY 2020 Overlay Project	Design	DE	16,120	0	Director
2-E-915(004)-1	OAKESDALE	FY 2020 Rehabilitation Project	Design	DE	44,758	0	Director
2-E-987(003)-1	OMAK	FY 2019 Seal Coat Project	Contract Completion	CC	78,772	-42,680	Director
2-E-916(007)-1	PALOUSE	FY 2019 Seal Coat Project	Audit	CC FV AD	6,392	-6,342	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2018 to 12/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-964(004)-1	PE ELL	FY 2020 Seal Coat Project	Bid Award	DE CN BA	81,327	0	Director
2-E-929(003)-1	POMEROY	Peola Road Reconstruction	Audit	FV AD	40,143	0	Director
2-E-929(004)-1	POMEROY	FY 2019 Seal Coat Project	Audit	CC FV AD	40,375	-2,470	Director
2-E-855(002)-1	REPUBLIC	FY 2017 Overlay Project	Audit	CC FV AD	154,594	10,184	Director
2-E-855(003)-1	REPUBLIC	FY 2020 Seal Coat Project	Construction	DE CN	8,000	0	Director
2-P-814(003)-1	ROY	FY 2019 Rehabilitation Project	Construction	CN	9,671	0	Director
2-P-815(002)-1	SOUTH PRAIRIE	FY 2020 Seal Coat Project	Construction	DE CN	0	0	Director
2-W-974(001)-1	STEVENSON	FY 2020 Seal Coat Project	Bid Award	DE CN BA	40,815	0	Director
2-W-965(004)-1	TOLEDO	FY 2020 Rehabilitation Project	Design	DE	17,550	0	Director
2-E-936(004)-1	WHITE SALMON	FY 2019 Seal Coat Project	Contract Completion	CC	20,656	-16,913	Director
2-E-936(005)-1	WHITE SALMON	FY 2020 Seal Coat Project	Bid Award	DE CN BA	228,316	0	Director
Total SCPP Change						-101,440	

SP Program

P-W-156(P09)-1	BELLINGHAM	Sunset Drive (SR 542)	Construction	DE CN	9,500	0	Director
P-E-901(P04)-1	CHEWELAH	Stevens Street	Design	DE	28,522	0	Director
P-W-006(P07)-1	CLARK COUNTY	Highway 99	Audit	CC FV AD	250,000	0	Director
P-E-930(P05)-1	CLE ELUM	Pine Street	Design	DE	34,258	0	Director
P-P-818(P03)-1	DARRINGTON	Givens Avenue	Design	DE	30,400	0	Director
P-E-870(P08)-1	DAVENPORT	7th Street and Park Street	Audit	CC FV AD	496,765	-6,146	Director
P-P-139(P02)-1	EDMONDS	238th Street SW	Audit	FV AD	311,679	0	Director
P-P-111(P06)-1	KIRKLAND	124th Avenue NE	Bid Award	BA	275,000	0	Director
P-W-976(P04)-1	RAINIER	Third Street West	Design	DE	20,235	0	Board
P-W-971(P02)-1	RAYMOND	Park Avenue	Audit	CC FV AD	159,621	-7,864	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 11/01/2018 to 12/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-101(P07)-1	SEATTLE	Greenwood Avenue N	Construction	CN	0	0	Director
P-W-194(P01)-1	SHELTON	Railroad Avenue	Design	DE	0	0	Director
P-W-972(P03)-1	SOUTH BEND	Willapa Avenue	Design	DE	26,103	0	Director
P-P-133(P02)-1	STEILACOOM	Steilacoom Boulevard	Design	DE	0	0	Director
P-P-128(P06)-1	TACOMA	South 19th Street	Construction	CN	39,923	0	Director
P-W-965(P06)-1	TOLEDO	Washington Street	Design	DE	16,350	0	Director
P-W-186(P02)-1	WASHOUGAL	SE Evergreen Way	Audit	CC FV AD	156,574	-8,241	Director
Total SP Change						-22,251	

UAP Program

8-1-105(035)-1	AUBURN	S 277th Street	Contract Completion	CC	3,933,988	0	Director
8-1-114(008)-1	BOTHELL	Main Street	Contract Completion	CC	4,700,000	73,769	Director
8-4-177(009)-1	COLLEGE PLACE	NE C Street	Design	DE	0	0	Director
8-3-161(010)-1	EAST WENATCHEE	Baker Avenue	Audit	CC FV AD	2,861,568	0	Director
8-4-175(019)-1	ELLENSBURG	University Way	Bid Award	BA	915,787	-356,423	Director
8-2-985(010)-1	FERNDALE	Thornton Street	Design	DE	0	0	Director
8-1-206(001)-1	KENMORE	68th Avenue NE Bridge	Construction	CN	0	0	Director
8-1-106(031)-1	KENT	S 224th Street	Construction	CN	1,276,459	0	Director
8-1-146(001)-1	LAKE STEVENS	20th Street SE	Design	DE	0	0	Director
8-1-141(007)-1	MOUNTLAKE TERRACE	236th Street SW	Bid Award	BA	2,489,847	0	Director
8-1-145(005)-1	MUKILTEO	Harbour Reach Drive	Design	DE	0	0	Director
8-3-844(007)-1	OTHELLO	Lee Road	Design	DE	76,127	0	Director
8-1-027(068)-1	PIERCE COUNTY	Stone Drive NW/34th Avenue NW	Contract Completion	CC	1,904,861	0	Director
8-1-027(069)-1	PIERCE COUNTY	Canyon Road East	Design	DE	0	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2018 to 12/31/2018

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-863(005)-1	QUINCY	F Street SW (SR 28)	Construction	CN	0	0	Director
8-4-171(018)-1	RICHLAND	Duportail Reconstruction	Audit	FV AD	730,140	0	Director
8-4-171(018)-2	RICHLAND	Duportail Extension	Audit	FV AD	1,886,662	0	Director
8-1-121(007)-1	SEATAC	28th/24th Avenue S	Audit	FV AD	4,902,163	0	Director
8-1-031(014)-1	SNOHOMISH COUNTY	180th Street SE	Design	DE	0	0	Director
8-3-032(067)-1	SPOKANE COUNTY	Market Street	Contract Completion	CC	1,132,087	-126,600	Director
8-3-208(007)-1	SPOKANE VALLEY	Sullivan Road	Contract Completion	CC	362,659	-117,102	Director
8-1-131(007)-1	SUMNER	Traffic Avenue	Design	DE	0	0	Director
8-4-181(007)-1	UNION GAP	Main Street	Design	DE	0	0	Director
8-5-184(038)-1	VANCOUVER	NE 18th Street	Contract Completion	CC	4,098,251	0	Director
8-5-184(039)-1	VANCOUVER	SE 1st Street	Design	DE	0	0	Director
Total UAP Change						-526,356	
Total Change						-699,223	

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

Cle Elum downtown revitalization project becoming a reality

by KARL HOLAPPA staff writer
December 22, 2018

Big changes are beginning to take place in Cle Elum’s downtown corridor.

The city is in the midst of a downtown revitalization project that focuses on improving pedestrian access to First Street. The plan calls to shift away from an auto-centric approach to the area to a “complete streets” corridor, spanning First Street from Billings Avenue to North Peoh Avenue.

The project began in April 2017, with focus group sessions, a public forum and a Cle Elum City Council Planning Commission study session. In June 2017, the Cle Elum City Council adopted a preferred alternative by resolution that established a conceptual plan that addressed landscaping improvements, parking configuration and streetscape amenities on First Street.

The project is broken into three phases: Phase one, which has been completed, focused on improvements to the intersection of First Street and North Peoh Avenue. This phase included a widened sidewalk, street side landscaping and amenities such as garbage cans and benches and curb extensions at the intersection to increase pedestrian exposure to automobiles. A ribbon cutting ceremony on Nov. 30 celebrated the completion of phase one. Phase two, expected to begin in summer 2019, involves intersection improvements at First Street and Billings Avenue. The second phase will also address stormwater improvements along the entire corridor project. Phase Three will address the remainder of the intersection improvement. Expected completion for the third phase is slated for summer of 2020.

The city has been successful in securing \$2,470,000 for the project through a combination of grants and a \$533,000 Public Works Trust Fund low-interest loan, which will be used on the design component of phase three. With a total projected cost of \$7,661,070, the city is asking state legislators to consider a \$4 million proviso or a possible line-item in the fiscal year 2019 Supplemental Capital Budget to help complete the project. Phases one and the stormwater improvement component of phase two have been fully funded, along with the design component for phase three. The First Street and Billings Avenue improvement component of phase two has been 80 percent funded, and phase three is seeking funding.

At the Upper County Legislative Day event on Dec. 11, Cle Elum City Planner Lucy Temple said the project is focused on economic revitalization for the downtown area.

“This downtown area used to be the main highway in this location,” she said. “We’re trying to make it the main street.”



Orange caution cones and construction workers dot the sidewalk in downtown Cle Elum as concrete is poured and spread to form new sidewalks on Friday. The sidewalks are part of a Cle Elum downtown revitalization project.

Jake Green / Dakily Record

Temple said the project came about with seed money from the Washington State Department of Transportation's Complete Streets program. She said she was given advance notice from WSDOT about the program in the fall of 2016.

"The staff and council were able to get the Complete Streets ordinance done in about two weeks," she said. "It was right between council meetings. They got it done. They were eligible, and they were given \$125,000 in that following January."

SIZE OF THE BLOCKS

Temple said one of the unique characteristics of the Cle Elum downtown area is the size of the city blocks. Because of this, mid-block marked crossing areas are incorporated into the project.

"We have extremely long blocks," she said. "If you go to Ellensburg, our blocks are about twice as long as in Ellensburg. It isn't as pedestrian friendly, so with those new mid-block crossings, we will see increased safety, less jaywalking and a better pedestrian experience for people."

With the completion of phase one, Temple said the city is now eligible for Complete Streets grant funding for the First Street and Billings Avenue intersection component of phase two. Temple said the stormwater retrofit component of phase two will help alleviate common problems the city encounters in the downtown corridor.

"We have six-inch storm grates that are 100 yards apart," she said. "It's ridiculous. We end up having these pond situations which is very difficult. If you are pulling up outside El Caporal to have dinner, you either have to jump or help or do like some kind of chain to throw your kid over to the sidewalk. It's not fun."

Temple said phase three will be comprised of infill between the projects at Billings and North Peoh Avenues.

"Everything that's in between and above the ground in between the two bookend intersections," she said. "That's going to include all of those amenities, the things that you see."

PROJECT IMPETUS

Temple said the impetus that made the whole project happen was finding out that WSDOT was going to come through and repave First Street in 2018, which also doubles as a section of state Route 903. She asked them to pause the work until they could get the revitalization project underway. She said WSDOT has agreed to put off the repaving until the stormwater retrofit.

"We couldn't come later and do the stormwater after they paved it," she said. "We were able to get them to back off of that date a bit. At first it went to 2019 and now they're out to 2022, but when we get our project design and have construction funding for it, we can actually do our project at any time just as long as our stormwater is done ahead of that. If we're ready before the DOT we can do the project, or if we come in a little bit after their pavement project that will work as well."

With State Representative Tom Dent and Senator Judy Warnick listening on at the Legislative event, Temple reiterated that funding has been secured for the design component of phase three.

"What we are going to need is money to construct the project," she said. "We are still in the hole about \$5 million for the construction between those two bookend projects."

Temple said she has seen many secondary and tertiary benefits to the project already, one of which has been increased momentum with the local downtown association.

“It’s also spurred on other side projects and a lot of interest in the downtown,” she said. “We’re already seeing the effects of that economic revitalization and we just want to get it the rest of the way.”

Temple said the downtown revitalization project has been contemplated for decades. She said when she began as city planner approximately two years ago, she looked through archives and past files and found numerous plans that included a project that resembled the current one.

“Encouraging the businesses to come out in front of their businesses,” she said. “To encourage sidewalk cafes. To encourage it to look like a bustling downtown. Everything that we can do in between to make that happen, that’s one of our number one goals here. We’re very proud and very excited to finally be putting that plan into action.”

MERCER ISLAND REPORTER

City of Mercer Island celebrates new safe route to school

New sidewalks and bicycle lanes were constructed on Southeast 40th, near Northwood Elementary.

by Katie Metzger

December 17, 2018

The city of Mercer Island celebrated bicycle and pedestrian improvements along Southeast 40th Street, near Northwood Elementary, last week. The project was aimed to enhance the city's Safe Routes to School program.

At a ribbon cutting event, Mayor Debbie Bertlin, Councilmember Wendy Weiker and city staff welcomed Mercer Island School District and School Board representatives, state grant stakeholders, community members, advocates and neighbors.

The work is part of the city's current six-Year Transportation Improvement Plan and was partially funded through a \$500,000 grant from the Washington State Transportation Improvement Board.

Starting June 18, the city began making improvements to Southeast 40th Street from Island Crest Way to Gallagher Hill Road. As part of the project, concrete curbs, sidewalks and bicycle lanes were constructed on both sides of the roadway. The city also addressed minor modifications to the traffic signal at 86th Avenue, repaved Southeast 40th Street from 85th to 88th avenues, added new pavement markings and removed the small amount of on-street parking on Southeast 40th Street.

According to the city, the project addressed one of two remaining "missing links" on a continuous North-South Island bicycle route long-awaited by the community. The other "missing link" will be studied next year.

See www.mercergov.org for more.



Mercer Island City Councilmember Wendy Weiker, Mercer Island School District Superintendent Donna Colosky, School Board members Brian Giannini Upton and Tracy Drinkwater, Mayor Debbie Bertlin and others help cut the ribbon for a new Safe Route to School project near Northwood Elementary. Photo via Facebook



As part of the project, concrete curbs, sidewalks and bicycle lanes were constructed on both sides of Southeast 40th Street, from Island Crest Way to Gallagher Hill Road. Photo via Facebook

MERCER ISLAND REPORTER

Mercer Island completes two bike and pedestrian safety projects

Mercer Island recently completed two important bicycle and pedestrian safety projects.

by Evan Pappas

January 07, 2019

The city of Mercer Island recently recognized the completion of two bicycle and pedestrian safety projects.

Completed in early December, several improvements were made to the Mercer Island Park-and-Ride at 8000 North Mercer Way. Ross Freeman, sustainability manager at the city, said the city worked with Sound Transit on consultation of the design, and Sound Transit itself worked on the construction and design implementation.

When the facility was built, Freeman said, the Mountains to Sound trail was routed through the property. Sound Transit installed new safety features along the front of the curb where the trail runs next to North Mercer Way. Obstacles were removed, westbound bus shelters changed locations, clear pavement markings were made and sight lines in the area were generally improved.



Mercer Island resident Steven Schickler jogs down a crosswalk between SE 40th ST and Island Crest Way Thursday Morning. Drew Stuart/staff photo.

The improvements were designed to separate the different types of uses the area gets in order to improve safety, and make sure buses, pedestrians and cyclists all move safely within the system.

On Dec. 6, a celebration ceremony was held to acknowledge the completion of safety improvements along Southeast 40th Street, by Northwood Elementary School. Freeman said the project was a large undertaking and just one of two important “missing links” in the city’s north-south trail route.

The Southeast 40th Street project improved safety along the corridor by adding new curbs, sidewalks, bike lanes in places they did not previously exist. The improvements covered several blocks, including the intersection of Southeast 40th Street and Island Crest Way. With a large project that involved widening the road, some utility lines, power and transmission poles were moved as well.

Because the road ran by the school, it was important to make safety for everyone using the route the highest priority, Freeman said.

Construction began in June 2018, and was completed at the end of October. Freeman said a Washington State Transportation Improvement Board grant of \$500,000 helped fund the approximately \$1 million project.

The second “missing link” city road project is planned to begin in 2019. Freeman said the city has the funding to do a study in 2019 to examine what improvements are necessary for a section of road where Island Crest Way runs along Island Crest Park.

He said the road does not have a good bike shoulder due to width constraints. The improvement of that section would allow the continuous north-south bike route on Mercer Island to be easily accessible for cyclists.

Why is the new Shaw Road in Puyallup so bumpy?

by Allison Needles
January 09, 2019

A stretch of Shaw Road between 23rd Avenue Southeast and Manorwood Drive is re-opening at the end of December. Improvements to the road include a left turn lane, sidewalks, and a mixed-use trail.

Drivers have been using the new Shaw Road in Puyallup for about two weeks.

The road reopened Dec. 21 after an eight-month, \$7.2 million improvement project.

In those two weeks, drivers have developed some questions. Specifically — why is the road so bumpy?

The answer lies in the design, according to city staff.

The new Shaw Road was constructed using a mixture of cement, water and coarse aggregate called “pervious” concrete. Often used for its environmental benefits and durability, pervious concrete can last from 20 to 40 years with little to no maintenance and saving costs in the long run.

“Some drivers have noticed that joints were installed between the new concrete panels,” the city stated on its website. “The purpose of these joints is to facilitate the natural expansion and contraction of the concrete and make it less likely to crack. Drivers may feel and hear these joints as their vehicles pass over them.”

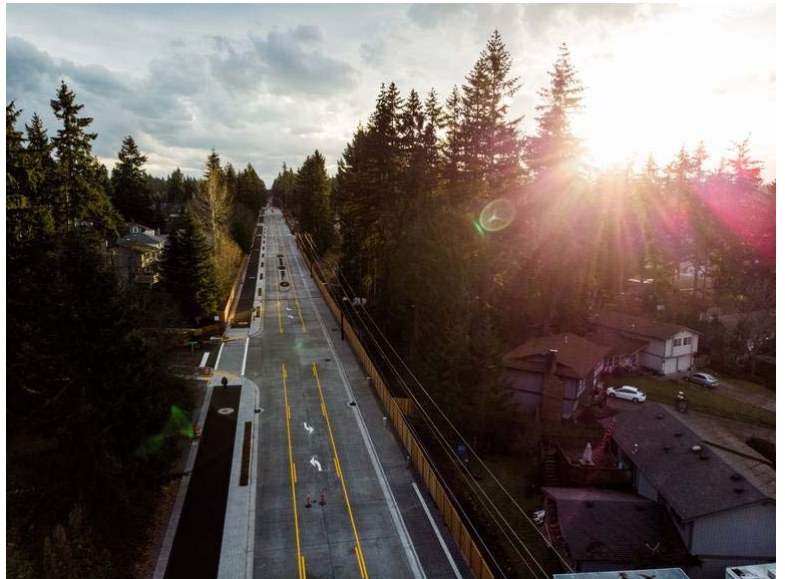
They felt and heard them, all right.

Some commuters shared their experiences with the city on Facebook.

“When will the final paving be completed? This can’t be the finished project?! #bumpyroad,” wrote one Facebook user.

“I’m glad it is open now but is it supposed to be so bumpy? I expected nice smooth road but it feels like it’s years old,” added another.

The city received so many comments that an explanation was added to its website.



A stretch of Shaw Road between 23rd Avenue Southeast and Manorwood Drive re-opened at the end of December. Now drivers want to know, why is it “bumpy?” Photographed in Puyallup, Wash., on Friday, Dec. 14, 2018. Joshua Bessex - joshua.bessex@gateline.com

The joints causing the “bumpiness” in the road ensure “that any cracking happens at these specific locations rather than elsewhere in the panels,” wrote city spokeswoman Brenda Fritsvold in an email to The Herald. This makes the road easier to maintain and fix when it does crack.

But should drivers be hearing it?

Generally, pervious concrete has a rougher texture than other concrete — it’s often described to look like a “Rice Krispie Treat” — but at the same time, that roughness shouldn’t be extreme, said Brett Ruffing, executive vice president of membership and communications for the National Ready Mix Concrete Association (NRMCA).

“It won’t be as smooth as traditional concrete or asphalt, but it should be smooth enough for driving cars,” Ruffing said.

Andrew Marks, managing director of the Puget Sound Concrete Specification Council, said that a lack of surface smoothness is a known construction issue that could happen when working with any type of concrete, pervious or otherwise.

“The fact that people are noticing this, and (the road is) brand new, that tells me it almost has to be some aspect of the construction,” Marks said.

The city of Puyallup is now looking toward the next phases of the Shaw Road project, including expanding the three lanes both to the north and to the south.

Read more here: <https://www.thenewstribune.com/news/local/community/puyallup-herald/article223778290.html#storylink=cpy>

Transition to LED lights nears completion

January 08, 2019

COLLEGE PLACE, Washington – If you live in College Place and think you're seeing a mix of yellow and white street lights, city officials confirm your eyes are not playing tricks on you.

Both Pacific Power and Columbia Rural Electric Association have been converting streetlights to more energy-efficient LED streetlights thanks to the Relight Washington Program set up by Washington's Transportation Improvement Board in 2016.

However, there's just one problem — or 30, to be exact. One of the utility providers miscalculated the number of streetlights they needed to convert. According to College Place City Administrator Mike Rizzitiello, Pacific Power came up about 30 lights short.



Rizzitiello said he's been told that the lights have been ordered and that Columbia REA is also in the process of finishing their conversion. The new lights should be fully installed by February.

None of the costs associated with this project were passed to taxpayers as it was covered by incentives and a State of Washington Transportation Improvement Board Relight Washington grant which covers switching out the sodium lights to LED lights.



Ferndale Mayor's 2018 recap

by Joe Beaulaurier
December 31, 2018

The following was provided by Ferndale Mayor Jon Mutchler to MFN.

Far from the chaotic struggles of Washington, D.C. and Olympia, we are an example of how people, with diverse opinions and values, solve problems and improve our community in responsible ways.

2018 saw the rebuilding of the final section of Washington Street and installation of a new roundabout at Portal Way, making that intersection safer and easing congestion coming off I-5.

Engineering is nearly done for the "Thornton to I-5 connection" and we secured the final funding for this \$22,000,000 project. This year we will purchase some land ("right of way"), break ground, preload the road, and start construction, looking for a 2022 completed project that will benefit city-wide traffic-flow.

Thanks to a grant from the Transportation Improvement Board (TIB) we converted our streetlights to energy efficient LEDs, saving the City hundreds of thousands of dollars. We are relentless in looking for ways to save energy and cut costs. On that theme of saving money, senior staff worked with the mayor to modify some employee benefits with expected city savings of tens of thousands of dollars.

We drilled over 1,000 feet into the earth to find a new source of water and expect this well to help supply our water needs for years to come, securing our water independence. We anticipate permitting soon and will move swiftly to get this resource online. Until then we will continue to ask all citizens to limit summer usage ensuring that our fire department has the fire-flow they need for a large emergency.

Water is a frustrating issue and it is tempting to think that solutions are easy. They aren't, and both the administration and Council are working hard to provide solutions not just for us, but for our grandchildren as well.

As most know, our waste water treatment plant is reaching the end of its useful life and nearing maximum capacity. Per state law, we must upgrade the plant. Our council courageously did the right thing—the hard thing—and started the process of raising utility rates to pay for it. Wisely, the Council worked with both rates and (new home) connection fees so that those moving here join current residents in helping to pay for the construction.



Mayor Jon Mutchler shares one of the well worn rocks brought up during the drilling of the 2nd Public Works Shop well (May 3, 2018).

Photo: My Ferndale News

As we did with the Thornton project, the mayor and staff continue to work with our elected 42nd District representatives to receive state assistance for this essential project.

Paying water/sewer bills is never fun. The Mutchlers have seven kids, a bustling home, and there are two days I dread: the day I open my water/sewer bill; and the next day when I hear about yours. Trust me, we hear you.

But as public servants we can't just kick the can down the road, blame someone else, or just do what's easy. It is a complicated challenge but working hard together we will get through it. Again, kudos to Council for making difficult decisions on our behalf.

We again secured our place as one of Washington's safest cities. Over the last 12 years we have seen crime cut by 2/3rds. That's correct, we have less than a third of the crime we had in 2005, per FBI stats.

Ferndale Crime through 2017 FBI Stats graphic src cof

Typically, as cities grow, crime increases. But thanks to the hard work of the Ferndale Police Department (and you) the opposite is happening here. Let's face it, little else matters if families, businesses, and visitors aren't safe. I sometimes think that government tries to do too much. However, there is no debate with me: public safety is our first mission and highest investment.

At City Hall we make multitude decisions about traffic, budgets, codes/rules, our community. First and foremost, we ask safety questions. And it's paying off. We live in a remarkably safe city. Let's work together to keep it that way.

And we want a better community for all. So, at south Portal Way, Unity Care has broken ground on a brand-new health facility that will provide accessible and affordable services for north Whatcom County. We've increased our investment in services that help people in need through our partnerships with The Commission against Domestic Violence and The Food Bank, etc.

A new drug store opened near Exit 263, with another opening soon downtown. Taco Time is up and running, and on its heels is Taco Bell. I won't comment on what fast food restaurants do to one's waistline, but I can tell you what these new businesses do for the city's bottom line; a fast food restaurant near I-5 can bring in more city revenue than a normal one-year city-wide property tax increase of 1%.

Said another way, the best way to finance a city is not through tax increases, but healthy economic development.

Our parks program rocked last year, with over 3,000 people participating in free activities. With state help, we installed wheelchair accessible sidewalks throughout Pioneer Village, making this iconic Ferndale attraction enjoyable to folks year-round. We are also working hard at securing state funds for a skate board park.

And a healthy economic climate made it possible for your Council to approve both air conditioning and handicap bathroom doors for our library, making it comfortable and accessible to all year-round.

We invest in kids and have a record number involved in our boards and commissions. We just started up the Ferndale Civic Youth Council (FCYC) so that our teens have a voice in local government by discussing the same business items your city council is debating. And the City initiated Love Thy Neighborhood, an opportunity for youth groups to be more involved with neighborhood pride and cleanup.

Let's peak into 2019. We plan to break ground on the eagerly-awaited Thornton Road overpass. We will start construction on our upgrades to our sewer treatment plant, water treatment plant, and our new well head. We will add new murals to our downtown core (at minimal expense) and expand our community events so more can join in our Summer of Fun.

We continue to set the standard for transparency by engaging with our community in person and online, ensuring citizen access to their government. We are becoming the model, the standard for citizen participation. You are proving that, if you have read this far!

We will continue to offer free \$10 Woods coffee cards to those who attend their first Council meeting, so they too can “brew over city business” with a friend. We invite you to watch the “sausage making!”

As more people discover Ferndale, we work to incentivize downtown housing, working with developers to prevent sprawl (and unnecessary city infrastructure costs) and ensure that our residents have a walkable city with a thriving downtown.

Key to healthy growth and economic development are dynamic businesses. That’s why City Hall embraces a “find-a-way-to-say-yes” attitude and continues to work alongside, and not against businesses. As a result, look around, we are seeing new businesses and job creators who have discovered what a fantastic place Ferndale is.

I toured over two dozen of our employers this year and will visit yours at your invitation. I value listening to your challenges and celebrating your successes. Trust me, we have some amazing and remarkable job-creators throughout our city.

Leadership is key to a successful government and I am very pleased with your City executive team. You may have heard we made some staffing changes, all good ones. Our new city administrator comes on board January 2. In a city like ours where the elected mayor is our chief executive and administrative officer, the city administrator is arguably his most important appointment. We hit a home run with Jori Burnett.

Mr. Burnett (Ferndale High class of 2003) has been with our community development department for a decade and has proven his integrity, commitment, creativity, and intelligence. I am fully confident in his and all our executive staff’s abilities to assist Council and the mayor in Ferndale’s near and long-term success.

Finally, let’s end with a challenge. In these times of growth, it can be easy to give in to the anxiety that with the influx of new neighbors we will lose the essential small-town character that makes this home.

That does not need to happen! Ferndale is what we make it. Ferndale is bigger than a few more residents. It is our home and I challenge all to welcome our new neighbors with warmth and compassion. No matter their creed, religion, culture, or background, they have come to our city and we will welcome them as brothers and sisters of Ferndale. As always, we remain Ferndale-friendly.



FOR IMMEDIATE RELEASE

City of Kent receives \$8.9 million in transportation grants

from Puget Sound Regional Council and Washington State Transportation Improvement Board

KENT, Wash., December 3, 2018—In November, the City of Kent learned that it will receive \$8.9 million in grants for major transportation projects that will improve mobility and reduce traffic congestion:

The Puget Sound Regional Council awarded a \$4 million grant for the Veterans Drive extension, which will connect the South 228th Street corridor to the new State Road 509 and Interstate 5 interchange. State Road 509 will provide an alternate route from Kent to Sea-Tac Airport, the Port of Seattle and downtown Seattle. This joint project between the Washington State Department of Transportation and Kent will result in decreased congestion, improved non-motorized connections through the interchange and improved access to transit.

PSRC will also award the city a \$1.4 million preservation grant in 2021 for South 212th Street for a new road surface between 72nd Avenue South to East Valley Highway. This well-traveled road serves as a major thoroughfare to bring freight to and from the Kent Valley.

The Washington State Transportation Improvement Board has awarded the city a \$3.5 million transportation grant for completion of the South 228th Street/Union Pacific Railroad grade separation. The Transportation Improvement Board has been an excellent funding partner over the years, and this latest grant will help the city to complete the corridor.

“As a city, we would not be able to operate without grant funding from a variety of sources. Obtaining grants is a long and complicated process, and our city staff works hard to identify grants that fit our needs,” said Mayor Dana Ralph. “We want to thank the Puget Sound Regional Council and the Washington State Transportation Improvement Board for recognizing the importance of these projects and for their financial support.

Kent is the sixth largest city in Washington with a population of nearly 129,000. A culturally rich destination, Kent features captivating neighborhoods, award-winning parks, exceptional school districts and nationally accredited police and fire departments. In recent years, Kent has experienced impressive economic growth, and is nationally known as a prime location for manufacturing. For more information, visit KentWA.gov.

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KENT REPORTER

City of Kent needs another \$11.6 million for South 228th/224th corridor projects

by Steve Hunter
December 27, 2018

City staff expects to return to the Kent City Council early next year with proposals to come up with the final \$11.6 million needed to complete two major road projects along the South 228th/224th Street corridor.

Bids are expected to go out by the end of the year for the final phase of the South 228th street overpass to cross the Union Pacific Railroad tracks and phase 2 of the extension beyond the new South 224th Street bridge over Highway 167. City staff estimated another \$11.6 million will be needed for the two projects.

“Bottom line is we need \$5.2 million to complete UP, and we need \$6.4 million for the 224th extension,” Public Works Director Tim LaPorte said to the council at a Dec. 11 workshop.

State, city and federal funds have covered most of the \$41.5 million Union Pacific Railroad grade separation. The city recently closed a portion of South 228th Street for the next two years as crews complete storm drainage work over the next few months and then start a \$7.7 million project for ground improvements, approach embankments and installation of bridge shafts.

The fifth and final phase of the project will be to construct the bridge, remaining embankments and the final roadway in an effort to complete the work within the next two years.

The bridge over Highway 167 should be finished by the end of next summer, but then crews need to extend South 224th up to Garrison Creek.

“We will come back to council in January or February,” LaPorte said. “We have been working with Finance (Department staff) to figure out the best way to come up with \$11.6 million, and we will have a better feeling for it once the two projects get advertised later this month.”

LaPorte said staff remains concerned about how numerous construction projects by the state Department of Transportation and Sound Transit could drive up costs.

“We are really concerned about construction inflation,” he said. “There are no more grants we are aware of, we have looked under every rock. When you add up the value of the state projects and Sound Transit, we will see lot of construction competition and that brings up the price.”



Crews will install shafts like this next year to help support a new overpass along South 228th Street over the Union Pacific Railroad tracks. COURTESY PHOTO, City of Kent

City staff applied this year for federal funds for the South 224th extension but were unsuccessful.

City leaders want the railroad grade separation to improve traffic flow and keep vehicles, including numerous trucks from local warehouses, having to wait for trains at the crossing. Traffic is delayed anywhere from 90 minutes to more than two hours per day waiting for trains at the UP and BNSF Railway crossings, according to city staff.

Kent completed the BNSF overpass along South 228th Street in 2009. The new overpass to be built over the UP tracks and Interurban Trail will look similar to the overpass for the BNSF tracks.

The Legislature in 2015 approved a \$15 million grant for the South 228th Street overpass project as part of its \$16 billion statewide transportation package. Legislators also approved \$45.4 million to extend State Route 509 between SeaTac and Kent to connect to Interstate 5. Kent's Veterans Drive will be extended under I-5 to connect with SR 509, a project the state expects to complete in 2025.

Poulsbo RV must move to make room for the extended highway. The company is in negotiations with the state Department of Transportation about paying for relocation, possibly another site in Kent, LaPorte said.

When the entire South 228th/224th corridor is complete, the cost is estimated to be \$184 million, LaPorte said. That cost includes the earlier extension of Veterans Drive up the West Hill (\$34.2 million) and the BNSF grade separation (\$19.7 million).

Now the city remains about \$12 million short.

"We look forward to you coming back and figuring out how to pay for this," Council President Bill Boyce said to LaPorte at the conclusion of the workshop.

Vancouver awarded \$3 million for S.E. First Street construction

by Katy Sword, Columbian politics reporter

December 7, 2018



Southeast First Street between Southeast 164th and 177th Avenues. The city of Vancouver received a grant for improvements on this stretch of road.

Vancouver has been awarded \$3 million from the Washington State Transportation Improvement Board to help fund construction on Southeast First Street between Southeast 164th and Southeast 177th avenues.

The full project extends to Southeast 192nd Avenue, but the city is focusing on the west segment to best utilize current resources.

Vancouver plans to improve safety, capacity, accessibility and connectivity via the road improvements.

The stretch of road on Southeast First Street was originally constructed as a rural two-lane road and now needs upgrades to serve as a more urban street system. Upgrades include sidewalks, bike facilities, stormwater bioretention and street lights. The price of the improvements is \$14 million.

“The city of Vancouver continues to build regional support for our transportation improvement program by leveraging our local street funds with state and federal grant resources,” Ryan Lopossa, Vancouver Public Works Streets and Transportation manager, said in a press release. “We appreciate the work that the Transportation

Improvement Board has done to help fund the Southeast First Street project and look forward to advancing this critical investment into construction in late 2019.”

The Southeast First Street project is listed among the city’s top priorities as part of its six-year Transportation Improvement Program. The city is seeking additional funding to pay for the rest of the project, including \$7 million in Better Utilizing Investments to Leverage Development grant funding.

To date, design and right-of-way acquisition work has been funded through \$1.6 million in federal grants and \$700,000 in city matching funds. The east end of the project, between Southeast 177th and Southeast 192nd avenues, is also being designed.

The city used current traffic volumes to project 20 years forward. Using that projection, city staff propose a three-lane street that includes a center turn lane. Near the Southeast 164th Avenue intersection, the three-lane street will include a right-turn lane and dual left-turn lanes. At Southeast 192nd Avenue, where Southeast First Street is currently six lanes, the six lanes would remain intact.

Construction will tentatively begin in 2020 as long as funding is secured.

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.

Bonney Lake-Sumner

Traffic Avenue Project Funded And Designed, Sumner Mayor Says

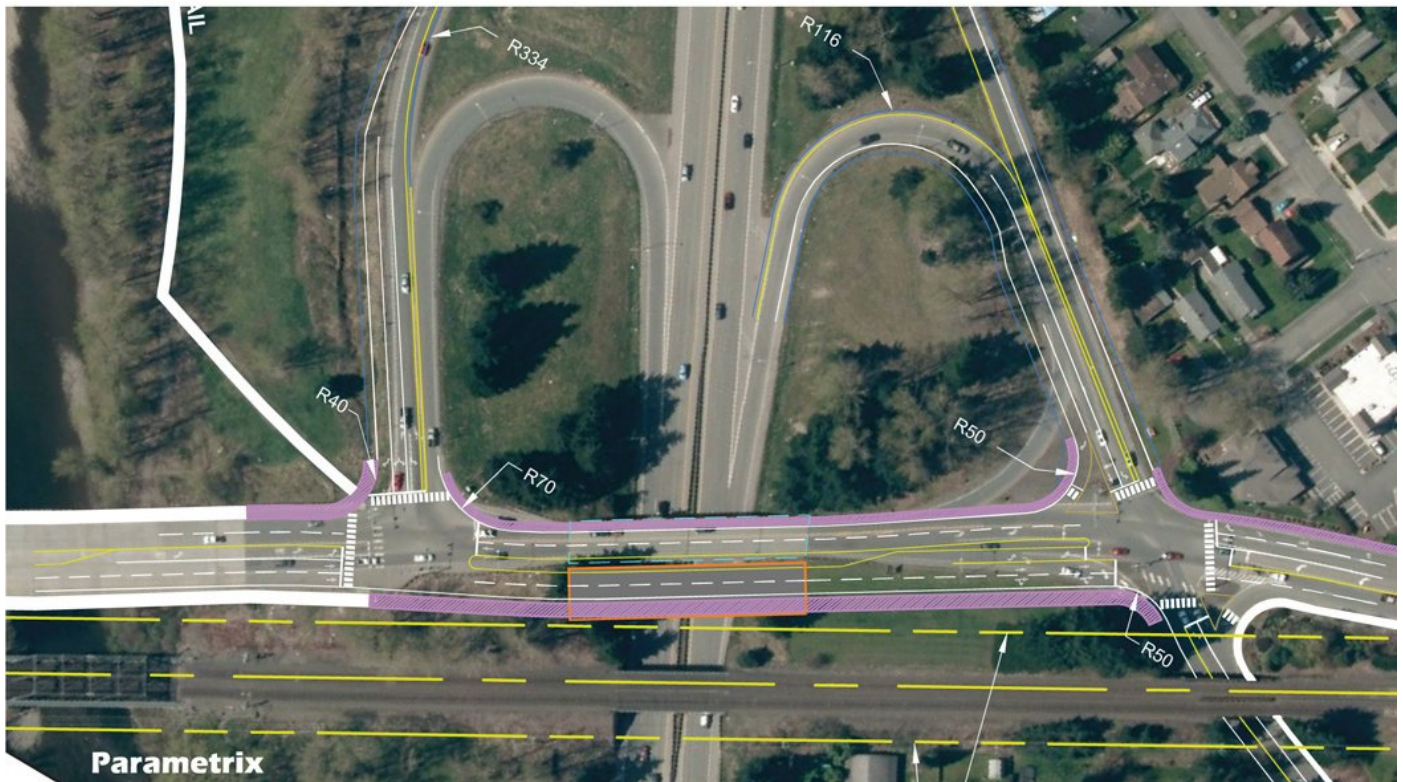
Sumner Mayor Bill Pugh said he hopes to see the city bid for construction on the \$17 million project by Spring 2019.

by Travis Loose, Patch Staff
November 20, 2018

SUMNER, WA — The \$17 million project to reduce congestion and improve travel on Traffic Avenue in Sumner is now fully funded and designed, according to Sumner Mayor Bill Pugh, who announced the city was in the permit phase of the project in his Nov. 20 Community Connection newsletter.

The Traffic Avenue/SR 410 interchange project will see a second two-lane bridge constructed immediately adjacent to the current bridge, along with a separated trail for pedestrians and cyclists, Pugh said, adding that he hopes to see the city make a bid for construction in Spring 2019.

Signals + New Parallel Overpass East



Project design graphic via City of Sumner

"Of course, I'm thankful for this project," Pugh wrote in his newsletter. "Can you imagine a time when traffic isn't backed up throughout Sumner and even down Shaw Road in Puyallup?"

Funded by a collective of state and private agencies and organizations, including Sound Transit, the Puget Sound Regional Council, and the Port of Tacoma, the project should alleviate typical traffic issues on SR 167, SR 512, and SR 410, along with impeded response times for emergency services in Sumner that also get held up in the daily congestion.

"This may seem like an obvious statement, but it is not easy to raise \$17 million in three years. And, it's not even our interchange. It's owned by Washington State Department of Transportation (WSDOT)," Pugh wrote. "We could have sat back and waited for them to do something ... someday. It's not a criticism: they're (sic) To Do list across the state is daunting. For that reason, we decided to take it on ourselves. That's not normal, but that's how we roll."

Video available at:

<https://patch.com/washington/bonneylake-sumner/traffic-avenue-project-funded-designed-sumner-mayor-says>



Federal and state money will repair Grand Coulee streets

November 28, 2018

The state Transportation Improvement Board is covering Grand Coulee's match in a large grant from the Federal Emergency Management Agency awarded to repair street damage from the harsh 2016-17 winter.

In late 2017, FEMA awarded Grand Coulee \$853,990 in the form of a grant that requires a 12-percent match.

The TIB is covering that match, equal to \$106,750.

The \$957,639 total will go toward improving city streets that suffered some damage from the harsh winter of 2016-17, as well as the wear and tear of time.

To be repaired are "pieces from about every road in town," said City Clerk Lorna Pearce.

Construction will start in 2019.

Town of Coupeville wins grants for big projects

by Laura Guido
November 30, 2018

Two relatively large road and sidewalk projects are set to move forward in Coupeville thanks to grants from the Transportation Improvement Program.

The state-funded program awarded the town more than \$620,900 for improvements to South Main Street.

“For the size of Coupeville, this is a really big project for us,” said Public Works Superintendent Kelly Riepma. “It’ll have a great impact on the people that drive there every day.”

The grants will pay for resurfacing the road from town limits to the highway, stormwater drainage repairs and bringing the sidewalks into ADA compliance.

Surveying and engineering starts at the beginning of 2019, Riepma said, and construction is expected to begin in the summer.

Stormwater improvements will involve repairs to pipes that collapsed in the area. The wheelchair access points will be modified to make it easier to get from the street to the sidewalks, bringing the ramps into alignment with current ADA code.

“It’s been a long time since that road has been resurfaced, and the code has changed since them,” Riepma said.

Another long-awaited project slated for next year is the installation of the one missing block of sidewalk on Alexander Street.

“It’s a super busy, dangerous car-and-pedestrian intersection in town,” said Mayor Molly Hughes.

The area of missing sidewalk is across the street from the Coupeville Chamber of Commerce.

Many people used the area to park illegally, Hughes said.

This created an issue for pedestrians, who either had to walk on private property or into the street to get around the cars, she said.

The town blocked off the area to parking last summer. Hughes said nearby business owners responded positively.

The town received over \$100,000 to complete the missing section of sidewalk. This construction is also expected to begin next summer.

The town’s road projects are included within Island County’s when the county goes out to bid. This means, whichever contractor wins the county’s bid will also complete Coupeville’s work.



Jay Adams and Ruth Richards walk on the section of Alexander Street in Coupeville that doesn’t have a sidewalk. The town recently received a grant to finish the one block of sidewalk.

Photo by Laura Guido/Whidbey News-Times

Hughes said contracting with the county for the work is efficient.

“It’s a really huge help,” she said, “especially for a small town like Coupeville.”



Victor Graves walks on Alexander Street in Coupeville as a car drives by. The town received a grant to put in the sidewalk to improve pedestrian safety in the area. Photo by Laura Guido/Whidbey News-Times

The Leader

It was a busy year for city

Infrastructure buildout continues

by Chris McDaniel

January 2, 2019

The city of Port Townsend continued infrastructure projects this past year with the goal of preparing for future growth.

Improvements include extending the Jefferson Street sidewalk and enhancing Water Street.

Sidewalk extension

“The Jefferson Street Sidewalk extension project is progressing on schedule,” said David L. Peterson, city public works deputy director and city engineer, adding new storm drains were installed beginning the week of Dec. 3. “The work is scheduled to be complete by the end of January 2019, barring any potential delays from extreme weather conditions.”

The contractor was scheduled to begin installing the curb, gutter and sidewalks on Dec. 13.

“The project includes the installation of over 1,000 linear feet of sidewalk from the corner of Quincy and Washington streets to the existing sidewalks at the top of the Haller Fountain stairs,” Peterson said. “A small pedestrian plaza is included at the top of the Haller Fountain steps, along with the enhancement of the Quincy and Washington Street intersection with curb extensions, curb ramps, rain gardens and new street lights. These features will improve visibility for all users at this intersection.”

The project includes an uphill bike lane on Quincy Street and Jefferson Street from Washington Street to Taylor Street.

“The Jefferson Street sidewalk extension project is important to the community because it will provide a much-needed accessible link for pedestrians between downtown and uptown Port Townsend,” Peterson said.

The design was completed in September, and construction bids were sent out that month. Construction began Nov. 26.

“The contractor for the project is Seton Construction, Inc., who secured the project with a base low bid of just over \$400,000,” Peterson said. “The total project cost is approximately \$650,000 and is funded through a state grant that the city received for \$395,000 and a city match of approximately \$255,000.”



A construction crew works on the Jefferson Street sidewalk extension project at the northeast corner of Quincy and Washington streets. The \$650,000 project was expected to be completed by the end of 2018.

Leader photo by Chris McDaniel

The initial phase of work was completed by Shold Excavating on behalf of the Jefferson County PUD. The PUD needed to install power lines underground along Jefferson Street between Adams and Washington streets. That work had to be completed before installation of the new sidewalk could begin.

Workers also are placing underground vaults in the sidewalk at the intersection of Adams and Jefferson streets, as well as at the intersection of Quincy and Washington streets.

Water Street enhancement “Construction of the Water Street enhancement project began on Jan. 2, 2018, and the city’s portion was completed on schedule in early July 2018,” Peterson said. “Jefferson County PUD is now installing wire for completing the undergrounding of power lines and providing new service connections to the buildings. Once all wires are in place, then the new street lights can be installed and the power poles removed. The PUD is proceeding on this work through the spring of 2019 and expects to have the poles removed in 2020.”

The total cost is about \$3.9 million, Peterson said.

Port Townsend received a recent grant from the state Transportation Improvement Board for pavement replacement and new Americans with Disabilities Act access ramps. However, the funds do not cover other community priorities such as streetscape enhancements, pedestrian and bicycle safety features, ADA-compliant sidewalks, replacement of old water lines or upgrades to stormwater collection and treatment.

The city council approved financing of those community priorities.

Leveraging the TIB grant with a city bond and utility funds will allow for a holistic construction project to rebuild the cracked pavement, widen sidewalks to enhance streetscape and replace aging utilities, city officials have said.

“The funding for the project included a state grant of \$690,000 for the pavement replacement and ADA improvements; \$1.2 million in city funds for the sidewalk and streetscape enhancements; \$1.15 million for water line replacement; \$250,000 in sewer replacements; \$350,000 for drainage improvements and new rain gardens for treatment of stormwater; and \$260,000 from the PUD for conduit placement for underground power, phone and cable lines,” Peterson said.

Water Street serves as the public entrance and first impression to downtown Port Townsend. Yet the street and sidewalks in many places are inadequate, unsafe and not very inviting for pedestrians, bicyclists and cars alike, city officials have said.

During the past six years, the city has improved to the district and portions of the historic downtown, including along Water Street. It has continued those efforts west, with improvements from Taylor Street to the ferry terminal. “The Water Street enhancement project brought an extensive rebuild of city infrastructure on Water Street from Taylor Street to the ferry terminal,” Peterson said. “The new streetscape includes wide sidewalks, street trees and new transit stops with seat walls. At Taylor Street, the concrete pedestrian plaza provides a new civic space and community gathering place. This section of downtown is now fully accessible to ADA standards with properly sloped sidewalks and new curb ramps.”

The project also provided other important benefits and preventative maintenance by replacing aging infrastructure, and an 80-year-old watermain and old side sewers that served the historic buildings, Peterson added.

“The project removed old street trees that were damaging building foundations and sewer lines; as well, the project installed rain gardens to treat stormwater before being discharged into the Puget Sound,” he said. “Additionally, undergrounding power will provide aesthetics and safety benefits. Once removed, poles and lines will no longer impede the views of historic downtown buildings or the surrounding landscape.”

Furthermore, “removing the overhead power lines will allow downtown building owners to more easily perform repairs, maintenance and upgrades to downtown buildings and improve safety in the event of emergencies,” Peterson said.

Four towns will receive state T.I.B. street funds

January 03, 2019

The Town of Oakesdale will undertake surveying and engineering in 2019 for road reconstruction projects to be paid for by a grant from the state Transportation Improvement Board.

The annual grants were announced in November.

The \$329,497 grant for Oakesdale will pay for resurfacing of the asphalt between the old fire station and the new one across First Street. Also, a stretch of Steptoe Avenue will be re-built near the county shop on the west side of town.

The T.I.B. this year funded 135 street and sidewalk improvement grants to local agencies for a total of \$102.54 million.

“You keep on the list and eventually you get lucky once in awhile,” said Oakesdale Mayor Dennis Palmer.

Tekoa also received \$639,812 in T.I.B. funding for resurfacing from Crosby Street to Park Street and Main Street to Howard Street. The work is expected to be done next summer.

LaCrosse received \$166,237 for seal coating streets at several locations, and St. John received \$146,110 surfacing Park, and Nob Hill Streets, Front, and Bartholow Steets.

Washington state legislature created the T.I.B. in 1988 for the purpose of administering six programs; Urban Arterial, Arterial Preservation, Small City Preservation, Sidewalk, Small City Arterial and Road Transfer programs.



Elmer City budget just under \$1 million

by Jacob Wagner

December 19, 2018

Elmer City, population 238 in the 2010 census, will take nearly \$1 million to run in 2019 according to the preliminary budget, but more than half that money will come from grants for sidewalks and street work.

The Elmer City council discussed the preliminary budget at a meeting Dec. 15.

Expenses include \$110,365 from the current expense fund, from which most day-to-day expenses are paid, \$620,532 from the street fund, \$714 from the real estate excise tax fund, \$5,000 from the criminal justice fund, \$237,620 from the water sewer fund, and \$6,500 from the Transportation Benefit District fund.

That adds up to the \$980,731 total expense budget.

The expenditures budget comes out \$198,975 under the projected revenue budget.

The town expects to bring in \$1,179,706. including \$160,398 for the current expense fund, which includes \$12,633 from general property taxes, \$5,000 from local sales tax, and \$42,840 from garbage collection, among other things.

The revenue budget also projects bringing in \$635,169 for the streets fund which includes \$154,864 from a Transportation Improvement Board sidewalk grant, \$208,625 from a TIB chip seal grant, \$65,000 from a TIB crack seal grant, and \$177,325 from a Surface Transportation Block Grant.

“We will be doing about \$500,000 in street work this next year,” said Public Works Director Jimmer Tillman, a happy thought to the council.

The town will carry over \$226,733 in cash and investments left over from 2018.

In the town’s other spending plans, items of note include \$4,500 for snow and ice control, \$10,000 for attorney services in the water and sewer category, and \$33,150 for garbage service.

During the budget discussion, Jimmer Tillman and Mayor Jesse Tillman discussed the importance of reserve funds for future expenses.

“We need to be putting money into reserves,” Jimmer Tillman said, specifying equipment replacement, emergency situations, operating, and construction as areas for reserves.

“[Reserve money] can’t be used for a Christmas party,” he said.

Also discussed was an upcoming hike in customer water-sewer charges due to construction of a new wastewater treatment plant expected to take effect at some point in 2019. Mayor Tillman estimated that the bill will go up between \$16 and \$20 per month per household for expenses related to the plant, as well as possibly an additional \$5 for reserves.

“When’s the best time to start a reserve? Yesterday,” Mayor Tillman said.

Sewer rates are currently \$45.92 a month, with Elmer City having 185 sewer connections.

The water-and-sewer aspect of the budget may need to be updated, depending on when the new plant gets turned on, and what the actual numbers amount to.

A final public budget hearing is scheduled for 6:45 p.m. at Elmer City hall Dec. 20, with the pending budget approval scheduled for 7 p.m. that night.

Money for ML streets

Council accepts half-million dollar grant for street repair, addresses stormwater and sump pump discharge issues

by Lee Hughes

December 27, 2018

The Medical Lake City Council voted to sign an agreement associated with a \$504,365 grant from the Washington State Transportation Improvement Board for various improvements to city streets at its Dec. 18 meeting.

The agreement requires the city to contribute \$26,545 in matching funds.

The work is two fold, according to City Manager Doug Ross. First, the city will be repairing streets suffering from deteriorating asphalt. The work will remove and replace the asphalt and, where necessary, dig out and repair the base courses beneath.

The project also includes mitigating stormwater drainage and residential sump pump discharge.

One local subdivision was initially constructed over a wet area, according to Ross, forcing some residents to install sump pumps to mitigate ground water intrusion into their homes.

"People have had issues," Ross said.

What requires mitigation is where that pumped water is released. Many people discharge their sump pump water into the city's sewer system, which is illegal, according to Ross.

How to deal with that discharge has yet to be determined. Finding a solution will be part of the projects scope in conjunction with stormwater issues, Ross said.

City streets within the project area include Pineview, Evergreen, Stanley Drive and Sherman Avenue, Legg Street to Stanley Court; Barker Street and Fellows Street, according to TIB grant documents.

In addition to providing matching funds, the city is also required to sign an agreement that restricts the use of the TIB funds to street repairs. And although the agreement allows for minor changes and additional project development, the intended use of the funds cannot be substantially altered during the design and construction process from that specified in the grant application.

The grant can also be withdrawn for reasons including unreasonable project delays, according to TIB documents.

TIB grant money is derived from gas and fuel taxes, and must be used specifically for roads.

The grant is part of the TIB Small City Arterial Program, or SCAP, that sets aside three cents of statewide gas taxes to fund projects in cities with a population of between 1,000 and 5,000, according to the TIB website.

SCAP requires grant recipients to contribute five percent of the grant amount.

The SCAP program is competitive. Just over \$12 million was available from the program in the current grant cycle. Although 45 applications totaling over \$21 million were submitted, only 26 projects were selected.

Washington state currently collects 49.4-cents for each gallon of gas and diesel fuel sold at the pump, an 11.9-cent increase from 2011 taxing levels, according to the Department of Revenue.

“Whenever you approve these two-cent fuel tax increases ... this is part of what that money specifically goes to, and that’s why we have to sign this agreement that says we’re taking your tax dollars and using it on the roads,” Ross told the council. “There is good sometimes in tax increases.”

Ross said the city anticipates project completion sometime between late summer and early fall.

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Warden City Council approves 2019 budget

by CHARLES H. FEATHERSTONE Staff Writer

December 28, 2018

WARDEN — The Warden City Council has approved a \$7.9 million budget for 2019, including just under \$1.5 million for the city’s general fund and \$4.2 million for the city’s water and sewer fund.

The overall budget is down 12 percent from \$9.1 million 2018, largely because of a major decline in capital spending in the water-sewer budget.

The budget, which was passed in late November, is designed to “maintain or exceed the current level of service to our citizens” and “ensure the completion” some major water and sewer projects, according to a statement from Warden Mayor Tony Massa.

Around \$2.6 million in the water sewer fund comes as grants and loans to help finish the drilling of Well No. 9 near the city’s airport and the build a new sewer line and lift station on the western side of Warden. The city is in the midst of a major renovation of its water and sewer system that would add several thousand feet of new sewer line to the city, including a gravity line to the far west side for future development.

The plan could lead to an increase in sewer rates for Warden residents of \$11.25 per month to \$67.41, a rise of 20 percent.

General fund expenditures of \$1.5 million, which is about 2 percent less than the city’s 2018 budget, include \$573,000 to for the police department of one chief, three officers and a records clerk. The city is also setting aside \$47,000 in its capital fund to purchase a new police car.

In addition, the city is budgeting around \$1.8 million for street and road maintenance, noting that Warden “has funding from the (state’s) Transportation Improvement Board for work on West Eighth Street, Weir Way and a First Street sidewalk project.”

Charles H. Featherstone can be reached by email at cfeatherstone@columbiabasinherald.com.

Grant money will bring improvements to Enumclaw's Cole Street

Around \$465,000 will allow the city to re-surface the busy street.

by Kevin Hanson

December 19, 2018

Enumclaw city leaders took the final, necessary step last week to assure a project that will bring improvements to a busy stretch of Cole Street.

By unanimous vote on Dec. 10, members of the City Council cemented an agreement that will deliver more than \$465,000 into city coffers. The sum is a grant the city landed through the Washington State Transportation Improvement Board; the city applied for the funding in August and was notified of the cash award in late November. As part of the deal, the city is required to put up slightly more than \$82,000, money that is included in the 2019 budget.



With the combined funds, the city will be responsible for an overlay project on Cole Street between Stevenson and Roosevelt Avenues. The busy intersections at each end are included in the project.

The city's engineering staff will be responsible for things like project design and contract preparation, with work slated for the summer of 2020.

In other agenda items during the Dec. 10 session, council members:

- appointed James Dunn to a position on the Enumclaw Planning Commission, a four-year term that expires with the close of 2022. At the same time, the council reappointed Fred Sears and Mike Kuffler to the Planning Commission, giving each another four years.
- reappointed six volunteers to a variety of city boards. Wyatt Lawlis will stay with the Design Review Board; Julia Ubbenga and Linda Rabb remain on the Human Services Advisory Board; Kevin Zahourek and Kelly O'Kelly will serve another term on the Park Board; and Richard Elfers will again serve on the Library Board. All terms expire at the end of 2022 except the Library Board post, which continues until the close of 2023.
- heard Mayor Pro-tem Chance La Fleur read a proclamation that identified Dec. 10 as Arbor Day in Enumclaw. He noted that the city has long met requirements to officially be recognized as a "Tree City" and further detailed benefits brought by trees like enhanced property values and community appearance.
- noted that a "Surfin' Santa" event will take place from 6 to 8 p.m. Dec. 21 at the Enumclaw Aquatic Center. Cost will be \$5.50 for city residents and \$6.50 for all others.
- were reminded that city offices will be closed Dec. 25 for Christmas and Jan. 1 for the New Year's Day holiday.

Soap Lake seeks resident input on street repairs

by CHARLES H. FEATHERSTONE Staff Writer

January 10, 2019

SOAP LAKE — Soap Lake’s city streets need a lot of work.

According to Mayor Raymond Gravelle, the little town just north of Ephrata has some of the worst streets in the state.

“We’re in the bottom five in the state,” Gravelle said. “The (Washington State) Transportation Improvement Board (TIB) likes to help us.”

Thanks to some recent grants, Soap Lake is going to be able to repair about four blocks of Ginkgo Street — from Second Avenue to Lakeshore Drive — this year.

And residents are going to get a say in what those repairs should look like.

According to Gravelle, the city has about \$865,000 in grants from the TIB and the Federal Emergency Management Agency (to help cover street repairs from the horrific winter of 2016-17) to repair “four long blocks” of Ginkgo Street. However, the TIB is requiring Soap Lake to redesign and narrow Ginkgo Street as part of the project.



Gravelle

“Soap Lake has some pretty wide streets,” Gravelle said. “We want community input on this.”

Soap Lake residents are invited to a public forum on Saturday at the Soap Lake High School library beginning at 10 a.m. Gravelle said lunch will be provided, and the library has been reserved until 3 p.m. if the meeting needs to last that long.

The meeting, which will be led by engineering firm Grey and Osborne, will focus on what good street design looks like, and then solicit ideas from participants for narrowing Ginkgo Street.

“We’re looking forward to some creative, out-of-the-box ideas from citizens, and then we’ll see what’s practical and affordable,” Gravelle said.

The mayor said the city hopes to have a final design approved and put out to bid by February, with work on the street beginning in spring or early summer, and completed by the fall.

Gravelle said the west side of Soap Lake has very wide north-south streets, likely because city founders wanted to make sure residents on those streets could have an unobstructed view.

“We think they wanted to preserve view corridors of the lake and the coulee,” he said.

It’s one of several major projects that will require flying dirt, poured concrete and cured asphalt this year in Soap Lake, Gravelle said. In addition to Ginkgo Street, a portion of Division Street is being redone, and the city has received roughly \$8.9 million in funding to make some long-needed improvements to its water and sewer systems.

“The work’s been deferred for decades,” Gravelle said. “And this should take care of things for the next 20 years.”

All told, Gravelle said there’s at least \$10 million in construction that will take place in Soap Lake this year.

“We’re always excited when we get funding for streets,” he said.

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City Council Kicks off the New Year with First Council Meeting

by Kara Roth

January 15, 2019

The Woodinville City Council met for their regularly scheduled meeting on Tuesday, January 8, 2019. The first meeting of the New Year included numerous topics that will impact the Woodinville area. The Council approved accepting a grant of \$502,701 from Washington State Transportation Improvement Board to complete the sidewalk by Woodmoor Elementary on 124th Avenue NE. The acceptance of the grant will help with the addition of a bike lane, a planter strip and sidewalk. The city will work with Northshore School District is designing the pedestrian crossing lane.

City Manager, Brandon Buchanan, walked the council through the Joint Use, Maintenance and Easement agreement for the Woodinville Civic Campus. Construction on the campus will begin in early May. The Civic Campus will be privately owned by Woodinville Civic Campus Partners (WCCP) but public use spaces will be established for use in perpetuity. Buchanan indicated conversations are still ongoing with WCCP in regards to the public thoroughfares size and boundaries. The new campus will include the Old Woodinville School, the YMCA, retail space and multi-family housing. Additionally, 397 parking spaces will be added underneath the campus.

As part of the civic campus development, the design for the traffic signal on the corner of 133rd Ave NE and NE 175th Street. Complete information on the civic campus can be found on the City of Woodinville website at www.ci.woodinville.wa.us.

The largest amount of discussion concerned the King County's Adult Beverage Legislation and the city's response. The City Council will be sending a letter to the King County Planning, Rural Services, and Environment Committee outlining the city's position in regards to the King County Adult Beverage ordinance. In a split vote, the council adopted version one of a letter to King County. Council members Susan Boundy-Sanders and Paula Waters voted against version one. The timeline for the decision from King County has not been established but is expected early this year.

Initiative by anti-tax crusader could wipe out funding source for Yakima's North First Street projects

by Phil Ferolito
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January 11, 2019



A street view of North First Street in Yakima, Wash. on Wednesday, Jan. 9, 2019. Initiative 976 would cap annual car tab fees for vehicles at \$30 and remove city imposed fees on them. Many cities across the state, including Yakima, impose an additional \$20 car tab fee. Revenue cities receive from the additional fee can only be used on transportation projects. Yakima is using the fee to leverage additional funding for its \$15.5 million project to improve North First Street. Without the fee, the city wouldn't be able to secure bonds needed to complete the project. (Amanda Ray, Yakima Herald-Republic)

A proposal that would cap annual car tab fees at \$30 would slam the brakes on a \$15.5 million project to improve North First Street in Yakima and hamper funding for future transportation projects, city officials say.

Tim Eyman's Initiative 976 aims to cap fees for car tabs at \$30 for vehicles weighing under 10,000 pounds, and eliminate an additional \$20 fee imposed by many cities statewide, including Yakima, to help fund transportation projects.

Yakima's North First Street improvement project is reliant on the additional fee.

Construction is expected to begin this spring on the three-phase project that includes a new street, wider sidewalks, pedestrian lighting, bicycle lanes and median landscaping.

"If this revenue stream isn't available to pay for those projects, then those projects don't get done," said city spokesman Randy Beehler.

A brief history

This isn't the first initiative aimed at limiting car tab fees. Eyman, a former West Valley resident, rolled out the first voter-approved effort in 1999 with Initiative 695, which rolled back the fee to \$30. But the initiative was ruled unconstitutional and the state Supreme Court struck it down. State lawmakers subsequently drafted and approved a measure capping fees at \$30.

Limiting car tab fees gutted a state fund that assisted smaller cities with a limited tax base. Many cities began facing revenue shortfalls in their operating budgets. For example, Wapato in the Lower Valley faced a \$500,000 shortfall in its preliminary budget in 2004.

Cities began assessing steep tax rates — some as high as 32 percent — on municipal water, sewer and garbage services to fill budget holes.

Now residents in the poorest cities such as Wapato, Toppenish and Mabton, pay the most for water, sewer and garbage services with monthly bills ranging from \$150 to more than \$220.

Street funds

After seeing expenses outpace revenue for several years, state lawmakers approved a measure allowing cities to assess an additional fee on car tabs to help fund transportation projects.

Under state law, cities must establish a transportation benefit district and set up a board to oversee it to assess the additional fee. Revenue it generates can only be used for transportation projects.

Cities are allowed to impose up to a \$40 fee on car tabs without voter approval, but cities in our area only impose \$20.

Revenue from the fee provided Toppenish with needed matching funds for a \$2.3 million project that rebuilt West Second Avenue and installed new sidewalks. Toppenish receives about \$120,000 a year from the fee.

The additional fee also helps fund street repairs such as fixing potholes and applying crack sealant, said City Manager Lance Hoyt.

"If that goes away, a lot of small cities would have to stop doing street projects," he said.

Yakima just began imposing the additional fee last year, and expects it to generate about \$1.2 million a year.

Yakima plans to use that revenue to repay bonds that will fund the second and third phases of the North First Street project, spokesman Beehler said.

Yakima street project costs

The City Council approved the additional car tab fee in December 2017 and began collecting it last April.

Councilwoman Carmen Mendez said the council decided to impose the fee after learning that the city had been shifting \$2 million from the city's general fund annually to pay for street projects. That led to revenue shortfalls that forced the city to tap its reserve funds, she said.

The general fund mostly pays for police, fire and park services.

"The reason why we decided to go with the transportation benefit improvement district is because this was something other cities were doing and it seemed like a more feasible way of imposing a fee to help supplement infrastructure, roads, sidewalks and other transportation needs," Mendez said. "Without the transportation benefit district, there would be no way to do any road and infrastructure improvements."

Moving ahead

Eyman teamed with Spokane City Council member Mike Fagan in assembling and promoting I-976. Supporters have already turned in more than 352,000 signatures, enough to land it on the November ballot. Those signatures are now being confirmed by the Washington Secretary of State.

At least one area state lawmaker strongly supports the initiative, newly elected state Rep. Jeremie Dufault, R-Selah.

He says the state is anticipating record-level revenue this year and taxpayers should receive some relief.

"Taxpayers deserve a break, and this is an easy and fair way to give them a break," he said. "I anticipate it being on the next ballot and I will support it."

Dufault, a former Selah City Council member, doesn't agree that the additional fee imposed by cities is the only funding solution for local street projects. He said more state revenue could be used.

"I'd rather use the state's multi-billion surplus to backfill the local road money rather than use it to save whales or tear down dams," he said. "I just think it's just a function of priorities and there are ways to take care of roads and take care of utility improvements and to take care of police and fire services without a car tab tax and the city of Selah is one good example of a city that does that in Yakima County."

State Rep. Bruce Chandler, R-Granger, said whether or not I-976 is approved, the Legislature needs to reform the way it funds transportation projects to better help smaller cities.

"In my view, smaller cities get shoved aside by the bigger cities," he said. "A lot of lawmakers are concerned with downtown Seattle and if downtown Seattle is doing well, everything is fine. We need a statewide strategy that doesn't leave anyone behind."

Councilwomen Mendez isn't enamored with the initiative process.

"This initiative, it's taking local control away from municipalities," she said. "It's kind of that perspective of less government is better, but I often don't think these initiatives are well thought out in terms of what's best for the community."

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