



Transportation Improvement Board
March 21-22, 2019 – Richland, Washington
Location: Red Lion Hotel
802 George Washington Way
Richland, WA 99352
509-946-7611

March 21, 2019 – 2:00 p.m.
WORK SESSION AGENDA

			Page
2:00 pm	A. Welcome and local presentation from the City of Richland		
	PROGRAM & PROJECT MATTERS		
2:25 pm	B. Colville Scope Change	Chris Workman	5
2:45 pm	C. Republic Project Update	Chris Workman	
3:00 pm	D. Criteria Update	Chris Workman	7
3:35 pm	E. Call Size Preview	Vaughn Nelson	29
3:45 pm	F. Complete Streets Awards	Ashley Probart	30
4:15 pm	G. Adjournment	Chair Johnson	



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March 22, 2019 – 9:00 a.m.
BOARD AGENDA

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9:00 a.m.	1. CALL TO ORDER	Chair Johnson	
9:05 a.m.	2. LOCAL PRESENTATIONS	Chair Johnson	
9:40 a.m.	3. GENERAL MATTERS		
	A. Approval of January 25, 2019 Minutes	Chair Stevens	1
	B. Communications	Ashley Probart	
	1. Letter from Quincy Jones		39
	2. City completes largest capital project in its history – Issaquah Reporter		40
	3. 4 th St and Pacific Hwy roundabout in La Center – Clark County Today		43
	4. City Moving Ahead to Make Rucker More... – MyEverettNews.com		44
	5. Coupeville council adopts quick fix... – Whidbey News-Times		46
	6. Kent City Council approves \$8.4 million... – Kent Reporter		47
	7. Palouse denied park link grant – Whitman County Gazette		49
	8. New road provides highway access to Arlington... – HeraldNet		50
	9. Crumbling new sidewalks in Grand Coulee... – The Star		52
	10. A byway for industry...Arlington Valley Road – The Arlington Times		54
	11. ‘The light rail is coming’... – HeraldNet		56
	12. Fit & Trim, Carnation narrows its streets... – AWC Citybeat		59
	13. Course Correction – AWC Citybeat		60
9:50 a.m.	4. NON-ACTION ITEMS		
	A. Executive Director’s Report	Ashley Probart	
	B. Financial Report	Vaughn Nelson	
	C. Project Activity Report (1/1/19 – 2/28/19)	Chris Workman	31
10:20 a.m.	5. ACTION ITEMS		
	A. Colville Scope Change	Chris Workman	5
	B. Republic Scope Change	Chris Workman	
	C. Program Criteria Revision	Chris Workman	7
	D. Complete Streets Awards	Ashley Probart	30
10:50 a.m.	6. ADJOURNMENT	Chair Johnson	

FUTURE MEETINGS
May 16-17 (Sequim)
September 26-27 (Wenatchee)
November 21-22 (Tacoma)

**Transportation Improvement Board
January 25, 2019
Hilton Garden Inn
Olympia, Washington**

TIB BOARD MEMBERS PRESENT

Mayor Glenn Johnson, Chair
Commissioner Richard Stevens, Vice Chair
Mr. Aaron Butters, P.E.
Ms. Amy Asher
Ms. Alyssa Ball
Ms. Barb Chamberlain
Ms. Elizabeth Chamberlain
Mr. Mike Dahlem, P.E.
Ms. Sue Dreier

Mr. John Klekotka P.E.
Mr. John Koster
Ms. Colleen Kuhn
Mr. Mark Kulaas, FAICP
Mayor Ron Lucas
Mr. Mick Matheson, P.E.
Mr. David Ramsay
Councilmember Mike Todd

TIB STAFF

Ashley Probart
Chris Workman, P.E.
Chris Langhoff, P.E.
Gloria Bennett, P.E.
Jason Phelps, P.E.
Vaughn Nelson/recorder

TIB Members; Commissioner Bob Koch, Mr. John Koster, were excused.

1. CALL TO ORDER

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

2. LOCAL PRESENTATIONS

- A. Eric Olden from Montesano** (population 4,100) gave a presentation about the city's priorities and plans to fund and fix their road system. Over the past few years, TIB has provided funding for multiple overlay projects and arterial reconstruction in the downtown.

Mr. Olden also presented a description of the city street network and a proposed long-term financial plan to fund their system. Chris Workman mentioned that prior to the Mr. Olden's arrival in Montesano, there was no plan to maintain or fix the roads in the city and their infrastructure was severely neglected.

- B. Sophie Stimson and Mark Russell from Olympia** presented about the city's Transportation Master Plan (TMP). Ms. Stimson showed the cities priorities of walkability and non-motorized facilities. A unique feature of their TMP was seeking feedback using a web based survey. This resulted in several hundred responses and was more informative than the typical open house where few attend.

(After the meeting, the Board was sent out a link to their online interactive storyboard that presents the plan.)

3. GENERAL MATTERS

- A. Approval of September 28, 2018 Minutes**

MOTION: It was moved by Commissioner Stevens with a second by Mr. Matheson to approve the minutes of the November 16th board meeting.
Motion carried unanimously.

B. Communications

Ashley Probart highlighted a few newspaper articles from the board packet. This included ribbon cuttings in Cle Elum, Mercer Island, and Puyallup. Many of the articles profiled cities receiving TIB grant awards. TIB continues to receive positive feedback on LED conversion.

4. NON-ACTION ITEMS

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

- Transportation committees are changing with many new members in the House and Senate. This past week has included TIB “101” presentations to the Senate Transportation Committee, House Transportation Committee, and the Washington State Transportation Commission.
- TIB’s main legislative goal is to codify the Connecting Washington appropriations. HB 1508 and SB 5521 have been introduced and will be scheduled for hearings in early February. The County Road Administration Board and the Freight Mobility Strategic Investment Board are included in the bills.
- The Governor’s proposed state transportation budget is \$10 billion for the biennium. This is the first time a transportation budget has reached this amount. In addition to delivering Connecting Washington projects, addressing fish passage compliance, providing funding for ferries, and incentives for electric vehicles are Governor priorities. Funding these priorities is dependent on a new REET increase, and advancing a vehicle weight fee to take effect in 2019 instead of 2020.
- Senator Hobbs is in the early stages of a new transportation revenue and expenditure proposal. Specific to TIB, it takes the blueprint from the Connecting Washington package and repeats it: \$70M general increase and \$110M increase for the Complete Streets program. A key distinction is that this proposal is over ten years and not sixteen years. TIB staff preference would be to assign some of the Complete Streets funding to our core programs, or redirect some of the funding for ADA facilities. A meeting is already scheduled with Senator Hobbs to discuss. As a general rule, transportation proposals of this magnitude typically take three years to enact.
- I-976 has been certified and is eligible for the November, 2019 ballot. It would limit car tab fees to \$30 which would impact 58 cities that have imposed a \$20 or more fee as part of their Transportation Benefit Districts. If passed by the voters, this will have a direct impact on their ability to come up with match money for TIB projects.
- The federal shutdown is impacting the permit process on some of our projects.

B. Financial Report – Vaughn Nelson

The following is based on information available on the TIB public dashboard. As a friendly reminder, this is the time of the year that we have just processed a high volume of project completions and construction reimbursements over the past two months.

- The fund balance is approximately \$5 million.
- TIB expects to have low fund balance for the next year or more and finances will need to be managed closely.
- 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.

The next call size will likely be lower than expected annual revenue.

C. Project Activity Report – Jason Phelps reported on the following:

The following activity took place in November through December 2018.

- During November and December the engineers have been processing a lot of design approvals for the new awards in November.
- There was approximately \$700,000 in surpluses in November and December 2018

Chris Workman presented a new chart to get feedback from the board on a new way of showing project activity. The chart shows month to month total phase approval activities. Mr. Ramsay mentioned that the chart should show more than one year so that the board could see trends. Although no formal action was taken, there was Board consensus to use the new format.

5. ACTION ITEMS

A. Design-Build

On Thursday, Ashley Probart began a discussion regarding the design-build contracting method. TIB's RCWs do not prohibit design-build. However, staff does not have a process in place to score or manage such a project.

Mr. Klekotka mentioned that he is not a proponent of design-build and said that there seems to be a misconception of saving money on site civil work with design build.

Mr Butters said that it is harder to control the scope of a design-build project and assigning the risk is a large part of managing these projects.

Mr. Todd said that the issue is not individual projects or deciding if a project should use design-build, but whether or not TIB should consider projects as an option if they use design-build.

Since there is not a construction phase review where an increase would be giving, Ms. Kuhn asked about cost increases if we only give lump sum awards to design-build projects.

Mr. Ramsay said that if a project comes in under budget we should get the cost savings, and if we are asking for cost savings on projects under budget, shouldn't we also share in the increases?

Mr. Klekotka said that we should use a pro-rated system of increases and decreases, just like our normal design-bid-build projects.

Mr. Matheson pointed out that it is a positive that you can pick the contractor along with the engineer.

As part of the general discussion, TIB staff shared that if Design-Build is authorized, any award letter would include specific requirements on the use of TIB funding.

MOTION: It was moved by Commissioner Stevens and seconded by Mr. Todd that projects using the design build procurement contracting method are eligible for TIB funding.

Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 10:41 a.m.



Scope Change: Board Action City of Colville – SR 395 Sidewalk

March 22, 2019

Background:

The City of Colville, population 4,750, is located in Stevens County.

The city received \$227,199 in Sidewalk Program (SP) funding for the SR 395 Sidewalk project in November 2016. The project fills gaps with **six-foot** concrete sidewalk, adds short sections of curbing and adds and upgrades pedestrian ramps.

The city bid the project in June 2017 and received one high bid and decided to reject it.

In spring 2018, the project was held to 2019 due to significant staff change over within the city.

Prior to the contract rebid, the consultant contacted TIB staff about setting up a base bid and including an ad alternate bid item to provide options if the bids were once again too high.

- The base bid begins at Canning Drive and continues 2,550 feet southeast to existing sidewalk at the Railroad Avenue roundabout.
- The ad alternate begins at Buena Vista and terminates 300 feet southeast to tie into existing sidewalk along SR 395.
- The plans as bid were to maintain the existing, **five foot** sidewalk throughout the project.

The city rebid the project in February 2019 and it resulted in four bids. (The separation of the four bids was less than ten percent.) The base bid exceeded the original estimate by approximately \$50,000 and the ad alternate exceeds the application estimate by another \$50,000. Together, they are about \$100,000 above the engineer's estimate.

Authorizing the shorter project length of the proposed base bid and the proposed sidewalk reduction from the TIB approved six feet in width to five feet in width are considered scope changes.

A change in project scope requires Board approval.

Staff analysis of proposed project scope changes:

Sidewalk reduction. The cost to widen the whole length within the project limits would be more than the benefit of the additional foot in width when considering pedestrian volume.

Reduced project length. With the reduced length, the project completes all but one sidewalk gap and upgrades all ADA ramps along the developed areas of the west SR 395 corridor.

- Sidewalk exists in front of all storefronts along SR 395 for 1,300 feet west of Canning Drive.
- The improvements enabled by the shortened project result in safer and ADA-compliant pedestrian access to a number of businesses and services along SR 395.



Project Funding:

- Another rebid is not likely to result in more favorable bids.
- As noted, the base bid is approximately \$50,000 over the original estimate. However, the city was already committed to funding an additional \$12,000, which results in a current shortfall of \$37,859.
- The city has certified they will provide the additional \$37,859 in funding and award the base bid if the Board approves the scope change.

Project	TIB Funding	Local Funding	Total
Current Scope	\$227,199	\$12,000	\$239,199
With Scope Change	\$0	\$37,859	\$37,859
Revised Total	\$227,199	\$49,859	\$277,058

Recommendation:

Staff recommends a scope change to move the western limit from Buena Vista Road to Canning Drive and reduce the sidewalk width from six feet to five feet with no reduction in TIB funding.



Criteria Updates March 22, 2019

BACKGROUND

Each year program criteria are reviewed and, if needed, proposed changes are brought before the board for consideration.

STATUS

Staff is proposing updates to the Urban Arterial Program (UAP), Arterial Preservation Program (APP), Sidewalk Programs (SP), and Small City Preservation Program (SCPP) criteria for the 2019 call for projects. A detailed list of the entire criteria set follows on pages 11-28, with proposed changes noted. A description of recommended updates is below.

Program	Analysis	Recommendation
UAP	<p>Growth and Development Band</p> <ul style="list-style-type: none"> • In an effort emphasize the purpose of this program “maximizing <u>commercial</u> development potential and appropriate project locations” rather than residential growth. • Based on past applications received, staff recommends adjusting points in sub-categories to emphasize more private funding and jobs created with less emphasis on specific utility placement and dwelling construction. This will provide scores more in line with the commercial growth and development goals. 	<ol style="list-style-type: none"> 1. Change band name to “Commercial Growth and Development” 2. <u>Public Support</u> <ul style="list-style-type: none"> • Make the comprehensive plan and zoning requirements a threshold (zero points). • Change from 20 points max to 10 points. • Change points for individual utilities in place (0-4pts) to an all-inclusive “Utilities onsite” worth 0-10 points. 3. <u>Private Support</u> <ul style="list-style-type: none"> • Increase the Private Support from 20 points max to 30 points. • Increase the points for development agreement status from 0-5 points to 0-10 points. • Increase the points for private investment in public infrastructure from 0-10 points to 0-15 points. 4. <u>Permitted Development Activity</u> <ul style="list-style-type: none"> • Reduce points given for dwelling units constructed from 0-10 points to 0-5 points. • Increase points for jobs created by the development from 0-10 points to 0-15 points.

	<p>Physical Condition Band</p> <ul style="list-style-type: none"> Existing illumination is considered when evaluating a UAP project. This band is considered when the pavement condition or bridge condition is of concern. The existence of illumination should not impact scoring for projects. 	<p>1. <u>Existing Attributes</u></p> <ul style="list-style-type: none"> Delete 0-2 points for existing illumination.
	<p>Mobility Band</p> <ul style="list-style-type: none"> Considering two similar criteria can be confusing for staff, thus occasionally providing points for both Level of Service (LOS) improvement <u>and</u> for a new route when points should only be provided for one of the two. 	<p>1. <u>Congestion and level of service</u></p> <ul style="list-style-type: none"> New route will be deleted as standalone criteria and added to “Increase in LOS within project limits” (0-20 points).
SP	<ul style="list-style-type: none"> Existing illumination is considered when evaluating a sidewalk project. Existing lighting should not be a determining factor when selecting sidewalk projects. Utilities that require relocation as part of the project have a high likelihood of impacting the project schedule and budget. 	<p>1. <u>Existing Hazards</u></p> <ul style="list-style-type: none"> Remove the 0-2 points for existing lighting. <p>2. <u>Local Support</u></p> <ul style="list-style-type: none"> Add 2 points for having utilities relocated prior to the project or if no relocation is required.
APP	<p>Agency Rating</p> <ul style="list-style-type: none"> Currently, agencies receive up to five points based on their past funding. The longer they have been without APP funding, the more points they receive. An agency that has significant preservation needs should not be at a disadvantage to one that has less need. 	<p>1. <u>Agency Performance (new)</u></p> <ul style="list-style-type: none"> Add 0-5 points based on agency performance of past TIB projects. <p>2. <u>Prior APP Funding</u></p> <ul style="list-style-type: none"> Delete 0-5 points associated with Prior APP funding.
	<p>Segment Rating</p> <ul style="list-style-type: none"> The APP program is intended to maintain streets to prevent deterioration levels that are more costly. Federal law requires when streets are improved, sidewalk ramps must be ADA compliant. The number of sidewalk ramps TIB funds should be evaluated to ensure funding is primarily for street preservation. 	<p>1. <u>Sidewalk Maintenance</u></p> <ul style="list-style-type: none"> Delete points associated with Sidewalk maintenance (0-10 points). <p>2. <u>Number of ADA ramps TIB is funding (new)</u></p> <ul style="list-style-type: none"> Add 0-10 points for the number of ADA ramps TIB is funding. <ul style="list-style-type: none"> No ramps= 10 points 1-5 ramps= 7 points 6-9 ramps= 5 points 10+ ramps= 0 points

SCPP Overlay	<p>Agency Rating</p> <ul style="list-style-type: none"> • Currently, agencies receive up to five points based on their past funding and five points based on their average pavement condition. • An agency that has significant preservation needs should not be at a disadvantage to one that has less need. • An agency should not be penalized for maintaining a higher PCR. Maintaining a higher PCR is good practice and allows more cost effective options. 	<ol style="list-style-type: none"> 1. <u>Agency performance (new)</u> <ul style="list-style-type: none"> • Add 0-10 points for agency performance of past TIB projects. 2. <u>Prior SCPP Funding</u> <ul style="list-style-type: none"> • Delete 0-5 points associated with Prior SCPP funding. 3. <u>Agency PCR Average</u> <ul style="list-style-type: none"> • Delete 0-5 points for agency PCR average.
	<p>Segment Rating</p> <ul style="list-style-type: none"> • For the past two years, agencies were allowed to apply for Overlay, Full Depth Reclamation (FDR) and Chip Seal projects in our small city preservation program. • FDR has shown in the small cities to cost more than estimated due to drainage improvements and having to haul material off site in order to meet curb height requirements. • FDR should be reviewed as a rehabilitation treatment option in the SCAP program. 	<ol style="list-style-type: none"> 1. <u>Rehabilitation (FDR)</u> <ul style="list-style-type: none"> • Delete FDR as an option in the small city preservation program.
SCPP Chip Seal	<p>Agency Rating</p> <ul style="list-style-type: none"> • Applications receive additional points for fewer segment breaks. This eliminates the benefit of completing a “city-wide” or considerable amount of preservation need in one project. • Currently agencies receive up to five points based on their past funding and five points based on their average pavement condition. • An agency that has significant preservation needs should not be at a disadvantage to one that has less need. • An agency should not be penalized for maintaining a higher PCR. Maintaining a higher PCR is good practice and allows more cost effective options. 	<ol style="list-style-type: none"> 1. <u>Segment Continuity</u> <ul style="list-style-type: none"> • Delete this section 2. <u>Agency performance (new)</u> <ul style="list-style-type: none"> • Add 0-10 points for agency performance of past TIB projects. 3. <u>Prior SCPP Funding</u> <ul style="list-style-type: none"> • Remove 0-5 points associated with Prior SCPP funding. 4. <u>Agency PCR Average</u> <ul style="list-style-type: none"> • Remove 0-5 points for agency PCR average.

	<p>Segment Rating</p> <ul style="list-style-type: none"> • This section is the most substantial criteria for evaluating chip seal projects. • With the proposal of deleting 10 points from segment continuity, staff recommends adding 10 points to this section. 	<p>1. <u>Rehabilitation (Chip Seal)</u></p> <ul style="list-style-type: none"> • Revise maximum points from 70 to 80 points.
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RECOMMENDATION

Staff recommends adopting the updates to all programs as presented in the Board packet.

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

SAFETY (65 pt max)

Improves unsafe conditions, prevents human injury and property damage.

Criteria scoring are based on crash history and countermeasures that improve safety.

CRASH HISTORY (40 pt max)

- Incidences with fatalities 20 pts each
- Incidences with injuries 5 pts each
- Property damage only incidences 1 pt each (max 15)

COUNTERMEASURES (25 pt max)

- Grade separation
- Adds pedestrian facility
- Increases sight distance
- Corrects offset/skewed intersection
- Access Control
- Intersection Control

COMMERCIAL GROWTH & DEVELOPMENT (65 pt max)

Maximizes commercial development potential and appropriate project locations.

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

PUBLIC SUPPORT (~~20~~10pt max)

- ~~Development fulfills the comprehensive plan~~ 0-8
- ~~Zoning in place for the development~~ 0-5
- ~~Water in place for the development~~ 0-4
- ~~Sewer in place for the development~~ 0-4
- ~~Power in place for the development~~ 0-4
- ~~Utilities onsite~~ 0-10

PRIVATE SUPPORT (~~20~~30 pt max)

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

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- Dwelling units constructed in the development 0-~~10~~5
- Acreage of the development being developed 0-5
- Jobs created by the development based on square footage/type 0-~~10~~15

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

LOCATION (10 pt max)

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

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

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

EXISTING CONDITION (30 pt max)

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

NON PAVEMENT CONDITION (10 pt max)

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

EXISTING ATTRIBUTES (12 pt max)

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

LOADING (10 pt max)

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

SIDEWALK CONDITION (5 pt max)

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

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity

Mobility criteria are based on the principles of TRB's Highway Capacity Manual 2010, Vols. 1-3. Projects will be scored based on current level of service compared to anticipated level of service post-project provided in a Traffic Study stamped by a Washington State Professional Engineer. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

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

NETWORK CONNECTIVITY (10 pt max)

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

MODAL ACCESS (10 pt max)

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

FEATURES (10 pt max)

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

SUSTAINABILITY (10 pt max)

Improves project quality through a sustainable design.

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

ADOPTED COMPLETE STREETS ORDINANCE 1

MODAL MEASURES (8 pt max)

- Adds Queue Jump or Transit Only Lane 1
- Peak hour transit buses 0-3
- Appropriate sidewalk cross-section 0-3
- Bicycle facilities 0-3

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

ENVIRONMENTAL MEASURES (8 pt max)

- Adopted greenhouse gas emissions policy 1
- LID or enhanced treatment stormwater controls 2
- Use of non-potable water for irrigation or no permanent irrigation 1
- Hardscaping or native planting 1
- Project must not include permanent irrigation*
- Appropriate roadway cross-section 0-3

ENERGY MEASURES (3 pt max)

- Install roundabout verses warranted signal (new intersection) 2
- Convert signalized intersection to roundabout 2
- Convert stop controlled intersection to roundabout 1
- Solar powered signage 1

PAVEMENT RECYCLING (4 pt max)

- In-place recycling 4

CONSTRUCTABILITY (25 pt max)

Provides a reasonable expectation of completion.

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

FULL FUNDING (11 pt max)

- Over match (1pt for every 4% above minimum) 0-5
- Adopted TBD or locally dedicated transportation funding by ordinance 1
- Full funding in place 5

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (14 pt max)

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

ARTERIAL PRESERVATION PROGRAM

Staff Rating Guidelines

ELIGIBLE WORK

- Overlay or FDR
 - o Prep Work
 - o Striping
 - o Traffic Control
 - o In-pavement signal detection
 - o ADA ramps

AGENCY RATING (15 pt max)

Calculate Agency Rating **once** for each for each application

Economy of Scale (10 pt max)

- Documented response from Provider 0-10
Letter or email with application

Agency performance (5 pt max)

- Past performance of TIB projects 0-5

Prior APP Funding (5 pt max)

- ~~No APP Funding in Last Five Years~~ ~~5~~
- ~~No APP Funding in Last Four Years~~ ~~4~~
- ~~No APP Funding in Last Three Years~~ ~~3~~
- ~~No APP Funding in Last Two Years~~ ~~2~~
- ~~No APP Funding in Last Year~~ ~~1~~

ARTERIAL PRESERVATION PROGRAM

Staff Rating Guidelines

SEGMENT RATING (85 pt max)

Calculate Segment Rating for **each** segment submitted

Pavement Condition Rating	0-60
<ul style="list-style-type: none"> • REHABILITATION (Overlay) <ul style="list-style-type: none"> <i>Visual inspection of existing pavement to determine PCR</i> ○ PCR over 65 ○ PCR between 60 & 35 ○ PCR less than 30 • REHABILITATION (FDR) <ul style="list-style-type: none"> <i>Visual inspection of existing pavement to determine PCR</i> ○ PCR over 60 ○ PCR between 60 & 35 ○ PCR less than 35 	<p>0</p> <p>30-60</p> <p>0</p> <p>0</p> <p>30-60</p> <p>60</p>

Route Classification	
<ul style="list-style-type: none"> • Principal Arterial • Minor Arterial • Collector 	<p>15</p> <p>10</p> <p>5</p>

~~Sidewalk Maintenance~~

• No Existing Sidewalk	10
• Existing Sidewalk with compliant ADA Ramps	10
• Existing Sidewalk with non-compliant ADA Ramps — NO sidewalk repair	5
• Needs Sidewalk Repair &/or ADA Ramps	0

Number of ADA ramps TIB is funding:

• None	10
• 1-5	7
• 6-9	5
• 10+	0

SIDEWALK PROGRAM

Staff Rating Guidelines

NONELIGIBLE WORK

- Drainage for road
- Bike lanes
- Parking lane or street paving
- Non-sidewalk related signage or markings

PEDESTRIAN SAFETY (50 pt max)

EXISTING CONDITIONS (30 pt max)

- POSTED SPEED (10 pt max)
 - 25 mph 1
 - 30 mph 3
 - 35 mph 5
 - 40 mph 7
 - 45 mph 9
 - 50 mph or greater 10
- EXISTING PEDESTRIAN WALK ROUTE (20 pt max)

When parking is present, consider the options pedestrians have
If sidewalk exists on one side, review the application with existing sidewalk as the existing pedestrian walk route

- IN TRAVEL LANE
 - Pavement Width 20 ft or less 20
 - If Pavement Width > 20 ft ~ consider excess as Shoulder
 (Pavement Width - 20 ft) / 2 = Shoulder Width

OR

- ON SHOULDER

Pts	Shoulder Width in Feet	
	SURFACED	
18	Less than 3 ft	
16	3 ft	
14	4 ft	
12	5 ft	
10	6 ft	
8	7 ft	
6	8 ft	
0	9 ft +	

OR

SIDEWALK PROGRAM

Staff Rating Guidelines

- ON EXISTING SIDEWALK

If curb exists, consider the pedestrian walk route as sidewalk

- Less than 500 vpd 1
- 500 to 1,000 vpd 2
- Over 1,000 vpd 3

Sidewalk Width in Feet			
UNSURFACED	Pts	SURFACED	Pts
Less than 3 ft	5	Less than 3 ft	3
3 ft	4	3 ft	2
4 ft	3	4 ft	1
5 ft	2	5 ft	0
6 ft	1		
7 ft	0		

- EXISTING SIDEWALK CONDITION 0 to 10
 - Good 3
 - Fair 6
 - Poor 10
- EXISTING ADA BARRIERS
 - No Ramps 3
 - Deficient Ramps (Steep Slopes) 2
 - Ramps with No Domes 1
 - Compliant Ramps with Domes 0

CRASH HISTORY (25 pt max)

Crashes must be correctable & occur within the project limits

- Ped/Vehicle 0 to 20
 - 10 pt per incident
- Ped Only 0 to 15
 - 5 points per incident

SIDEWALK PROGRAM

Staff Rating Guidelines

EXISTING HAZARDS (15 pt max)

Hazards must be correctable & occur within the project limits

- Sight Distance 0-3
 - Horizontal, vertical or intersection alignment
- Deep Ditches 0-3
 - Evaluate depth & proximity to the road
- Truck Volume 2-3
 - Distribution Center or High Commercial/Industrial
 - Semi-trucks
 - Central Business District 1
 - Delivery trucks
- Traffic Volume
 - Urban
 - 2.5 to 5K vpd 1
 - 5K to 10K vpd 2
 - Over 10K vpd 3
 - Small City
 - Less than 500 vpd 1
 - 500 to 1K vpd 2
 - Over 1K vpd 3
- Obstructions 0-3

Evaluate permanence & magnitude of obstacle to peds. Examples of obstructions are ditches, power poles, mail boxes, parked cars, vegetation

 - Over 50 percent of project length 3
 - 25 to 50 percent of project length 2
 - Less than 25 percent of project length 1
- ~~Existing lighting~~
 - ~~No lighting~~ ~~2~~
 - ~~Ambient (from businesses/buildings)~~ ~~1~~
 - ~~Street Lighting~~ ~~0~~
- Drainage/Snow Issues 0-2
 - Annotated or obvious by visual inspection
- Posted School Zone 2

SIDEWALK PROGRAM

Staff Rating Guidelines

PEDESTRIAN CONNECTIVITY (30 pt max)

Direct Access - Within project limits

Indirect Access – Outside project limits but on same route

PEDESTRIAN DESTINATIONS (30 pt max)

- Central Business District 5
As defined by Agency Comp Plan
- OR
- Commercial Development 0-5
 - Direct access- 2 points per facility
 - Indirect access - 1 point per facility
 - Industrial Area 0-3
 - Direct access- 3 points
 - Indirect access - 1 point
 - Schools 0-9
 - Direct access- 3 points per facility
 - Indirect access - 2 points per facility
 - Public Facilities 0-6
 - Direct access- 2 points per facility
 - Indirect access - 1 point per facility
 - Recreational Facilities 0-5
 - Direct access– 2 points per facility
 - Indirect access – 1 point per facility
 - Medical Facilities 0-3
 - Direct access– Hospital (3), Clinic (2), Doctor Office (1)
 - Indirect access – Hospital (2), Clinic (1), Doctor Office (1)
 - Senior Center, Signed Senior Housing or Assisted Living Facility 0-2
 - Direct access- 2 points per facility
 - Indirect access - 1 point per facility
 - High Density Housing (15 units or greater) 0-2
 - Within project limit - 2 points
 - Within 3 blocks of project – 1 point
 - Signed Transit Stop 0-2
 - Direct access- 2 points
 - Indirect access – 1 point

SIDEWALK PROGRAM

Staff Rating Guidelines

SIDEWALK CONNECTIVITY (5 pt max)

- Completes Gap 5
- Extends Existing Sidewalk 3

LOCAL SUPPORT (10 pt max)

- Adopted TBD or locally dedicated transportation funding by ordinance 1
- No federal funding 3
- Utilities relocated previous to project, or no relocation required 2
- Local Match 0-6
 - 1 point for each 1 percent above minimum local match

SUSTAINABILITY (10 pt max)

- Adopted Greenhouse Gas Emissions Policy 1
- Adopted Complete Streets ordinance 1
- Appropriate sidewalk cross-section 5
- Hardscaping or climate-appropriate plantings 1
- Solar powered signage 1
- Low Impact Drainage Practice 2
 - Use bio-swales, rain gardens or other low impact drainage practices

SMALL CITY PRESERVATION PROGRAM

Staff Rating Guidelines

Non-eligible Work

- Landscaping
- Major drainage
- New sidewalk where none exists
- Signage
- Guardrail

OVERLAY ~~or FDR~~

Calculate Agency Rating **once** for each Overlay application

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

- Documented response from Provider 0-10
Letter or email with application
- Funded local street improvement 5

Agency performance (10 pt max)

- Past performance of TIB projects 0-10

Prior SCPP Funding (5 pt max)

- No SCPP Funding in Last Five Years 5
- No SCPP Funding in Last Four Years 4
- No SCPP Funding in Last Three Years 3
- No SCPP Funding in Last Two Years 2
- No SCPP Funding in Last Year 1

Agency PCR Average (5 pt max)

- Less than 60 5
- 60 to 70 4
- 70 to 80 3
- 80 to 90 2
- Above 90 1

SMALL CITY PRESERVATION PROGRAM

Staff Rating Guidelines

SEGMENT RATING (80 pt max)

Calculate Segment Rating for **each** segment submitted

- ~~REHABILITATION Preservation~~ (Overlay)

Visual inspection of existing pavement to determine PCR

- PCR over 65 0
- PCR between 60 & 35 30-60
- PCR less than 30 0

- ~~REHABILITATION (FDR)~~

Visual inspection of existing pavement to determine PCR

- ~~PCR over 60~~ 0
- ~~PCR between 60 & 35~~ 30-60
- ~~PCR less than 35~~ 60

Type of Route

- TIB Arterial 10
- Local Access 5

Sidewalk Maintenance

- No Existing Sidewalk 10
- Existing Sidewalk with Compliant ADA Ramps 10
- Existing Sidewalk with Non-compliant ADA Ramps 5
- Needs Sidewalk Repair 0

SMALL CITY PRESERVATION PROGRAM

Staff Rating Guidelines

CHIP SEAL

Calculate Agency Rating **once** for each Chip Seal application

AGENCY RATING (30 pt max)

Economy of Scale (10 pt max)

- Documented response from Provider 0-10
Letter or email with application

Segment Continuity (10 pt max)

- No Breaks — Continuous Segments 10
- One Break 6
- Two Breaks 3

Agency performance (10 pt max)

- Past performance of TIB projects 0-10

Prior SPCP Funding (5 pt max)

- No SPCP Funding in Last Five Years 5
- No SPCP Funding in Last Four Years 4
- No SPCP Funding in Last Three Years 3
- No SPCP Funding in Last Two Years 2
- No SPCP Funding in Last Year 1

Agency PCR Average (5 pt max)

- Less than 60 5
- 60 to 70 4
- 70 to 80 3
- 80 to 90 2
- Above 90 1

SEGMENT RATING (~~70~~ 80pt max)

- ~~REHABILITATION~~ Preservation (Chip Seal)
Visual inspection of existing pavement to determine PCR
 - PCR over 80 0
 - PCR between 80 & 40 10-~~70~~80
 - PCR less than 40 0

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

SAFETY (35 pt max)

CORRECTABLE CRASH HISTORY (10 pt max)

Incidents must occur within the project limits

- Property damage only incidence 1 pt per Incident
- Incidences with injuries 3 points per Injury
- Incidences with fatalities 10 points per Fatality

POTENTIAL SAFETY HAZARDS (20 pt max)

Proposed project must eliminate or minimize hazard to receive points

Safety Hazard Checklist

- Sight Distance
 - Physical features that impair what driver sees*
 - Visibility affected by horizontal, vertical or intersection alignment 0-3
 - Existing Drainage
 - No system or inadequate system 1-3
 - Adequate system (open or closed) with controlled flow 0
 - Skewed Intersection 0-3
 - Posted School Zone 2
 - Existing Sidewalk Condition
 - Poor (severe tripping hazards with no ramps) 3
 - Fair (minimal tripping hazards with ramps) 2
 - Good (no tripping hazards with non-current ramps) 1
 - Railroad Crossing
 - Must improve crossing to receive points*
 - Multi-track 3
 - Single Track 2
 - Spur line 1
 - Control Access &/or Parking
 - Entire project on both sides 2
 - Portion of project (1/3 of length minimum) 1

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

- Obstructions 0-3
Obstruction(s) must be moved, protected or eliminated by project
Evaluate permanence & magnitude of object. Examples of obstructions are ditches, power poles, mailboxes, parked cars, vegetation
 - Over 50 percent of project length 3
 - 25 to 50 percent of project length 2
 - Less than 25 percent of project length 1
- Existing Lighting
Must improve lighting to receive points
 - No lighting 2
 - Ambient lighting (from businesses/buildings) 1
 - Existing street lighting 0
- Turn Pockets
 - Each turn pocket added – 1 pt 0-3
 - Add continuous left turn lane 3
- Adjacent Terrain
 - Flat or Central Business District 0
 - Recoverable Slope 1
 - Ditch 2
 - Unrecoverable Bank/Slope 3

EXISTING CONDITIONS (20 pt max)

Proposed scope must improve width to meet LAG standards to receive points

- Pavement Width 0-15
Comparison of existing to standard width using Existing Pavement Width Scoring Matrix
- Truck Route
 - T1-T3 5
 - T4 4
 - T5 2
 - Signed Local Truck Route 1
- Bus Route (Transit or School) 3

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

EXISTING PAVEMENT CONDITION (30 pt max)

- RECONSTRUCTION (Full reconstruction or full depth reclamation)

Visual inspection of existing pavement to determine PCR

- PCR over 65 0
- PCR between 65 & 35 0-30
- PCR less than 35 30

- REHABILITATION (Overlay)

Visual inspection of existing pavement to determine PCR

- PCR over 65 0
- PCR between 65 & 30 10-30
- PCR less than 30 0

- NEW ROAD or GRAVEL ARTERIAL 10-15

Points based on significance of new section

LOCAL SUPPORT (25 pt max)

- Local Match
- 1 point for every 1 percent above minimum match 0-5
- Adopted TBD or locally dedicated transportation funding by ordinance 2
- No federal funds 3
- Network Development
- Extends Improvements 3
- Completes Gap 5
- Both ends improved to small city standards (sidewalk one side)
- New Route
- Both ends improved to TIB standard 5
- One end improved to TIB standard 3
- Neither end improved 2
- Connectivity
- Central Business District 5

As defined by Agency Comp Plan

OR

- Commercial Development 0-5
 - Within project limits - 2 points per facility

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

- Within 2-3 blocks of project - 1 point per facility
- Industrial Area 0-3
 - Within project limits - 3 points
 - Within 2-3 blocks of project - 1 point
- Schools 0-6
 - Within project limits - 2 points per facility
 - Within 2-3 blocks of project - 1 point per facility
- Public Facilities 0-6
 - Within project limits - 2 points per facility
 - Within 2-3 blocks of project - 1 point per facility
- Medical Facilities 0-5
 - Hospital (5), Clinic (3), Doctor Office within Project Limits (1)
 - Hospital (3), Clinic (1), Doctor Office within 2-3 Blocks of Project (0)
- Senior Center, Signed Senior Housing or Assisted Living Facility 0-2
 - Within project limits - 2 points per facility
 - Within 2-3 blocks of project - 1 point per facility

SUSTAINABILITY (10 pt max)

- Adopted Greenhouse Gas Emissions Policy 1
- Adopted Complete Streets ordinance 1
- Appropriate ~~sidewalk~~ cross-section 5
- Hardscaping or climate appropriate planting 1

Must not include permanent irrigation & include aesthetic features

- Solar powered signage 1
- Recycled Material Usage 1

Give point only if project is FDR

- Low Impact Drainage Practices 2
- Use bio-swales, rain gardens or other low impact drainage practices



2019 Program Call Size Preview

March 22, 2019

BACKGROUND

The March Board meeting is a preliminary review of proposed program sizes. The annual call for projects is announced to customers after formal board action at the May meeting.

STATUS

Assumptions made in the calculation for call size include:

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

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

Preliminary 2019 Program Size

Program	Proposed Call Size
<i>Urban Programs</i> <ul style="list-style-type: none"> • Urban Arterial Program (UAP) • Arterial Preservation Program (APP) • Urban Sidewalk Program (SP) 	\$70 Million \$8 Million \$5 Million
<i>Small City Programs</i> <ul style="list-style-type: none"> • Small City Arterial Program (SCAP) • Small City Preservation Program (SCPP) • Small City Sidewalk Program (SP) 	\$12 Million \$4 Million \$3 Million
TOTAL	\$103 Million

- Relight Washington projects and Complete Streets awards are separate programs and are not administered or considered as the normal call for projects.
- Relight Washington and the preservation programs (SCPP and APP) receive funding through the Connecting Washington quarterly deposit. Relight Washington is currently the priority for these funds. The preservation programs may be increased based on the number of Relight Washington projects approved throughout the year.

RECOMMENDATION

No action needed. Information Only.



Complete Streets Award Selection

March 22, 2019

BACKGROUND

The Complete Streets Program incentivizes the adoption of complete streets ordinances and ethic by cities and counties throughout the state.

Four state agencies and four non-profit agencies provided TIB staff with 84 nominations which resulted in 49 unique agencies being eligible for complete streets awards.

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

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

STATUS

A total of \$16,990,000 is recommended for funding awards. The following agencies were nominated. Their award level will be presented and announced at the board meeting.

Arlington	Electric City	Pierce County
Battle Ground	Ellensburg	Pomeroy
Bellingham	Ephrata	Port Angeles
Bothell	Federal Way	Renton
Bremerton	Ferndale	San Juan County
Burlington	Grandview	Seattle
Carnation	Kennewick	Shoreline
Castle Rock	Kent	Soap Lake
Chelan	Kirkland	Sumner
Cle Elum	Lake Stevens	Tieton
College Place	Lakewood	Union Gap
Colville	Mabton	Vancouver
Deer Park	Mill Creek	Waitsburg
Des Moines	Mount Vernon	Wenatchee
Duvall	Naches	Zillah
East Wenatchee	Olympia	
Edmonds	Palouse	

RECOMMENDATION

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



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(006)-1	ABERDEEN	FY 2020 Overlay Project	Design	DE	24,600	0	Director
3-W-159(005)-1	BURLINGTON	FY 2019 Overlay Project	Audit	FV AD	208,270	0	Director
3-P-124(007)-1	ENUMCLAW	FY 2020 Overlay Project	Design	DE	25,500	0	Director
3-E-164(004)-1	EPHRATA	FY 2019 Overlay Project	Construction	CN	18,450	0	Director
3-E-164(005)-1	EPHRATA	FY 2020 Overlay Project	Design	DE	80,262	0	Board
3-W-188(002)-1	KELSO	FY 2018 Overlay Project	Audit	CC FV AD	500,000	0	Director
3-P-132(002)-1	MILTON	FY 2019 Overlay Project	Construction	CN	49,881	0	Director
3-P-804(005)-1	NORTH BEND	FY 2020 Overlay Project	Design	DE	17,000	0	Director
3-P-117(006)-1	PACIFIC	FY 2019 Overlay Project	Construction	CN	34,184	0	Director
3-W-150(002)-1	PORT ANGELES	FY 2020 Overlay Project	Design	DE	13,188	0	Director
3-W-151(002)-1	PORT TOWNSEND	FY 2017 Arterial Preservation Project	Audit	CC FV AD	690,000	0	Director
3-W-186(001)-1	WASHOUGAL	FY 2018 Rehabilitation Project	Audit	CC FV AD	482,588	0	Director
3-E-172(003)-1	WEST RICHLAND	FY 2020 Overlay Project	Construction	DE CN	20,400	0	Director
						Total APP Change	0
CSP Program							
C-E-176(001)-1	WALLA WALLA	Complete Streets Award	Audit	CC AD	250,000	0	Director
						Total CSP Change	0
LED Program							
S-W-159(001)-1	BURLINGTON	LED Streetlight Conversion	Bid Award	DE CN BA	150,000	0	Director
S-E-986(002)-1	COLFAX	LED Streetlight Conversion	Audit	FV AD	47,865	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-W-191(001)-1	COSMOPOLIS	LED Streetlight Conversion	Contract Completion	CC	59,986	-8,583	Director
S-E-924(002)-1	DAYTON	LED STREETLIGHT CONVERSION	Bid Award	DE CN BA	2,200	0	Director
S-W-955(001)-1	ELMA	LED Streetlight Conversion	Audit	FV AD	90,497	0	Director
S-E-183(002)-1	GRANDVIEW	LED Streetlight Conversion	Contract Completion	CC	219,222	1,402	Director
S-W-190(001)-1	HOQUIAM	LED Streetlight Conversion	Audit	FV AD	222,791	0	Director
S-W-190(002)-1	HOQUIAM	LED Streetlight Conversion	Audit	FV AD	33,384	0	Director
S-W-839(001)-1	LYNDEN	LED Streetlight Conversion	Contract Completion	CC	595,418	-16,582	Director
S-W-957(002)-1	MONTESANO	LED Streetlight Conversion	Audit	FV AD	86,880	0	Director
S-W-126(001)-1	SEDRO WOOLLEY	LED Streetlight Conversion	Bid Award	DE CN BA	35,000	0	Director
S-W-974(001)-1	STEVENSON	LED Streetlight Conversion	Audit	FV AD	109,077	0	Director
Total LED Change						-23,763	

SCAP Program

6-P-800(004)-1	BLACK DIAMOND	Roberts Drive	Bid Award	BA	431,700	-18,300	Director
6-W-837(015)-1	BLAINE	H Street	Bid Award	BA	161,128	-90,132	Director
6-P-808(013)-1	BUCKLEY	River Avenue	Audit	CC FV AD	677,393	0	Director
6-P-808(014)-1	BUCKLEY	Cedar Street	Design	DE	36,900	0	Director
6-P-801(008)-1	CARNATION	West Morrison Street	Audit	FV AD	773,791	0	Director
6-E-901(006)-1	CHEWELAH	Ehorn Lane & Lincoln Avenue	Contract Completion	CC	818,989	0	Director
6-W-832(007)-1	CONCRETE	S Rietze Road	Withdrawn	WD	0	-75,255	Director
6-E-926(007)-1	CONNELL	E Davis Street	Design	DE	12,600	0	Director
6-E-856(003)-1	COULEE CITY	Main Street	Design	DE	88,592	0	Director
6-P-811(011)-1	EATONVILLE	Rainier Avenue and Pennsylvania Avenue	Design	DE	66,479	0	Director
6-W-831(006)-1	FRIDAY HARBOR	Web Street and A Street	Contract Completion	CC	1,069,756	6,000	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2019 to 02/28/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-903(003)-1	KETTLE FALLS	E 10th Avenue	Construction	CN	27,384	0	Director
6-E-931(105)-1	KITTITAS	E 1st Avenue	Design	DE	9,383	0	Director
6-E-897(005)-1	MEDICAL LAKE	Pineview, Evergreen, Stanley Drive and Sherman Ave	Design	DE	66,149	0	Director
6-E-891(005)-1	METALINE FALLS	Pend Oreille Blvd and Lehigh Circle	Design	DE	111,000	0	Director
6-E-987(107)-1	OMAK	Engl Road	Design	DE	29,295	0	Director
6-E-882(109)-1	OROVILLE	Central Avenue W	Design	DE	8,859	0	Director
6-E-845(006)-1	RITZVILLE	1st Avenue	Construction	CN	67,319	0	Director
6-E-865(003)-1	SOAP LAKE	Division Street	Bid Award	BA	877,232	60,232	Director
6-E-918(007)-1	ST. JOHN	Park Street and Nob Hill Street	Design	DE	16,150	0	Director
6-P-824(014)-1	SULTAN	3rd Street	Construction	CN	97,167	0	Director
6-E-919(007)-1	TEKOA	Crosby Street and Park Street	Design	DE	73,817	0	Director
6-E-945(004)-1	TIETON	South Tieton Road	Audit	CC FV AD	672,776	31,248	Director
6-E-886(008)-1	TWISP	Canyon Street	Design	DE	47,408	-179,401	Director
6-W-967(001)-1	VADER	A Street	Audit	CC FV AD	552,323	128,138	Director
6-E-854(004)-1	WATERVILLE	Walnut Street	Construction	CN	57,642	0	Director
6-P-816(103)-1	WILKESON	Foothills Trail Extension Through Town Center of Wilkeson to Railroad Avenue	Audit	FV AD	38,549	0	Director
6-W-968(009)-1	WINLOCK	SE 1st Street	Design	DE	75,900	0	Director
Total SCAP Change						-137,470	

SCPP Program

2-E-868(005)-1	ALMIRA	FY 2020 Seal Coat Project	Design	DE	0	0	Director
2-E-851(005)-1	BRIDGEPORT	FY 2020 Overlay Project	Design	DE	13,800	0	Director
2-P-808(005)-1	BUCKLEY	FY 2019 Rehabilitation Project	Bid Award	BA	183,379	9,967	Director
2-P-808(006)-1	BUCKLEY	FY 2020 Overlay Project	Design	DE	22,800	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2019 to 02/28/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-P-115(002)-1	CLYDE HILL	FY 2020 Overlay Project	Bid Award	DE CN BA	194,761	-55,239	Director
2-E-877(003)-1	CONCONULLY	FY 2018 Rehabilitation Project	Audit	CC FV AD	348,391	21,500	Director
2-W-827(006)-1	COUPEVILLE	FY 2019 Overlay Project	Audit	CC FV AD	65,688	-2,619	Director
2-W-827(007)-1	COUPEVILLE	FY 2019 Rehabilitation Project	Audit	CC FV AD	85,671	-5,090	Director
2-W-827(008)-1	COUPEVILLE	FY 2020 Overlay Project	Design	DE	42,750	0	Director
2-P-811(002)-1	EATONVILLE	FY 2020 Seal Coat Project	Bid Award	DE CN BA	31,583	0	Director
2-E-879(003)-1	ELMER CITY	FY 2020 Seal Coat Project	Design	DE	12,000	33,634	Director
2-E-859(004)-1	GRAND COULEE	FY 2020 Overlay Project	Design	DE	5,100	0	Director
2-P-820(004)-1	GRANITE FALLS	FY 2020 Overlay Project	Design	DE	7,200	0	Director
2-E-871(002)-1	HARRINGTON	FY 2020 Seal Coat Project	Construction	DE CN	0	0	Board
2-W-828(003)-1	LANGLEY	Cascade Avenue Pavement Restoration	Audit	FV AD	30,132	0	Director
2-E-896(002)-1	LATAH	FY 2018 Seal Coat Project	Audit	CC FV AD	126,009	71,939	Director
2-E-850(002)-1	LEAVENWORTH	FY 2017 Overlay Project	Audit	CC FV AD	477,000	0	Director
2-E-843(001)-1	LIND	FY 2019 Rehabilitation Project	Construction	CN	8,786	0	Director
2-E-944(002)-1	NACHES	FY 2019 Seal Coat Project	Audit	FV AD	50,353	0	Director
2-W-973(002)-1	NORTH BONNEVILLE	FY 2019 Seal Coat Project	Audit	CC FV AD	34,928	-10,319	Director
2-E-872(003)-1	ODESSA	FY 2019 Rehabilitation Project	Construction	CN	19,415	0	Director
2-E-987(004)-1	OMAK	FY 2020 Seal Coat Project	Bid Award	DE CN BA	62,598	0	Director
2-E-883(005)-1	PATEROS	FY 2019 Rehabilitation Project	Construction	CN	37,607	0	Director
2-E-873(004)-1	REARDAN	FY 2019 Rehabilitation Project	Contract Completion	CC	307,237	6,983	Director
2-E-898(003)-1	ROCKFORD	FY 2020 Seal Coat Project	Bid Award	DE CN BA	98,728	0	Director
2-P-814(003)-1	ROY	FY 2019 Rehabilitation Project	Bid Award	BA	189,268	45,456	Director
2-E-864(004)-1	ROYAL CITY	FY 2020 Rehabilitation Project	Design	DE	15,865	0	Director
2-E-865(009)-1	SOAP LAKE	FY 2019 Rehabilitation Project	Bid Award	BA	328,652	36,152	Director
2-E-874(007)-1	SPRAGUE	FY 2020 Rehabilitation Project	Design	DE	32,700	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-885(003)-1	TONASKET	FY 2020 Rehabilitation Project	Design	DE	41,014	0	Director
2-E-875(003)-1	WILBUR	FY 2015 Seal Coat Project	Audit	CC FV AD	87,638	-33,392	Director
2-E-875(004)-1	WILBUR	FY 2017 Seal Coat Project	Audit	CC FV AD	97,380	-94,247	Director
2-E-887(002)-1	WINTHROP	FY 2020 Seal Coat Project	Construction	DE CN	5,700	0	Director
Total SCPP Change						24,724	

SP Program

P-W-189(P02)-1	ABERDEEN	W Cushing Street	Design	DE	12,000	0	Director
P-P-105(P03)-1	AUBURN	Auburn Way	Construction	CN	30,375	0	Director
P-W-156(P09)-1	BELLINGHAM	Sunset Drive (SR 542)	Bid Award	BA	125,000	0	Director
P-W-827(P07)-1	COUPEVILLE	NW Alexander Street	Design	DE	12,825	0	Director
P-P-204(P04)-1	COVINGTON	164th Avenue SE	Construction	CN	0	0	Director
P-P-818(P03)-1	DARRINGTON	Givens Avenue	Bid Award	CN BA	175,253	-45,147	Director
P-E-201(P03)-1	EDGEWOOD	Meridian Avenue and 24th Street E	Design	DE	113,652	0	Director
P-E-857(P01)-1	ELECTRIC CITY	Coulee Boulevard	Design	DE	35,055	0	Director
P-E-879(P02)-1	ELMER CITY	Elmer City Access Road and Front Street	Design	DE	17,869	0	Director
P-E-164(P01)-1	EPHRATA	1st Avenue NW	Contract Completion	CC	290,932	18,819	Director
P-P-113(P02)-1	FEDERAL WAY	Lakota MS - SW Dash Point Road	Design	DE	51,515	0	Director
P-W-985(P01)-1	FERNDAL	Cherry Street	Contract Completion	CC	137,557	-5,769	Director
P-W-831(P03)-1	FRIDAY HARBOR	Nichols Street	Contract Completion	CC	252,630	-1,786	Director
P-P-820(P04)-1	GRANITE FALLS	Stanley Street and Cascade Avenue	Design	DE	25,988	0	Director
P-P-206(P04)-1	KENMORE	NE 181st Street	Construction	CN	97,172	0	Director
P-E-173(P06)-1	KENNEWICK	W 36th Avenue	Design	DE	17,600	0	Director
P-P-106(P04)-1	KENT	132nd Avenue SE (North)	Audit	CC FV AD	468,697	-63,384	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval	
P-P-104(P03)-1	MERCER ISLAND	SE 40th Street	Contract Completion	CC	510,715	-39,285	Director	
P-E-943(P02)-1	MOXEE	Iler Street	Design	DE	28,928	0	Director	
P-P-112(P02)-1	NORMANDY PARK	1st Avenue S (SR 509)	Audit	CC FV AD	278,969	-15,992	Director	
P-P-102(P02)-1	RENTON	Duvall Avenue NE	Design	DE	0	0	Director	
P-E-855(P01)-1	REPUBLIC	Knob Hill and Klondike	Construction	CN	37,044	0	Director	
P-W-126(P04)-1	SEDRO WOOLLEY	SR 20	Contract Completion	CC	203,548	-18,432	Director	
P-E-208(P05)-1	SPOKANE VALLEY	Mission Avenue	Construction	CN	48,000	0	Director	
P-E-208(P06)-1	SPOKANE VALLEY	Adams Road	Design	DE	62,406	0	Director	
P-P-133(P02)-1	STEILACOOM	Steilacoom Boulevard	Construction	CN	0	0	Director	
P-E-866(P01)-1	WARDEN	E 1st Street	Design	DE	29,410	0	Director	
P-P-198(P01)-1	WOODINVILLE	124th Avenue NE	Design	DE	0	0	Board	
						Total SP Change	-170,976	

UAP Program

8-2-154(015)-1	ANACORTES	D Avenue	Contract Completion	CC	421,627	0	Director
8-1-817(007)-1	ARLINGTON	204th Street Roundabout	Design	DE	323,793	0	Director
8-2-830(008)-1	BAINBRIDGE ISLAND	SR 305/Olympic Drive	Construction	CN	0	0	Director
8-1-114(008)-1	BOTHELL	Main Street	Audit	FV AD	4,700,000	0	Director
8-2-152(027)-1	BREMERTON	E 11th Street and Perry Avenue	Design	DE	492,739	0	Director
8-1-125(003)-1	BURIEN	S 144th Way	Construction	CN	0	0	Director
8-3-004(002)-1	CHELAN COUNTY	Knowles Road	Design	DE	183,366	0	Director
8-5-006(042)-1	CLARK COUNTY	NE 119th Street	Contract Completion	CC	3,051,952	0	Director
8-1-110(008)-1	DES MOINES	S 216th Street	Bid Award	BA	3,157,245	0	Director
8-3-161(012)-1	EAST WENATCHEE	Highline Drive	Design	DE	85,000	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2019 to 02/28/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-113(012)-1	FEDERAL WAY	S 356th Street	Audit	CC FV AD	3,202,952	-143,286	Director
8-2-985(009)-1	FERNDALE	Washington Street	Contract Completion	CC	773,758	-33,568	Director
8-1-106(031)-1	KENT	S 224th Street	Bid Award	BA	5,000,000	0	Director
8-1-106(032)-1	KENT	S 228th Street Railroad Grade Separation	Construction	DE CN	0	0	Director
8-3-988(004)-1	LIBERTY LAKE	E Appleway Avenue	Design	DE	0	0	Director
8-1-140(021)-1	LYNNWOOD	Beech Road	Design	DE	0	0	Director
8-1-205(005)-1	MAPLE VALLEY	Maple Valley-Black Diamond Road SE (SR 169)	Bid Award	DE CN BA	3,193,366	-806,634	Director
8-1-143(010)-1	MARYSVILLE	State Avenue	Design	DE	0	0	Director
8-1-027(068)-1	PIERCE COUNTY	Stone Drive NW/34th Avenue NW	Audit	FV AD	1,904,861	0	Director
8-4-923(005)-1	PROSSER	Bennett Avenue	Design	DE	0	0	Director
8-2-126(011)-1	SEDRO WOOLLEY	Fruitdale Road	Contract Completion	CC	1,656,923	125,000	Director
8-2-826(005)-1	SEQUIM	West Fir Street	Construction	CN	0	0	Director
8-1-202(007)-1	SHORELINE	Westminster Way N	Design	DE	200,000	0	Director
8-3-165(090)-1	SPOKANE	Five Mile Road	Construction	CN	0	0	Director
8-3-032(070)-1	SPOKANE COUNTY	Aero Road	Construction	CN	81,200	0	Director
8-3-032(071)-1	SPOKANE COUNTY	Geiger Boulevard	Design	DE	131,858	0	Director
8-3-208(007)-1	SPOKANE VALLEY	Sullivan Road	Audit	FV AD	362,659	0	Director
8-3-208(010)-1	SPOKANE VALLEY	University Road	Construction	DE CN	0	0	Director
8-4-179(010)-1	SUNNYSIDE	Yakima Valley Highway	Contract Completion	CC	618,412	6,186	Director
8-4-178(004)-1	TOPPENISH	Second Avenue	Audit	CC FV AD	1,075,931	20,158	Director
8-3-160(030)-1	WENATCHEE	Tacoma Avenue	Design	DE	361,040	0	Director
8-5-954(005)-1	WOODLAND	W Scott Avenue	Design	DE	144,239	0	Director
8-5-954(006)-1	WOODLAND	Guild Road and W Scott Avenue	Design	DE	130,252	0	Director
8-4-180(024)-1	YAKIMA	N 1st Street	Bid Award	DE CN BA	974,468	-25,532	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
				Total UAP Change		-857,676	
				Total Change		-1,165,161	

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



January 17, 2019

4th Street Action Group
Mayor Greg Wheeler
City of Bremerton
345 6th Street, Suite 600
Bremerton, WA 98337



To Mayor Wheeler, the members of the Bremerton City Council and the residents of the City of Bremerton, WA,

It is my understanding that you have embarked on a project to renovate Bremerton's downtown district with the intention of renaming the area Quincy Square.

Bremerton has always held a special place in my heart as it was where I first discovered what would be my life's passion, music. As such, I would be honored and humbled to have my name grace the city's new downtown district.

I want to thank the city leaders and residents for this gracious recognition and I look forward to visiting your newly restored downtown district, Quincy Square, when it is completed.

With the utmost sincerity and humility,

A handwritten signature in black ink, appearing to read "Quincy Jones". The signature is written in a cursive style and is partially obscured by a large, diagonal scribble.

Quincy D. Jones

2/1

(THANK Y'AWL ♡
FROM DEEP DEAR ♡)

ISSAQUAH REPORTER

City completes largest capital project in its history

After two years of closure, the SE 62nd Street extension project is opened for public use.

by Evan Pappas

February 1, 2019



The official ribbon cutting on the new extension project was held on Monday, Jan. 28. City staff, contract workers, financial partners, and citizens all gathered for behind the ribbon for the official ceremony.

Evan Pappas/Staff Photo

After two years of closure and nearly a decade of planning, the Southeast 62nd Street Extension project in Issaquah was completed and opened for public use on Tuesday, Jan. 29.

The road project now connects Eastlake Sammamish Parkway and Lake Drive through the newly extended Southeast 62nd street. The project features an 800-foot bridge as part of the connection and a roundabout that will manage traffic flow crossing east and west, but also north and south to 221st Place Southeast and Fourth Avenue Northwest.

Public works director Sheldon Lynne said the project did more than just connect roads. The city was able to take six acres of land between the north fork and the main stem of Issaquah Creek and preserve it as open space (it had been zoned for multi-family residential development). The project also created two acres of wetland.

The crossing now includes a grade separated path for East Lake Sammamish Trail that runs underneath the elevated roundabout, meaning pedestrians and cyclists no longer interact with vehicle traffic passing through.

Mayor Mary Lou Pauly said the project is the largest capital project in the history of the city at a total of about \$44 million. Funding the project wouldn't have been possible without the city's partners on the project, she said. The city of Issaquah only put \$4 million into the project while partners like Costco contributed \$23 million, and the Washington State Transportation Improvement Board and Department of Commerce put in a combined sum of more than \$15 million.

It has taken nearly 10 years from the inception of the project to get to this point. The city began work on a funding package in 2010, which was completed in 2015.

The road extension came about to alleviate current and future traffic planned as the city grows, especially as Costco corporate headquarters plans for its expansion project. Costco has contributed \$25 million to a suite of three transportation projects related to the business's expansion in the city, with the extension project being the largest by far.

Pauly thanked residents and businesses who have been patient with the project and as construction had to cut off one of the four highway crossings in the city.

“Thank you to the community — we closed one of the four under-crossings of Interstate 90 in town for two years and the community has been frustrated but enormously patient,” she said. “It’s so exciting that we can open it up for traffic.”



**Mayor Mary Lou Pauly talks to the audience about the work put in to making the largest capital project in city history a reality.
Evan Pappas/Staff Photo**



A project map for the SE 62nd Street Expansion shows the connections made from Eastlake Sammamish Parkway to Lake Drive.

Evan Pappas/Staff Photo

The 4th Street and Pacific Highway Roundabout in La Center completed

Posted by ClarkCountyToday.com

February 10, 2019

LA CENTER — A new roundabout construction project in La Center was completed in December.

Prior to construction of the roundabout, the intersection consisted of a stop-controlled access from 4th Street to Pacific Highway and created long queuing of vehicles on 4th Street during peak hours.

A new roundabout construction project in La Center was completed in December. Photo by Mike Schultz

A new roundabout construction project in La Center was completed in December. Photo by Mike Schultz



The roundabout construction project was completed in December 7, 2018.

This construction project was financed through a combination of the State Transportation Program Rural funds and State Transportation Improvement Board funding. The State Transportation Rural Funding was awarded by the Regional Transportation Council.

Harper Houf Peterson Righellis designed the project for the city and the design was partially funded by State Transportation Program Rural funding.

McDonald Excavating began construction in May 2018 and the project was completed in December 2018. The contractor constructed the project in two stages of detours, rather than the four stages proposed in the plans. By constructing the roundabout in two stages, the overall project length was shortened, as well as reducing the time of utility relocations to accommodate the roundabout construction.

The roundabout center island art feature consists of stainless steel swans bolted onto Corten steel plates attached to a concrete masonry wall. A concrete barrier along the east side of Pacific Highway also features stainless steel swans embedded in the concrete.

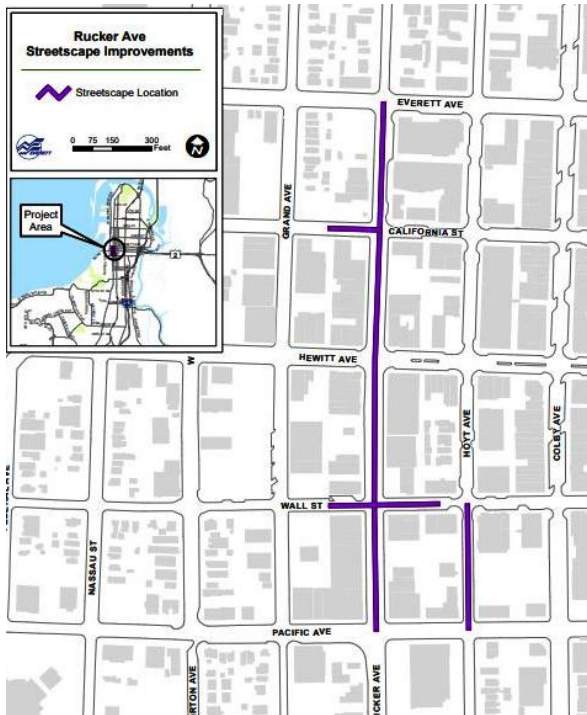
The newly constructed roundabout serves over 12,000 vehicles per day and provides service to residents in La Center as well as in Clark County and provides a connection to Interstate 5.

The Roundabout is the focal point of the entrance to La Center and will provide capacity for the future development in La Center.

Information provided by the city of La Center.

City Moving Ahead To Make Rucker More Pedestrian Friendly In Downtown Everett

February 15, 2019
Downtown Everett



Rucker

This project will tie Rucker in with a similar look to Hoyt that was completed several years ago.

Some long-delayed improvements to Rucker Avenue in downtown Everett, Washington will move forward this spring according to a press release sent out by the City of Everett Thursday.

Four blocks of Rucker Ave. are about to be transformed into a more pedestrian-friendly corridor that encourages retail development and tourist destinations, walkable residential neighborhoods and a greater array of commercial activities.

“Streetscape upgrades are a tool for urban renewal and economic development,” said Ryan Sass, public works director. “The Rucker Renewal project is a key piece of the City’s effort to distinguish this portion of Rucker Avenue as part of the core of the downtown residential neighborhood.”

Rucker Avenue runs three miles from its northwest end on residential Alverson Blvd to its intersection with the major arterial Evergreen Way to the south, where it splits off for eight blocks into another residential neighborhood. As part of the project, the contractor will add pedestrian-friendly features, such as wider sidewalks, landscaping and new lighting, and will add landscaping and trees to the median.

“This project is a great step toward the vibrant, walkable quality of life that we envision for all of Everett,” said Dan Ernisee, economic development director. “We are excited about what the Rucker Renewal project will achieve, and we will work closely with businesses and the Downtown Everett Association to minimize project impacts during construction.”

The project will go to bid in March, with construction expected to begin this summer. Visit the project web page to sign up for regular updates during construction: www.everettwa.gov/ruckerrenewal.

Project background

The City began designing the project in 2011, but it was put on hold awaiting funding. Washington State Transportation Improvement Board (TIB) funding came through in 2017. The project follows the recent 41st to W. Marine View Drive freight corridor project, which redirected traffic flow for trucks and other vehicles traveling between Interstate 5 and the Port of Everett away from downtown.

The Rucker Renewal project also includes 1 1/2 adjacent blocks of Wall Street and one-half block of California Street.



RUCKER RENEWAL project

Rucker

The project has been in the works for 8 years.

The City is leveraging one-time state grant funding with already programmed capital improvement program (CIP) funds to complete the design and construction of the Rucker Renewal streetscape project. The project also includes water main replacement between Pacific and Everett Avenue, and utility funds will be used to pay for that portion of the work.

Visit www.everettwa.gov/ruckerrenewal for more information about the project.

WHIDBEY NEWS-TIMES

Coupeville council adopts quick fix to fund sidewalk project

by Laura Guido

February 15, 2019

An oversight could've led to the Coupeville missing out on more than \$100,000 in grant funds to complete a long-awaited project.

Construction of a section of sidewalk on Alexander Street is slated to begin this summer, but the project was accidentally left off the town's six-year transportation plan.

To be eligible for Transportation Improvement Board grant money, it must be part of the plan.

Mayor Molly Hughes told town council members Tuesday night she can't finalize the contract until the plan was revised. Following a public hearing, members passed a resolution fixing the error.

The sidewalk will be installed on Alexander Street in an area perpendicular to Coveland Street. People would illegally park cars in the spot, forcing pedestrians to either walk into the busy street or onto nearby private property.

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

The project is also set to begin in the summer.

Kent City Council approves \$8.4 million South 224th Street extension contract

Up East Hill from new Highway 167 overpass

by Steve Hunter

February 21, 2019

Work could be done this fall in Kent on another section of the extension of South 228th/224th Street across Highway 167 and up the East Hill via South 218th Street to 94th Place South.

The Kent City Council on Feb. 5 awarded an \$8.4 million contract to Kent-based Scarsella Brothers, Inc., to improve 88th Avenue South and South 218th Street. The road project extends the South 228th corridor from the new bridge over Highway 167 up the hill.

“It’s with great pleasure that I can bring you a bid roughly about \$3 million under the (city) engineer’s estimate,” City Public Works Director Tim LaPorte told the council.

Six companies submitted bids ranging from \$8.4 million to \$9.9 million. The city will pay for the project with a state Transportation Improvement Board grant (\$5 million), Local Improvement District 363 funds, storm drainage funds, water funds, developer funds, traffic impact fees and other city funds.

City leaders plan to issue about \$6 million in bonds to help cover the total costs of the new corridor, which includes an South 228th Street overpass over the Union Pacific Railroad tracks that could be done by late 2020. Council members plan to approve use of city business and occupation (B&O) taxes to pay for the annual debt service on the bonds.

In addition to the road extension, Scarsella Brothers are the prime contractor for the new bridge being built over Highway 167. The bridge and extension up the East Hill could be done this fall.

“We hope to have this work completed in October,” LaPorte said. “That is a very aggressive schedule.”

Under this project, 88th Avenue South/South 218th Street will be widened to a three-lane roadway from 88th Avenue South to 94th Place South. Included in the project are a new culvert over Garrison Creek along South 218th Street; new curb, sidewalk, planter strip and widened shoulder; overhead utilities moved underground; new storm drainage; and a new treatment and detention facility.

“Those of us that live on that side of the city will be very glad to have our back way down the hill back,” Mayor Dana Ralph said.

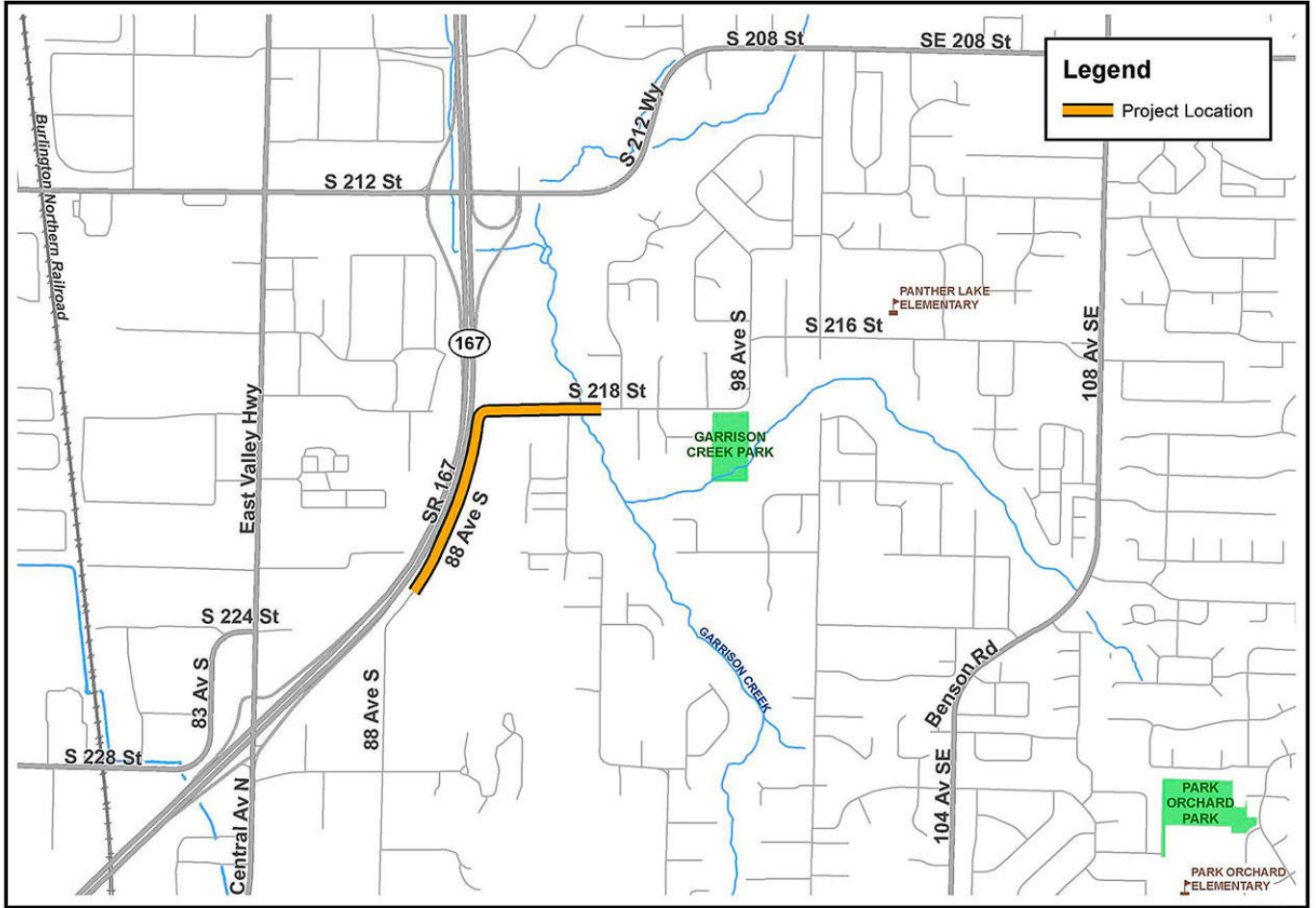


Crews work Tuesday on the new overpass over Highway 167 that will help extend the city of Kent’s South 224th/228th corridor between the Valley and the East Hill. MARK KLAAS, Kent Reporter

The city closed a portion of 88th Avenue South two years ago for construction of the new freeway overpass.

Kent has planned for the 228th corridor for decades, LaPorte said. With the growth of Kent, city leaders wanted another alternative to move traffic between the Valley and East Hill.

A lack of funding and permits needed delayed the project for about 10 years after the council approved the work in 2008.



**SOUTH 224TH STREET PROJECT
88th Avenue to 94th Avenue**



This map shows the section of the South 228th corridor work to be done this year, an \$8.4 million project awarded this month by the Kent City Council. COURTESY GRAPHIC, City of Kent

Palouse denied park link grant

by Garth Meyer

February 21, 2019

The City of Palouse has been turned down on its grant application to the Washington State Transportation Improvement Board to build a pedestrian bridge to cross the Palouse River from Heyton Greene Park to near Ancel Jeffers Lions Club Park.

The denial stated that the park is not eligible because it does not connect directly to a street.

The footbridge would have started at the park near the swimming pool and crossed to the other side of the North Fork of Palouse River about 50 yards down from the Lions Club Park lot next to the car wash.

The project tied into the city's plans to better connect the south hill of Palouse to the park. A sidewalk has been proposed on Palouse Cove Road to Highway 27 where a crosswalk would go.

From there, a pedestrian could walk into the Jeffers park, walk up a short path along the river to the footbridge and cross into the main city park.

The town has increasing residents on the south hill part of town with two new housing developments.

For the grant, the city was nominated last November as part of a new program of the Washington State Transportation Improvement Board called "The Complete Streets Award," which focuses on alternative forms of transportation.

The T.I.B. program requires a nomination from a list of board-approved state agencies and non-profit organizations such as Cascade Bicycle Club and Washington Department of Archaeology and Historic Preservation.

The state Department of Commerce made the nomination for Palouse.

The grant would have been for up to \$300,000. Since the Palouse project was nominated, the city's next task was to write out a plan for creating the bridge from a \$100,000 grant, a \$200,000 and a \$300,000 grant. The city could now revise their plan and re-apply for the sidewalk part of the overall goal.

The first Complete Streets awards were granted in January of 2017. Eligible entities are any city or county in the state which shows a commitment to plan and build streets to accommodate users including pedestrians, transit users, cyclists and motorists.

New road provides highway access to Arlington's industry hub

Arlington Valley Road opens Feb. 22. It's meant to reduce traffic and increase business access.

by Julia-Grace Sanders

February 22, 2019

Update: The ribbon cutting for Arlington Valley Road has been moved to 2 p.m. March 15.

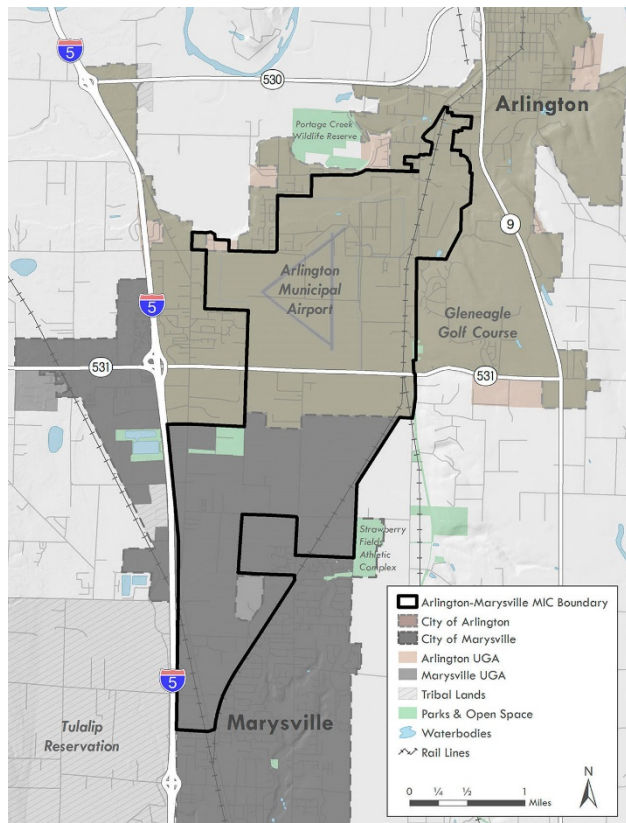


A new road linking 74th Avenue NE to 191 Place NE in Arlington is set to open Feb. 22. (City of Arlington)

ARLINGTON — The quickly growing Kent Prairie area of Arlington will soon have another way to access Highway 9.

Arlington Valley Road, a new route linking 74th Avenue NE to 191st Place NE west of the highway, is set to open Feb. 22.

The road, which is three-quarters of a mile long, has two traffic lanes and a center turn lane. It also has a paved path for pedestrians and bicyclists that connects to the Centennial Trail.



The Arlington-Marysville Manufacturing Industrial Center is expected to house 25,000 jobs by 2040. (City of Arlington)

City Clerk Kristin Banfield said the road will reduce traffic on congested routes such as 67th Avenue NE. It also will provide more ways for trucks to come and go at manufacturing businesses.

“Having that additional access is really going to make their operations much easier,” she said. “They only had one route to take out of their yard. Now they’ll have two.”

The new road runs through the Arlington-Marysville Manufacturing Industrial Center, a blossoming industrial area. The Arlington side of the center currently employs 8,000 workers, Banfield said.

Some industrial plots in the area have been landlocked up to this point, she said. Arlington Valley Road will open them up to potential development.

The project cost \$4.38 million, Banfield said. The state provided about \$2.4 million, while the rest was covered by the city. Construction was completed by Seattle-based Scarsella Brothers Inc.

The new road has been in Arlington's comprehensive plan since 2005, Banfield said.

“Sometimes that’s how long it can take and how much

planning we have to put in place for development,” she said.

The city expects the industrial center could become home to 25,000 jobs by 2040.

“Manufacturing is getting pushed out of central Puget Sound and is moving south and north,” Banfield said. “When they head north, we’re the next logical stop after Everett.”

Julia-Grace Sanders: 425-339-3439; jgsanders@heraldnet.com.



Arlington Valley Road is three-quarters of a mile long and has two traffic lanes, a center turn lane and a paved walking path. (City of Arlington)



Crumbling new sidewalks in Grand Coulee may require big fix, legal work

by Jacob Wagner
March 6, 2019

Nearly new sidewalks that Grand Coulee had installed in 2015 are already cracking and crumbling, a situation that could require time in court to work out.

Grand Coulee's city council voted at their Feb. 19 meeting to have their lawyer send a letter to Travellers Insurance, which insures Davenport-based Halme Builders, who installed the sidewalks.

The 2015 project to install new sidewalks and gutters on Federal Avenue and Main Street cost \$407,816.53, paid for with money from a state Transportation Improvement Board grant, City Clerk Lorna Pearce said.



A sidewalk on Main Street exhibits "spalling," one of the problems under contention with the new walkways. - Jacob Wagner photo

Don Tulloch and Mike Meskimen of Gray & Osborne, the engineering company behind the project, attended Grand Coulee's Feb. 19 meeting and laid out a timeline: Settlement issues causing the concrete to crack were noticed in November of 2016. A few months later, "spalling" on surfaces was also noted.

The engineers told the council that since discovering the issues, they have spoken with Halme Builders.

The company's insurance company eventually denied responsibility for the issues, saying that de-icer applied to the sidewalks could have deteriorated the sidewalk, which isn't Halme Builders' fault.

The city council discussed at the meeting that some of the deterioration is occurring where de-icer isn't applied. Gray & Osborne said that it's in the contract to apply a protective sealant to the concrete anyway, a point that the lawyer should bring up in a letter to the insurance company.

Dan Halme, who owns Halme Builders, told The Star that his company carried out the project according to the contract. He said that the concrete was sourced from different companies, and that his company used the type of concrete mix specified in the contract.

"The concrete was not designed for de-icer," Halme said. "It isn't what they asked for in the contract."

He said he didn't know if de-icer was the cause of the spalling, but that was one of the theories.

"We believe we followed the contract with the material provided," Halme said. "We have the data to say that was done. When it was starting to fail, we asked for some test from the city to show if it was our fault, and how it was

our fault. If it was done wrong, no one has been able to point out how it was wrong, so the contractor isn't at fault until it's pointed out how."

"The Contractor is indicating that chemical de-icers caused the scaling problems," Tulloch told The Star. "However, scaling problems can also be attributed to several factors including, but not limited to, the quality of concrete materials and to construction techniques used during placement and finishing of fresh concrete. The resolution to this issue is a long process with a common legal procedure and we are unable to respond with more information at this time because of the potential for litigation between the City and the Contractor."

"What we're saying is it's because of faulty concrete or poor workmanship," Pearce told The Star. "They're going to force our hand into legal action."

At the meeting last week, the council also discussed with Gray & Osborne that it wouldn't be an easy fix and would likely require completely replacing the sidewalks, because merely removing the top few inches off the surface and applying a new surface would sacrifice the integrity of the concrete.



The new sidewalks as they were under construction on Main Street in July 2015. - Star file photo

The Arlington Times

A byway for industry: City to celebrate opening of new Arlington Valley Road

by Douglas Buell
March 8, 2019



ARLINGTON – With Arlington’s laser-like focus on manufacturing and industry as the means to grow family-wage jobs and build prosperity, projects like the new Arlington Valley Road will pave the way to get there.

The city will host a ribbon-cutting ceremony March 15 to mark the official opening of Arlington Valley Road, a project key to economic development that will better connect the city’s industrial area to Highway 9, I-5 and other major routes.

The three-lane road about three quarters of a mile in length links 74th Avenue NE to 191st Place NE and provides an easier and more direct route to the highway for businesses along busy 67th Avenue.

“The road is designed to get freight from industries that are there back out to the freeway and to Highway 9” while helping reduce commuter traffic congestion on 67th and 204th Street, Mayor Barb Tolbert said.

The new road and walkway pass behind a 100-acre industrial area and the former Northwest Hardwoods Mill, which is being redeveloped for Gayteway Business Park, and will serve existing companies at Jensen Business Park and others in the city’s industrial zone, including Hampton Lumber Sales and B&B Fabricators, city officials said.

It also opens up undeveloped land that hasn’t been reachable until the road went in.

The \$4.3 million project included a \$2.4 million state Transportation Improvement Board grant and additional Community Economic Revitalization Board funding from Olympia.

The project was included in the city’s comp plan over a dozen years ago, when the recession hit and put it on the back burner. The Mayor and Council saw that the Kent-Prairie area was poised for future economic development, though, so put more emphasis on infrastructure improvements such as the road.

The winding route also features a wide paved pathway along the west side, ornamental street lighting with attachments for hanging baskets and banners, utilities, and later in spring, installation of artistic bench seating with an industrial edge created by local artists and selected by the city and Arlington Arts Council.

Contractor Kent-based Scarsella Brothers got work underway in April 2018 on the project designed by engineering consultant firm Reid Middleton in Everett, and completed it before the recent big snow event.

The ribbon-cutting starts at 2 p.m. at 6800 191st Place NE.



'The light rail is coming': Link brings growth to Lynnwood

With about two dozen construction projects in the works, the city prepares for 17,000 new residents.

by Julia-Grace Sanders

March 10, 2019



Joggers on the Interurban Trail run past a Hilton Garden Inn under construction on Friday, March 1, 2019 in Lynnwood, Wash. (Olivia Vanni / The Herald)

LYNNWOOD — As light rail crawls its way toward Lynnwood, the city is preparing for an expected influx of more than 17,000 residents by 2035.

The skyline is quickly changing to accommodate that projected growth.

A new seven-story apartment complex across from the Lynnwood Convention Center dominates a stretch along 196th Street SW. A few blocks to the west, an eight-story apartment building resides over 40th Avenue West.

Along Alderwood Mall Boulevard, a Hilton Garden Inn is taking form. There also is talk of building two six-story, multi-family apartment buildings at the former Sears site.

These are some of the nearly two dozen planned projects the city expects to see completed within the next decade.

“The biggest driving factor is the potential for new development next to the light rail station,” planning manager Todd Hall said.

Lynnwood’s population currently sits at about 37,000. With an expected growth of about 2,000 residents per year, the estimated population for 2035 is 54,400.

From 2017 to 2018, Lynnwood gained 1,310 residents, according to the state Office of Financial Management. That’s just behind Everett, which saw 1,400 new folks move to town in 2017.

Some of Lynnwood’s largest construction projects are clustered in what has been designated its City Center. That concentration is intended to reduce the construction’s impact on existing single-family neighborhoods, Hall said.

This area, near the convention center, was marked as a growth hub by the Puget Sound Regional Council in 1995, Hall said. Plans for development have been in the works since then, but construction didn’t begin until 2014.

“Lynnwood was traditionally more of a suburban city with more affordable housing,” Hall said. “Now, we’re seeing significant interest as more of an ‘inner core’ city. It’s not Seattle or Bellevue or Tacoma, but it’s one of those secondary ring cities that will see significant growth.”

Wally Webster moved to Lynnwood in 1978. The view from his front window portrays the city’s transformation.

When he moved in 41 years ago, the nearby arterial — 168th Street SW by Meadowdale High School — was two lanes with a caution light at a crosswalk. Now it’s four with a center turn lane and three traffic lights.

It took him 20 minutes to drive to his former job at Rainier Bank in downtown Seattle. Thirty, if traffic was bad.

“Lynnwood was a residential city,” he said. “We basically slept there and worked somewhere else.”

Webster said he believes the city’s recent growth is pushed by a need for housing. As more businesses like Amazon and Facebook have set up shop in and around Seattle, house prices in Lynnwood have gone up and more multifamily buildings have been built.

He doesn’t see the changes as good or bad, but as a fact of life.

“I think we can expect the growth because our population is growing,” he said.

In 2012, city planners set goals for what they wanted to see. That included 1.5 million square feet of retail space, 4 million in office space and 3.5 million in dwelling space. That works out to 3,000 homes. So far, they’ve added 655 apartments in the City Center area.

Two apartment buildings, the CityCenter and City Center Senior Living, are the first major developments to wrap up.

The pastel green, yellow and gray senior apartments overlook the city center off 40th Avenue. Inside the 347-unit building's serene courtyard, the bustling of nearby I-5 is muffled.

Less than a quarter-mile away, the red and gray CityCenter apartments are between Alderwood Mall Boulevard and 196th Street. The 308 units are a 15-minute walk or 10-minute bus ride from the future light rail station.

More living space and bigger projects are in the pipeline.

Around the time light rail is supposed to roll into the city in 2024, an 18-story apartment building may tower over Alderwood mall.

In the City Center core, the maximum building height allowed is about 32 stories.

The Lynnwood City Council last May approved the high-rise Cosmos building, which will include 349 apartments, parking and retail space. Construction is set to begin this year or next.

Just north of the mall, next to Costco, the planned Lynnwood Place development will include The Home Depot and multi-family housing.

At the former Sears site, Avalon Alderwood will have five residential floors with the bottom level reserved for commercial space. It will hold 328 residential units.

The city is now working on a development agreement for a massive, 18-acre mixed-use project. It would be located on 44th and 196th by the Grocery Outlet and could include over 1,000 apartments in addition to retail, commercial and public spaces.

"That's the big one that could really change the face of our city," city spokeswoman Julie Moore said.

Edmonds Community College in Lynnwood also is constructing a \$36 million science, engineering and technology building on campus. The Edmonds School District also has started work on a new school to replace Spruce Elementary.

A Sprouts grocery store recently opened along Highway 99.

The city is working to make sure its infrastructure can support the influx.

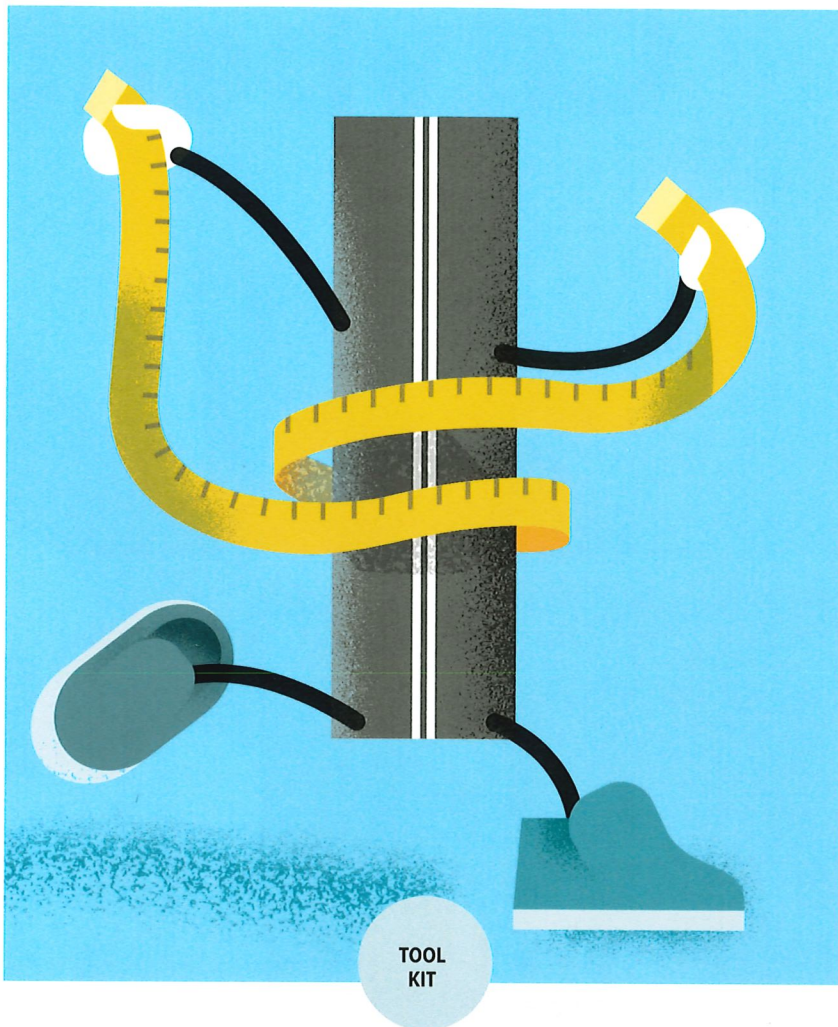
Work begins this summer to widen 196th Street SW, add bus pullouts and a landscaped median. Improvements to much of 36th Avenue West include revamped sidewalks and landscape features.

Major sewer upgrades also are underway to increase capacity.

"There's a lot of things that are happening here," city planning manager Hall said. "We're particularly well-suited to see that growth happen in the next decade to decade and a half. The light rail is coming. Once it's done, we're less than half an hour to downtown Seattle."

Webster said he thinks Lynnwood is on its way to becoming a metropolitan city in the next 15 to 20 years. He hopes affordable housing and support for lower-income residents will keep pace.

"I'm just hoping that as we grow, we grow the social services that will be needed to keep us a safe and healthy city," he said.



Fit & Trim

Carnation narrows its streets for broad community impact.

BY TRACY HOWARD GARTON

ROAD REPAIRS. No city is immune, and while widening to add traffic capacity or other transit lanes is often the objective, the small city of Carnation, 30 miles east of Seattle, has taken the opposite approach. Joining a trend in major cities worldwide such as Melbourne and San Francisco, the 1.2-square-mile community, population 2,155, has embraced skinny streets.

“We wanted that rural, small-town feel,” says City Clerk Mary Madole of the decision to go narrow. “The city has been here for more than 100 years,”

City Manager Amy Arrington adds, “and the idea of skinny streets really fit the original Tolt plat where they’re going in.”

Designed by Jorge Garcia, at the time an engineer with H.W. Lochner, Carnation’s skinny streets trim the original blacktop to 20 feet of roadway with adjacent gravel parking, landscaped medians for stormwater infiltration, and meandering asphalt pathways for neighborhood pedestrians. “It’s not a new idea,” says Arrington. “It’s just bringing back a classic design and updating it for modern times.”

And though the streets are small, the improvements are huge. “The most recent skinny street conversion was on an established road with houses nearly as old as Carnation itself,” says Arrington, noting that the age of these houses means they were built without garages. “Before we did the project, cars were parking everywhere—some parallel, some pulled straight in. It was a real mess. But since completion, the gravel parking has really made a positive impact on both traffic management and giving people a place to park their cars when they get home.”

“PRIOR TO THE SKINNY STREETS, THERE WAS NO PLACE FOR SCHOOLKIDS FROM THE ELEMENTARY SCHOOL AT THE END OF THE BLOCK TO SAFELY WALK OUTSIDE THE TRAVEL LANE.”

Pedestrians are also feeling the perks. “The streets of Carnation were constructed in 1912 with long boardwalks for sidewalks, which rotted away so long ago very few people even knew they existed,” says Madole. “Prior to the skinny streets, there was no place for schoolkids from the elementary school at the end of the block to safely walk outside the travel lane.”

The initiative launched in 2014, and the city recently completed its third skinny street, thanks in major part to grant funds from the Transportation Improvement Board, or TIB (“Without their partnership, there’s no way we’d be able to do these projects,” says Arrington), with hopes to trim up the streets of the rest of the original plat over the next decade. Carnation is so committed, in fact, that the skinny design is now a part of the street standard for that neighborhood, meaning any future road projects or improvements within the designated area must match the model.

“We have a design now that not only improves the street and accomplishes our goals of pedestrian safety and stormwater infiltration,” says Arrington, “but also fits the character of the community and brings such a positive impact to the neighborhood.” **C**

WASHINGTON CITIES USE TRANSPORTATION IMPROVEMENTS TO SET
A PATH FOR THEIR COMMUNITIES' FUTURES.

course connection

by **TED KATAUSKAS**
photographs by **JOE TOBIASON**

When Jay McGowan relocated from San Francisco to Cle Elum as a young man in the late 1960s, the commercial hub of upper Kittitas County, like a coasting rocket on a parabolic trajectory, had just nosed over into freefall, captured in an inescapable gravity well of change.

At the city's apex in the 1940s, when local coal mines and timber mills were booming, the population of this Cascades outpost, flanked by lakes and alpine forest 30 miles east of Snoqualmie Pass, had swelled to over 3,000. Cle Elum's blue-collar workforce spent their paychecks on First Street, a state highway that doubled as the city's main thoroughfare, which boasted a bakery (established in 1906), a butcher (est. 1887), a tavern (est. 1902, by a former mayor), and car dealerships representing every major domestic brand. But the last mine closed in 1963, and already by the time of McGowan's arrival, the city's population had plummeted to 1,800, where it remains today.

Joining his brother, who had moved to Cle Elum in 1965, McGowan found work as a mechanic at the Studebaker garage. That led to work as a millwright, repairing logging machinery, a career he has stubbornly maintained over a half-century, even as the city's working-class foundation crumbled around him.

"Basically, I'm the village blacksmith," says McGowan, 71, who also draws a modest paycheck as Cle Elum's mayor, serving the final year of his first term. "I chose this place mostly because I had friends here. I lived off what we had left of logging, which is pretty much gone."

Just a few months before McGowan's brother arrived in Cle Elum, in October 1964, city leaders gathered on a bypass that had been built between the city's business district and the Yakima River to celebrate the opening of Interstate 90, a

superhighway connecting Seattle with Spokane that rerouted through traffic from Cle Elum's First Street, a.k.a. State Route 903, formerly the region's primary east-west highway.

"That point there was really the beginning of the end of the traditional economy of the upper county," says McGowan, who notes that more than 40,000 vehicles a day now bypass Cle Elum on I-90 on an average Friday. "All those cars going past and not stopping has had a real dramatic effect on our town, but it's the same kind of demise that most small towns throughout the nation have been going through. Our downtown gradually faded away. We did all kinds of studies and efforts to figure out some kind of other economic base here, but nothing happened, nothing changed. The community just stalled."

The most promising of those initiatives happened in 2000, when Cle Elum's council, which by then included McGowan, workshopped a downtown redevelopment plan. The plan sought to lure pass-through motorists into town and out of their cars by revamping a half-dozen blocks of First Street, a concrete chasm that yawned as wide as a 10-story building is tall from storefront to storefront on opposite sides of the street, into a soulful small-town Main Street. But with public safety expenditures consuming half of the city's modest general fund budget, that ambitious plan went nowhere.

"Lots of people got involved; we did a whole downtown study with bulb-outs and all this stuff to slow down traffic," recalls McGowan. "It just sat on a shelf. There was no way. We couldn't get it off the ground."

Meanwhile in 2003, on a 6,400-acre tract of pine and fir forest on the banks on the Cle Elum River two miles west of downtown, developers broke ground on Suncadia, a destination resort with an inn, a lodge, a spa, swimming pools, restaurants, golf courses, and vacation homes; in 2004, 500 single-family

Cle Elum Mayor Jay McGowan with a scale model he built in 2013 of a proposed beautified downtown





From left: CWU senior Isaac Anzlovar, Cle Elum Mayor Jay McGowan, City Planner Lucy Temple, and HLA Engineering project engineer Ben Annen on First Street in Cle Elum

homesites sold, generating \$125 million in gross revenue. As Suncadia was built out, within a decade the community attracted a mass migration of Seattleites over Snoqualmie Pass to Cle Elum, quadrupling the area's summertime population. Although these new part-time residents occasionally made trips into town to gas up their cars, treat themselves to bear claws from Cle Elum Bakery, and splurge on T-bones from Owens Meats, they spent more of their time (and money) in established touristy places like nearby Roslyn or Leavenworth, 50 miles north.

In 2013, hoping to attract more of these newcomers to First Street, Cle Elum's council dusted off its 13-year-old downtown revitalization plan and initiated another round of citizen workshops, reimagining First Street with broad sidewalks appointed with street furniture, shade trees, and other amenities that would encourage visitors to stroll and linger.

"I was on the council and I worked with the citizens committee, trying to get everyone to envision a walkable downtown," McGowan recalls. "I said, 'We need to make a model! I have a shop with saws, and I'm a pretty handy person.'"

Using photographs of the existing streetscape, McGowan retreated to his workshop and painstakingly created a four-square-foot diorama of an entire square block of Cle Elum's beautified downtown, an elaborate scale model every bit as detailed—down to tiny plastic pedestrians strolling along the sidewalk—as Marwencol in *Welcome to Marwen*.

After spirited debate, McGowan's diorama was shelved along with the 2000 plan, sidelined by a backlog of infrastructure projects deemed more important, including a retrofit of

First Street's antiquated stormwater system and upgrades to an I-90 interchange. Even with the dawn of opportunity brought by Suncadia, Cle Elum's revival seemed fated never to see the light of day.

Two years later, however, McGowan was elected mayor, and rejuvenating First Street became a mandate of his administration. To that end, he hired Lucy Temple, a former environmental planner from the Washington State Department of Transportation's (WSDOT) Union Gap office, as Cle Elum's city planner in January 2017, the first in a series of fortuitous circumstances that finally fast-tracked the city's moribund downtown revitalization project. Not long after starting the job, Temple was reviewing the city's plan to upgrade the stormwater system beneath First Street when Paul Gonseth, a former colleague who works as a planning engineer for WSDOT's South Central Region, phoned to let her know that the agency was scheduled to repave State Route 903 (a.k.a. First Street) in 2018. Temple told Gonseth about the stormwater project and asked if he could delay paving the road until 2019.

"I said, 'If you're going to repave, we don't want to rip it up after the fact,'" she recalls. "Paul said, 'If you do stormwater, that's the time you need to design what's above the ground.' ... Since the stormwater project needed to be in the ground before DOT paved in 2019, we put the gas pedal down."

But first, the city had to find money to jump-start the long-stalled downtown streetscape makeover.

“I WAS ON THE COUNCIL AND I WORKED WITH THE CITIZENS COMMITTEE, TRYING TO GET EVERYONE TO ENVISION A WALKABLE DOWNTOWN. I SAID, ‘WE NEED TO MAKE A MODEL!’”

—JAY MCGOWAN MAYOR, CLE ELUM

In fall 2016, after a planning meeting for the I-90 interchange project, Ben Annen, a project engineer with HLA Engineering & Land Surveying, the city’s longtime contract engineering firm, told one of Cle Elum’s councilmembers about the Transportation Improvement Board’s (TIB) Complete Streets Program, a fund the Legislature had established to provide grants to cities that agreed to give equal consideration to the safety of pedestrians, motorists, and cyclists of all ages and abilities in the design of infrastructure projects. In a bid to win a Complete Streets grant, at its next council meeting the city introduced and adopted a Complete Streets ordinance; in February 2017, the city received a \$125,000 TIB grant, \$100,000 of which the council earmarked to hire HLA to manage the First Street revitalization project’s public input and planning process and help the city secure funding for the project.

“What it comes down to is cash,” says Annen. “Small cities are so strapped for cash, it’s difficult to get anything accomplished. Cle Elum easily could’ve taken that \$125,000 and purchased several rapid-flashing beacons for crosswalk safety, and it would’ve been done with the money. Instead, they thought about the bigger picture: ‘How can we leverage that money and make something big with a minimum investment?’”

Temple used \$19,000 (cobbled together from her planning budget, a Department of Commerce grant, Suncadia Resort, and a private donor) to hire two interns she recruited from her alma mater, Central Washington University in nearby Ellensburg. In April 2017, with help from a CWU professor and their planning class, Temple convened focus group sessions at city hall, meeting with various community members, First Street business owners, and Suncadia residents, asking these stakeholders to articulate their vision for Cle Elum’s downtown revitalization.

“They wanted change, but not a lot of change,” says intern Isaac Anzlovar, a CWU senior majoring in public policy and geography. “A lot of citizens here didn’t want Cle Elum to lose its small-town feel and character.”

Based on that feedback, HLA’s designers and HBB Landscape Architecture sketched out three different streetscape concepts that were unveiled at a community workshop in May. Those concepts were further refined at a planning commission study session and public forum in June, which yielded a recommended plan: For six blocks, First Street’s 100-foot-wide concrete canyon would be whittled down to a roadway just 34 feet wide, with angled on-street parking and 16-foot-wide sidewalks. The sidewalks would bulb out into the right-of-way at intersections, to make crossing easier/safer for pedestrians and create funnel-like bottlenecks that slowed traffic; mid-block crosswalks

Access Granted

Q&A CAROL WRIGHT KENDERDINE

Carol Wright Kenderdine, assistant vice president for transportation and mobility at Easterseals, Inc., on why funding accessible public transportation should be a goal for cities large and small.



What does Easterseals Transportation Group do?

We’re based in Washington, DC, and were established more than 30 years ago as a national technical assistance center funded by the Federal Transit Administration (FTA) and administered by Easterseals. Today, we operate as Easterseals Project Action Consulting and as the National Aging and Disability Transportation Center (NADTC) in partnership with the National Association of Area Agencies on Aging. We provide technical assistance, education, resources, information, and referrals, as well as outreach and community grants, to make sure that people with disabilities and older adults and their caregivers have access to the kinds of transportation they need.

Easterseals Project Action Consulting coordinates Accessible Transportation Community Initiative Grants. How does that program work?

Each team selected receives a \$100,000 grant from a national foundation to work with local governments to provide additional accessible transportation options in their service areas. There

are 10 teams in the US, and 3 are in Washington state.

Talk about the Washington state grant teams.

One is the Snoqualmie Valley Transportation Coalition. They initially compiled a report of existing services in the Snoqualmie Valley from North Bend to Monroe and identified gaps in service. After holding focus groups and doing surveys, they added a new transportation service, a Duvall-Monroe shuttle. It’s a pilot project that in its first few months of service gave 300 rides to people who had no way of getting between those communities; they also did a video with four riders with difficult circumstances who talk about what having that transportation means to them and why it’s needed.

Another team is the Southwest Washington Accessible Transportation Coalition.

They conducted an initial survey to identify transportation resources, as well as needs and gaps, in five southwest Washington counties (Cowlitz, Grays Harbor, Lewis, Pacific, and Wahkiakum). They’re working to beef up ex-

CONTINUED ON P.19 ▶



Expanded sidewalks, LED streetlamps, and new benches and wastebins on First Street in Cle Elum

would reduce jaywalking. Street trees and landscaping planters would make the boulevard more inviting with a shady canopy, and street furniture from bike racks and benches to antique-looking LED streetlamps would evoke the city's logging heritage while adhering to a uniform design palette.

When Cle Elum's council unanimously adopted the plan at a session on June 27, 2017, it seemed like the entire town had come to witness a historic moment.

"It was standing-room-only, with people overflowing out of the room," recalls Temple. "It was outrageous; it was wonderful; we were very, very proud of our work and the collaboration that went into it."

The next hurdle was paying for the \$8 million project. After completing 13 funding applications and making several project presentations to Olympia-based funding programs, Cle Elum secured \$2.47 million (a combination of grants and a \$533,000 low-interest loan from the Public Works Trust Fund) to fund the first phase of the project: a single intersection at the easternmost end, anchored by three of the city's longest-tenured businesses (Cle Elum Bakery, Owens Meats, Mike's Tavern), that was completed with a ribbon-cutting ceremony in November 2018. If all goes as planned, the city will host another ribbon cutting before the end of 2019, with completion of a bookend intersection on the opposite end of downtown, plus six blocks of upgraded stormwater infrastructure. One final hurdle remains: extending the makeover from intersection to intersection so WSDOT can finally repave First Street, now scheduled for 2022, for which Cle Elum has requested \$4 million from the state Legislature's 2019 Supplemental Capital Budget.

As for the potential payoff of the Legislature's investment, Annen offers the example of a streetscape makeover HLA orchestrated for Grandview, a city of 11,000 some 100 miles east of Cle Elum.

"Going into that project, there were over 20 empty storefronts in the downtown corridor; you could go downtown on a weekend, and you may not see anybody," he says. "Two years after the completion of that project, there's one vacant storefront, and you can't find a parking spot on the weekend. It's difficult to put a number on it, but using comparatives like that, there's huge potential for Cle Elum to grow and be a thriving downtown."



A rendering of the four-acre greenspace proposed for the Grand Connection in downtown Bellevue

With a similar goal, on the rainy side of the Cascades, the City of Bellevue is mulling an ambitious \$120 million-plus plan to cover a two-square-block section of Interstate 405 in the heart of its downtown with a four-acre public park.

Dubbed the Grand Connection, the project was inspired by successful downtown freeway "lid" projects like Klyde Warren Park in Dallas, a 5.2-acre public space over Woodall Rogers Freeway that connects that city's commercial center with its arts district and includes a performance pavilion, parks for dogs and kids, a network of trails, and a 6,000-square-foot restaurant that pays for 20 percent of the park's operating costs. Since its completion in 2012, Klyde Warren Park has catalyzed over a billion dollars of nearby private real estate development, hosted over a thousand annual events, and boosted public transportation use in Dallas by 61 percent.

For Bellevue, the Grand Connection promises to be more than just another economic development project or a transportation initiative: it represents a step toward combining the best of urban living with the welcoming feel of traditional suburbs.

"It's about placemaking and community-building; it's about becoming the city of the future," says Community Development Director Mac Cummins. "If you look nationally, a whole bunch of suburban communities are reinventing themselves to stay relevant. It's a change in trajectory."

Currently, Bellevue's downtown office district is thriving. Home to corporate giants such as Microsoft, PACCAR, and Amazon and a cluster of video game development companies, it boasts a workforce of 50,000, but most who work there have homes far from the city center. Just across I-405 from downtown's office towers, however, is Wilburton, a low-rise commercial district with a few big-box stores surrounded by surface parking lots abandoned by departed auto retailers. In the heart of Wilburton, the city owns Lincoln Center, a demolished former coworking space and business incubator on 2.4 acres.

Bellevue would like to redevelop Wilburton, which will be a station stop on Sound Transit's under-construction East Link light-rail line (which also will include a station serving the city's



convention center and Bellevue City Hall just across the highway), as a high-rise residential district that could be home to some of those 50,000 office workers across the freeway, many of whom undoubtedly would like the option to walk or bike to work. But other than driving (or as of 2023, riding light rail), there's currently no convenient way to get across I-405 directly from Wilburton to downtown.

Enter the Grand Connection. As envisioned in its Grand Connection Framework Plan, which Bellevue's council adopted in December 2017, early concept art showcases a lid park that will revolve around a four-acre greenspace of rolling and sculpted

terrain spanning the highway between NE Sixth and Eighth Streets and include an observation deck, a playground, a climbing wall, and exercise stations, as well as a daylighted creek and a stormwater treatment plant that would double as an environmental education center and interactive art display. Tree-lined promenades would connect the park to the city's downtown and Wilburton's Eastside Rail Corridor, a former rail line King County is converting to a rec path connecting Bellevue with Woodinville to the north and Renton to the south. In addition to the lid park design, the Grand Connection Framework Plan includes less ambitious alternate designs (a conventional pedestrian bridge, and a "sculpted" linear park) that could be built for half the cost, but city leaders, currently debating which option to build, are captivated by the prospect of a crossing that would cap the freeway.

"In a word, it's transformational," says Cummins. "For the land use planning we are doing on either side of the freeway, going from single-, two-, and three-story buildings to up to 40 with at least 10 or 15 to 20 times the current density, there's going to be a need for a grand public open space where all of these businesspeople will want to congregate and community-build. That's the reason to want to do the park. . . . We also believe it will be the type of place that our children and grandchildren are going to want, but more importantly are going to need, to be competitive in the future."

As evidence, he points to a *Harvard Business Review* article from September 2017 and its lessons for city planners from an analysis of Amazon's HQ2 secondary headquarters search. At the top of the list of qualities deemed essential for cities to participate in the growing digital economy was "connected and sustainable placemaking," including "promoting walkability and connectivity between densely clustered buildings through sidewalks, bike lanes, trams, metro, bus, light rail, train, and additional creative options."

Not coincidentally, Bellevue's Grand Connection would satisfy many of these requirements.

"When we talk to companies, this is the type of amenity they say they want in a city—this is why they want to locate

isting volunteer driver programs where there is no public transportation to help older adults and people with disabilities get to where they need to go, at no cost.

What's one potential gap that group identified?

The coalition is exploring whether transportation for incarcerated individuals upon their release is also an issue in the region, and if so, whether funding to address their transportation needs can help these individuals be successful and avoid reoffending.

Washington's third grant team is a coalition of seven cities from Whatcom County; what's their primary initiative?

They wanted to ensure that their bus stops were accessible, so that's what they're concentrating their efforts on. It's a really creative model of how they formed a coalition of nontraditional partners—not just human services providers, but medical providers and mayors from all of the cities—and worked together to provide access to transportation.

What's the reality for rural communities when it comes to providing public transportation?

We all know that large cities are where public transportation is concentrated, but when you are in a small rural area with long distances and low population density, it's difficult to provide transportation for one person who needs to get dialysis three times a week. How do you find people to provide

that service and make it affordable?

So how does a small city make that happen?

You have to have a lot of coordination; you have to make sure everyone is working together so what little transportation is available isn't going to the same place at the same time; you can't have duplication of service.

Why is it important for small, rural communities to support public transportation?

It used to be that families stayed concentrated in the same area; that's not true anymore. Families move away, so you no longer have nuclear families where adults can depend on their children for rides. Also, baby boomers want to age in place; they don't want to move to a large city when they grow old just so they can get transportation service. You want to make sure that service is available for them to take advantage of so they can continue to live where they established their lives.

What's one question all city leaders should be asking?

What can we do together to make sure our community is ready for our aging population and people who are not able to drive? It's not just older adults. People don't drive for a whole variety of reasons: they might have a disability, they might not be able to afford to drive. We want to make sure our communities are accessible to all. Providing transportation is the number one way we can do that.



Bellevue Mayor John Chelminiak (left) and Community Development Director Mac Cummins at a viewpoint overlooking Sound Transit's under-construction East Link light-rail line into the city

“IF YOU KNOW YOU HAVE THE RIGHT PLAN AND YOU STICK WITH IT, YOU CAN MAKE IT HAPPEN. . . . GREAT THINGS TAKE TIME.”

**—JOHN CHELMINIAK
MAYOR, BELLEVUE**

here,” says Bellevue Mayor John Chelminiak of the Grand Connection. “There’s a story about one CEO from a big corporation who said they had a \$5 million check from Texas asking them to relocate. We can’t do that in Washington, but what we can do is invest smartly in our communities.”

Chelminiak believes the smartest investment for Bellevue is the Grand Connection’s lid park design, despite its cost.

“The lid park connects not just places, but people. It instills a sense of pride in the city. It attracts people to come to your city, and when they come and enjoy it, they spend money, and that helps your tax revenue,” he explains. “One thing Bellevue has done well is set a large goal. If you know you have the right plan and you stick with it, you can make it happen. . . . Great things take time.”

Case in point: the revitalization of Cle Elum’s First Street, a plan 19 years and more in the making that’s already beginning to change the trajectory of the city’s fortunes.

“Cle Elum put itself on the map by the 1940s with coal mining and logging, and then for decades it was just a sleepy town with not a lot going on,” says Lucy Temple, who says that has shifted in the two years she’s worked there as city planner. “There weren’t any homes being built or people coming who needed them. Now people who were in Seattle are moving to Issaquah, and the people who were in Issaquah are moving to North Bend, and the people who were in North Bend are moving to Cle Elum.”

People like Shannon Weaver, who relocated from North Bend to Cle Elum in 2017 and purchased Mike’s Tavern, renovating the First Street landmark inside and out.

“It’s great for the city,” she says of the new paving, street furniture, and streetlights outside her business. “It’s been positive all around.”

What’s more, the nascent revitalization of First Street, with just one intersection complete, already has yielded unforeseen dividends.

“We’re seeing buildings that sat vacant or weren’t being used—all of a sudden they’re being sold or renovated,” says Temple. “We’re not sitting around and waiting for things to happen: things are happening now. It’s pretty incredible.”

The Cle Elum Downtown Association, inspired by the work in progress on First Street, has drafted a 93-page Downtown Master Plan. Developed in partnership with Washington State Department of Archaeology’s Main Street Program, it provides a blueprint for extending streetscape enhancements throughout Cle Elum’s business district, including a pair of pocket parks and a façade-improvement grant program—and significantly, wayfinding signs for tourists, who, instead of passing Cle Elum by for Roslyn and Leavenworth, are starting to stop and discover a mining and logging town reborn as a base camp for outdoor recreation.

“There are a lot of people coming from the west side of the mountains to recreate here. This is the first stop over the Cascades, there’s a huge lake, Lake Cle Elum, and creeks and rivers,” says Temple. “The real change has been a shift from an industry that no longer exists to recreational tourism.”

Which is fine by Mayor McGowan.

“When I moved here, this was a working town: there was work to do, fixing harnesses, welding stuff,” he recalls. “Really, all this community has to offer anymore is the outdoors. Cle Elum is the first sunny spot on this side of the Cascades. Once you blast out of Seattle, it takes 90 minutes to get here. People are bailing from Seattle and will start hanging out here.”

And like the shade trees soon to be planted along downtown Cle Elum’s pedestrian-friendly sculpted sidewalks, before long, he hopes, they’ll start putting down roots. **C**