



Transportation Improvement Board  
May 16-17, 2019 – Sequim Washington  
Location: Holiday Inn Express  
1441 E. Washington St.  
Sequim, WA 98382  
360-681-8756

May 16, 2019 – 2:00 pm  
WORK SESSION AGENDA

The city of Sequim has invited the board to attend a groundbreaking for their Fir Street project at 11:00 am.

			Page
2:00 pm	A. Welcome from City of Sequim		
	<b>GENERAL MATTERS</b>		
2:05 pm	B. Transportation Budget		
	1. State Transportation Budget Overview	Alyssa Ball	
	2. TIB Revenue/Budget	Vaughn Nelson	
	3. 2019 State Transportation Budget and TIB Discussion	Ashley Probart	19
	<b>PROGRAM &amp; PROJECT MATTERS</b>		
3:00 pm	C. Scope Change Request: City of Spokane – Sunset Boulevard	Chris Workman	22
3:15 pm	D. 2019 Proposed Call Size	Vaughn Nelson	23
3:25 pm	E. Small City Banding overview and discussion	Chris Workman	25
3:45 pm	F. Adjournment	Chair Johnson	



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May 17, 2019 – 9:00 am  
BOARD AGENDA

			Page
9:00 am	1.	CALL TO ORDER	Chair Johnson
9:05 am	2.	LOCAL PRESENTATIONS	Chair Johnson
9:45 am	3.	GENERAL MATTERS	
	A.	Approval of March 22, 2019 Minutes	Chair Johnson 4
	B.	Communications	Ashley Probart
	1.	The Spokesman Review - Flash flooding damages homes, cars, and businesses...	26
	2.	Sequim Gazette - Fir Street construction project kicks off May 13	29
	3.	Peninsula Daily News - Port Angeles to finish 10th Street work	30
	4.	Bainbridge Island Review - Olympic Drive improvement project beginning soon	32
	5.	Columbia Basin Herald - Roundabout construction set to begin Mon. in Quincy	34
	6.	Newsradio 560 KPQ - Tacoma Avenue Next Street to Get Makeover	35
	7.	MLT News - Mountlake Terrace breaks ground on Main Street project	36
	8.	Kent Reporter - Kent City Council awards final contract for South 228th St...	38
	9.	The Columbian - Camas closer to getting new roundabout	40
	10.	The Chronicle - County Seeks Bids as Borst Avenue Project Nears Construction	42
	11.	The Courier Herald - Black Diamond's Rock Creek Bridge to gets pedestrian...	44
	12.	Tri-City Herald - Benton-Franklin Council of Governments Challenges and...	46
	13.	The Times - Waitsburg receives \$300,000 Complete Street grant	48
	14.	The Spokesman Review - Arlington receives grant for sidewalk improvements	49
	15.	The Arlington Times - Arlington's first Complete Streets project to be a hit for...	51
	16.	Mass Transit Magazine - WA Castle Rock to improve walk and bike paths, ADA...	53
	17.	Whitman County Gazette - Palouse gets south side sidewalk grant	54
	18.	North County Outlook - New road improves transportation network	55
	19.	Bothell-Kenmore Reporter - Record-breaking federal government shutdown...	57
	20.	Kenmore Quarterly - NE 181st Street Sidewalk Improvements	59
	21.	Kenmore Quarterly - Update West Sammamish Bridge Project	60
	22.	The Spokesman-Review - City says Billig's warning won't stop Sprague project...	61
	23.	Columbia Basin Herald - Ephrata awards contract to Granite despite problems	63
	24.	The Star - Changes planned for streets in Electric City	65
	25.	The Star - Luckiest city by a dam site	67
	26.	The Star - Citizens, firefighters disapprove of upcoming intersection change	68
10:00 am	4.	NON-ACTION ITEMS	
	A.	Executive Director's Report	Ashley Probart
	B.	Financial Report	Vaughn Nelson
	C.	Project Activity Report (3/1/19 – 4/30/19)	Chris Langhoff 9
	D.	Delayed Projects Report	Chris Workman 17



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- 10:30 am 5. ACTION ITEMS
- |   |                |    |
|---|----------------|----|
| A. TIB Budget Action  | Ashley Probart | 19 |
| B. Scope Change Request: City of Spokane – Sunset Boulevard | Chris Workman  | 22 |
| C. 2019 Call Size   | Ashley Probart | 23 |
| D. 2020 Meeting Locations                                   | Ashley Probart | 24 |
- 10:50 am 6. ADJOURNMENT
- Chair Johnson

FUTURE MEETINGS  
September 26-27 (Wenatchee)  
November 21-22 (Tacoma)

**Transportation Improvement Board  
March 22, 2019  
Red Lion Hotel  
Richland, Washington**

**TIB BOARD MEMBERS PRESENT**

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

Ms. Colleen Kuhn  
Mr. Mark Kulaas, FAICP  
Mayor Ron Lucas  
Mr. Mick Matheson, P.E.  
Mr. David Ramsay  
Mr. Steve Roark, P.E.  
Councilmember Mike Todd  
Ms. Jennifer Walker

**TIB STAFF**

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

TIB Members; Ms. Elizabeth Chamberlain, John Klekotka, P.E., 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. WELCOME**

The board was welcomed to the City of Richland by Councilmember Phillip Lemley.

**3. LOCAL PRESENTATIONS**

- A. **On Thursday, Pete Rogalsky from the City of Richland** (population 55,320) gave a presentation about the Duportail Bridge/Corridor projects and the progress being made.
- B. **Marty Groom from the City of Prosser** (population 6,125) gave an update on their transportation needs. The city has received \$3.3M in TIB funding that has supported \$19.7M in total downtown investments. The city will be applying to TIB in the near future to continue downtown arterial enhancements.
- C. **Dan Ford from the City of Pasco** (population 73,590) gave a presentation on Oregon Avenue and the Lewis Street Bridge. Oregon Avenue is an \$8M arterial improvement, including \$4.8M of TIB funding. The arterial improvement will have sidewalk on both sides, provides curb and gutter, and upgrades to ADA standards.

The Lewis Street Bridge project replaces an obsolete rail undercrossing that cuts the downtown in half. Project estimates are \$32M project and it is planned for 2019/2020. This timeline is tied to \$15M in secured Connecting Washington funding. Overall, the city has secured \$23.6M and is *hoping to count on TIB for \$5M. Depending on project timing, the City may come to the board for an out of call project request this year.*

## GENERAL MATTERS

### D. Approval of January 25, 2019 Minutes

**MOTION:** It was moved by Councilmember Todd with a second by Commissioner Stevens to approve the minutes of the January 25th board meeting. Motion carried unanimously.

### E. Communications

Ashley Probart highlighted a few newspaper articles from the board packet. Specifically, he highlighted a letter from Quincy Jones regarding renaming Bremerton's downtown district to Quincy Square. TIB has awarded Complete Streets funding in and around Quincy Square.

## 4. NON-ACTION ITEMS

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

- The requested codification bill was not put up for a vote in either committee.
- A bill to remove the requirement for cities to report pavement condition to WSDOT is likely to pass.
- This is the year for “green” transportation. There are several competing bills being touted in the legislature to incentivize electric vehicles.
- As noted in the January Board meeting, the 2019-2021 transportation budget is anticipated to exceed \$10B for the first time in our state's history. This is in large measure because of Connecting Washington projects coming on line and the court injunction to address culverts. A Governor proposed REET to balance the transportation budget was such a good idea that the operating budget is now assuming it for general fund purposes. With the exception of a weight fee increase, balancing this budget will be a big challenge.
- Senator Hobbs has proposed a 10-year, new revenue proposal that is similar to the Connecting Washington package with the exception of including the culvert injunction and a stronger emphasis on preservation. Specific to TIB, we would receive an increase of \$90M in funding for our core programs and \$90M for Complete Streets. His proposal is considered a very good “first step,” and it is anticipated this is setting the stage for a 2021 vote.
- A few projects missed receiving permits because of the federal shutdown, but we still haven't seen a large impact from the shutdown.
- Meet and greets included new board members Jennifer Walker and Steve Roark.

### B. Financial Report – Vaughn Nelson

The following is based on information that is available on the TIB public dashboard. The fund balance is approximately \$2.5 million.

- TIB had had significant and higher than average expenditures in December, January, and February. Fortunately, this has been cooling off and we have paid down most of the projects on payment plans.
- Reducing our fund balance by almost \$60 million from 18 months ago is a positive thing because it demonstrates our customers are delivering their projects.
- TIB has \$300 million in outstanding grants which is typical for this time of year.
- At the Thursday meeting, Vaughn gave a preview of the upcoming proposed call size that will be voted on at the May meeting.

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

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

The following activity took place in January through February 2019.

- Typical trend of higher design approvals from the November project approvals.
- Also, most of the November Board awards are already under contract.

**5. ACTION ITEMS**

**A. Colville**

Mr. Workman asked the board to consider a scope change for the City of Colville’s SR 395 sidewalk project. The proposal is to remove some of the scope of the project where sidewalk was determined to not be needed as well as reduce the width of the sidewalk from six feet to five feet to match the existing sidewalk in that area. This also includes maintaining the original grant at \$227,199.

Mayor Lucas made a motion with a second by Ms. Dreier to reduce the western limit from Buena Vista Road to Canning Drive and reduce the sidewalk width from six feet to five feet. Motion carried unanimously.

**B. Republic**

Mr. Workman gave a presentation on the City of Republic’s Klondike Pedestrian Improvements project, requesting a Board increase of \$59,862. (The Director’s increase limit is \$50,000). Only one bid was received and this is typical for this area. The only other option is to withdraw the project and have the city re-apply. Because the city’s fiscal condition has declined considerably, this would be a hardship.

Mr. Matheson asked if they considered doing infill instead of a retaining wall to reduce cost. Mr. Workman replied that they did consider that and ended up narrowing the roadway width in order to minimize the size of the retaining walls.

Mr. Probart said that the city does not have any capacity to increase their monetary contribution to the project.

Commissioner Mayor Lucas made a motion with a second by Mr. Ramsey to approve an increase of \$59,683 for the town of Republic’s Klondike Pedestrian Improvements Project. Motion carried unanimously.

**C. Criteria Changes**

Mr. Workman presented proposed criteria changes from staff and requested a vote to approve the changes.

It was suggested to change “agency performance” criteria to “deliverability.”

The board requested of staff that any future changes be presented a meeting before a vote can be taken so they have sufficient time to give feedback.

Mayor Lucas made a motion with a second by Ms. Dreier to approve the program criteria for the following programs as presented in the board packet:

- Urban Arterial Program
- Arterial Preservation Program
- Sidewalk Program
- Small City Arterial Program
- Small City Preservation Program

With the following change: Agency Performance in the Arterial Preservation Program and Small City Preservation Program will be called “Deliverability.”

During discussion, Ms. Barbara Chamberlain said we should consider “appropriate lighting” in the sidewalk. Mr. Workman said we could look at pedestrian only lighting.

Ms. Barbara Chamberlain proposed an amendment with a second by Commissioner Stevens to keeping the lighting scoring in and calling it appropriate lighting.  
 Amendment approved unanimously

Mayor Lucas’s amended motion was approved unanimously.

**D. Complete Streets Awards**

Mr. Probart and Mr. Workman presented the proposed complete streets program awards. They described the process and showed a few examples of what will be built with the awards. A full list of the recipients and amounts was available in the board packet to board members. A total of \$16,990,000 was proposed for approval for the following awards.

Arlington	\$600,000
Battle Ground	\$350,000
Bellingham	\$500,000
Bothell	\$600,000
Bremerton	\$350,000
Burlington	\$200,000
Carnation	\$500,000
Castle Rock	\$200,000
Chelan	\$150,000
Cle Elum	\$400,000
College Place	\$500,000

Electric City	\$300,000
Ellensburg	\$550,000
Ephrata	\$300,000
Federal Way	\$100,000
Ferndale	\$300,000
Grandview	\$100,000
Kennewick	\$500,000
Kent	\$250,000
Kirkland	\$400,000
Lake Stevens	\$200,000
Lakewood	\$300,000

Pierce County	\$250,000
Pomeroy	\$200,000
Port Angeles	\$300,000
Renton	\$400,000
San Juan County	\$500,000
Seattle	\$500,000
Shoreline	\$500,000
Soap Lake	\$265,000
Sumner	\$300,000
Tieton	\$300,000
Union Gap	\$375,000

Colville	\$300,000
Deer Park	\$200,000
Des Moines	\$300,000
Duvall	\$200,000
East Wenatchee	\$400,000
Edmonds	\$250,000

Mabton	\$200,000
Mill Creek	\$300,000
Mount Vernon	\$350,000
Naches	\$250,000
Olympia	\$500,000
Palouse	\$200,000

Vancouver	\$700,000
Waitsburg	\$300,000
Wenatchee	\$700,000
Zillah	\$300,000

It was moved by Mr. Ramsey with a second by Commissioner Stevens to approve the 2019 Complete Streets Awards as presented.

Motion carried unanimously.

## 6. ADJOURNMENT

The meeting adjourned at 10:49 a.m.





# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 03/01/2019 to 04/30/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-E-168(004)-1	CHENEY	FY 2019 Overlay Project	Audit	CC FV AD	253,633	-66,431	Director
3-P-802(003)-1	DUVALL	FY 2019 Rehabilitation Project	Construction	CN	8,982	0	Director
3-E-161(003)-1	EAST WENATCHEE	FY 2019 Overlay Project	Audit	CC FV AD	533,324	-23,920	Director
3-P-124(006)-1	ENUMCLAW	FY 2019 Overlay Project	Bid Award	CN	181,050	0	Director
3-E-164(004)-1	EPHRATA	FY 2019 Overlay Project	Bid Award	BA	189,850	-41,333	Director
3-P-132(002)-1	MILTON	FY 2019 Overlay Project	Bid Award	BA	454,402	22,099	Director
3-P-822(007)-1	MONROE	FY 2020 Overlay Project	Bid Award	CN BA	186,308	-258,492	Director
3-P-112(005)-1	NORMANDY PARK	FY 2019 Overlay Project - 4th Avenue S	Construction	CN	31,620	0	Director
3-P-117(004)-1	PACIFIC	FY 2018 Overlay Project	Audit	CC FV AD	498,755	0	Director
3-P-117(006)-1	PACIFIC	FY 2019 Overlay Project	Bid Award	BA	433,329	0	Director
3-E-182(004)-1	SELAH	FY 2020 Overlay Project	Bid Award	CN BA	324,353	11,540	Director
3-P-142(005)-1	SNOHOMISH	FY 2019 Overlay Project	Audit	CC FV AD	543,561	13,780	Director
3-P-823(005)-1	STANWOOD	FY 2020 Overlay Project	Bid Award	CN BA	265,209	-6,103	Director
3-E-178(005)-1	TOPPENISH	FY 2019 Overlay Project	Bid Award	BA	493,664	64,391	Director
3-E-172(003)-1	WEST RICHLAND	FY 2020 Overlay Project	Bid Award	BA	250,534	0	Director
<b>Total APP Change</b>						<b>-284,469</b>	
<b>CSP Program</b>							
C-P-817(001)-1	ARLINGTON	Complete Streets Award	Bid Award	BA	600,000	0	Director
C-W-156(002)-1	BELLINGHAM	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-P-114(002)-1	BOTHELL	Complete Streets Award	Bid Award	BA	600,000	0	Director
C-W-159(001)-1	BURLINGTON	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-P-801(001)-1	CARNATION	Complete Streets Award	Bid Award	BA	500,000	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-W-952(001)-1	CASTLE ROCK	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-E-930(002)-1	CLE ELUM	Complete Streets Award	Bid Award	BA	400,000	0	Director
C-E-902(001)-1	COLVILLE	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-894(001)-1	DEER PARK	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-P-802(001)-1	DUVALL	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-P-139(002)-1	EDMONDS	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-857(001)-1	ELECTRIC CITY	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-175(002)-1	ELLENSBURG	Complete Streets Award	Bid Award	BA	550,000	0	Director
C-P-113(001)-1	FEDERAL WAY	Complete Streets Award	Bid Award	BA	100,000	0	Director
C-W-985(001)-1	FERNDALE	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-183(001)-1	GRANDVIEW	Complete Streets Award	Bid Award	BA	100,000	0	Director
C-P-106(002)-1	KENT	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-P-146(001)-1	LAKE STEVENS	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-P-199(001)-1	LAKEWOOD	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-P-148(001)-1	MILL CREEK	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-944(002)-1	NACHES	Complete Streets Award	Bid Award	BA	250,000	0	Director
C-E-916(001)-1	PALOUSE	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-P-027(002)-1	PIERCE COUNTY	Complete Street Award	Bid Award	BA	250,000	0	Director
C-E-929(001)-1	POMEROY	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-E-865(002)-1	SOAP LAKE	Complete Streets Award	Bid Award	BA	265,000	0	Director
C-P-131(002)-1	SUMNER	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-945(002)-1	TIETON	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-181(001)-1	UNION GAP	Complete Streets Award	Bid Award	BA	375,000	0	Director
C-W-184(001)-1	VANCOUVER	Complete Streets Award	Bid Award	BA	700,000	0	Director
C-E-938(001)-1	WAITSBURG	Complete Streets Award	Bid Award	BA	300,000	0	Director



# Washington State Transportation Improvement Board

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Reporting Period  
From 03/01/2019 to 04/30/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-E-160(002)-1	WENATCHEE	Complete Streets Award	Bid Award	BA	700,000	0	Director
<b>Total CSP Change</b>						<b>0</b>	

### LED Program

S-E-851(001)-1	BRIDGEPORT	LED Streetlight Conversion	Audit	CC FV AD	32,468	-32	Director
S-E-177(001)-1	COLLEGE PLACE	LED Streetlight Conversion	Audit	CC FV AD	63,837	1,665	Director
S-E-924(001)-1	DAYTON	LED Streetlight Conversion	Audit	CC FV AD	53,648	799	Director
S-E-183(002)-1	GRANDVIEW	LED Streetlight Conversion	Audit	FV AD	219,222	0	Director
S-P-200(002)-1	NEWCASTLE	LED Streetlight Conversion	Bid Award	DE CN BA	76,500	0	Director
S-P-804(001)-1	NORTH BEND	LED Streetlight Conversion	Bid Award	DE CN BA	70,000	0	Director
S-W-973(001)-1	NORTH BONNEVILLE	LED Streetlight Conversion	Audit	CC	133,103	0	Director
S-W-157(001)-1	OAK HARBOR	LED Streetlight Conversion	Bid Award	DE CN BA	220,000	0	Director
S-E-937(002)-1	PRESCOTT	LED Streetlight Conversion	Contract Completion	CC	2,270	170	Director
S-E-853(001)-1	ROCK ISLAND	LED Streetlight Conversion	Audit	FV AD	8,917	0	Director
S-W-186(001)-1	WASHOUGAL	LED Streetlight Conversion	Audit	CC FV AD	238,689	0	Director
<b>Total LED Change</b>						<b>2,602</b>	

### SCAP Program

6-E-907(002)-1	ALBION	F and 2nd Streets	Construction	CN	30,000	0	Director
6-P-115(002)-1	CLYDE HILL	84th Avenue NE	Audit	CC FV AD	966,016	-33,284	Director
6-E-902(008)-1	COLVILLE	Hawthorne Avenue	Audit	CC FV AD	1,018,767	0	Director
6-W-832(006)-1	CONCRETE	Cedar Street	Bid Award	CN BA	722,342	-42,613	Director
6-E-926(006)-1	CONNELL	East Birch Street	Construction	CN	81,000	0	Director
6-E-926(007)-1	CONNELL	E Davis Street	Construction	CN	12,600	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-894(114)-1	DEER PARK	W Crawford Avenue	Audit	CC	75,689	-3,286	Director
6-W-955(011)-1	ELMA	7th Street	Construction	CN	55,941	0	Director
6-E-909(003)-1	ENDICOTT	C, 3rd, Machin, Margin, 4th, Dean, and H Streets	Design	DE	45,013	0	Director
6-P-820(008)-1	GRANITE FALLS	Burn Road	Audit	CC FV AD	661,160	-43,735	Director
6-E-903(003)-1	KETTLE FALLS	E 10th Avenue	Bid Award	BA	373,043	17,051	Director
6-E-850(011)-1	LEAVENWORTH	Pine Street	Construction	CN	0	0	Director
6-E-882(008)-1	OROVILLE	16th Avenue	Construction	CN	103,675	0	Director
6-E-845(006)-1	RITZVILLE	1st Avenue	Bid Award	BA	571,010	10,022	Director
6-W-972(008)-1	SOUTH BEND	1st and Kendrick Streets	Construction	CN	59,100	0	Director
6-P-824(014)-1	SULTAN	3rd Street	Bid Award	BA	985,763	0	Director
6-E-919(007)-1	TEKOA	Crosby Street and Park Street	Construction	CN	73,817	0	Director
6-E-886(008)-1	TWISP	Canyon Street	Construction	CN	47,408	0	Director
6-E-866(003)-1	WARDEN	8th Street	Construction	CN	32,670	0	Director
6-E-854(004)-1	WATERVILLE	Walnut Street	Bid Award	BA	660,781	84,362	Director
6-E-875(006)-1	WILBUR	Broadway Street, Railroad Avenue	Construction	CN	76,884	0	Director
6-E-947(014)-1	ZILLAH	West Third Avenue/G Street	Audit	CC	523,995	-1,188	Director
<b>Total SCAP Change</b>						<b>-12,671</b>	

### SCPP Program

2-P-119(003)-1	ALGONA	FY 2020 Rehabilitation Project	Bid Award	CN	325,318	0	Director
2-E-851(005)-1	BRIDGEPORT	FY 2020 Overlay Project	Bid Award	CN BA	147,910	9,480	Director
2-E-869(002)-1	CRESTON	FY 2017 Seal Coat Project	Audit	CC FV AD	78,449	-21,551	Director
2-E-924(006)-1	DAYTON	FY 2019 Rehabilitation Project	Audit	CC	132,225	-275	Director
2-E-849(001)-1	ENTIAT	FY 2020 Seal Coat Project	Construction	DE CN	0	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-831(004)-1	FRIDAY HARBOR	FY 2019 Rehabilitation Project	Construction	CN	26,941	0	Director
2-W-831(005)-1	FRIDAY HARBOR	FY 2020 Rehabilitation Project	Construction	CN	22,500	0	Director
2-E-859(003)-1	GRAND COULEE	FY 2019 Seal Coat Project	Audit	CC	185,555	2,392	Director
2-P-820(004)-1	GRANITE FALLS	FY 2020 Overlay Project	Bid Award	CN BA	106,736	12,236	Director
2-W-969(003)-1	ILWACO	FY 2019 Rehabilitation Project	Bid Award	CN BA	579,154	0	Director
2-E-843(001)-1	LIND	FY 2019 Rehabilitation Project	Bid Award	BA	47,964	11,680	Director
2-P-109(002)-1	MEDINA	FY 2019 Overlay Project	Construction	CN	19,800	0	Director
2-W-957(002)-1	MONTESANO	FY 2020 Seal Coat Project	Construction	CN	0	0	Director
2-W-957(003)-1	MONTESANO	FY 2020 Overlay Project	Construction	CN	0	0	Director
2-E-944(003)-1	NACHES	FY 2020 Overlay Project	Bid Award	CN	148,014	0	Director
2-W-963(003)-1	NAPAVINE	FY 2019 Rehabilitation Project	Bid Award	CN	342,099	-1,154	Director
2-E-883(005)-1	PATEROS	FY 2019 Rehabilitation Project	Bid Award	BA	384,452	-51,782	Director
2-E-883(006)-1	PATEROS	FY 2020 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-937(001)-1	PRESCOTT	FY 2020 Seal Coat Project	Bid Award	DE CN BA	61,019	0	Director
2-E-873(004)-1	REARDAN	FY 2019 Rehabilitation Project	Audit	FV AD	307,237	0	Director
2-E-919(003)-1	TEKOA	Tekoa-Farmington Road Overlay	Audit	CC FV AD	21,821	-3,179	Director
2-E-866(004)-1	WARDEN	FY 2019 Rehabilitation Project	Construction	CN	25,213	0	Director
<b>Total SCPP Change</b>						<b>-42,153</b>	

### SP Program

P-P-105(P03)-1	AUBURN	Auburn Way	Bid Award	BA	263,250	0	Director
P-E-004(P02)-1	CHELAN COUNTY	South Wenatchee Pedestrian - Phase II	Audit	CC FV AD	387,300	-44,708	Director
P-E-930(P05)-1	CLE ELUM	Pine Street	Construction	CN	34,258	0	Director
P-E-902(P01)-1	COLVILLE	SR 395	Bid Award	BA	227,199	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 03/01/2019 to 04/30/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-926(P01)-1	CONNELL	S Columbia Avenue	Construction	CN	15,719	0	Director
P-P-820(P03)-1	GRANITE FALLS	Alder Avenue	Construction	CN	23,166	0	Director
P-P-820(P04)-1	GRANITE FALLS	Stanley Street and Cascade Avenue	Construction	CN	25,988	0	Director
P-P-206(P04)-1	KENMORE	NE 181st Street	Bid Award	BA	402,562	-132,570	Director
P-W-834(P02)-1	LA CONNER	State Street	Audit	CC FV AD	111,310	-2,420	Director
P-E-943(P02)-1	MOXEE	Iler Street	Bid Award	CN BA	178,575	-72,155	Director
P-E-892(P02)-1	NEWPORT	Pine Street and Idaho Hwy 41	Design	DE	25,877	0	Director
P-W-195(P04)-1	OLYMPIA	4th Avenue and State Avenue	Design	DE	0	0	Director
P-E-855(P01)-1	REPUBLIC	Knob Hill and Klondike	Bid Award	BA	432,683	59,683	Director
P-W-972(P03)-1	SOUTH BEND	Willapa Avenue	Construction	CN	26,103	0	Director
P-E-165(P08)-1	SPOKANE	37th Avenue	Design	DE	41,079	0	Director
P-E-032(P08)-1	SPOKANE COUNTY	Palouse Highway	Audit	CC	317,218	-6,512	Director
P-E-208(P05)-1	SPOKANE VALLEY	Mission Avenue	Bid Award	BA	335,624	-53,176	Director
P-P-133(P02)-1	STEILACOOM	Steilacoom Boulevard	Bid Award	BA	472,395	0	Director
P-E-179(P02)-1	SUNNYSIDE	Edison Avenue	Audit	CC FV AD	154,440	0	Director
P-P-128(P06)-1	TACOMA	South 19th Street	Bid Award	BA	328,790	-17,210	Director
P-E-178(P03)-1	TOPPENISH	Mural Route Sidewalk Improvements	Bid Award	BA	147,033	12,990	Director
P-W-184(P08)-1	VANCOUVER	Fourth Plain Boulevard	Audit	CC FV AD	228,538	15,000	Director
P-W-186(P03)-1	WASHOUGAL	SE Evergreen Way	Audit	CC	180,678	0	Director
<b>Total SP Change</b>						<b>-241,078</b>	

### UAP Program

8-3-893(005)-1	AIRWAY HEIGHTS	Garfield, Russell, and Sprague	Audit	CC FV AD	1,551,841	-21,487	Director
8-1-103(029)-1	BELLEVUE	124th Avenue NE	Construction	CN	0	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 03/01/2019 to 04/30/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-125(003)-1	BURIEN	S 144th Way	Bid Award	BA	2,943,270	-476,255	Director
8-4-177(009)-1	COLLEGE PLACE	NE C Street	Construction	CN	0	0	Director
8-1-138(035)-1	EVERETT	Rucker Avenue	Bid Award	CN BA	4,103,982	0	Director
8-1-113(011)-1	FEDERAL WAY	Pacific Highway S (SR 99)	Audit	CC	6,000,000	227,007	Director
8-1-127(007)-1	GIG HARBOR	Harbor Hill Drive	Contract Completion	CC	7,316,058	-36,572	Director
8-5-188(017)-1	KELSO	Catlin Street	Design	DE	1,500,000	0	Director
8-1-106(032)-1	KENT	S 228th Street Railroad Grade Separation	Bid Award	BA	3,500,000	0	Director
8-5-021(001)-1	LEWIS COUNTY	Borst Avenue	Construction	CN	447,300	0	Director
8-3-988(004)-1	LIBERTY LAKE	E Appleway Avenue	Construction	CN	0	0	Director
8-1-143(010)-1	MARYSVILLE	State Avenue	Withdrawn	WD	0	0	Director
8-3-162(013)-1	MOSES LAKE	Lakeshore Drive	Construction	CN	119,647	0	Director
8-1-145(004)-1	MUKILTEO	Harbour Point Boulevard	Bid Award	BA	1,039,790	50,000	Director
8-1-145(005)-1	MUKILTEO	Harbour Reach Drive	Construction	CN	0	0	Director
8-2-158(008)-1	POULSBO	Noll Road and Johnson Parkway	Design	DE	0	0	Director
8-3-863(005)-1	QUINCY	F Street SW (SR 28)	Bid Award	BA	1,177,905	0	Director
8-1-107(022)-1	REDMOND	NE 51st Street	Design	DE	0	0	Director
8-5-950(001)-1	RIDGEFIELD	Pioneer Street (SR 501)	Audit	CC FV AD	2,254,000	0	Director
8-1-121(008)-1	SEATAC	Military Road S and S 152nd Street	Bid Award	CN	2,367,600	0	Director
8-1-101(158)-1	SEATTLE	Fairview Avenue E	Bid Award	BA	5,530,000	0	Director
8-1-031(012)-1	SNOHOMISH COUNTY	Seattle Hill Road	Audit	CC	3,794,328	0	Director
8-3-165(087)-1	SPOKANE	Monroe Street-Lincoln Street Couplet	Audit	CC FV AD	383,937	0	Director
8-3-165(087)-2	SPOKANE	Monroe Street-Lincoln Street Couplet	Audit	CC FV AD	1,166,300	0	Director
8-3-165(088)-1	SPOKANE	37th Avenue	Audit	CC FV AD	2,532,050	-62,668	Director
8-3-165(090)-1	SPOKANE	Five Mile Road	Bid Award	BA	2,072,534	-468,495	Director
8-3-032(070)-1	SPOKANE COUNTY	Aero Road	Bid Award	BA	652,400	25,000	Director



Washington State Transportation Improvement Board  
**Project Activity Report**

Reporting Period  
 From 03/01/2019 to 04/30/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-208(010)-1	SPOKANE VALLEY	University Road	Bid Award	BA	1,473,713	-401,287	Director
8-1-131(007)-1	SUMNER	Traffic Avenue	Construction	CN	0	0	Director
8-4-176(025)-1	WALLA WALLA	Isaacs Avenue	Bid Award	CN BA	2,022,750	0	Director
<b>Total UAP Change</b>						<b>-1,164,757</b>	
<b>Total Change</b>						<b>-1,742,526</b>	

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





## Delayed Projects Report

May 17, 2019

### BACKGROUND

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

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

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

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

TIB currently has 438 active projects; over 97% of these projects are within targets established by the Board.

Of the 9 delayed projects this year:

- 7 projects are being reported to the Board for the first time and will receive a letter from the Executive Director.
- 1 project (Thurston County) was reported to the Board in May 2018 and has plans to advertise this fall. If they do not advertise this late summer/fall, an update will be provided at the September Board meeting moving this project to Stage 2 delay
- 1 project (Richland) moved to contingency status in 2012 and remains in court over the railroad crossing. The Board has been regularly updated on the status of this project.

### STATUS

The following summarizes the status of the Thurston County project (which is scheduled for Stage 2), and Richland which is on the contingency list:

**Thurston County** – Mullen Road – The County plans to advertise late summer/fall 2019. They are waiting for federal funds to be available so they can be obligated.

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


Staff will continue to work with these agencies to establish expected performance dates and report to the Board in September. If necessary, scheduled appearances before the Board at subsequent meetings may occur.

**RECOMMENDATION**

No Board action is required.

**Delayed Projects**

Agency	Project Number	Funding Series	Project Name	Projected Delay Stage	Total TIB Remaining TIB Total Project Cost
Auburn	P-P-105(P02)-1	2018	Auburn Way S (SR 164) – 17 <sup>th</sup> Street SE to Muckleshoot Plaza	<b>1</b>	400,000 369,037 830,000
Bainbridge Island	8-2-830(007)-1	2016	Wyatt Way – Madison to Lovell	<b>1</b>	2,516,000 2,208,538 3,700,000
Castle Rock	6-W-952(005)-1	2018	Dougherty Drive – Ramsey St to Mount St Helens Way NE	<b>1</b>	734,919 667,651 865,900
Castle Rock	2-W-952(005)-1	2018	FY 2018 Rehabilitation Project – Multiple Locations	<b>1</b>	183,200 165,435 192,875
Okanogan	P-E-881(P04)-1	2018	Second Ave S (SR 215) – 3 <sup>rd</sup> Ave NE to Highland Drive	<b>1</b>	369,000 330,715 410,000
Snoqualmie	P-P-806(P02)-1	2018	Meadowbrook Way SE – SR 202 to 8850 Meadowbrook Way SE	<b>1</b>	169,000 169,000 281,603
Vancouver	P-W-184(P07)-1	2018	NE 112th Avenue – NE Chkalov St to NE 9 <sup>th</sup> St	<b>1</b>	119,772 105,952 149,715
Thurston County	8-5-034(016)-1	2015	Mullen Road SE – Lacey C/L to Carpenter Road	<b>2</b>	4,590,000 4,242,359 7,650,000
Richland	9-E-171(003)-3	2007	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr	<b>Contingency</b>	644,320 644,320 2,265,600

 Indicates contingency project



## Washington State Transportation Budget and Veto Request

May 16, 2019

The purpose of this agenda item is to provide information on and discuss:

- the recently passed transportation budget (ESHB 1160);
- Transportation Improvement Board (TIB) revenue and funding; and
- TIB's veto request.

### ESHB 1160: Transportation Budget as passed the legislature.

Alyssa Ball from the Governor's staff will provide an update of the approximate \$10 billion dollar budget. The overview will include the revenues that support it, examples of new legislative or Governor Inslee initiatives, and highlight any major changes.

### Transportation Improvement Board revenue and funding:

The Transportation Improvement Board receives its funding from three primary accounts:

- Transportation Improvement Account;
- Small City Sidewalk and Pavement Account; and
- Complete Streets Account.

Staff will brief the Board on how these accounts fund our urban and small city programs.

### Transportation Improvement Board veto request:

After the legislature passed the budget on Sunday, April 28<sup>th</sup>, all veto requests were due May 1<sup>st</sup>. (Governor Inslee has until May 21<sup>st</sup>, 2019 to sign all bills.)

The legislature has taken the unprecedented step of allocating TIB funding at the sub-program level. Initial analysis indicated there would be multiple negative consequences to TIB's ability to deliver its programs. (See attached veto request letter.)

The legislative budget proviso did include an administrative "safety." TIB staff analysis of the administrative "safety," will require several steps:

- Notification to Office of Financial Management (OFM) requesting a deviation from original (program funding) allotments;
- OFM guidance from OFM on program allotment changes;
- Notification to House and Senate transportation committees on the allotment change, including the rationale for the change;
- TIB request to the Department of Enterprise Services to make allotment changes; and
- Department of Enterprise Services notification to OFM that the changes have been made.

According to state law (RCW 43.88.110), these requests can be made quarterly.

These collective concerns have resulted in a veto request of ESHB 1160, Section 304(2).

### **Discussion and Action:**

If ESHB 1160, Section 304(2) is not vetoed, TIB will need guidance from OFM on allotment changes. A Board action is requested to approve allotment changes.



# Washington State Transportation Improvement Board

## TIB Members

Chair  
Mayor Glenn Johnson  
City of Pullman

Vice Chair  
Commissioner Richard Stevens  
Grant County

Amy Asher  
RiverCities Transit

Alyssa Ball  
Office of Financial Management

Aaron Butters, P.E.  
HW Lochner Inc.

Barbara Chamberlain  
WSDOT

Elizabeth Chamberlain  
City of Walla Walla

Mike Dahlem P.E.  
City of Sumner

Sue Dreier  
Pierce Transit

John Klekotka, P.E.  
Port of Everett

Commissioner Robert Koch  
Franklin County

John Koster  
County Road Administration Board

Colleen Kuhn  
Human Services Council

Mark Kulaas  
Douglas County

Mayor Ron Lucas  
Town of Steilacoom

Mick Matheson, P.E.  
City of Mukilteo

David Ramsay  
Feet First

Steve Roark, P.E.  
WSDOT

Councilmember Mike Todd  
City of Mill Creek

Jennifer Walker  
Thurston County

Ashley Probart  
Executive Director

P.O. Box 40901  
Olympia, WA 98504-0901  
Phone: 360-586-1140  
Fax: 360-586-1165  
www.tib.wa.gov

April 30, 2019

Governor Jay Inslee  
Office of the Governor  
PO Box 40002  
Olympia, WA 98504-0002

Dear Governor Inslee,

On behalf of the Transportation Improvement Board (TIB), we are requesting a veto of Section 304(2) in Engrossed Substitute House Bill 1160.

The request for vetoing Section 304(2) is because it includes a proviso that sub-allocates TIB's funding by Board created, *not statutorily required* programs. Under current law, TIB determines and adjusts funding in each program based on customer demand, prior Board awards, and the revenue forecast.

TIB relies on its Transportation Improvement Account (TIA) for 98 percent of its core grant funding. The TIA also supplements the statutory intent of our Small City Pavement and Sidewalk Account, which is two percent of our traditional grant funding.

The program level proviso has the following **negative consequences** for our 281 cities and urban counties:

1. Reduces \$8M/biennium in traditional funding for the Small City Preservation Program (161 Cities under 5,000).
  - ESHB 1160 provides \$3.8M for the Small City Preservation Program.
  - However, TIB traditionally provides an additional \$8M/biennium for this program from the Transportation Improvement Account.
2. Did not recognize \$10.6M in outstanding 2019-21 commitments for the Small City Preservation Program.
  - OFM will be required to make allotment adjustments for this program to be solvent.
  - This grant program for 161 eligible cities may need to be cancelled for 2019/2020 and would set back much needed street preservation funding.
3. Limits Board effectiveness in selecting highest need projects. The Board makes program level adjustments once grant applications are received and evaluated as part of the award process.
  - At best, ESHB 1160 adds administrative steps in the process without adding customer value.
  - At worst, the defined funding levels will result in denying higher need projects in some programs and selecting lower need projects in other programs.

4. Prohibits TIB's ability to respond to emergent needs. Two years ago, TIB provided \$2.7M in emergency pavement repair funding to 82 cities that were hit hard with heavy winter pavement damage. This ability to be nimble:

- Matched and leveraged FEMA funding; and
- Reduced or avoided costly street reconstruction costs.

5. Administrative inefficiency.

- At a minimum, ESHB 1160 will require OFM staff to make frequent allotment adjustments in five different programs.
- This may delay project payments to our customers.

The Transportation Improvement Board is proud of its reputation as a national leader for its transparency to the public and how effectively and efficiently it delivers grant funding for 281 cities and the urban portions of counties.

Thank you for consideration of this veto request. If you or your staff has any additional questions, please do not hesitate to contact us or Executive Director Ashley Probart at (360) 790-5472.

Sincerely,



Mayor Glenn A. Johnson, Chair  
Transportation Improvement Board  
(509) 432-6894



Commissioner Richard Stevens, Vice-chair  
Transportation Improvement Board  
(509) 760-7564



## Scope Change Request

### City of Spokane – Sunset Boulevard

May 17, 2019

#### **BACKGROUND**

The city received Urban Sidewalk Program (USP) funding for construction of a multi-use path along the north side of Sunset Blvd between Royal Street and Lindeke Street in November 2016. The TIB-funded multi-use path is a small part of a much larger preservation and multi-modal improvement project that includes eight funding sources.

#### **STATUS**

The city awarded the project contract to DW Excavating, Inc. in June 2018. The total project cost for the multi-use path has increased about \$150,000 since anticipated at application. At bid opening, TIB approved a \$50,000 increase, the maximum allowed by the executive director.

The following work was completed in 2018:

- Eastbound, Royal to the Sunset Bridge, Paving work completed
- Eastbound striping of bike path
- Westbound, Sunset Bridge to F Street, Paving work completed
- Multi-use path, Assembly to Lindeke (north side), graded and curb/curb walls poured

In 2019, the contractor plans completion of the multi-use path between Assembly Street and Lindeke Street as well as the westbound pavement preservation and restriping between Royal Street and F Street.

Construction of the multi-use path between Royal Street and Assembly Street has challenges caused by topography and drainage:

- Conflicts between existing drainage structures and the path alignment impact path construction; and
- The driveway near Royal Street is steep with a narrow existing shoulder area

The city requests a scope change to amend the project limits of the multi-use path to begin at Assembly Street and terminate at Lindeke. This request shortens the multi-use path by approximately 1,400 feet (~26%) of the planned 5,300 feet.

The city received federal funding for design of a multi-use path on the remainder of SR2/Sunset Boulevard between the west city limit (Deer Heights Road) and Royal Street. Design is scheduled to begin in Fall 2019.

The city plans to request amendment of the project limits to include the section on Sunset Boulevard between Royal and Assembly Street. The city anticipates applying for construction funding for the multi-use path between Deer Heights Road to Assembly Street from several federal and state funding programs.

#### **RECOMMENDATION**

Staff recommends approval of the scope change with no reduction in the currently approved \$450,000 in TIB funding.



## 2019 Preliminary Program Call Size

March 17, 2019

### BACKGROUND

The annual call for projects is announced to customers following the May board 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>	
• Urban Arterial Program (UAP)	\$70 M
• Arterial Preservation Program (APP)	\$8 M
• Urban Sidewalk Program (SP)	\$5 M
<i>Small City Programs</i>	
• Small City Arterial Program (SCAP)	\$12 M
• Small City Preservation Program (SCPP)	\$4 M
• Small City Sidewalk Program (SP)	\$3 M
<b>TOTAL</b>	<b>\$103 Million</b>

### Proposed Schedule

Date	Milestone
May 17-18, 2019	Preliminary program call size presented to board for approval
June 3, 2019	Applications posted and are available to agencies
June 3-14, 2019	In-person funding workshops throughout the state and webinars offered
August 16, 2019	Grant applications due
November 21, 2019	Staff recommendation present to the board
November 22, 2019	Recommended adoption of new projects

### RECOMMENDATION

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



## 2020 TIB Meeting Schedule

DATE	CITY
January 30-31 <sup>*1</sup>	Olympia
March 26-27	Vancouver
May 28-29 <sup>*2</sup>	Yakima
September 24-25	Spokane
November 19-20 <sup>*3</sup>	Bellevue or Issaquah

\*1 Meeting date moved to FIFTH Thursday & Friday of month

\*2 Meeting date moved to FIFTH Thursday & Friday of month due to Memorial Day

\*3 Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving





## Small City Banding Preliminary Review

May 16, 2019

### BACKGROUND

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

In March 2013, the Board approved a new method of scoring the Urban Arterial Program (UAP) project applications. Projects are now separated projects into four “bands”.

- Safety;
- Growth & Development;
- Physical Condition; and
- Mobility.

Banding has allowed projects to be awarded on the merits of one band. (For example, a project may have severe physical condition, but not a mobility problem.)

All projects are evaluated on Sustainability and Constructability criteria.

TIB staff has been pleased with the UAP banding structure and feel a similar structure would benefit the Small City Arterial Program (SCAP).

### STATUS

TIB staff has started preliminary banding criteria and will share with the Board for early comments. Some initial banding options being considered are:

- Safety;
- Physical Condition; and
- Economic Vitality.

Multi-modal band would be a likely band to add in the future if the Sidewalk program is absorbed into banding within the SCAP program. As with the UAP banding, the SCAP banding would also include criteria for Sustainability and Constructability.

### RECOMMENDATION

Information only, with no action required. Future updates and action on proposed changes and other adjustments will be taken at a future meeting.

# THE SPOKESMAN-REVIEW

## Flash flooding damages homes, cars and businesses in Pullman, Moscow

by Jonathan Glover and Chad Sokol

April 11, 2019



Parley Pearce, of Walla Walla, stands in the doorway of a building he owns at 745 N. Grand Ave. in Pullman on Wednesday, April 10, 2019, showing how one of his tenant's businesses – a nail salon – was torn up during a flash flood the previous night. Firefighters smashed a window to rescue employees who were inside laying sandbags. "These are really hard-working people," Pearce said. "I hate to see this happen to them."

(Tyler Tjomsland / The Spokesman-Review)

PULLMAN – Heavy rain caused flash flooding Tuesday night in Pullman and Moscow, sweeping up cars, damaging buildings and trapping about two dozen people inside businesses.

The Pullman-Moscow Regional Airport received 1.21 inches of rain Tuesday – a record for April 9, according to the National Weather Service. Jeff Cote, a weather service meteorologist, said the rain unexpectedly pushed the South Fork of the Palouse River into flood stage around 7 p.m.



**Matt Haugen WSUNews**  
@MattWSUNews



.@PullmanFire rescuing man from building #wawx #pullman

♥ 265 7:27 PM - Apr 9, 2019

134 people are talking about this



Clayton Forsmann, Pullman's deputy public works director, said water overtopped Missouri Flat Creek, a 15-mile tributary of the river, and spilled onto Grand Avenue near Stadium Way, resulting in a heavy downhill flow.

Pullman Fire Capt. Eric Reiber said it was the worst flooding he had seen in the city during his 31 years as a resident.

"This is the third or fourth time I've seen water in that region," Reiber said. "This was a more significant event than we've had in the past."

Flood warnings were still in effect Wednesday morning in Pullman and near Potlatch, Idaho. In Pullman, however, the water had receded by Wednesday morning, and traffic was flowing again on Grand Avenue.

A few parking lots were covered in brown muck, and heaps of wheat stubble and other debris – carried into town by the creek – were tangled in the wheels and bumpers of dozens of waterlogged cars.

The floodwater took the biggest toll on the building at 745 N. Grand Ave., which houses Carnahan Chiropractic, a Snap Fitness gym, a rolled ice cream shop called Rollys, the Kool Nails salon and a recently opened branch of Ideal Option, a health provider that offers medication-assisted treatment for drug addiction.

Murky water rushed into the building, which sits below the roadway, and reached a high mark of nearly 3 feet, submerging tens of thousands of dollars’ worth of equipment at the gym and the chiropractor’s office. Patient files and other items were left in mangled heaps.

Firefighters smashed the window of the nail salon to rescue employees who became trapped inside while laying sandbags. Water carried a small car into the side of the building, wedging it against a retaining wall. Patients at the counseling office were forced to reschedule appointments. The owners of the ice cream shop, which opened in October, scrambled to move tables, chairs and arcade games as water began seeping under the door.

“Unfortunately, this happened right before Mom’s Weekend, and that was supposed to be a busy one,” said Crystal Gayle, who owns Rollys with her husband, Adrian.

Parley Pearce, the building’s owner, said he received the first of many phone calls about potential flooding around 6 p.m. “Within an hour they were just being inundated,” he said.

Pearce, who lives in Walla Walla, estimated the cost of repairs to the building would exceed \$1 million. He said he has flood insurance for the building, though at least one of his tenants does not have coverage for interior furnishings.

A city building inspector deemed the building unsafe and posted “do not enter” signs Wednesday morning. Several tenants were awaiting answers from claims adjusters.

“There’s nothing to do now but get the place fixed up,” Pearce said.

Reiber, the fire captain, said about 14 firefighters worked throughout the night, beginning in the evening when about 20 people needed rescuing from businesses along Grand Avenue.

In addition to the nail salon, firefighters picked up people at a laundromat and a gas station across the street, and at an insurance office a few blocks to the south, where Allen Kapofu, a State Farm agent, found himself surrounded by water after a long day of work.



**Heavy rain caused flooding in Pullman on Tuesday evening. (Matt Haugen / Matt Haugen, WSU News)**



**A flash flood carried a small car into the side of the building that houses Snap Fitness, 745 N. Grand Ave. in Pullman, seen Wednesday, April 10, 2019, the morning after Missouri Flat Creek flooded and damaged several businesses. (Chad Sokol / The Spokesman-Review)**

The firefighters drove a front-end loader through the rising water. Those being rescued, including Kapofu, were helped into the vehicle's bucket and taken to safe locations.

"It was a lot safer," Reiber said. "The loaders had enough weight that they weren't going to get washed away."

Pullman Mayor Glenn Johnson drove around the area to assess damage Wednesday morning. He said he and his staff were looking forward to a call from Gov. Jay Inslee's office to discuss a potential emergency declaration, which could free up state funding for cleanup and repair efforts.

"Things are getting back to normal," Johnson said. "But we have some stuff to clean up."

In Moscow, the weather service reported that Paradise Creek entered minor flood stage at about 4 p.m. Tuesday.

Tyler Palmer, the city's acting public works director, said the area had experienced consistent showers for several days, leading to saturation in the ground. Then Tuesday, as heavy rain fell, drainage canals on Paradise Creek and the South Fork of the Palouse River began to fill and overflow.

"It spiked up very quickly," Palmer said. "It appears to be the highest event that we have on record."

Palmer said several dozen homes and businesses flooded throughout town, though Main Street and the downtown corridor were mostly spared. The floodwater receded Wednesday morning.

Palmer said the city and Latah County had declared a state of emergency.

"Today we're in cleanup mode, and a lot of people are trying to get water out of basements," he said. "We're just a little wet."

Additional pictures and videos available on the Spokesman Review:

<http://www.spokesman.com/stories/2019/apr/10/flood-damages-pullman-businesses-sparks-rescues/>



**Parley Pearce, of Walla Walla, is reflected in the window of a building he owns at 745 N. Grand Ave. in Pullman on Wednesday, April 10, 2019. He gestures at one of his tenant's businesses, a nail salon that was damaged by flooding the previous night. "These are really hard-working people," Pearce said. "I hate to see this happen to them." (Tyler Tjomsland / The Spokesman-Review)**

## Fir Street construction project kicks off May 13

by Matthew Nash  
May 8, 2019

Construction on the long-anticipated West Fir Street Rehabilitation Project begins Monday, May 13 — an effort to rebuild and repair the road and utilities from Sequim Avenue to Fifth Avenue.

City staff announced the first part of the approximate \$6.5 million project involves bringing utilities underground by closing North Sequim Avenue temporarily from 5 p.m.-midnight on Monday, May 13, and Tuesday, May 14.

Interwest Construction will offer a detour route during these times.

On Wednesday and Thursday, May 15-16, the intersection of North Fifth Avenue and West Fir Street will close each night from 5 p.m.-midnight, too, with a detour in place.

City staff anticipate the project to be complete in about one year, by May 2020.

They host a groundbreaking ceremony at 11 a.m. Thursday, May 16, at the corner of West Fir Street and Second Avenue, with parking available between Second and Third Avenues.

Mayor Dennis Smith said he's happy to see the project begin.

"A project of this size takes a tremendous effort to plan, engineer, negotiate right-of-way, coordinate with partners like the Sequim School District, and to secure the funding to make it all happen," Smith said.

"My thanks to the City of Sequim staff, especially the Public Works Department, who have worked tirelessly to pull all of the pieces together to get us where we are at today."

City staff said the project will provide smoothly paved lanes with new sidewalks on both sides of the road with Americans with Disabilities Act (ADA) compliant curbs and intersections.

The project will also provide new piping for water, sewer, stormwater, irrigation and reused water, street lighting, landscaping, street crossing enhancements at the intersections of Sequim Avenue, Second Avenue and Fifth Avenue, and a new traffic signal at Fifth Avenue and Fir Street.

Drivers can expect one lane to close eastbound during construction but access to school facilities, the Sequim Boys & Girls Club, businesses and residents will be available year-round.

Residents can sign up to receive updates on the West Fir Street Rehabilitation project on the City's website at [sequimwa.gov](http://sequimwa.gov) by going to the "Notify Me" page and registering for Fir Street Construction under the Alert Center. There is an option to receive email or text notifications.

For more information, call the City of Sequim Public Works Department at 360-683-4908.



**North Sequim Avenue closes at West Fir Street temporarily from 5 p.m.-midnight on Monday, May 13, and Tuesday, May 14, for construction as the start of the West Fir Street Rehabilitation Project. Detours will be in place. Sequim Gazette file photo by Matthew Nash**

## Port Angeles to finish 10th Street work

Drivers can expect construction Monday through April 12

by Rob Ollikainen

March 29, 2019

PORT ANGELES — City crews will begin the last phase of road work on West 10th Street in Port Angeles on Monday.

Construction between South N and I streets will include a final 2-inch layer of asphalt, roadside restoration and striping, city officials said.

Paving is set from Wednesday to Friday.

The \$2.5 million project began last July and stopped in December for the winter. The work scheduled to resume Monday will be completed by the end of April, Project Manager Jonathan Boehme said.

During construction, West 10th Street will be closed to through traffic between N and I streets. South M Street also will be closed north of 10th Street.

Traffic will be directed through the construction by flaggers.

A reader board posted near the corners of 10th and I and 10th and N streets advises drivers to expect construction Monday through April 12.

“Our goal is to complete the project with as little inconvenience as possible while keeping safety of the public, pedestrians and motorists a top priority,” Boehme said in a Tuesday statement.

“Use alternate routes and watch for trucks entering and leaving N Street and I Street. Please remember, slow down for safety, and observe the posted 20 mph speed limit.”

The 10th Street project is the first use of local Transportation Benefit District sales tax funding, which was approved by voters in August 2017.

The project was accelerated with the recent availability of the state Transportation Improvement Board funding, Boehme said.

Lakeside Industries of Port Angeles submitted the lowest bid and received a \$2.5 million contract to rebuild the 0.6-mile section of the street last summer.

The project includes new bicycle lanes on both sides and a sidewalk to improve safety for pedestrians and students walking to and from Hamilton Elementary School.



**A reader board on South I Street warns motorists of upcoming work to pave West 10 Street. (Keith Thorpe/Peninsula Daily News)**

Aging water mains have been replaced as part of the project.

The city matched a \$1.25 million state grant with \$504,999 in Transportation Benefit District funding and \$145,000 in real estate excise taxes. The remainder will be covered by stormwater and water utility funds, according to city documents.

Construction was delayed last summer by a 17-day August strike by Local 302 of the International Union of Operating Engineers in Western Washington.

For updates on the 10th Street project, go to the city's website, [www.cityofpa.us](http://www.cityofpa.us).



**A jogger makes her way along a portion of West 10th Street at South M Street on Wednesday in Port Angeles. The street will be closed for up to two weeks in April for paving, part of a street rehabilitation project that began last year.**

**(Keith Thorpe/Peninsula Daily News)**

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Reporter Rob Ollikainen can be reached at 360-452-2345, ext. 56450, or at [rollikainen@peninsuladailynews.com](mailto:rollikainen@peninsuladailynews.com).

# BAINBRIDGE ISLAND REVIEW

## Olympic Drive improvement project beginning soon

by Luciano Marano

April 8, 2019

Work being done on Olympic Drive (the street between the Winslow ferry terminal and the intersection of Winslow Way and Highway 305) as part of a safety improvement project will soon temporarily alter the usual commuter patterns for pedestrians and drivers alike.

The project is designed to improve safety and increase the efficiency of loading and unloading ferry riders.

The Seattle-Bainbridge ferry route carries an average of 18,000 riders a day.

When complete, the new layout will result in separated lanes for bicyclists, vehicles, and pedestrians along Olympic Drive from the intersection of Winslow Way and Highway 305 to Harborview Drive.

Ultimately, city officials said, pedestrians will experience a safer commute with wider sidewalks to better accommodate wheelchairs and strollers, and to keep people out of the street. There will be lanes for bicyclists only and “bike boxes” at intersections to separate bicycles from motor vehicles. Olympic Drive will also be widened to separate cars and motorcycles from bicyclists.

Currently, when bicyclists unload from the ferry, they mix with cars and motorcycles, with some bicyclists choosing to ride on the sidewalk.

Construction is expected to begin Monday, April 15.

“At times this work will require some lane closures,” said city spokeswoman Kristen Drew. “During the morning and afternoon peak hours and weekends, however, traffic lanes will remain open to minimize the impact on ferry commuters who travel by car.”

It is anticipated the project will be complete sometime in August.

The impact to commuters is expected to be minimal, officials said.

Tips for pedestrians: During the initial phases of construction, the sidewalk on the west side of Olympic Drive (near Waypoint Park) will be closed. As the work progresses, it is anticipated that sidewalks on both sides of Olympic Drive will need to close for short durations.

For drivers: During peak hours expect some delays, but no lane closures.



**An artist's drawing of the roadway improvements near the Bainbridge Island Ferry Terminal.  
(Image courtesy of the city of Bainbridge Island)**



City officials recommend commuters sign up to receive updates about the project and construction impacts through Nixle, a free service generally used for emergency notifications but which, due to the amount of ferry users, will be used to inform people of construction impacts, and/or Notify Me, a similar and likewise free service that allows people to subscribe to topics of interest for updates by email or text.

Information about both programs can be found at the city's website: [www.bainbridgewa.gov](http://www.bainbridgewa.gov).

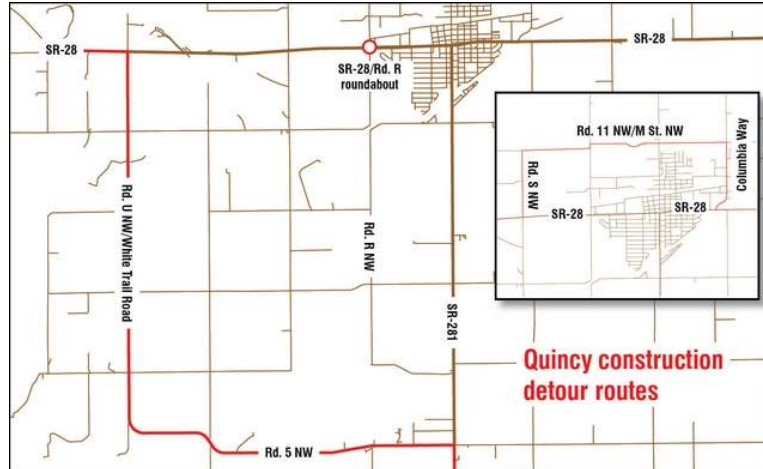
The latest updates about the project will be made available at [www.bainbridgewa.gov/505/Olympic-Drive-Non-Motorized-Improvements](http://www.bainbridgewa.gov/505/Olympic-Drive-Non-Motorized-Improvements).

Businesses along Olympic Drive will remain open during construction. City staff will begin project outreach on the afternoon of Wednesday, April 10 on the Seattle-Bainbridge ferry route. A table (near the galley) will be set up with information materials, and more outreach activities are scheduled throughout the month.

Specific questions or concerns should be directed to the city's Public Works department at 206-842-2016 or [pwadmin@bainbridgewa.gov](mailto:pwadmin@bainbridgewa.gov).

## Roundabout construction set to begin Monday in Quincy

by Charles H. Featherstone  
 April 4, 2019



QUINCY — Work on the long-awaited roundabout at state Route 28 and 13th Avenue Northwest (also called Road R Northwest) will begin on Monday.

The construction at the heavily-used intersection is expected to last until late July or early August, and will tie up traffic, especially folks trying to get to or from Wenatchee.

“The community has wanted something done about this intersection for a long time,” said Quincy City Engineer Ariel Belino. “It’s a state highway, so the Department of Transportation has a say. A roundabout was deemed safer; it has a traffic-calming effect.”

Belino said the roundabout will be modeled after the roundabout west of Mattawa, and will be large enough to easily allow large semi-tractor trailers and even “Rocky Mountain doubles” — the smaller trailers many semis pull behind the larger trailer.

A roundabout is safer because there’s no risk of someone trying “beat a red light,” Belino said.

But in order to do the work, SR-28 will be restricted to one lane, Belino said, necessitating major detours from those going to or coming from Wenatchee.

For those going to Wenatchee from Ephrata, Belino said the detour will involve turning right on Columbia Way from SR-28, then taking a left on Road 11 Northwest (also known as M Street Northeast and, for two blocks, Jackrabbit Way within the Quincy city limits), following Road 11 and then taking a left on Road S down to SR-28.

For travelers coming from Wenatchee to I-90, Belino said they should take a right turn on White Trail Road (also known as Road U NW) and follow it as it turns east and becomes Road 5 Northwest and intersects SR-281.

“So you can avoid the traffic in Quincy,” Belino said.

Quincy applied for and received a \$1.77 million grant to build the roundabout, Belino said. Ephrata-based Tommer Construction was awarded the contract after submitting a \$1.5 million bid for the work, which is under the gun to get done by mid-summer.

“We need to have this complete before harvest,” Belino said.

## Tacoma Avenue Next Street to Get Makeover

by Kyle Lamb

April 30, 2019



The Wenatchee City Council authorized the next phase in its Tacoma Avenue project last week.

“Tacoma Avenue is one where we got a TIB (Transportation Improvement Board) grant so it will look like some of the other streets we’ve done.” Wenatchee Mayor Frank Kuntz said, “The street will get widened. There will be sidewalks, storm water improvements, bike lane, and street lighting. Same sorts of things we’ve done on Pine and McKittrick and Walnut and other streets in that area.”

Specifically, the city council voted unanimously to authorize the Mayor to negotiate with SCJ Alliance for design services. The Mayor is further authorized to sign a contract on behalf of the city.

“It’s a great project, we’ll just take a year to design it and we’ll build it probably in 2021.” continued Kuntz, “We’ve been pretty successful with grants, and that’s just another one where we’ll have a small match in it. It will be a nice addition to the north-south (streets). We’ve done a lot of east-west over the years, less on the north-south streets, so Tacoma was next.”

North Tacoma Avenue runs north-south, connecting Maple Street and McKittrick Street in North Wenatchee.

## Mountlake Terrace breaks ground on Main Street project

April 22, 2019

The sun was shining Saturday as Mountlake Terrace city staff and elected officials officially broke ground on the Main Street Revitalization Project. The ceremony took place at 236th Street Southwest and Gateway Boulevard, where Phase 1 of construction has been underway since the beginning of March.

Among those attending were U.S. Rep. Rick Larsen, State Rep. Cindy Ryu, Snohomish County Councilmembers Terry Ryan and Stephanie Wright, Mountlake Terrace Mayor Pro Tem Doug McCardle and Councilmembers Laura Sonmore, Rick Ryan, Bryan Wahl, Shaun Richards and Steve Woodard.

Larsen said the Main Street project has been a long time coming. It will not only accommodate new residential, office and retail opportunities, but will provide a critical connection to the Link Light Rail Expansion Project, he said.

“Residents in the Town Center will be able to live in an affordable area and can walk to retail and community activities while being close to regional transit,” Larsen said.

Larsen has been a strong supporter of federal funding for infrastructure revitalization in mid-sized towns and helped secure \$1.2 billion in federal funding for Sound Transit’s Lynnwood Link light rail extension. He said he will continue his support on a federal level by seeking funding through Better Utilizing Investments to Leverage Development (BUILD) transportation grants that support road, rail, transit and port infrastructure nationwide.

“We’re going to continue to push for funding for mid-sized cities to be sure they compete for federal infrastructure dollars for our roads, our bridges, our highways and ultimately to create good-paying jobs,” he said.

The Main Street Revitalization Project is scheduled to be finished before completion of the 2024 light rail extension project. It is expected to play an important role in the revitalizing the Mountlake Terrace community as a whole, said City Manager Scott Hugill.

“Mountlake Terrace’s strategic location along Interstate 5 between Seattle and Everett, together with a light rail station opening in 2024, make development in the community’s Town Center very attractive,” Hugill said. “The Main Street project was identified by the city council as an investment to bring housing, jobs and services to the community today and into the future.”

Phase 1 of the Main Street Revitalization Project is a multimodal project that reconstructs the deteriorating pavement along 236th Street Southwest from I-5 to 56th Avenue West. Once completed, the roadway will provide one travel lane in each direction, a two-way center turn lane and bike lanes. The improvements also include wider



**From left: U.S. Rep. Rick Larsen, MLT Councilmember Steve Woodard, MLT Mayor Kyoko Matsumoto Wright, MLT Councilmember Shaun Richards, Snohomish County Council Chair Terry Ryan, MLT Mayor Pro Tem Doug McCardle, MLT Councilmember Rick Ryan, State Rep. Cindy Ryu, MLT Councilmember Laura Sonmore, Snohomish County Councilmember Stephanie Wright and MLT Councilmember Bryan Wahl.**

sidewalks with trees, decorative LED pedestrian and street lighting consistent with Town Center standards and relocating existing overhead utilities underground.

The project will also upgrade the 56th Avenue West traffic signal, include a new signal at Gateway Boulevard constructed by the Terrace Station development, and underground facilities for the future traffic signal at the 236th Street Southwest/58th Avenue West intersection. This signal will be needed later as Town Center redevelopment occurs.

Main Street Phase 1 construction is fully funded by a federal Surface Transportation Program grant, two State Legislative Appropriations, a Transportation Improvement Board grant and the city's utility funds. The city is working to fund Phase II of the Main Street Project (56th Avenue West from 236th to 230th Streets Southwest).

Residents are encouraged to stay up to date throughout construction by visiting the Main Street project website at [www.cityofmlt.com/263](http://www.cityofmlt.com/263), the city's Construction Updates & Projects website for weekly traffic impacts at [www.cityofmlt.com/208](http://www.cityofmlt.com/208), or by following the city's social media sites at Facebook and Twitter.

## Kent City Council awards final contract for South 228th Street overpass above railroad tracks

Work could be completed by late 2020 between 72nd and 76th Avenue South

by Steve Hunter

April 9, 2019



**South 228th Street Overpass**  
Photo Simulation Looking South

May 6, 2016

This photo simulation shows an overpass that the city of Kent will construct over the Union Pacific Railroad tracks along South 228th Street to improve traffic flow. The bridge is expected to be done in late 2020.

COURTESY GRAPHIC, City of Kent

Drivers along South 228th Street in Kent are expected to be able to use an overpass to cross the Union Pacific Railroad tracks by late 2020 rather than having to wait for passing trains.

The City Council approved a low bid of \$13.8 million on April 2 by Kent-based Scarsella Bros. Inc., for the fifth and final phase of the project, which will include the bridge, roadway, sidewalk and off-site improvements along South 228th Street from 72nd Avenue South to 76th Avenue South, according to city documents.

“This is the last piece and it will be very similar to the BNSF (Railway) bridge down the street,” said City Public Works Director Tim LaPorte during his report to the council. “It’s kind of a twin to this project.”

Kent completed the BNSF overpass along South 228th Street in 2009.

The total cost of the South 228th Street/Union Pacific five-phase project to separate vehicles and trains is expected to be about \$40 million, although the latest bid came in about \$1.6 million under the city engineer's estimate. In fact, the favorable bids in the last three phases of the project means the city might not have to sell bonds to finance the remainder of the project, according to city documents.

State, city and federal funds have covered most of the costs.

The overpass will be approximately 1,400 feet long and will include a 200-foot long bridge spanning the railroad and Interurban Trail. The roadway will be four to five lanes wide with sidewalks on both sides and include new bicycle and pedestrian connections to the Interurban Trail.

Scarsella Bros. is completing phase four of the project, which includes \$7.7 million for ground improvements, approach embankments and installation of bridge shafts. That work is expected to be done this fall and then work can start on the final phase, said Mark Madfai, city engineering supervisor, in an email.

The grade separation will help provide a regional connection between Kent's large warehouse district and industrial center with the Ports of Tacoma and Seattle and Sea-Tac Airport. It will also eliminate daily traffic delays and provide a safer route for freight haulers and commuters at the crossing. Traffic is delayed about 90 minutes per day at the BNSF and Union Pacific tracks, which combined handle about 63 trains per day through Kent, LaPorte said.

The city closed a portion of South 228th Street in November for the next two years as crews complete the final two phases of the project. Phase three of the project included utility relocations, with three sets of high power electrical lines raised to accommodate the new overpass.

## Camas closer to getting new roundabout

**Council chooses plan featuring landscaping, preserving historic tree**

by Christopher Andersson

May 7, 2019

CAMAS — There has been a lot of interest in Camas surrounding plans to build a roundabout at the intersection of Northeast Lake Road and Northeast Everett Road, so much so that at Monday’s city council workshop, the room practically emptied once the council finished discussing the issue.

“It’s not often a road project clears out the room,” Mayor Shannon Turk said to the remaining crowd, mostly made up of city staffers Monday night.

At the workshop, council narrowed in on a plan for the intersection, and now city staff will start working to design the project. The original plan looked at the benefits of putting a signal at the intersection compared with a roundabout, and then narrowed to two roundabout options. Council opted for a roundabout plan that calls for more interior landscaping, single-lane pedestrian crossings and the preservation of a historic chestnut tree.

“It was sure easy for the council to get behind that preferred option, because there was so much public support for it,” City Administrator Pete Capell said. “It’s a lot of work and expense to get (the public) as engaged as they are, but when you do it on something as important as this, it’s really beneficial.”



**Camas city councilors have narrowed down their plans for building a new roundabout at Lake Road and Everett Road. (Screen shot courtesy of City of Camas video rendering)**



The Columbian

The intersection is a busy one in Camas, connecting north shore, south shore and downtown. Public Works Director Steve Wall was making his third presentation on the project at Monday’s workshop. The city hosted two open houses and conducted two online surveys to get feedback. Wall said it was more outreach than the city typically does on this sort of project.

The online surveys received about 1,400 responses, while the first open house drew a crowd of roughly 120 people and the second one had a turnout of 90 to 100, Wall said. In the second survey, 70 percent of those who responded preferred the option ultimately selected by the council. That was on par with the responses the city has received in the earlier public outreach, according to Wall.  
Historic chestnut tree

The city also received a letter from Andy Stahl, executive director of the Forest Service Employees for Environmental Ethics, saying his agency preferred the first option because it would save the chestnut tree. He wrote



in his letter that chestnut trees once dominated forests but were nearly destroyed at the turn of the 20th century.

“Today, efforts continue to develop blight-resistant strains of American chestnuts, in hope of one day allowing this signature tree to recolonize its former range,” he wrote. “One strategy being pursued is to cross-breed existing American chestnuts in an effort to develop a strain that can fend off the blight. Only a few hundred mature chestnut trees remain, meaning that each individual tree that survives — including the one in Camas — is a potential source of important genetic breeding material.”

The next steps are to begin the design process while starting to look for construction funding. The estimated cost of the project is \$6.8 million, according to Wall. If construction funding is secured within the next year or so, construction could begin summer 2020, he said.

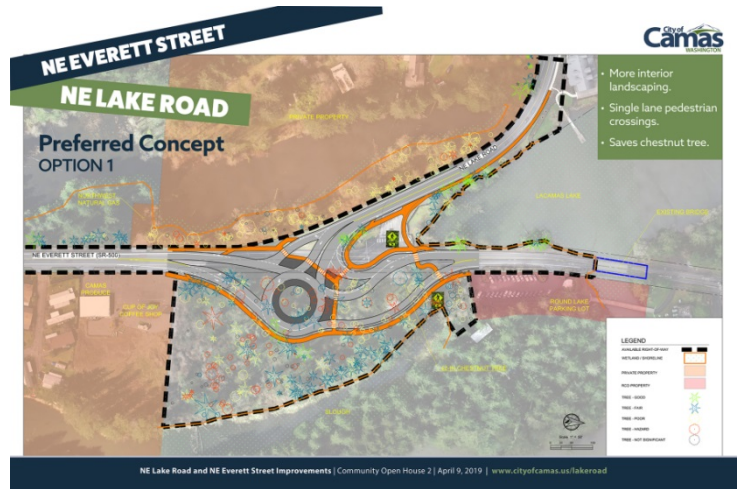
Time may be of the essence. The city is planning to run a general obligation bond in November to fund construction of a community center with a pool, possibly on city-owned property off of Lake Road across the street from the entrance to Heritage Park. Building a new community center in that area would mean the already-packed Lake-Everett intersection could see even more traffic.

Capell said the council will seek grants from the Washington State Transportation Improvement Board, and anywhere else they can find them, although he doesn't think the project will rely solely on grant dollars.

“This is an important enough project that (the council) would issue some bonds, if necessary,” he said. “Free money is a lot better. The combination of the current congestion there is pretty bad, and if we move forward with the aquatic community center at that general area, as well, then we have to get that intersection improved.

Concept Fly-Through video available on The Columbian website:

<https://www.columbian.com/news/2019/may/07/camas-closer-to-getting-new-roundabout/>



**The preferred roundabout option at the intersection of Northeast Lake Road and Northeast Everett Street. City of Camas**

## County Seeks Bids as Borst Avenue Project Nears Construction

**SIDEWALKS: Project Started With High School Students Lobbying For Safer Path to School**

by Alex Brown

April 9, 2019

The long-awaited overhaul of Borst Avenue is about to finally get underway, as county commissioners voted Monday to begin seeking bids for the \$5-million project.

“It is wonderful,” said county commissioner Edna Fund, who lives a block and a half from the street and has long pushed for the project. “I was on the (Centralia) city council years ago when this was our No. 1 (priority), and we got some money and they decided to go with funding No. 2. The vote was 6-1 — I’ll never forget that. They wanted to do Gold Street instead.”

Now, the project is finally moving forward. The work will take out two existing lanes and replace them slightly to the south, with room for a pedestrian walkway and drainage system. That stretch of road is between Centralia Middle School and Centralia High School, and the work was prompted by the concerns of students who have noted that the route is not pedestrian-friendly — and regularly pools with rainwater.

“It’ll look a lot different, but it will be really great, because we’re going to have sidewalks between the middle and high school,” said county manager Erik Martin.

About \$3.8 million of the project costs are coming from the state Transportation Improvement Board, a figure that was awarded in 2017. Centralia will be paying about \$700,000 toward the project, with Lewis County chipping in another \$500,000. Martin said the project is the result of a long, collaborative process, with both city and county leaders working together extensively to get it done.

“Lots and lots of meetings, especially between public works directors and public works staff (in the city and county), but there were also joint meetings of elected officials,” said Martin, who formerly served as the



**A pot hole is seen in the center of Borst Avenue as vehicles make their way down the road in April in Centralia.**

Jared Wenzelburger / [jwenzelburger@chronline.com](mailto:jwenzelburger@chronline.com)



**Pubic Works director Josh Metcalf speaks to county commissioners during a meeting Monday morning. The county is seeking bids for the long-anticipated Borst Ave. project.**

Alex Brown / [abrown@chronline.com](mailto:abrown@chronline.com)

county's Public Works director.

Josh Metcalf, who now helms Public Works for the county, said he is eager to see the project take shape, and praised the work of those who spent years preparing to make it happen.

"It's pretty exciting to see this project come to life," he said. "It's been around a long time, but we're finally there. ... It's been a really good collaboration between the city and the county."

Metcalf said construction bids will be open until the end of the month, with another month set aside for bid review. Once the county approves a partner, work should start around the end of May. The project is expected to take four to five months to complete, which means work will likely be ongoing at the start of the school year.

Once the call for bids was approved, commissioner Gary Stamper summed up the feelings of many regarding the project.

"It's been a long time coming," he said.



**County commissioners (from left) Bobby Jackson, Gary Stamper and Edna Fund listen during a meeting Monday morning. The county is seeking bids for the long-anticipated Borst Ave. project.**

**Alex Brown / [abrown@chronline.com](mailto:abrown@chronline.com)**

## Black Diamond's Rock Creek Bridge to get pedestrian walkway

The walkway will make it safer for people to walk along Roberts Drive. But some have criticized how the project hasn't gone through a SEPA review.

by Ray Miller-Still

April 24, 2019

A new pedestrian bridge is being added to Black Diamond's Rock Creek Bridge on Roberts Drive.

The bridge has been a topic of debate for more than two years. In April 2017, the city council had trouble deciding what sort of repairs and improvements it should receive, with parties split 2 to 3 between wanting to just repair the bridge or replacing it outright; either option would have included a pedestrian walkway, city staff said at the time.

Since the majority wanted to replace the bridge, arguing that repairs to the century-old structure would only delay the inevitable, the council decided to add the replacement project to the city's 2018 Transportation Improvement Plan. But two members of the majority declined to run for their seats in 2017, and the third was ousted after a recall vote was supported by residents in 2018.

With a new council in place, plans shifted to just repairing the bridge, and the bid for the project was awarded to Goodfellow Bros. on Feb. 7, 2019.

According to city documents, the city has budgeted roughly \$550,000 for the project, which includes \$25,000 for any potential change orders. About 85 percent of the project has been funded via a grant from the State Transportation Improvement Board. An additional \$46,000 coming from the developer Oakpointe, which is currently in the midst of building out Ten Trails, a housing development that's expected to add more than 6,000 homes to Black Diamond in the next two decades.

It's this development that has spurred the city council and staff to find ways to connect Ten Trails to the rest of the city.

"We want to try and link the city, not 'that's new town, that's old town, and nary the two shall meet,'" said city Public Works Director Seth Boettcher. "It's a desire to hold the city together, not have the new city and the old city separate."

Roberts Drive will be one of the main roads that connects the two parts of Black Diamond — Ten Trails residents would use this road to drive or walk to the Black Diamond library, the Black Diamond Museum, or access state Route 169, while residents in the rest of the city are expected to use Roberts Drive to attend Ten Trails events and visit its parks and eventual commercial center.

Not only will Goodfellow Bros. add the pedestrian bridge, but will also put up a cement barrier separating the pedestrian bridge from the road, complete road repairs, widen the east-bound lane, add stormwater improvements, and install street lighting.



A pedestrian bridge is being installed on Black Diamond's Rock Creek Bridge's south side, which will allow foot traffic to cross the bridge more safely. Some concerns were raised about the project being exempt from the state's SEPA process — maybe especially because Rock Creek is a salmon-bearing bridge — but erosion control and debris mitigation measures have been set up.

Photo by Ray Miller-Still

Boettcher said the whole project should be complete in roughly two months.

## **NO SEPA REVIEW**

While many are likely looking forward to the added safety measures on Roberts Drive, at least one person expressed concern that the project was deemed by the city to be exempt from the State Environmental Policy Act, or SEPA, process.

SEPA requires municipalities, counties, and state agencies to identify and evaluate “the potential adverse environmental impacts of a proposal” as well as give the public a chance to officially comment on a project, the Washington State Department of Natural Resource’s website reads.

The SEPA process ends with one of three determinations: that a project will not affect the environment (a Determination of Nonsignificance, or DNS); that it will affect the environment and mitigations measures should be put in place (a Mitigated Determination of Nonsignificance, or MDNS); or that there will be significant effects to the environment (Determination of Significance, or DS) and the project may be subject to a more extensive Environmental Impact Statement for further public comment and agency review.

In a September 2018 memo, Boettcher and Barb Kincaid, the city’s Community Development Director, wrote that Washington code allows for many portions of the project — widening the road, adding street lights, and building a pedestrian bridge — are considered “minor new construction” and is exempt from going through the SEPA process. The memo added they conferred with the city’s legal department, which agreed with their conclusions.

But two state agencies, the Washington Department of Fish and Wildlife and the Department of Ecology, wrote emails to the city stating they disagree with their analysis of state code.

Larry Fisher, a WFDW biologist, wrote on Feb. 8 that this project is not SEPA-exempt because “the project involves a material expansion of the existing bridge or a new bridge. The impacts on the watercourse and its critical areas buffer must be identified and addressed through the SEPA review process.”

Meg Bommarito, a Department of Ecology regional planner, wrote in a Feb. 25, 2019 email that projects involving a bridge over water are not exempt from the SEPA process because “it is undertaken on lands covered by water even if there are not any planned construction activities or permanent structures to the stream bed. The bridge itself is a permanent structure located above the water and will have direct and ongoing impacts to that environment — which is the intent of this exception language for the minor new construction exemption.”

Larry Altose, Ecology’s northwest region’s communications manager, said in a recent interview that the agency continues to believe the bridge project requires SEPA review because the project involves construction over water.

However, “while Ecology adopts statewide SEPA rulemaking, and provides training and guidance, we do not have authority to require SEPA compliance,” he continued, adding that disagreements between lead agencies and Ecology “are rare.”

This means Black Diamond is what’s known as the “lead agency” in this project, meaning it alone makes the determination whether a project is or is not SEPA-exempt, and there is no oversight agency or appeal process.

That being said, Boettcher made it clear that just because the project did not go through the SEPA process doesn’t mean Black Diamond or Goodfellow Bros. are being environmentally unsafe.

“We’re not going to let sawdust or stuff trickle into the creek,” he said, pointing out that silt walls have been set up to prevent erosion and catchments underneath where the pedestrian bridge will be installed. “They have to put some type of protections [up] so they’re not getting any construction debris in the water.”

He added that going through an unnecessary SEPA process would have delayed the project and cost taxpayers more money.

## **Benton-Franklin Council of Governments: Challenges and accomplishments**

by Stephanie Seamans Interim Executive Director

April 18, 2019

The Benton Franklin Council of Governments is designated as the Metropolitan Planning Organization (MPO), the Regional Transportation Planning Organization (RTPO) and Economic Development District (EDD) for Benton and Franklin counties. Staff efforts are guided by representatives from our membership — Benton and Franklin counties, along with area cities, ports, public transit and state agencies – which work together to advance the agency’s core plans and programs.

The year 2018 proved to be filled with challenges as well as accomplishments for the BFCG. Several staff moved on to other opportunities within the Tri-Cities and two retired. The positions have been filled with new employees who are qualified transportation planners and as a bonus are familiar with the Benton-Franklin region. BFCG has made significant progress towards rebuilding its entire team and moving forward will be evaluating processes and products to better serve the region.

In March 2018, the BFCG hosted a Complete Streets Workshop, in collaboration with the Washington State Department of Health, the Washington State Department of Transportation and the Washington State Transportation Improvement Board. The Workshop was well attended and speakers discussed strategies for creating transportation systems that develop safer and healthier communities for all transportation users.

The Tri-Cities has had ground ozone levels that have exceeded federal standards. The Tri-Cities Precursor Study was prepared in 2017 by Washington State University and Washington State Ecology identifying vehicle emissions as a large contributing factor to ozone exceedance.

As the Metropolitan and Regional transportation planning organizations, BFCG is actively involved with Benton Clean Air Agency and Washington State Ecology. In July, BFCG hosted an informational workshop on ozone. Invitations were sent to transportation jurisdictions, regional economic leadership and environmental managers of large industry. Benton Clean Air Agency and Washington State Ecology gave presentations and there was a panel discussion of subject matter experts from science, economic development and transportation. An education and outreach media campaign will begin this spring.

Transportation planning is an ongoing endeavor, and this year there are some work efforts that don't happen every year. In 2019 the BFCG staff will be reviewing the congestion management plan for the area, preparing an annual listing of federally-funded projects, working with the U.S. Census Bureau to prepare for the upcoming decennial census, and preparing for a federal oversight review of the agency — a process done every four years. 2019 will be a busy year, and we're looking forward to it!

On the Community and Economic Development side, BFCG works with our regional partners and membership to develop an annual update to the regional Comprehensive Economic Development Strategy (CEDS), which documents economic projections and conditions and prepares the region to expand capacity for economic development. The CEDS includes strategies, projects and goals for the near- and long-term future of the district. Staff work with small and large cities, counties, ports and other economic development partners to coordinate activities throughout the year within the Economic Development District.

In October, the BFCG Economic Development District submitted a grant application for the Port of Pasco to the U.S. Department of Commerce. The Port of Pasco received a \$7.1 million grant to make roadway and storm water

management improvements needed to support the continuous operation of the Big Pasco Industrial Center. According to grantee estimates, the project is expected to create 270 jobs and retain 100 jobs.

As new efforts and economic development strategies are developed within the region we work to support our membership and the community to help make them a reality. Interested in learning more?

Visit us on the web ([www.BFCOG.us](http://www.BFCOG.us))

## **Waitsburg receives \$300,000 Complete Street grant**

### **DOT will provide solar speed signage**

May 2, 2019

WAITSBURG—Waitsburg residents can look forward to even more new and replaced sidewalks thanks to a \$300,000 grant from the state Transportation Improvement Board, as well as new solar-powered speed signage, courtesy of the Department of Transportation. At its April 17 meeting, the Waitsburg City Council accepted grant agreements for both items.

### **Complete Streets**

City Administrator Randy Hinchliffe said he was able to secure a Washington State Department of Archeology and Historic Preservation Complete Street Program nomination. From there, he worked with the Washington State Transportation Improvement Board engineer to develop work plans based on \$50,000, \$100,000 or \$300,000 in grant funds, which are intended primarily for pedestrian movement.



Waitsburg was awarded \$300,000 which will install sidewalk where none currently exists and will replace areas that are cracked or heaved. Plans are to repair and install sidewalks on the east side of town, behind the high school, as well as along Preston Park, though there is some flexibility, Hinchliffe said.

Hinchliffe said he anticipates that engineering will be completed this fall with bids going out in January or February of 2020.

### **Solar Signage**

Hinchliffe said he initiated work on the solar signage about a year ago. He approached the Dept. of Transportation about using some enhancement funding to purchase solar “slow down” signs to help cut down on speeding through the highway corridor.

Signs will be placed near the south entrance of the city, one at the entrance of town on second street and one entering from Dayton.

The DOT will cover the \$8,988 cost for the signs and mounting equipment. The City will be responsible to cover the sales tax on the purchase. The City crew will install the signs.



# THE SPOKESMAN-REVIEW

## Arlington receives grant for sidewalk improvements

by Christopher Andersson

April 16, 2019

The areas around Arlington's Quake Field and Evans Field will have additional proper sidewalks soon as the city received a \$600,000 grant to construct them.

The streets near the Arlington Boys & Girls Club receive a lot of pedestrian use from events, but currently do not have sidewalks.

The construction for the project is scheduled to start in 2020 and finish in 2021.

"This is a high traffic area with our parks that doesn't have any curbs, gutters or sidewalks," said Kristin Banfield, communications manager for the city of Arlington.



The area has a skate park and multiple baseball fields and is used for sports leagues and community events.

In addition to sidewalks, the city plans to put in some mid-block crossings for families and children using the fields.

"We want to make sure that we have safe passage there to get across the street," said Banfield. "Anyone attending those events needs those safety features."

Public art and decorative bike racks are also planned to be a part of the project.

"We want to provide amenities for those folks who are riding their bikes down to the park," said Banfield.

The Airport Trail and 188th Street NE Trail are used by cyclists and pedestrians, and the improved walking access will benefit them as well.

"In part we wanted this because it's going to connect the trail segments and new development that is going in in the area," said Banfield.

The \$600,000 grant comes from the Washington State Transportation Improvement Board, which is funded from part of the state's gas tax.

"They're really focused on the concept of 'complete streets,'" said Banfield.

The idea of 'complete streets' means making sure that the road networks provide everyone the means to get around, even if they are cyclists or pedestrians.

"What we have gone away from is building streets that are just focused on enhancing the automobile traffic system," said Banfield.

"So 'complete streets' is really about adding in those features, or if we're building new roads making sure those elements are part of the plan," said Banfield.

The Arlington area was nominated by Community Transit for the grant.

“This is an interesting grant program that the TIB has put together,” said Banfield.

“They do a nomination period first where specific groups are permitted to nominate projects and areas that need improvement,” she said.

Ordinarily grant programs are open to any applicants that submit a grant proposal, however this Transportation Improvement Board grant is a little more closed off.

“We’re really thankful to the TIB for awarding us with this grant,” said Banfield.

# The Arlington Times

## Arlington's first Complete Streets project to be a hit for recreation alley

by Douglas Buell  
April 30, 2019

ARLINGTON – Practice and game days at Bill Quake Memorial Park can be a free-for-all for Little League parents jockeying to find parking and access the fields.

The city is going to bat for families with a new grant-funded project that would add sidewalks and improve parking not only for Quake Field, but Evans Park and the nearby Boys and Girls Club within Arlington's recreation alley.

The well-traveled 59th Avenue NE east of the airport and 188th Street NE has been an eyesore for years, making it a viable corridor for a facelift.

The project would become the city's first under Arlington's new Complete Streets program designed to improve everyday life for residents and visitors through better development of streets, walkways and bicycle infrastructure.

The City Council Monday will vote on accepting a \$600,000 grant awarded through the state Transportation Improvement Board.

Project funding would include:

- 750 feet of sidewalk along the east side of 59th and along Bill Quake Park and the sports fields, including a planter strip and street trees.
- 600 feet of sidewalk along the south side of 188th alongside two city parks and sports fields, with a planter strip and street trees.
- 450 feet of sidewalk on the east side of 59th next to Evans Park.
- Two mid-block crossings on both streets, along with a proposed future transit stop on 188th.
- Public art and decorative bike racks.
- Parallel parking.

"TIB officials said that Arlington's project submittal was one of the nicest Complete Streets projects that they have seen," said Nova Heaton, development services manager in the city's Community and Economic Development. "It will be a wonderful, much-needed project."

Heaton said surveying will be done soon, and project design will be completed in-house to keep costs down.



Heaton said the pedestrian and cycling improvements will carry forward frontage enhancements that are part of the new Swire Coca Cola distribution plant being built on 59th south of the Boys and Girls Club.

The Boys and Girls Club is seeking funds through the state Capital Budget for its own section of improvements, but legislators haven't passed it yet.

Moreover, Heaton said, the future road widening projects for Highway 530 to the south could provide the last link to fill nearly the entire length of 59th with sidewalks.

Construction on the new project would be scheduled for 2020-21.

Complete Streets is designed to address the needs of all users when development and redevelopment of traffic corridors are proposed within the city, including people who drive, family and commuter cyclists, pedestrians, people with accessibility needs, and transit riders, Heaton said.

It also focuses on the aesthetics of local streets.

City Council Member Jan Schuette credited fellow Council Member Debra Nelson, along with Heaton and planning director Marc Hayes, for taking the lead on the new way to look at transportation planning.

"Debra is the one that brought Complete Streets to our city," Schuette said. "We would not have gotten the grant if they had not done the work that they did here."

City government is already using Complete Streets in its policies and planning. It has shown up in the median strips and Steelies public art along 67th, and just last month, completion of Arlington Valley Road.





## **WA: Castle Rock to improve walk and bike paths, ADA ramps with \$200K grant**

The City of Castle Rock received a \$200,000 grant this month to make its walk and bike paths near Exit 49 on Interstate 5 more pedestrian friendly and upgrade 27 ramps to meet the American with Disabilities Act standards.

by Mallory Gruben

April 16, 2019

April 16-- Apr. 16--The City of Castle Rock received a \$200,000 grant this month to make its walk and bike paths near Exit 49 on Interstate 5 more pedestrian friendly and upgrade 27 ramps to meet the American with Disabilities Act standards.

The grant is part of the Washington Department of Transportation's "Complete Streets" program, which encourages cities to create a transportation network that meets the needs of all road users, including pedestrians, bicyclists, motorists and transit riders.

WSDOT's Transportation Improvement Board awarded \$17 million in Complete Street grants to 47 cities this year. Castle Rock was the only city in Cowlitz County eligible for the award. (A city must have a Complete Streets ordinance in place and earn a nomination from one of eight state agencies before applying for the grant.)

"Last year the city made it a priority to establish a Complete Streets ordinance and policy that talks about providing access for everyone, regardless of ability or age," said Castle Rock Public Works Director Dave Vorse. "That means making space for pedestrians and bicyclists in any transportation project going forward."

About half of the grant money will fund a project to connect the business and residential areas on either side of I-5, Vorse said. That project includes adding crosswalks, a pedestrian relief island, parts of a walking and bike path and a protective landscaping strip separating foot/bicycle traffic from cars.

The project will "make it easier for pedestrians and cyclists to navigate the area around Exit 49," Vorse said. Additionally, connecting the neighborhood on the east and west sides of I-5 will remove a geographical barrier between those homes and the local schools, he said.

"That could mean other kids could walk to school and not necessarily be bused or driven by their parents," which will increase their physical activity and social connections, as well as improve the environment, Vorse said.

Another \$95,000 will go toward replacing several ADA ramps throughout the city.

"Those will be helpful for people getting from their homes to the business and places like churches and senior centers," Vorse said.

The projects will be completed in two phases, with about half the plans finished in 2020 and the other half finished in 2021.

"The beauty of this is that when we complete these projects, we become eligible to apply for the grant again," Vorse said.

The council adopted a Complete Streets ordinance last fall, though the city has taken a similar approach to its transportation projects since 2004, Vorse said.

Formalizing the city's commitment to the Complete Streets approach was a "no brainer" for the community, he said.

"It's who we are. It's about quality of place, and it's been really successful for us."

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## Palouse gets south side sidewalk grant

by Garth Meyer

April 4, 2019

The City of Palouse has been awarded \$200,000 to install a sidewalk on Palouse Cove Road to the edge of downtown. The grant, from the Washington State Transportation Improvement Board's new "Complete Streets" program, comes as part of an original plan for the sidewalk to connect to Lions Club Park along the Highway 27 entry into Palouse.

From there it would lead to a footbridge the city intends to build across the North Fork of the Palouse River to Hayton-Greene Park.

Funding for the footbridge was part of the city's initial application for the program last November.

Since then, they were told the footbridge was ineligible.

Kyle Dixon, Palouse city administrator, then re-tooled the application to exclude the bridge.

"We wanted the infrastructure to get pedestrians down to it," Dixon said.

The city will now look into other potential state agencies to fund the footbridge.

"We decided to just go for it with what we have, and that worked out great," said Dixon.

The 1,200 to 1,500 feet of sidewalk on the town's south hill, targeted to be built next year, will go along one side of Palouse Cove Road to Highway 27 where signs and a crosswalk will be installed.

"We'll get everything else set up so the only thing we have left to go for is the bridge," said Dixon.

The "Complete Streets" award focuses on alternative forms of transportation, requiring a nomination from a list of T.I.B.-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 town has added residents on the south hill with two new housing developments in recent years.

Recipients of the "Complete Streets" grants were announced March 21-22 at the T.I.B. monthly board meeting at the Red Lion Hotel Hanford House in Richland.

The agency received nominations for 46 cities for the award.

The first Complete Streets awards were granted in 2017.

Eligible entities are any city or county in the state which demonstrates a commitment to plan and build streets to accommodate users including pedestrians, transit users, cyclists and motorists.

## New road improves transportation network

by Christopher Andersson

March 19, 2019

The new Arlington Valley Road was recently opened and is meant to provide a better transportation network for local manufacturing businesses.

The corridor connects 67th Avenue with 204th Street and provides more direct access to some major local highways for companies that are moving manufacturing products through the region.

Arlington officials held a ribbon cutting ceremony on March 15 to celebrate the completed project.

“We’re very excited to be opening today what is now known as Arlington Valley Road,” said Arlington Mayor Barbara Tolbert.

“This project is going to support the development and the re-development of the northern area of the Arlington-Marysville Manufacturing Industrial Center,” she said.

The planned manufacturing center is meant to attract a lot more business around Smokey Point.

Local industry often has to use more complicated routes to get to the highway, usually off of 67th Avenue.

“This is going to give us a freight route that can take congestion off of 67th Avenue, our main arterial corridor for residents through here,” said Tolbert.

“We’re taking pressure of 67th Avenue and connecting local aerospace and advanced manufacturing companies to SR-9, SR-530 and SR-531,” said Tolbert.

The Arlington Valley Road has been part of the city’s transportation plan for more than a decade, however it was delayed as the recession halted business growth in the area.

Tolbert said that businesses are coming back to the area in part because of new infrastructure investment like Arlington Valley Road.

“News of this growth in construction has already spurred development in the Arlington-Marysville Manufacturing Industrial Center,” she said.

The former sites of Northwest Hardwoods and Hampton Lumber are being redeveloped by other businesses in the hopes of attracting industry to the area.

The two-lane road was finished earlier this year and was already being used by walkers and bicyclists as a convenient pathway between the two areas of the city.



**Arlington Mayor Barbara Tolbert, surrounded by City Council members Marilyn Oertle, left, and Mike Hopson, cuts the ribbon on the Arlington Valley Road during a ceremony on March 15.**

**Christopher Andersson**

A wide pathway for bicyclists and pedestrians was included as part of the construction.

Washington state's Transportation Improvement Board prefers to support "Complete Street" type of projects that will be usable for every type of commuter, said Ashley Probart, executive director of the board.

The board provided more than half of the funding for the project.

"We try to target our funding to complete the street and facility so that it is fully functional," said Probart.

The project cost \$4.83 million in total.

In addition to Transportation Improvement Board funds, the city provided some of the money from development fees and the Puget Sound Regional Council provided money from the Stillaguamish Valley Redevelopment Fund.

The Transportation Improvement Board represents cities, counties and the private sector with a portion of the state's gas tax.

Over the last decade that includes about 10 projects and about \$18 million of investment around Arlington.

"We've been very active in your city with the LED lights, this project and the upcoming roundabout," said Probart.



# BOTHELL-KENMORE REPORTER

## Record-breaking federal government shutdown delays Kenmore bridge project

The West Sammamish River Bridge project has been delayed a year.

by Kailan Manandic

April 1, 2019

The West Sammamish River Bridge restoration project has been delayed a year as construction could not meet the annual fish window due to the federal government shutdown that lasted until January.

The record-breaking federal government shutdown was 35 days, running from Dec. 22, 2018 through Jan. 25, and officially delayed the bridge project as city of Kenmore staff and officials feared.

John Vicente, a city engineer, said he and his team were deeply disappointed by the delay.

“We had been working steadfast on this project for almost four years now, never taking a moment’s break,” he said. “We were so excited to be able to go to ad and to have to cancel it was extremely disappointing.”

The city had successfully gone to ad, or advertised the job for prospective contractors to bid on, but the process will now have to wait until fall. Specifically, the government shutdown delayed permit approval from the the National Oceanic and Atmospheric Administration (NOAA) and National Park Service (NPS), which were both furloughed and accumulated a backlog of requests.

“This bridge is a complicated project. There are so many state and federal permits and multiple agencies that must weigh in. When one or two dominoes don’t fall, it holds up so many other processes,” said city manager Rob Karlinsey. “If you ever wondered how a federal government shutdown could impact us at the local level, this is how.”

Vicente and his team began the bridge design process in 2015, one year after the city implemented weight restrictions due to the bridge’s age. Construction was set to begin this spring but missed the annual fish window requirements.

The fish window is an annual time-frame during which salmon are less likely to be in a certain area of the river. Work crews are only allowed to work in the water during this window.

The city had reached out to multiple representatives in an effort to get the NOAA and NPS to prioritize the time-sensitive permits.

“We do want to thank Sen. Maria Cantwell, Sen. Patty Murray and Rep. Suzan DelBene for advocating with multiple agencies to help keep us on schedule. Without our elected officials’ help, we would not have moved the needle as much on this project,” said Kenmore Mayor David Baker.



**The West Sammamish Bridge is currently safe to drive over with a weight restriction and the city of Kenmore expects it to remain safe while the replacement project is delayed by about a year.**

**Kailan Manandic/staff photo**

According to a city press release, prospective bidders were notified of the delay and new schedule. Currently, city staff expect construction to begin in the first quarter of 2020 and last up to three years.

Additionally, the city expects this delay to increase costs, as inflation goes up and impacts expectations, as delays often reflect unfavorably.

Vicente added that despite the delay, the bridge will still be just as safe to travel across. The bridge carries nearly 28,000 vehicles per day over the Sammamish River on 68th Avenue Northeast and was constructed in the 1930s. The project will replace the existing west bridge (southbound travel lanes) with a new structure.

“We don’t have any immediate concerns that the bridge is no less safe today than it was yesterday,” Vicente said. “The city strived really hard to get this project out to bid and to have construction start in the fall. We had excellent participation and help from our federal delegations, but unfortunately it just wasn’t enough.”

# NE 181ST STREET SIDEWALK IMPROVEMENTS CONSTRUCTION APRIL - JULY 2019



More safe and comfortable pedestrian improvements are on the way! The City applied for grants in 2016 to secure funding to build sidewalk improvements along the north side of NE 181st St from 65th Ave NE to 67th Ave NE, in the heart of downtown. In 2017, the City was awarded a Washington State Transportation Improvement Board Sidewalk Program grant to fund the project. An open house was held in Summer 2018 to solicit public feedback on design progress. We are now ready for construction!

The project will deliver new curbs & gutters, sidewalks, planter strips, street trees, parallel parking stalls, curb ramps, street and pedestrian lighting,

asphalt widening, driveways, storm drainage, utility relocation, and retaining walls. The large sycamore tree across from the King County library will be preserved with the project.

Please note, before our construction starts in April, PSE will be relocating a gas vault and lowering three gas services in NE 181st Street right-of-way between 65th Ave NE and 67th Ave NE that conflict with the proposed sidewalk improvements. PSE's work started in March 2019 and should be completed soon.

The westbound lane will be closed to through traffic. A detour will be in place for westbound traffic on NE 181st St. Local access to properties will be pro-

vided. The eastbound traffic lane and sidewalk on the southside of NE 181st St will still be open to vehicular and pedestrian traffic. More info at [kenmorewa.gov/181stSidewalks65th-67th](http://kenmorewa.gov/181stSidewalks65th-67th).

## COMING SOON!

153rd PL Sidewalk Improvements  
Safe Routes to School Project  
(Juanita to 70th Ave NE, south side)

PSE has been doing some work there already.

City of Kenmore construction expected to start in July 2019 and run until Oct 2019.

[kenmorewa.gov/currentprojects](http://kenmorewa.gov/currentprojects)

# UPDATE: WEST SAMMAMISH BRIDGE PROJECT

## PROJECT BIDDING DELAYED UNTIL FALL 2019 - CONSTRUCTION IN 2020

In February 2019, we let the community know that our West Sammamish River Bridge Replacement Project was being impacted by the federal government shutdown. Despite the best efforts of numerous agencies, critical timelines have not been met to secure all of the project permits, hire a contractor, and mobilize for the summer work window.

To ensure the project is done properly and to avoid any undue construction complications, the City has decided to delay the competitive bidding process for the project until early Fall 2019.

There are actually two different bridges carrying traffic over the Sammamish River (often known as 68th Ave NE). The northbound bridge was built in 1970 and is in good condition. The bridge being replaced is the southbound bridge - it was constructed in the 1930s. Due to the age of the bridge, weight restrictions went into effect in

2014 and the City began design for a new bridge in 2015.

The new bridge will be much wider than the existing one, about 45 feet wide compared to 30 feet, providing two 10-ft vehicular lanes and one 16-ft multi-use shared path for both pedestrian and bikes on the west side. There will also be a scenic overlook and seating area!

The northbound bridge will have new hand railing and street lights installed, but that side is not being replaced at this time.

We expected to start construction in Spring 2019, following a project timeline that meets all annual fish window requirements. The bridge contractor can only do work in the water when salmon are less likely to be around (fish window). To meet this summer fish window, there were multiple permitting milestones in early 2019 that had to be met and

unfortunately were not.

Prospective bidders have been contacted and advised of the new schedule.

“This bridge is a complicated project. There are so many state and federal permits and multiple agencies that must weigh in. When one or two dominoes don’t fall, it holds up so many other processes. If you ever wondered how a federal government shutdown could impact us at the local level, this is how.”

Rob Karlinsey  
City Manager

Construction is expected to start in the first quarter of 2020 and could last up to three years. To learn more about the project, check [kenmorewa.gov/westsammamishriverbridge](http://kenmorewa.gov/westsammamishriverbridge).

## Skyhawks Summer Camp

We have partnered with Skyhawks Sport Academy again this year to run summer camps for kids 3 – 12 years old at our very own Rhododendron Park (6910 NE 170th). Kids will have fun playing soccer, flag football, basketball, and baseball from July to mid-August. Space is limited so sign up soon! Register at [www.skyhawks.com/Kenmore](http://www.skyhawks.com/Kenmore).



# THE SPOKESMAN-REVIEW

## City says Billig's warning won't stop Sprague project but could block future work on Riverside and other road construction

by Nicholas Deshais  
April 5, 2019

The city of Spokane is pushing back against state Senate Majority Leader Andy Billig's promise to hold up state transportation funds related to an East Sprague Avenue renovation project, asserting that the project is fully funded, but Billig's actions could have detrimental effects on other road work for years.

Marlene Feist, the city's spokeswoman, said the language Billig has added to the Legislature's transportation funding bill would "hold up" funding for five years of all city transportation projects that rely on state money. The Senate bill, with this language, was passed Wednesday 47-0, but must be reconciled with the state House transportation package, which includes \$3 million for the Sprague project.

"It is holding up all transportation grants until we've satisfied whatever his requirement is," Feist said, adding that the city hasn't asked for state funding and doesn't need state funding to finish this year's Sprague road rehabilitation.

Billig, a Democrat who represents Spokane, inserted the language in the bill after nearly a year of asking the city to include bikeways in Sprague's design or in a concurrent project. He pointed to the \$12 million in state funding for the \$15.4 million pedestrian and bicycle bridge that lands on Sprague as a reason to have bikeways, but the city rebuffed his request and put the Sprague project out to bid with no bike facilities.

Feist said the city does have a plan for a bike trail to run between Sprague and the railroad tracks, but acknowledged it was in its earliest stages and years from completion.

"We actually already have plans," she said, noting that a yet-to-begin feasibility study would take 12 to 18 months to complete, followed by six to eight months of design, 18 to 36 months for right-of-way acquisition and six to eight months for construction.

Also, the city estimates the trail would cost \$3 million for design, right-of-way purchases and construction.

She added that the Sprague project, which is fully funded through a mix of 2014 street levy funds and money from the University District Public Development Authority, was never intended to include bikeways.

"There's more complication here. There's competing interests here. It's not just a bicycle facility," she said, adding that the city's Bike Master Plan, which was created in 2009 and updated in 2017, envisioned that bicycle traffic would use Pacific and First avenues.

She added that cyclists are allowed to use Sprague, with or without bike facilities.



**Washington State Senate Majority Leader Andy Billig, a Spokane Democrat, and Mayor David Condon remove a construction barricade on East Sprague Avenue in 2017. Now the two are at odds over another stretch of Sprague.**  
(Tyler Tjomsland / The Spokesman-Review)

“Every lane, if you’re a confident rider, every lane is available,” she said, suggesting that a stripe of paint marking a bike lane was largely ineffective anyway. “Just because there’s a stripe doesn’t make it safer.”

Still, she argued that the city prioritizes bikeways when it can — primarily through striping bike lanes.

“It becomes difficult for a city to balance all the needs a city has. We’ve obviously prioritized bikes in the last few years,” she said, counting 50 miles of striped bike lanes installed between 2012 and 2017, along with three miles of separated bike trails. “We are making a concerted effort to try and fulfill our master bike plan. We are committed to bike facilities.”

But Billig is demanding action on the Sprague project, and is wielding a large stick.

The language he added to the Senate’s transportation funding bill, says that “any new approval for grants or allocations for projects during the 2019-21 biennium for the city of Spokane is contingent upon the city developing an infrastructure plan to provide an east-west safe connection for the increased bike traffic volume on Sprague Avenue and identifying funding for these connection improvements. The connection improvements may include a bike-only path reasonably adjacent to Sprague Avenue.”

The House transportation budget bill includes \$3 million for the Sprague project, the “top request” of state Rep. Marcus Riccelli, a Spokane Democrat on the transportation committee. Riccelli said Friday that the request came from the city, and is marked for the Sprague Avenue Phase 2 project. But he said the funding is intended for the trail project, and is contingent on the city building bike facilities in conjunction with the road work.

“The city definitely requested the project,” he said. “I’m very pleased that it’s in the House budget.”

In a letter to Billig earlier this week, Mayor David Condon asked for the “immediate removal” of the language from the bill.

“Limiting the City’s ability to access transportation grant funds hurts our citizens,” he wrote.

Condon pointed to the renovation of Riverside Avenue downtown, which is expected to begin in 2021, as potentially the prime victim of Billig’s action. If the budget proviso remains, the gas-tax-funded Transportation Improvement Board state grant the city is relying on to rebuild Riverside would be at risk. He noted that the Riverside project “is designed to accommodate Spokane Transit Authority’s Central City Line, and serve as a significant bike facility.”

Billig replied to Condon, saying the budget language didn’t stop the city from applying “for grants or from being approved for grants. It only prohibits the release of funds. This will provide the City with enough time before the point when a grant would be funded to align the bike safety project with the rest of the Sprague rehabilitation project.”

Feist said Billig’s actions to hold up all of state funds for one bike project wasn’t right.

“To hold Sprague up until we have the project funded doesn’t make sense,” Feist said, adding that the road project will proceed regardless of Billig’s actions. “From our perspective, we’re trying to balance all the needs in our community, from a development standpoint, from an economic standpoint.”

## **Ephrata awards contract to Granite despite problems**

by Charles H. Featherstone  
April 19, 2019

EPHRATA — The Ephrata City Council on Thursday awarded an \$180,000 contract to Granite Construction to resurface Eighth Avenue Northwest despite concerns about the company’s work replacing the Basin Street water main.

“There have been a few concerns on behalf of the council, staff and engineering team,” City Administrator Wes Crago said. “We had a pre-award conference with Granite to talk about our concerns, and it was a pretty frank conversation.”

Crago said residents have complained about “the potholes, bumps and lumps” on Basin Street following Granite’s work replacing the water main underneath the road.

“There’s been some very unacceptable work done,” Crago said.

However, Crago told the council that Granite Construction’s bid for the Eighth Avenue repaving contract came in at \$170,255 — well under the engineer’s estimate of \$188,410 and below the next lowest bid of \$180,732 from Tommer Construction of Ephrata.

He also said that Granite, which has offices across the United States, “has many divisions” and the operation submitting the winning bid is in Moses Lake, while the division doing the Basin Street work is based in Yakima.

“We’ll hold people accountable for not doing their job,” Crago said.

After talks with the Transportation Improvement Board (TIB), which awarded the grant for the Eighth Avenue work, Crago said the TIB was okay with rejecting the low bid if the city council decided to do that.

“No doubt it will be popular with some people, who would feel like that’s a just outcome,” Crago said.

However, Crago added there were “10,477 reasons” — the dollar amount between the lowest and next lowest bids on the project — to award the contract to Granite Construction.

“It may feel good to show there are some consequences, but that’s \$10,477 of taxpayers money. So the staff is unanimous that we should award the contract to Granite,” he said.

“The moral high ground can be very expensive real estate,” said Council member Matt Moore.

Both Crago and Public Works Director Bill Sangster noted that much of the problem with Basin Street is that the road is showing its age and should have been resurfaced years ago.



**Charles H. Featherstone/Columbia Basin Herald Ephrata City Council member and Mayor Pro Tempore William Coe during Wednesday’s city council meeting.**

“Most of the stuff that is bumpy in the road that everyone wants to blame on them is not them,” Sangster said. “That road is five years past when it should have been overlaid. Some of that’s our fault because we didn’t do our project for years, and we got held up.”

The work is scheduled to begin in early July, after school gets out. The Washington State Department of Transportation began the \$3.6 million resurfacing 8.5 miles of Basin Street (SR-28) through Ephrata to Soap Lake last month, and expects to complete the project by August, according to the DOT web site.

The TIB also awarded Ephrata \$300,000 to redo a sidewalk the entire length of C Street from Parkway Boulevard to Ephrata High School as part of the state’s Complete Streets program, which helps ensure there are safe walking routes to school across the state.

Work on that project is not slated to start until next year, according to Sangster.

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## Changes planned for streets in Electric City

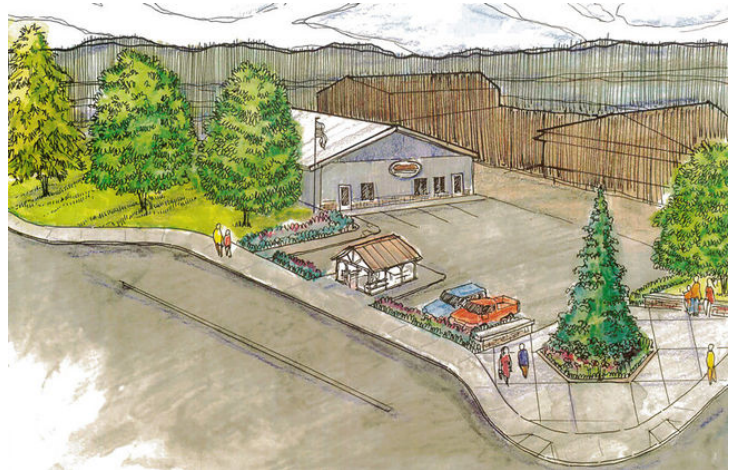
by Jacob Wagner

March 20, 2019

A drawing by SPW Landscape Architects shows a larger parking lot, trees and a bus stop shelter in front of city hall.

Those who drive around Electric City regularly may be surprised this summer to find that the Y-shaped intersection near city hall will be losing the Western Avenue branch off that intersection that currently forks into Western and Stevens Avenue.

Electric City is building some sidewalks along Coulee Boulevard, which is also highway 155, as well as along Grand Avenue this summer. Included in these projects is a sidewalk that will wrap around the front of city hall and eliminate the portion of Western Avenue directly in front of city hall, incorporating that space into city hall's parking lot.



A drawing by SPW Landscape Architects shows a larger parking lot, trees and a bus stop shelter in front of city hall.

The elimination of the Western Avenue branch of the Y will force drivers to use the Stevens Avenue branch of the Y instead, adding some extra turns and yards to their drive.

Electric City has a larger plan to develop the parking lot for the city hall in that short stretch of Western, planting trees and creating an area that City Clerk Russ Powers calls the "city center," where he explains people could congregate for the lighting of a Christmas tree, for example.

An artist's rendering from SPW Landscape Architects shows trees and a bus stop shelter in the envisioned city center.

"I kind of like the idea, really, if they dress it up and make it look nice," said Electric City resident Roger Lucas, who lives on the hill above city hall. Lucas said an extra turn wouldn't bother him.

"The point is to slow down traffic," Powers said about eliminating the Western Avenue branch of the intersection. "This particular plan was done many years ago with SCJ Alliance," the town's city planning firm at the time.

Lucas said he dodges garbage trucks in the area, so reducing traffic sounded good to him.

"The city has no sidewalks," Powers said, "so I think it will improve the safety and the awareness of pedestrians in the city that we don't have right now."

"That is not a good corner," said Electric City resident Kerry Higgins, who also lives on the hill above city hall. "I'm not crazy about how that's set up now, anyways. I have to see how the whole thing lays out. Of course, it's an inconvenience to have one more place to stop, four times a day for me. My bigger concern is how they're paying for it."

The sidewalk project on the highway and near city hall will cost about \$304,000, paid for with a grant from Washington state's Transportation Improvement Board and a 5-percent, \$16,000 match coming from the city. The sidewalk along Coulee Boulevard will stretch from Taylor Avenue to Western Avenue.

The actual streets of Grand Avenue and Western Avenue will both be completely rebuilt, including sidewalks, in a project that will be paid for with about \$665,000 from the TIB and a \$33,000 match from the city paid with money from the city Transportation Benefit District, which collects \$20 a year on vehicles owned by Electric City residents, one of 65 cities in the state that do so.

The plan to modify the intersection came before Powers' time as clerk, he said, and as the city has been developing a parks and recreation plan that includes plans for parks, trails, and sidewalks, the plan to modify the intersection started to become a reality.

"The way these things work is that the engineers come in with plans to submit to TIB, and you say, 'That looks pretty good; lets try for that,'" Powers said. "And then you come in with the finalized plan. The council has to approve the contract to do the job. If they don't like something, they say, 'We don't like this.' They approved the TIB grant and contract with engineer in 2018."

"It's really nice to work with TIB," Powers continued. "I wish all the grants worked that way. It's basically, 'You got the grant; here's the money; do the job.'"

The sidewalk and streets projects are expected to go out to bid in April, Powers said, with construction estimated to start sometime this summer.



## **Luckiest city by a dam site**

Opinion

by Mark Payne

April 17, 2019

Electric City has to be the luckiest city by a Dam site, maybe even the whole state of Washington! Why, you ask? Because Electric City was awarded a Transportation Improvement Board (TIB) Grant to close part of Western Avenue in the name of “public safety” without checking with anyone in public safety. Not the fire department, the police department or the ambulance that service the city.

In my opinion, that’s Dam lucky. The residents who live on Stevens Street are even luckier than the rest of us, as you’ll get to see a lot more of your neighbors who usually use Western Avenue to get to Highway 155.

I usually don’t play Lotto, but I’m feeling lucky!

One lucky

Electric City resident

Mark Payne



## Citizens, firefighters disapprove of upcoming intersection change

by Jacob Wagner

April 17, 2019

Citizens, firefighters, engineers, and city officials discussed a controversial possible intersection change in Electric City at the city's April 9 council meeting.

About 18 people in the crowd watched or participated in the discussion surrounding the city's plans to remove the stretch of Western Avenue directly in front of city hall and replace it with a sidewalk.

Most only found out about the plans through recent articles in The Star, although the project is ready to go out to bid, with construction starting sometime this summer.



**Josh Reeder, standing, addresses the Electric City Council last week on a streets and sidewalks plan.**

**- Jacob Wagner photo**

That sidewalk project is part of a larger project to build a sidewalk along a stretch of SR-155, as well as Grand Avenue, which combined will cost about \$304,000, paid for with a grant from Washington state's Transportation Improvement Board and a 5-percent, \$16,000 match from the city.

Much of the controversy around the change comes from the stops and turns that would be added to the route of a fire truck leaving the nearby fire station, as well as for firefighters heading there to answer a call.

"How it affects the fire department, I don't think was ever looked into," Electric City resident Keith Faul said. "If you look at how that fire department was laid out, it comes right up Western. Also as a citizen, when was this ever discussed? Was this something the council just decided?"

Another resident, Karen Depew, read a letter from her neighbors, Raymond and Marian Spackman. "The two extra 90-degree angles add response time to fire trucks and ambulances, as well as wear and tear on trucks, with added stops pauses and starts," the letter reads. The letter also cited traffic being redirected up "narrow" Stevens Avenue as a concern with the possible change. "We totally disagree with the proposed changes," the letter says. "The money would be better used to replace or repair our many damaged roads."

Depew agreed with the Spackmans' letter. "I like the design," Depew said. "Sidewalks and curbs would help the area for sure; but to stop Western, I disagree with that."

Josh Reeder, a Grand Coulee resident and senior officer for the Electric City Fire Department, spoke next.

I just want to stress, specifically, public safety and environmental stuff," Reeder started. "I, myself, as an officer being responsible to life safety of citizens, it does present several more challenges to us, which aren't good."

Reeder also questioned whether environmental studies or public safety studies had been done on rerouting traffic. "I'm personally not an engineer, but a lot of these roads are not adequate, in my opinion, to absorb traffic that goes up and down (Western)."

Reeder said the fire trucks can weigh 75,000 pounds, and that stopping and starting again would be a nuisance. Referring to saving a house in Elmer City last year, "I don't think we had 30 seconds," he said.

"When I hit my lights and sirens, I can make it out to the highway and get to my emergency and save lives and properties without having to stop," Reeder said about the way things are now.

"I have a lot of thoughts and questions regarding your plans to close a portion of Western and build what you're calling a city center," resident Catrien Slater said. "My main question is why? ... It was said it's there to slow down traffic, but really you are just redirecting traffic towards Stevens and Electric Boulevard, which are narrower and more residential. So I'm sure those residents will be pleased at the increased traffic."

Slater said she was in favor of sidewalks and a city facelift, "but this road closure just baffles me. We need to improve our roads, not take them away. I'm sure the money used for this city center could be better spent on other areas of the city."

Slater also questioned whether there had been public input on the matter planned much earlier. "Since it was many years ago, should it have been brought up again with the city residents before starting the bidding process with contractors?" she asked.

Michael Meskimen, a civil engineer with Gray & Osborne, the city's engineering firm, said the city has not yet asked for bids on the project. "There is still the opportunity to make changes or revisions to this," he said.

Meskimen said the idea had existed before his firm began working with the city and was originally conceived by the city's previous engineering firm.

"This whole area is kind of a confusing area from a traffic-engineering standpoint," Meskimen said. "You don't have a lot of control here."

Meskimen cited a triangular area where people park, a bus stop, sight problems, awkward angles, and misaligned intersections with more than four legs on them complicating the current intersection. He said eliminating one of the legs of the intersection is one solution to simplifying the traffic of the area.

Resident Gary Haven said that he has lived in the area of the intersection for 10 years but hasn't seen any accidents or issues.

City Clerk Russ Powers said that one of the biggest concerns at the intersection is "pedestrian traffic and sight restrictions."

"When we do these grants, we bring the designs to the council for approval prior to going to the next phases," Powers said. "So there's another opportunity for the public to weigh in if there's a problem with any of the designs that we put forth in the grants."

"I want to explain to everyone we have a park going in behind the fire station," Powers said later. "There's going to be children there, especially in the summertime. One of the things we were studying is to make sure those kids have safe crossing to get to their destinations. Right now kids get off the bus at city hall and go in all directions. You don't know what direction they'll go. When we did this, we wanted to make sure there'd be stop signs so kids can cross the road."

"Every roadway design you do," Meskimen said, "ultimately has some pluses and negatives. How you choose to balance those out is ultimately a decision you guys have to make."

Electric City Fire Chief Mark Payne said he has been with the department since 1996, and presented a letter, signed by five local fire chiefs, regarding the impact the intersection change could have on response time and safety.

Payne cited a number of grievances with the city, many included in a recent Star article, including not being consulted by the city throughout this process, the complications of the stops and turns, the complications for using a fire hydrant in the area if the plan were carried through, and especially the increase in response time.

"I honestly believe this idea creates a hazard for our department and people when we're responding," Payne said, "and so if it's not too late, I'm not for it, unless they can come up with something they can sell me on. I'll go to every freaking meeting you guys have, but as long as it's slowing our men down to get there, and putting us in an unsafe thing, I'm going to fight it 'til the end."

Mayor John Nordine joked that Payne was named "Payne" for a reason, to which Payne agreed. Powers apologized to Payne for not including him on the process.

Sgt. Gary Moore, of the Grand Coulee Police department, cited "blind hills" in the area of Stevens, where traffic would be directed, as another concern in the plan.

Mayor Nordine said they were moving on to the next topic on the agenda, and the bulk of the crowd left, but the council discussed it a bit more, mentioning that widening Stevens Avenue could be a possibility.

Councilmember Aaron Derr said the council should address citizens' concerns, or they "would be just ready to tar and feather us."

Powers later told The Star that they still plan to go through with the plan.

"As of right now, the process is moving forward as is," he said. "We're working on a few tweaks on a revision just to make sure that we account for the fire department as much as possible."

He said the city still plans to go out to bid on the project soon.