



Transportation Improvement Board
November 21-22, 2019 – Federal Way, Washington
Location: Hampton Inn & Suites Federal Way
31720 Gateway Center Blvd. S
Federal Way, WA 98003
253-946-7000

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

		Page
2:00 pm	A. Welcome from City of Federal Way	Mayor Jim Ferrell
	PROGRAM & PROJECT MATTERS	
2:10 pm	B. 2019 Project Recommendation Summary	TIB Engineers 17
3:30 pm	C. Executive Session: Personnel Matters	
3:45 pm	D. Adjournment	Chair Johnson
	Following adjournment: State Active Transportation Plan workshop – please attend	Barb Chamberlain 2

From: Barb Chamberlain

To: TIB Board members:

TIB Board members are invited to participate in a facilitated conversation about the update to the State Active Transportation Plan following the end of our study session Thursday, November 21.

Your insights will be invaluable for the statewide needs assessment. To get your creative juices flowing, I'll ask you to spend a few minutes talking with each other about priorities for government and how we work across all jurisdictions for safe, accessible mobility for all.

I'll share information on how we're approaching our analysis of state right-of-way and planning to work with local and regional partners going forward to address state-owned and state-interest connections. This plan is the statewide needs assessment that includes local and regional needs as identified in your TIPs, trails plans and other sources.

You can learn more at our online open house <http://bit.ly/WSDOT-ATP-Online-Open-House> . I would appreciate everything you can do to share that link with others.

Looking forward to meeting with you in Federal Way.

Barb Chamberlain
Director – Active Transportation Division
WA State Dept. of Transportation
Seattle office: 206-716-1130
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Pronouns: She/her/hers



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

			Page
9:00 am	1.	CALL TO ORDER	Chair Johnson
9:05 am	2.	LOCAL PRESENTATIONS	Chair Johnson
9:35 am	3.	GENERAL MATTERS	
	A.	Approval of September 27, 2019 Minutes	Chair Johnson 5
	B.	Communications	Ashley Probart
	1.	Herald Net - Work next spring will tie up 180th Street SE near Mill Creek	19
	2.	Union Bulletin - City moves on Poplar, Alder redesign	21
	3.	The Olympian - Gophers Over Kids? Thurston Commissioner Argues Government...	22
	4.	Daily Record - Ribbon cutting for University/Wildcat Way project celebrated	24
	5.	iFiber One News - A bump in the road? Passage of \$30 car tab fee initiative a...	25
	6.	Krem 2 News - Here's how I-976's passage could impact Spokane	26
	7.	The Olympian - What \$30 car tabs could cost the Thurston County region	28
	8.	Sunnyside Sun - Large impacts coming from passage of Initiative 976	33
	9.	The Bellingham Herald - I-976 would cut "car tabs" to \$30, but here's what...	34
	10.	The Reflector - Car tab initiative could hit city street maintenance	36
	11.	Yakima Herald - City officials on edge over initiative seeking \$30 cap on car-tab fee	38
	12.	Union Bulliten - Lower car tabs could mean big hits to local agencies	40
	13.	Methow Valley News - Canyon Street swales irk residents	43
	14.	The Star - Torn up area scheduled for November completion	45
	15.	The Chronicle - Borst Avenue Paving Begins — Project Scheduled to Be Done First...	46
	16.	The Woodinville Weekly - Local artists depict life along the Sammamish River Trail	48
	17.	Bothell-Kenmore Reporter - Gains made on West Sammamish Bridge remodel...	50
	18.	Bellevue Reporter - 'It's really helping us build some firsts in Bellevue': Checking in...	52
	19.	Chinook Observer - Ilwaco City Council details upcoming projects	54
	20.	The Vidette - Monte street projects presented to council	56
	21.	The Daily News - Kalama plans major infrastructure projects for 2020	57
	22.	Peninsula Daily News - Port Townsend City Council hears preliminary \$35M...	58
	23.	Auburn Reporter - Vehicle hits, injures pedestrian on M Street SE	60
	24.	Kitsap Sun - Family of teacher struck and killed in crosswalk sues Kitsap County	61
	25.	The Northern Light - Second phase of Peace Portal Community Trail now complete	63
	26.	Newsradio 560 KPQ - East Wenatchee to Make Pedestrian Improvements Along...	64
	27.	Newsradio 560 KPQ - Cashmere City Receives Updated Cost Estimate for LED...	65
	28.	The Suburban Times - Colonial Plaza grand opening	66
	29.	Kitsap Daily News - Bremerton mayor proposes \$120,000 in federal funding to aid	67
	30.	The Lens - Local road funds off track	69



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| 9:50 am | 4. NON-ACTION ITEMS | | |
| | A. Executive Director's Report | Ashley Probart | |
| | B. Financial Report | Vaughn Nelson | |
| | C. RxPave Presentation | Chris Workman | |
| | D. Relight Washington Program Update | Chris Workman | |
| | E. JTC City Transportation Funding Study - informational | Ashley Probart | |
| | F. Project Activity Report (9/1/19 – 10/31/19) | Greg Armstrong | 12 |
| 10:50 am | 5. ACTION ITEM | | |
| | A. 2019 Project Selection | Ashley Probart | 17 |
| 11:00 am | 6. ADJOURNMENT | Chair Johnson | |

FUTURE MEETINGS
January 30-31 (Olympia)
March 26-27 (Vancouver)
May 28-29 (Yakima)
September 24-25 (Spokane)
November 19-20 (Bellevue/Issaquah)

**Transportation Improvement Board
September 27, 2019
Hilton Garden Inn
Wenatchee, Washington**

TIB BOARD MEMBERS PRESENT

Mayor Glenn Johnson, Chair
Commissioner Richard Stevens, Vice Chair
Ms. Barb Chamberlain
Ms. Elizabeth Chamberlain
Mr. Mike Dahlem, P.E.
Ms. Sue Dreier
Mr. John Klekotka, P.E.

Mr. Bob Koch
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.
Gloria Bennett, P.E.
Jason Phelps, P.E.
Vaughn Nelson
Kelsey Davis/recorder

TIB Members; Amy Asher, Aaron Butters, P.E., John Koster, and Colleen Kuhn were excused.

1. CALL TO ORDER

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

On Thursday Wenatchee Mayor, Frank Kuntz, welcomed the Board to the city.

2. LOCAL PRESENTATIONS

- A. Gary Owen, City Engineer, City of Wenatchee**, presented Thursday on their Complete Streets program. The City has received national recognition for their city ordinance and implementation of their program. The work session highlighted the work the city has accomplished with help from the \$700,000 Complete Streets Program funding they received from TIB. For example, funds are being used to complete several sidewalk gaps that will result in continuous, ADA compliant sidewalks throughout the downtown. Mr. Workman commented that we direct cities and counties to their ordinance as a model on how to establish their respective program.
- B. Tom Wachholder, Project Development Manager, City of East Wenatchee**, thanked the board on behalf of their City for their \$400,000 Complete Streets Award as well as other grants from TIB. They are especially excited for projects being funded with Complete Streets funding and hope to fill more sidewalk gaps with a future award. They also hope to receive TIB funding for a few projects coming up, including TIB funding to match safe routes to school funds in 2021.
- C. Aaron Simmons, County Engineer, Douglas County**, provided an overview of countywide road responsibilities. They face significant challenges in managing 1,745 lane miles of paved roadways and 599 miles of gravel roadways. They have had to perform emergency repair due to landslides and heavy winters in general. In the urban growth area, they are experiencing significant industrial and light industrial growth. To make this successful, they are extending sewer lines and need road improvements just north of East Wenatchee. They recently applied for a TIB grant to support this development.
- D. Joel Walinski, City of Leavenworth**, thanked the board for funding various projects in Leavenworth over the years. The city is 1.3 square miles, has a population of only about 2000, and has 12.7 miles of roadway with an average Pavement Condition Rating (PCR) of 68.1. This average has come up significantly with help from TIB grants. The PCR was about 55 at one time. Other improvements include a multi-use path in front of their schools. This was paid for in part by the Complete Streets Award and better and higher

quality lighting via the LED lights paid for by Relight Washington. Mr. Probart asked how much Transportation Benefit District funds are brought in annually. Mr. Walinski said the city gathers about \$410,000 per year in TBD sales tax dollars.

3. GENERAL MATTERS

A. Approval of May 17, 2019 Minutes

MOTION: It was moved by Commissioner Stevens and seconded by Mr. Klekotka to approve the minutes of the May 17, 2019 board meeting with the corrections below:

- Page 4: W. First Street project
- **MOTION:** It was moved and seconded to approve the minutes of the **January 25th March 22nd** board meeting.

Motion carried unanimously.

B. Communications

The combination of no summer board meeting and peak construction activity has resulted in numerous articles. Mr. Probart shared a number of important articles from the Board packet.

- **Heraldnet, Inslee urged to use the red pen on a few budget provisions**, which includes the TIB request for vetoing part of the current transportation budget.
- **Sequim Gazette, Dignitaries dig in for Fir Street Rehabilitation groundbreaking**, highlighting the May groundbreaking event.
- **Kitsap Daily News, City's financial commitment to project was 'tipping point,'** discussing the Tremont Street project in Port Orchard. At the May meeting, Mayor Rob Putaansuu asked the Board for assistance as the project was about \$2 million over budget. Puget Sound Regional Council came through for them and provided the needed funds.
- **The Columbian, Legal fight over growth management plan finally over.** Last year, TIB amended its WACs regarding GMA land use actions, which allowed Clark County to proceed with TIB partnership funding.
- **Redmond Reporter, Former Redmond Mayor Doreen Marchione dies at 80**, we remember Mayor Marchione's service as long time mayor of Redmond and former TIB member.
- **The Seattle Times, Tim Eyman's initiative to cut car-tab taxes would cost billions in transportation funding, state says**, in addition to state funds being impacted, the initiative would repeal city Transportation Benefit Districts (TBDs) authority to collect a vehicle fee. Notes have been added to other articles in the packet showing which agencies have TBD funding. More discussion to follow.
- Several articles about TIB funded sidewalks.
- **The Star, Electric City accepts bid for controversial work**, this article talks about the Wheeler Street straightening and sidewalk project in regards to some complaints by citizens. The city conducted public outreach for their broad plan but did not conduct outreach for the specific project. The lesson learned is the importance of per project discussion, especially in smaller communities.

4. NON-ACTION ITEMS

- #### A. Small City Program Changes Discussion
- Chris Workman reported on the following: During the May meeting, preliminary banding options and criteria for the Small City Arterial Program were shared for review. Mr. Workman stated it appears the Small City Banding concept is approaching consensus by the Board and asked if there were any other comments.

Continued fine tuning will take place and staff will bring a final version for the board to vote on in either January or March 2020.

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

- The director continues to be firm with cost increase requests. Staff is upfront with agencies about when is a good time to go to bid. If the agency chooses not to follow this advice and gets unfavorable bids as a result, it will be unlikely for TIB to cover any increases.
- WSU received a federal grant for their National University Transportation Center (TriDurLE). Mr. Probart and Mr. Workman will be visiting with them next week to see if TIB can partner or be complementary with their program.
- Presented to the Joint Transportation Committee (JTC) in June.
- Just completed serving as a committee member for the JTC City Transportation Needs Study. An update will be provided in November.
- TIB engineers held 27 workshops in June for agency education, Mr. Probart personally attended several.
- Attended County Engineers Annual Meeting, a two day retreat and a good opportunity to talk with them about TIB, and any changes in practices and project financing. It is also good to keep up to date about who is working for which agencies and to continue TIB/County relationships.
- Ribbon Cuttings and Ground Breakings including:
 - Complete Streets awards to Olympia and Bremerton city councils;
 - Geiger Boulevard in Spokane County-groundbreaking;
 - Tremont Boulevard in Port Orchard-ribbon cutting;
 - Traffic Avenue in Sumner-ground breaking-
 - Lakewood Town Center-the city will present in November
 - Ribbon cuttings in Tukwila, Buckley, and Black Diamond
- 2020 Supplemental transportation budget:
 - Section 304 (1) of the 2019 signed budget allocated \$9.3M for Relight Washington. The original concept was to fund more cities. However, we received a funding directive, but did not receive additional funds. After further research this summer, the next “tier” of cities have already implemented their own LED programs.
 - The Governor’s supplemental budget will reduce the \$9.3 million to \$7 million so the \$2.3 million can go back into the TIB general fund and be reprogramed to support our regular programs.

Initiative 976:

Mr. Probart presented to the Board a power point that 1) shows fiscal impacts according to the OFM website, and 2) highlights the discrepancy between state law and Section 5 of I-976.

Mr. Probart highlighted the impacts to the Transportation Improvement Account. (144) and provided the following analysis:

Part 1-Grant Impact

TIB revenues will see a reduction because we receive a portion of the \$100 electric vehicle fee. After the first \$1 million is collected and delivered to WSDOT, TIB receives 15% of

each additional dollar collected. (After the first \$1M, WSDOT receives 70% and the County Road Administration Board receives 15%.)

Big Picture: TIB receives approximately \$100M annually from the gas tax. Eliminating the electric vehicle fee will have a small impact in the immediate upcoming grant cycle (i.e. reducing awards by one or two projects). It sounds small unless a city or county is just below the grant line.

Mr. Probart explained to the Board the electric vehicle fee is becoming significant revenue. For example, the Small City and Sidewalk Pavement account receives \$4M a biennium. The revenue forecast shows the electric vehicle fee will be over half this amount (\$2.6M) in the 23-25 biennium.

Customer Impacts:

a) Complete Streets Grants: TIB receives \$14.67M/biennium for Complete Streets grant funding. This is multi-modal funding (MMF) and received by appropriation as part of the 2015 Connecting Washington transportation package. In our two grant cycles, we have averaged 30-40 cities/counties receiving funding. TIB has already funded the 2019-2021 grants so any impacts (no appropriation) would occur effective the 2021-2023 budget cycle.

b) Traditional grants/applications: The Board typically awards \$1 for every \$2-\$3 requested. What we would anticipate:

- The 60 or so cities that pledge their Transportation Benefit District -vehicle fee as match will either a) find other money, or b) drop out. This will be a significant hardship for many of our customers.
- Some current projects relying on TBD funding may be delayed. (We cannot know which specific ones it will be.)
- Because we are oversubscribed, we are likely to see the Board awarding \$1 for every \$2 requested in the short term and a different “mix” of cities receiving awards.
- November 2019 grant awards. We will need to revisit projects that are being proposed in the current cycle and attached to pending Sound Transit projects. If the ST projects are delayed or suspended, they may need to be revisited.

Board members also provided information on how the passage of I-976 could impact their respective agencies.

Pierce Transit Director Sue Drier noted their transit agency, and several others, rely on the multimodal grant funding for capital grants. Without this grant offset, it impacts their base budget that must fund mandatory dial a ride services. This will be a big loss for smaller transit agencies as well.

Councilmember Todd noted that cities without Transportation Benefit Districts will see increased competition for state grants.

Mr. Roark noted that the WSDOT budget will be approaching 70% gas tax debt service in upcoming biennia. The loss of I-976 funding will have a significant impact on their ability to deliver projects.

Mr. Probart also provided additional budget analysis:

As a practical matter, relying on different transportation funds to backstop this reduction is inherently problematic. The Multimodal “color” of funding can support multimodal and road projects. The gas tax is constitutionally restricted to road projects.

It’s also important to understand that any reduction of transportation funding will also impact the federal court injunction that is currently in place requiring the state to fund fish passage corrections. (This is not negotiable.) The Governor, through executive action, has put in place enough funding for design work in the current 19-21 biennium in order to meet the court timeline. There is not enough current law funding in future biennia for constructing them unless a) new revenue is procured, or b) the existing list of projects are restructured (i.e. eliminated, reduced, delayed).

As noted by OFM, Washington State Ferries and the Washington State Patrol are fiscally impacted.

5. ACTION ITEMS – out of order I-976

This discussion at today’s Board meeting is especially important because I-976 is scheduled to take effect December 5, 2019, just six six business days after our November Board meeting.

As noted in the ppt, there is a discrepancy in current state law and the written Section 5 of I-976. Section 5 is the reduction of the electric vehicle fee to \$30. As a result, this does raise a constitutional issue. Mr. Probart has reached out to the Washington State Attorney General (AG) to see what options exist if I-976 is passed. TIB does not have express legal authority to challenge initiatives or referendums. There are basically three options:

- 1) Pursue no challenge to Section 5;
- 2) The Attorney General can pursue repeal of Section 5. Section 5 would most likely be part of a broad challenge to I-976; or
- 3) If a third party (i.e. Sound Transit) challenges I-976, TIB could request the AG to file an amicus brief on behalf of TIB.

Discussion: Councilmember Todd asked if pursuing repeal of the I-976 would require significant staff resources.

Mr. Probart responded that Section 5 is very straight forward and the Attorney General has past precedents to rely on in pursuing a repeal of Section 5. It would be the AGs staff time that would be billed to TIB. (As part of our operating budget, the AG office has a set amount of billable hours by formula to our agency. We rarely use our budgeted amount.)

Councilmember Todd made a motion with a second by Commissioner Stevens **to authorize the executive director to pursue legal action with the attorney general’s office to recover electric vehicle funds if they are repealed in Section 5 in Initiative 976.**

Motion carried unanimously.

NON-ACTION ITEMS continued

C. **Financial Report** – Mr. Nelson provided an update on TIB’s expenditures and available funds.

- The Transportation Improvement Account (TIA) is the agency’s largest account and the summer balance was approximately \$20 million. This is typical during the summer when there are not as many invoices. In August and in September, construction invoices start to increase. The \$20 million fund balance is now \$3.40M in TIA and there is a balance of \$800,000 for the small city account.

- To provide context, the beginning of September showed a balance of about \$15 million and is almost identical to September 2018.
- Staff is constantly monitoring these requests to make sure smaller communities can be paid as soon as possible.
- In November through January, staff will likely be putting more cities on payment plans to ensure a minimum TIB fund balance is maintained. (As a rule of thumb, \$5M is preferred.) This will mostly be done with larger cities that typically have the fiscal capacity to manage multiple funds and multiple accounts.
- The TIB contract provides the Board with the authority to manage larger payment requests by splitting them up into monthly payments.
- As internal policy, staff is monitoring all projects and has an objective of making sure all closeout requests are less than \$3M. This ensures monthly payments will not exceed six months. To date, we have successfully been below the \$3M ceiling.
- There has been a net surplus of grants each month since November 2018. This is mostly because the TIB director has only been approving smaller increases for communities in need and not approving large increases.
- The TIB dashboard is designed show more than fund balances. It is intended to show ongoing obligations so citizens and legislators can see that funds are actively invested in communities.

D. Delayed Projects Response – Chris Workman

No action is requested. Chris provided an update on how staff manages these projects:

- Projects in delayed status make up a small percentage of the total TIB portfolio;
- The WAC delay timeframes for Urban Arterial Program, construction only, and other projects was presented;
- Agencies are notified ahead of time that delay letters are coming. Staff and the director work closely with agencies before they reach delay status.
- Current agencies at Stage 1 delay:
 - Bainbridge Island, Wyatt Way
 - Castle Rock, Dougherty Drive
 - Castle Rock, FY 2018 Rehabilitation Project
 - Okanogan, Second Ave S (SR 215)
 - Vancouver, NE 112th Ave.
 - Thurston County, Mullen Road SE

All of these projects are anticipated to move forward.

- Richland, Gage Blvd/Center Parkway remains at Contingency status.

E. Project Activity Report (5/1/19 – 8/31/19)– Gloria Bennett reported on the following activity that took place in March through April 2019.

- Project activity follows a regular pattern of low numbers of project actions in summer and higher numbers in fall through spring.
- There have been a few spikes over the years, specifically the emergency funds in May and June 2017 and Compete Streets in April 2019. Otherwise the trend follows a very predictable pattern.
- Highlights:
 - Bellevue, 124th Ave. NE, \$515,296 surplus
 - Lewis County, Borst Ave., \$918,104 surplus
 - Liberty Lake, FY 2019 Overlay, \$262,206 surplus
 - Royal City, Camelia St, \$212,826 surplus
 - Sumner, Traffic Avenue and bridge, \$642,405 surplus

- All highlights are surpluses, partly due to not granting many increases but also there have been some surprisingly very good bids.
- Mr. Todd stated that lessons learned should include don't bid late. Ms. Bennett said also in lessons learned are for agencies to talk to consultants, and possibly talk to bidders ahead of bid openings and hopefully get enough bidders and enough interest to increase competition,
- Mr. Probart stated that outreach, early and often is key. As well as traffic control, and trying to see what can be done to reroute traffic since traffic control is a huge cost.

6. ADJOURNMENT

The meeting adjourned at 10:52 a.m.



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-159(006)-1	BURLINGTON	FY 2020 Overlay Project	Audit	CC FV AD	210,000	0	Director
3-P-124(006)-1	ENUMCLAW	FY 2019 Overlay Project	Audit	CC FV AD	174,059	-6,991	Director
3-W-158(001)-1	POULSBO	FY 2019 Rehabilitation Project	Audit	CC FV AD	519,648	-45,352	Director
3-E-178(005)-1	TOPPENISH	FY 2019 Overlay Project	Contract Completion	CC	493,664	0	Director
						Total APP Change	-52,343
CSP Program							
C-E-893(001)-1	AIRWAY HEIGHTS	Complete Streets Award	Audit	FV AD	250,000	0	Director
C-E-986(001)-1	COLFAX	Complete Streets Award	Audit	CC FV AD	125,000	0	Director
C-P-199(001)-1	LAKEWOOD	Complete Streets Award	Audit	CC FV AD	300,000	0	Director
C-W-155(001)-1	MOUNT VERNON	Complete Streets Award	Bid Award	BA	350,000	0	Director
C-P-101(001)-1	SEATTLE	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-P-128(001)-1	TACOMA	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-887(001)-1	WINTHROP	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
						Total CSP Change	0
LED Program							
S-E-934(001)-1	BINGEN	LED Streetlight Conversion	Audit	FV AD	79,556	0	Director
S-E-847(001)-1	CASHMERE	LED Streetlight Conversion	Contract Completion	CC	415,729	87,676	Director
S-E-177(002)-1	COLLEGE PLACE	LED Streetlight Conversion	Audit	CC FV AD	13,824	-3,074	Director
S-E-940(001)-1	GRANGER	LED Streetlight Conversion	Contract Completion	CC	59,228	6,025	Director
S-E-941(001)-1	HARRAH	LED Streetlight Conversion	Contract Completion	CC	16,359	-960	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-E-850(001)-1	LEAVENWORTH	LED Streetlight Conversion	Contract Completion	CC	83,553	0	Director
S-E-943(002)-1	MOXEE	LED Streetlight Conversion	Contract Completion	CC	10,491	-2,792	Director
S-E-929(001)-1	POMEROY	LED Streetlight Conversion	Audit	CC FV AD	36,149	-3,372	Director
S-E-937(001)-1	PRESCOTT	LED Streetlight Conversion	Audit	CC FV AD	11,265	1,391	Director
S-E-179(001)-1	SUNNYSIDE	LED Streetlight Conversion	Audit	CC FV AD	276,500	18,236	Director
S-E-947(001)-1	ZILLAH	LED Streetlight Conversion	Contract Completion	CC	71,926	10,002	Director
Total LED Change						113,132	

SCAP Program

6-P-800(004)-1	BLACK DIAMOND	Roberts Drive	Audit	CC FV AD	482,731	51,031	Director
6-W-837(015)-1	BLAINE	H Street	Contract Completion	CC	157,339	-3,789	Director
6-P-811(011)-1	EATONVILLE	Rainier Avenue and Pennsylvania Avenue	Construction	CN	66,479	0	Board
6-E-897(005)-1	MEDICAL LAKE	Pineview, Evergreen, Stanley Drive and Sherman Ave	Construction	CN	66,149	0	Director
6-W-957(009)-1	MONTESANO	Marcy Avenue and Church Street	Contract Completion	CC	403,124	-11,298	Director
6-E-845(006)-1	RITZVILLE	1st Avenue	Audit	CC FV AD	556,385	-14,625	Director
6-E-864(004)-1	ROYAL CITY	Camelia Street	Audit	FV AD	1,449,945	0	Director
6-E-865(004)-1	SOAP LAKE	Ginkgo Street and FEMA Repairs	Bid Award	BA	570,883	22,383	Director
6-W-972(008)-1	SOUTH BEND	1st and Kendrick Streets	Contract Completion	CC	610,432	14,162	Director
6-P-824(014)-1	SULTAN	3rd Street	Contract Completion	CC	985,763	0	Director
6-E-886(007)-1	TWISP	Twisp Avenue, 2nd Avenue, 3rd Avenue, Lincoln Street, Methow Street	Audit	CC FV AD	797,608	53,018	Director
6-E-886(106)-1	TWISP	SR 20 Sidewalk	Audit	FV AD	175,726	0	Director
6-E-854(004)-1	WATERVILLE	Walnut Street	Audit	CC FV AD	646,216	-14,565	Director
Total SCAP Change						96,317	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCPP Program							
2-P-119(003)-1	ALGONA	FY 2020 Rehabilitation Project	Audit	FV AD	308,907	0	Director
2-E-851(005)-1	BRIDGEPORT	FY 2020 Overlay Project	Audit	CC FV AD	148,458	548	Director
2-E-930(005)-1	CLE ELUM	FY 2019 Seal Coat Project	Audit	CC FV AD	38,450	11,138	Director
2-E-908(002)-1	COLTON	FY 2019 Seal Coat Project	Audit	CC FV AD	75,613	474	Director
2-E-859(004)-1	GRAND COULEE	FY 2020 Overlay Project	Bid Award	BA	85,101	-21,648	Director
2-E-903(003)-1	KETTLE FALLS	FY 2019 Seal Coat Project	Audit	FV AD	178,230	0	Director
2-E-912(004)-1	LACROSSE	FY 2020 Seal Coat Project	Audit	CC FV AD	114,899	-51,338	Director
2-E-843(001)-1	LIND	FY 2019 Rehabilitation Project	Audit	CC FV AD	49,394	1,430	Director
2-W-957(003)-1	MONTESANO	FY 2020 Overlay Project	Audit	CC FV AD	84,561	0	Director
2-W-963(003)-1	NAPAVINE	FY 2019 Rehabilitation Project	Audit	CC FV AD	363,793	21,694	Director
2-E-937(001)-1	PRESCOTT	FY 2020 Seal Coat Project	Audit	FV AD	61,019	0	Director
2-E-917(003)-1	ROSALIA	FY 2020 Overlay Project	Contract Completion	DE CN BA CC	23,808	-3,192	Director
2-W-974(001)-1	STEVENSON	FY 2020 Seal Coat Project	Contract Completion	CC	23,763	-17,052	Director
Total SCPP Change						-57,946	

SP Program

P-E-893(P03)-1	AIRWAY HEIGHTS	SR 2	Design	DE	9,531	0	Director
P-P-113(P01)-1	FEDERAL WAY	S Dash Point Road (SR 509)	Construction	CN	62,549	0	Director
P-P-206(P04)-1	KENMORE	NE 181st Street	Contract Completion	CC	452,562	50,000	Director
P-E-943(P02)-1	MOXEE	Iler Street	Audit	CC FV AD	184,575	6,000	Director
P-W-971(P01)-1	RAYMOND	US 101	Audit	CC FV AD	172,330	-28,858	Director
P-P-101(P06)-1	SEATTLE	Greenwood Avenue N	Contract Completion	CC	600,000	0	Director
P-W-972(P03)-1	SOUTH BEND	Willapa Avenue	Contract Completion	CC	328,542	-19,154	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-165(P08)-1	SPOKANE	37th Avenue	Construction	CN	41,079	0	Director
P-P-128(P06)-1	TACOMA	South 19th Street	Contract Completion	CC	352,509	23,719	Director
P-E-178(P03)-1	TOPPENISH	Mural Route Sidewalk Improvements	Contract Completion	CC	132,503	-14,530	Director
P-P-816(P01)-1	WILKESON	SR 165	Audit	CC FV AD	350,000	0	Director
Total SP Change						17,177	

UAP Program

8-2-985(010)-1	FERNDAL	Thornton Street	Construction	CN	0	0	Director
8-1-206(001)-1	KENMORE	68th Avenue NE Bridge	Construction	CN	0	0	Director
8-5-197(024)-1	LACEY	Hogum Bay Road NE	Audit	CC FV AD	3,619,635	-334,102	Director
8-1-143(009)-1	MARYSVILLE	State Avenue	Construction	CN	1,270,832	0	Director
8-1-145(005)-1	MUKILTEO	Harbour Reach Drive	Construction	CN	0	0	Director
8-1-027(069)-1	PIERCE COUNTY	Canyon Road East	Bid Award	BA	3,601,189	-182,811	Director
8-1-150(009)-1	PORT ANGELES	W 10th Street	Audit	CC FV AD	1,250,001	0	Director
8-4-923(004)-1	PROSSER	7th Street	Audit	FV AD	1,078,602	0	Director
8-1-202(007)-1	SHORELINE	Westminster Way N	Construction	CN	200,000	0	Director
8-1-031(013)-1	SNOHOMISH COUNTY	35th Avenue SE	Audit	CC FV AD	3,596,328	-603,672	Director
8-1-031(014)-1	SNOHOMISH COUNTY	180th Street SE	Construction	CN	0	0	Director
8-3-165(089)-1	SPOKANE	Sprague Avenue	Audit	FV AD	1,927,394	0	Director
8-1-128(094)-1	TACOMA	S 38th Street	Audit	CC FV AD	1,351,115	-62,064	Director
8-1-128(095)-1	TACOMA	East 64th Street	Bid Award	BA	5,162,990	-1,338,968	Director
8-5-034(016)-1	THURSTON COUNTY	Mullen Road SE	Bid Award	BA	4,590,000	0	Director
8-1-116(012)-1	TUKWILA	53rd Avenue S	Contract Completion	CC	2,341,400	0	Director
8-5-186(008)-1	WASHOUGAL	32nd Avenue/Evergreen Boulevard	Audit	CC FV AD	500,000	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 09/01/2019 to 10/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
				Total UAP Change		-2,521,617	
				Total Change		-2,405,280	

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



Project Selection Summary

November 22, 2019

BACKGROUND

The preliminary target size for project selection approved at the May 2019 board meeting was \$103 million. Following the Board opening the call, TIB staff held funding workshops throughout the state for agencies and consultants on programs and criteria. Project applications were due August 16th, 2019. TIB received 296 applications requesting approximately \$261.4 million. Details of specific program requests are shown in the table below:

SUMMARY OF APPLICATIONS RECEIVED

Program	Applications	Funds Requested
Urban Arterial Program	76	\$191,02,483
Urban Sidewalk Program	43	\$14,106,522
Arterial Preservation Program	35	\$15,217,473
Small City Arterial Program	57	\$27,444,230
Small City Sidewalk Program	22	\$5,283,414
Small City Preservation Program	63	\$8,376,121
TOTAL	296	\$261,429,440

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

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

SUMMARY OF RECOMMENDED FUNDING

Program	Board Proposed Funding Level	Number of Recommended Projects	Recommended TIB Funds	Total Project Cost
Urban Arterial Program	\$70,000,000	31	\$68,938,270	\$247,584,297
Urban Sidewalk Program	\$5,000,000	16	\$5,181,698	\$10,784,779
Arterial Preservation Program	\$8,000,000	18	\$7,555,273	\$8,923,337
Small City Arterial Program	\$12,000,000	28	\$11,937,988	\$21,644,971
Small City Sidewalk Program	\$3,000,000	11	\$2,626,109	\$2,767,093
Small City Preservation Program	\$4,000,000	34	\$4,092,246	\$4,275,756
TOTAL	\$103,000,000	138	\$100,306,781	\$292,606,638

INITIATIVE 976

Three of the proposed projects have Connecting Washington funds. With the uncertainty of these funds with the passing of Initiative 967, TIB staff is recommending giving provisional approval to these projects. Typically a project must certify all matching funds within one year of project approval (WAC 479-05-211). TIB staff recommends requiring projects with Connecting Washington funds to certify those funds by June 30th, 2020. Any project that does not have Connecting Washington funds secured would be withdrawn.

TIB staff has reached out to all local agencies proposing a project that have a Transportation Benefit District (TBD) funded by a car tab fee to ensure that local funds will be available even without the TBD revenue. No projects were withdrawn from consideration because of Initiative 976. However, many of these local agencies said that future proposals would be affected because of the loss of revenue.

NORTHWEST REGION

The Northwest region (Clallam, Jefferson, Island, Kitsap, San Juan, Skagit, and Whatcom counties) did not receive many Urban Arterial Program or Arterial Preservation Program applications. Because of this, the region is underfunded by nearly \$4.4 million of its \$8.3 urban regional allocation. TIB is required to maintain certain regional balances. TIB staff plans on recommending a reduced program for the 2019 grant cycle and to include the \$4.4 million balance in next year's call size for the Northwest region. Staff will also work with agencies within that region to identify good projects that can be applied for in 2020.

RECOMMENDATION

TIB staff recommends that the Board adopt the project selection as presented in the November 2019 Priority Array.

TIB staff recommends adding a requirement that project with Connecting Washington funds certify these funds by June 30th, 2020 or the projects will be withdrawn.

Work next spring will tie up 180th Street SE near Mill Creek

The project is one of many planned to keep up with one of the fastest-growing parts of Snohomish County.

by Lizz Giordano

September 23, 2019

MILL CREEK — Here's some good news for the 17,000 drivers that use 180th Street SE each day: By the fall of 2021, from Highway 527 and 23rd Avenue SE, there will be a whole new road with five lanes lined by sidewalks and bike lanes.

But the good sometimes is preceded by the dreadful. To accomplish this work, 180th will be reduced to at least a single lane for more than a year starting in the spring.

Though unlikely, a full closure has not been ruled out, according to Matt Phelps, a spokesperson for Snohomish County Public Works.

"We will have a definitive answer on that at the community open house in March," he said.

Once completed, 180th will be expanded to five lanes — two in each direction and a center turn lane — alongside bike lanes and sidewalks on both sides.

Crews also will be realigning Thompson and Silver creeks and replacing culverts.

"This change is to allow for better fish passage and for the widening of the road," said David Lee, an engineer for the county.

A new traffic signal also will go in at Brooks Boulevard to match the new intersection configuration.

The \$7.2 million project was funded with \$4 million from the state and \$3.2 million in local monies.

By 2035, daily traffic volumes on 180th are predicted to grow to 23,000 vehicles.

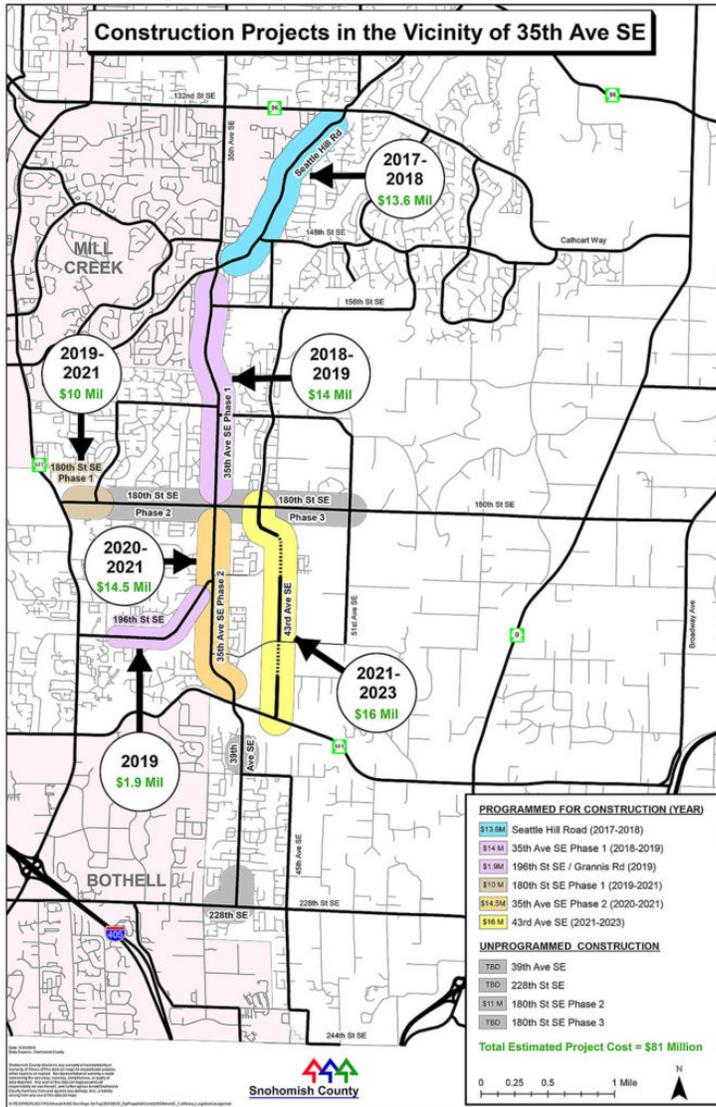
The 180th project is just one of many the county is planning to keep up with one of the region's fastest-growing areas. Tens of millions of dollars are being invested in roads between Bothell-Everett Highway and Highway 9.

A second phase on 180th is also in the works, which would continue the widening and upgrading from 23rd to 35th Avenue SE. That work remains unfunded.



Major work is coming to 180th Street SE between Highway 527 and 23rd Ave SE near Mill Creek.

(Lizz Giordano / The Herald)



Also coming in spring 2020 is more construction along 35th. This would extend what was done previously and widening and adding bike lanes and sidewalks from Highway 524 to 180th. That project is estimated to cost \$8 million.

Got a question? Email me at streetsmarts@heraldnet.com or call 425-374-4165.

Map of construction projects around 35th Avenue SE near Mill Creek.
(Snohomish County Public Works)



City moves on Poplar, Alder redesign

Council members approved a contract to start phase one in the neighborhood where the two streets converge.

by Dian Ver Valen

September 26, 2019

Plans to improve Poplar and Alder streets took a critical step forward Wednesday night when Walla Walla City Council voted unanimously to award a design contract with Anderson Perry & Associates.

Work has been underway since last year to study best options for these arterial roadways, each with traffic volumes approaching 10,000 vehicles per day.

A study completed in 2018 identified the Poplar Street corridor as having the highest number of fatal or serious injury crashes of any street in the city, with 142 crashes over five years including three involving fatality or serious injury, according to a Public Works report.

(light techno music)

The contract authorized Wednesday is for \$925,444 to complete tasks from mapping and geotechnical investigations to right of way acquisition and grant writing, among a litany of other chores including design work and permitting.

This will launch phase one of the project, which is focused on a triangle around the old Carnegie library building on South Palouse Street near where Poplar and Alder merge, city engineer Monte Puymon told Council members. Four phases are planned for a complete redesign of the corridors from Merriam Street to Colville Street.

The city conducted multiple community outreach efforts to prepare design alternatives. On Feb. 27, City Council selected a configuration that varies through the Poplar corridor, though emphasizes a single travel lane in each direction, a center turn lane, and buffered bike lanes, according to staff reports.

The alternative included a traffic signal at the intersection of Poplar and Palouse streets and roundabouts at the intersections of Alder and Palouse and at Alder and Park streets.

After Council selected a configuration that included roundabouts and submitted a grant application to the Transportation Improvement Board for \$2.1 million, the United Blind of Walla Walla sent a letter to the city voicing their concerns with roundabouts. The group asked staff to consider measures that could help aid in their ability to traverse these areas.

City Council weighed the concerns and urged staff to continue working on ways to make the roundabouts safer for residents who are visually impaired. Leaders didn't want to backtrack on a decision already made about the configuration or lose their shot at getting the large grant from the state, which scores projects using the statistically safer roundabouts higher than those using four-way stops or traffic signals.

Puymon agreed with Council, saying, "Even if we do the roundabouts, we still want to make the intersections as amenable to that need as possible, and there will be continued public outreach."

Gophers Over Kids? Thurston Commissioner Argues Government Priorities Are Skewed

by Sara Gentzler
September 30, 2019

Thurston County commissioners were discussing a proclamation last week that would declare October Walk to School Month, when Commissioner Gary Edwards brought up a topic that might seem unrelated: the Mazama pocket gopher.

It seems the infamous gopher, local subspecies of which are protected by the Endangered Species Act, has a way of weaseling into county conversations. In this case, Edwards brought up that the critters have delayed a long-planned road project that would add sidewalks and crosswalks near Nisqually Middle School.

Edwards floated that maybe language could be added to the proclamation clarifying that kids walk to school "when it's safe to do so."

"I contend that U.S. Fish and Wildlife doesn't care about our kids, and the reason I say that: Nisqually Middle School," Edwards said. "We've been trying ... to upgrade our sidewalks, put in crosswalks, put in turn lanes. And we've been stopped from doing that because of the Mazama pocket gopher and their (FWS) inability to grant any leeway so that we can put together safer walking conditions for our kids in school."

County Manager Ramiro Chavez cautioned the commissioners to "be cautious about having a formal document where we've outlined that we have unsafe conditions," and Commissioner John Hutchings pointed out that prioritizing safety is a common thread throughout the proclamation already.

"It just doesn't seem right to me that we prioritized the gophers' life over our kids' life, that's all," Edwards concluded. "That's what this is all about."

The project Edwards referred to is planned for Steilacoom Road Southeast between Pacific Avenue and Marvin Road, an area within County Commissioner District 2, which Edwards represents.

Nisqually Middle School sits at the northwest corner of the intersection of Marvin and Steilacoom, and the Regional Athletic Complex sits at the intersection's southeast corner.

Currently, that section of Steilacoom Road is one lane each direction, without turn lanes, and features an asphalt trail -- which officials say the county did not install -- on the roadside nearest the school. No such trail or sidewalk exists along the opposite roadside, which is adjacent to a residential area. There aren't any crosswalks from one side of the road to the other, nor are there bicycle lanes.



Thurston County WA District 2 Commissioner Gary Edwards explains why, as he sees it, a project on Steilacoom Road by Nisqually Middle School has not come to fruition.
By David Caraccio | Sarah Gentzler



Courtesy: Thurston County

"There are neighborhoods there, within a stone's throw, and the students cannot walk to the middle school because there are no sidewalks along Steilacoom Road Southeast," John Suessman, director of transportation for North Thurston Public Schools, told The Olympian.

He said the lack of turn lanes also increases the likelihood that cars will be rear-ended or T-boned.

The project to change that is part of the county's draft Transportation Improvement Plan for 2020-2025. It would widen the road, add left turn lanes, add bicycle lanes and sidewalks to both sides of the road, and improve drainage, lighting, and pedestrian safety, according to planning documents.

Suessman said turn lanes would improve traffic flow and safety in the area. As it is now, he said kids who live blocks from the middle school will wait outside for buses since it's not safe to walk. And he said it impacts kids who go to Lydia Hawk Elementary, too, which is about a mile away.

"I have to be honest with you, it's a beautiful project," Suessman said of the planned improvements.

The project was originally scheduled for construction in 2017, according to Meghan Porter, a spokesperson for the county, but -- as Commissioner Edwards pointed out -- that didn't end up happening.

"Due to the presence of pocket gophers and demands from other projects competing for limited county resources, the project was delayed," Porter wrote in an email.

After funding was secured for the Transportation Improvement Board in 2013, pocket gophers were found within the project limits, according to Porter. A protocol to mitigate for impacts to the gopher habitat wasn't fully developed. And, since the timeline for developing mitigation requirements was uncertain, construction grant funds were returned so they could be used for other regional projects, Porter wrote.

Senior planner Christina Chaput confirmed that the U.S. Fish and Wildlife Service responded this July to a draft 30-year mitigation plan for gopher habitat the county submitted in 2018. County staff is now working with the federal agency to address questions raised, and there's no clear deadline for a final draft, according to Chaput.

"The project is planned to go forward once this is resolved and funding for construction is obtained," Porter wrote to The Olympian.

County staff, she wrote, are moving forward in 2020 with the design and right-of-way acquisition so funding can eventually be secured. The draft Transportation Improvement Plan for 2020-2025 shows that the total project is estimated to cost \$3 million and \$570,000 has been spent on the project so far.



Taking a walk along his property Nov. 11th, Bush Prairie Farm co-owner Mark Clark points out some of the visual signs of the Mazama Pocket Gophers including slight ground depressions intermingled with the many mole hills located at the farm.

By Steve Bloom

VIDEOS AVAILABLE AT:

<https://www.theolympian.com/news/local/article235551697.html>



The county's planned Steilacoom Road Improvements project will ultimately add turn lanes, sidewalks, and crosswalks to a section of Steilacoom Road Southeast that runs in front of Nisqually Middle School.
Sara Gentzler sgentzler@theolympian.com



Ribbon cutting for University/Wildcat Way project celebrated

for the Daily Record

October 15, 2019

The formal completion of University/Wildcat Way safety improvement project was celebrated with a ribbon cutting Monday, according of a news release from the city of Ellensburg.

Mayor Bruce Tabb, Central Washington University Vice President of Operations Andreas Bohman, and Transportation Improvement Board (TIB) Executive Director Ashley Probart took part in the event.

The Wildcat/University Way safe intersection improvements project includes road widening and sidewalk construction, the addition of left turn lanes on University Way, a new “smart” traffic signal (vehicle presence and bicycle detection), dedicated pedestrian crossing, realignment of Wildcat Way to Sprague Street, and LED street lighting. Project benefits are improved access to CWU and increased pedestrian, bicycle, and vehicle safety, improved level of service, and reduced congestion.



Representatives from the city, state and Central Washington University took part in the official ribbon cutting for the University/Wildcat Way intersection improvements project on Monday.

Courtesy of city of Ellensburg

Project team included representatives from the state of Washington’s Transportation Improvement Board, Perteet (design engineer), Belsaas & Smith Construction (construction contractor), Central Washington University, and the city of Ellensburg’s Public Works and Utilities Department.

The project cost \$1,409,000, with 65% or \$915,800 awarded to the city via a TIB grant, City Traffic Impact Fee Funds of \$468,200, and CWU right-of-way donation valued at \$25,000.

A bump in the road? Passage of \$30 car tab fee initiative a concern for local governments

by Shawn Goggins
November 7, 2019

OLYMPIA - A flat \$30 car tab fee is pocketbook-friendly on a personal level, but some local governments are balking at the passage of Initiative 976 after Tuesday's general election.

Passing with a favorable margin of 55%, I-976 would limit annual license fees for cars weighing under 10,000 pounds at \$30, bases vehicle takes on the Kelley Blue Book value rather than 85% of the manufacture's base suggested retail price and repeals authorization for certain regional transit authorities to impose motor vehicle excise taxes.



On Wednesday, Washington state Governor Jay Insee announced all state transportation projects have been postponed considering I-976. The state estimates the initiative eliminates more than \$4 billion in tax revenue by 2025. The change is expected to have an impact on transportation budgets on a state, county and local level.
advertisement

"We've got concerns," said Ephrata City Administrator Wes Crago. Crago says the city relies on state grant funding for arterial projects. Crago expressed relief that the Basin Street repave was taken care of prior to I-976's passage. But Crago believes the city will now have to delay larger projects as a result of the state transportation funding void created by the new law. One project that will wait, according to Crago, is the Division St. repaving project.

Crago says the voters' approval of the local sales tax increase for the benefit of local transportation helps but it mostly covers the cost of side street project and patching work.

Grant County Commissioner Cindy Carter says she and her fellow commissioners are looking into how the initiative affects her jurisdiction's bottom line, but believes "there will be an impact," but not a profound one.

East Wenatchee Councilman Tim Detering told iFIBER ONE News on Thursday that the city stands to lose \$260,000 in transportation funding per year because of the general election. The new law eliminates the city's \$20 car tab fee which generated funds to pay for transportation projects. Prior to the election, Detering says the city had proposed to announce its stance against I-976, but a vote among council members nixed the proposal.

City of Moses Lake Finance Director Cindy Jensen appeared to be strongly opposed to it.

"I'm just amazed that people don't understand that we need money for roads," Jensen told iFIBER ONE News on Thursday. Jensen says it's likely that the city will no longer receive State Transportation Improvement Board grants. Jensen also says multimodal money will go away resulting in a \$32,000 hit to the transportation budget and \$28,000 loss in funding from the disappearance of motor vehicle transport revenue.

"The 2019 Lakeshore Drive project likely wouldn't have happened without state funding," Jensen said.

The state is determining when I-976 will take effect, but it did tell the media that people renewing their vehicle registration can expect to pay in full until at least Dec. 5, 2019.

Here's how I-976's passage could impact Spokane

Many local Spokane agencies are weighing in about how I-976 could impact our region.

by Tim Pham

November 8, 2019

SPOKANE, Wash. — Voters on election night made it clear they are in favor of Tim Eyman's \$30 car tabs.

Though the measure is projected to pass, state agencies and politicians are pushing back against Initiative 976.

Many agencies are concerned about how the car tab cap could impact transportation funding for current and future projects. Most don't know specific impacts quite yet, but do know it will cause major cuts across transportation budgets at the state and local level.



Seattle and King County are planning to file a joint lawsuit against the initiative. The Washington State Transit Association has also authorized legal action.

So how could this measure impact Spokane? KREM 2 reached out to local agencies about potential impacts of I-976.

According to the Spokane Transit Authority:

- I-976 could reduce transportation funding by eliminating \$1.48 billion over the next 6 years from the State Multi-Modal Account, which funds all modes of transportation projects, including public transportation, rail and bicycle/pedestrian projects.
- Spokane Transit funding may lose about \$20 million in approved Regional Mobility Grant and Connecting Washington funds, affecting projects such as, the Central City Line (\$11.7 million), the Cheney Line (\$6.3 million), Monroe-Regal Line (\$2 million).
- State funding for other transit projects that improve safety and access could be reduced or eliminated, impacting future projects such as the Sprague Avenue Corridor improvements, Division Street Corridor improvements, Interstate 90 Corridor improvements, and Mirabeau Park & Ride Lot improvements.
- Approximately \$9.6 million in Special Needs Transportation (Paratransit service) funding could be eliminated in the next 6 years. Approximately \$480,000 in potential funding from the Vanpool Investment Program, which helps transit agencies purchase Vanpool vehicles, could be eliminated in the next 6 years.

According to the The City of Spokane, I-976 could cause:

- Elimination of Spokane Transportation Benefit District (TBD) funding for street and pedestrian improvements. Within the limits of the City of Spokane, vehicle owners pay a \$20 TBD fee for street and pedestrian improvements. The City collected about \$3 million from this fee in 2018, and already has collected about \$2 million in 2019. The bulk of this funding is dedicated to residential street improvements; it represents more than half the investment the City makes in residential streets annually. Additionally, 10 percent of the funding is earmarked to implement pedestrian projects, including constructing missing sidewalks and funding sidewalks around schools.
- Possible loss of state funding for City of Spokane transportation projects, including for the Motor Vehicle Fund, the Transportation Improvement Account, and the Multimodal Transportation Improvement account, among others. Some of these funds are used to provide grants and loans to cities, counties, and local transit

agencies for street, bicycle, pedestrian, and transit projects. For example, the Transportation Improvement Account is tied to the Transportation Improvement Board (TIB). Recent City projects that TIB funding include Five Mile Road, MLK Jr Way, and Sunset Boulevard. The city also is seeking TIB funds for portions of the planned reconstruction of Riverside Avenue in downtown.

- Possible reduced investment in the Spokane area by WSDOT. Overall, the State Office of Financial Management projects that over the next six years the state would see a revenue loss of \$1.9 billion and local governments would experience a loss of \$2.3 billion. Lower funding levels could reduce WSDOT investment in the Spokane area. For example, the North Spokane Corridor construction is being paid for through the state's Connecting Washington Funding Package, which includes revenues from passenger vehicle weight fees that would be reduced under this initiative. Vehicle weight fees account for \$2 billion of the total \$16 billion Connecting Washington package.

Jared Webley, the Spokane County spokesperson, said he expects the county board to discuss next steps on Tuesday at their first meeting since election night.

"Anything from no action, to legal action, to something in between. Everything is on the table right now, as far as what they may consider," Webley said.

Gov. Jay Inslee released a statement on the results of Initiative 976 from Tuesday's general election.

"Accordingly, in response to the will of the people, I am taking immediate action. I have directed the Washington State Department of Transportation to postpone projects not yet underway. I have also asked other state agencies that receive transportation funding, including the Washington State Patrol and Department of Licensing, to defer non-essential spending as we review impacts," Inslee said.

A spokesperson from the governor's office said Inslee is asking agencies like the Washington State Department of Transportation to give him a list of recommendations by next week.

All of the agencies KREM 2 spoke with said they plan to work with the governor and legislature to figure out how to move forward.



VIDEOS AVAILABLE AT:

<https://www.krem.com/article/news/local/how-i-976-could-impact-spokane-agencies/293-119a6a43-760f-4891-804c-91869c82b48e>

What \$30 car tabs could cost the Thurston County region

by Sara Gentzler

September 27, 2019

If you're a Washington voter, you've likely heard of Initiative 976, the "\$30 car tab" initiative. The initiative is spearheaded by Tim Eyman and largely aimed at eliminating Sound Transit taxes and fees charged in King, Pierce and Snohomish counties to fund the expansion of light rail.

But local governments across the state are bracing for other impacts of barring and reducing vehicle-related taxes and fees, if the initiative passes.

Governing bodies in Olympia, Tumwater, and Thurston County have passed resolutions opposing I-976, and the city of Olympia sent out a "Vote NO" mailer against I-976 that is being investigated as a possible campaign law violation.

In many cases, local officials are struggling to put a dollar amount on the potential effects of I-976, and some are easier to predict than others. Thurston County's Intercity Transit and Olympia's Transportation Benefit District are among entities that could feel the impact.

One analogy for the initiative, from state Transportation Improvement Board Executive Director Ashley Probart: "It's like an onion, and every time you peel one layer off, you find another layer of complications."

What I-976 does

According to the Office of the Attorney General, the initiative limits car-tab fees — another name for annual vehicle-registration fees — to \$30 for vehicles that weigh 10,000 pounds or less, unless the fee is approved by voters.

Many fees in excess of \$30, which vary based on where a car is registered and the type and weight of vehicle, would be eliminated or reduced.

Now, a base license fee ranges from \$30 to \$93 for most passenger vehicles, according to the Attorney General's Office. An additional vehicle weight fee ranges from \$25 to \$65, and some local jurisdictions tack on their own fees.

Owners of electric vehicles pay a \$150 fee, which would be cut to \$30, as would fees charged for snowmobiles and commercial trailers. A separate \$75 fee owners of electric vehicles started paying in August is not affected.

A current state excise tax of three-tenths of one percent on top of the general sales and use tax on the sale or lease of vehicles would be eliminated, as would the authority to impose a local vehicle excise tax to support passenger-only ferries.

Cuts and reductions from I-976 could potentially impact several state budget accounts, according to the Office of Financial Management, including:

- the Multimodal Account that funds transportation projects;

- Washington State Patrol's highway account that funds traffic enforcement;



The state says Initiative 976, the \$30 car tabs measure on the Nov. 5, 2019, ballot, would cost it \$1.9 billion, and local governments \$2.3 billion, in the next six years that fix roads and bridges.

By Drew Perine

the Puget Sound Ferry Operations Account;

the Motor Vehicle Account that funds highway construction and maintenance; and

the Transportation Improvement Account that funds local transportation projects.

The resulting loss of state revenue totals \$1.9 billion over six years, and local governments would lose \$2.3 billion over the same time period, according to OFM projections.

The argument in favor of the initiative centers on opposition to taxes imposed without taxpayer permission as well as concern over an inflated valuation system Sound Transit uses to calculate a motor vehicle excise tax. I-976 would change that valuation system to be based on the Kelley Blue Book.

“Stop getting ripped off — your vote for I-976 tells politicians you’re taxed out,” the voters’ pamphlet statement in favor of the initiative reads.

What passage would mean for Transportation Benefit Districts

Transportation Benefit Districts (TBD) are independent taxing districts that can raise money for specific transportation projects, according to the Municipal Research and Services Center. Under I-976, they would no longer be allowed to charge car-tab fees without voter approval.

TBDs currently can impose fees up to \$50 without asking voters. The TBDs that charge a sales tax, on the other hand, have to ask for voter approval already and wouldn’t be impacted by the initiative.

Olympia’s TBD relies on a \$40-per-year car-tab fee for 40 percent of Olympia’s budget for street reconstruction and repair, according to the city’s mailer. If the initiative passes, the immediate hit to Olympia is \$1.5 million in street-repair money per year.

Other area TBDs wouldn’t be affected: Lacey, Shelton, and Tumwater collect revenue through voter-approved sales tax, according to the Municipal Research and Services Center. And County Manager Ramiro Chavez confirmed that while Thurston County established a Transportation Benefit District in 2014, it never established a source of revenue.

Intercity Transit impacts

At the Tumwater City Council meeting where it approved a resolution opposing I-976, members also discussed threats to Intercity Transit and concern for vulnerable populations.

Intercity Transit risks losing over \$12 million in state revenue in the 2019-21 biennium if the initiative passes, according to General Manager Ann Freeman-Manzanares, depending on what the Legislature would decide to do with the operating and project funds the authority gets from the state.

A draft budget for Intercity Transit shows a projected \$131.4 million in revenue for just 2020, so the \$12 million sounds like a relatively small hit, but Freeman-Manzanares pointed to several specific projects that can be traced to accounts with potential revenue impacts:

\$3.9 million for expanding its facility on Pattison Street Southeast, which Freeman-Manzanares said is built to support 80 vehicles but is currently supporting 400;

A little over \$1.1 million to operate Route 612, which runs from Olympia to Tacoma;

A little over \$3 million to pilot an express bus line that would change a 70-minute ride on Martin Way to 30 minutes;

Almost \$2.3 million to operate the Dial-A-Lift program that provides door-to-door transit for people with disabilities;

A little under \$700,000 for six replacement Dial-A-Lift vans;

\$750,000 for the DASH shuttle, about half the funding needed to run the free bus from the Capitol through downtown Olympia; and

\$220,000 for expanding the regional Vanpool program.

"If we lose these funds, we would have to readjust our thinking about what it is that we could deliver to the community," Freeman-Manzanares said.

Local uncertainty

"There's absolutely no way we would know, in the future, how much money we might lose from these funding sources," Thurston County Budget Director Robin Campbell said in an interview.

She mentioned that residents here drive on state roads like Deschutes Parkway and Yelm Highway "every day." And it's not clear how long-term projects on state roads, such as the study of congestion on Interstate 5 from Tumwater to Mounts Road, could change.

If I-976 passes, she said the county would put its projects on hold while the Legislature decides what to do. Thurston County doesn't go out for bonds or enter debt for transportation projects.

"It's a conservative approach, but it's also a way to live within our means," Campbell said. "And not knowing if we're going to have the state funds will just really harm our ability to move forward with projects."

Officials in Lacey — where the City Council opted not to pass a resolution opposing the initiative — Tumwater, and Yelm point to a few specific projects that required the kind of state money that would be jeopardized.

In Lacey, Public Works Director Scott Egger said a past project, the redesign of Hogum Bay Road in northeast Lacey, got \$4.8 million out of \$7.5 million from the state.

In Tumwater, spokesperson Ann Cook said there's \$2 million that could possibly be impacted in a \$4 million Capitol Boulevard improvement project that would install a roundabout at X Street in 2024-25, and \$240,000 out of \$300,000 for a Safe Routes to School project at Michael T. Simmons Elementary School.

In Yelm, spokesperson Andrew Kollar said the city is concerned it could delay funding for the second phase of the Yelm Loop project that's scheduled to begin construction in early 2022.

"It's not clear where they would begin to cut funding, however, it's simple math that when you remove revenue from a dedicated fund source, you must cut projects," Kollar wrote to The Olympian. "We are concerned that if I-976 passes, it would have a negative impact on transportation projects in the Yelm area and the entire South Sound region."

Lacey's Egger mentioned that I-976 could have an effect on jobs for consultants, builders, and suppliers who work on publicly funded transportation projects.

In Shelton, City Manager Jeff Niten said that in addition to potentially losing state transportation grants, the city is concerned about possible cuts to the Washington State Patrol, which has its academy just outside Shelton.

One area city that doesn't seem too concerned: Tenino. John Millard, the city's Clerk Treasurer, said Tenino doesn't use state grants and any impact would be indirect.

"There's no project that Tenino is either executing or is planning to execute that license plate-tab fees would impact," Millard said in an interview. In Tenino, he said, "our residents would see their tabs decrease" if the measure passes.

When asked how he'd respond to local governments and agencies that are worried about the initiative, Eyman went back to the idea that governments should ask permission before imposing taxes.

"If they want more money from the taxpayers ... they simply need to turn around and go back to voters and say, 'Will you please give us some additional funds?'" Eyman said.

The 'ripple effect'

The primary concern local officials have: If the state loses all that transportation revenue, how does the loss ripple out?

Transportation Improvement Board Director Ashley Probart said the board distributes about \$100 million per year in local transportation grants. The loss of TBD funding, for example, can multiply for cities that use that funding as match dollars for transportation grants. Just this week, he said TIB was reaching out to cities to confirm they would still have match dollars if I-976 passes.

Also, TIB would lose some of its funding for grants it distributes if voters approve I-976.

The first \$1 million from the electric vehicle fee goes to the state Department of Transportation, then TIB gets 15 cents per dollar collected, Probart said. The initiative would cut that fee drastically — an immediate \$700,000 hit in the first two years, but not much for an agency that gets about \$100 million from the gas tax per year.

It would only have a small impact on the upcoming grant cycle, maybe one or two grants, Probart wrote in an email, but it's projected to mean more in the future.

TIB's revenue from that tax is forecast to rise to \$2.6 million in the 2023-25 biennium, according to the OFM forecast. "Internally, we view the growth in the electric vehicle fee revenue as a hedge against inflation and declining gas tax revenues," Probart wrote.

Jane Wall, managing director for the Washington State Association of Counties, pointed to another program that gets funding from the electric vehicle fee and would "be on the chopping block" under I-976: the Rural Arterial Program, which funds rural road improvements and reconstruction.

According to the Rural Arterial Program's website, Thurston County has gotten a varying amount from the account associated with the program. In 2018, Thurston received just \$1,745, but the number was over \$1 million in 2014.

There's an active project for Thurston that's slated to spend \$1.8 million out of the program's trust account to improve Vail Road Southeast near Yelm and two other proposed projects in the county that would require a combined \$2.2 million from the account.

Again, County Roads Administration Board Executive Director John Koster said the initiative wouldn't initially be a "huge hit" to the Rural Arterial Program, but that can change as interest in electric cars grows.

"A couple million is meaningful for counties," Koster said.

The Legislature has also appropriated millions of dollars to the County Roads Administration Board and the Transportation Improvement Board from the Multimodal Account.

OFM projects that account would lose about \$128.7 million in 2020, and more each year after that.

Over \$14 million funds a TIB program called Complete Streets that averages 30 to 40 grants per biennium, Probart said.

Olympia got a \$500,000 Complete Streets award this year for a 2020 project to construct a roundabout at Henderson Boulevard and Eskridge Boulevard, enhance pedestrian crossings at Adams Street and 5th Avenue, and upgrade the pedestrian crossing at Olympia Avenue and East Bay Drive.

It's not clear how the Legislature would triage and shuffle money to balance out impacts to funds like the Multimodal Account if I-976 passes. Directors Probart and Koster each pointed out that funding from the gas tax, per the state constitution, can only be used for roads.

Eyman insisted in an interview that the state would backfill programs "they say are so important" using reserves the Revenue Forecast Council estimated in a September forecast would reach \$3.5 billion by the end of the 2017-19 biennium. The council projected reserves could amount to \$3.1 billion by the end of the current, 2019-21 biennium.

About \$2.2 billion of the projected \$3.1 billion at the end of this biennium is predicted to be in the “Rainy Day Fund.” Appropriating money from that account requires a three-fifths vote from the Legislature, unless the governor declares an emergency from a catastrophic event or state employment is forecasted to grow less than 1 percent in a fiscal year, according to OFM documents. The other money in projected reserves could be appropriated with a simple-majority vote.

Directors Koster and Probart both pointed out the state is currently committed to a non-negotiable cost: A federal court injunction to repair or replace state-owned culverts blocking fish passage by 2030.

In July, the Tacoma News Tribune reported cost estimates for that effort had reached \$3.8 billion.

“The way I look at this is that, whenever you contract \$1 out of the transportation system, it’s usually several dollars that reaches every community in Washington state,” Probart said. “Reduced grant funding, reduced day-to-day transportation projects, it just doesn’t stop.”

VIDEOS AVAILABLE AT:

<https://www.theolympian.com/news/politics-government/election/article236668983.html>

Large impacts coming from passage of Initiative 976

\$30 car tabs mean loss of \$600K in lower valley

by Deb Brumley

November 12, 2019

SUNNYSIDE — Washington State voters put on their taxpayer hats and voted again to lower the car tab fees and cap them at \$30 during the last week's Nov. 5 General Election.

Latest available ballot tally from the Tim Eyman-sponsored Initiative 976, to roll back car tabs and cap them at \$30 is: Yes 786,061 53.99 percent and No 669,888 46.01%.

The financial impacts vary in the lower valley, but the commonality is the impacts mean losses of transportation related improvements or programs, for all the area communities.

In Sunnyside, the Transportation Benefit District, which was approved in Fall of 2019, will go unfunded, for now. The car tan fee excess was to be for transportation related improvements.

Sunnyside City Manager Martin Casey said by email, "Fortunately, there are no immediate impacts to any Sunnyside transportation projects. The City Council proceeded carefully by holding off on any funding decisions for the TBD (Transportation Benefit District) until after the election."

Had the initiative been turned down, Sunnyside's estimated yearly share on a \$20 additional fee on car tabs would have been in the neighborhood of \$230,000.

In Grandview, the impact means a loss of the specially earmarked \$180,000 received each year. Matt Cordray, Grandview City Treasurer said to expect changes in programming from the approval of ballot measure.

"Initiative 976 will impact the City of Grandview greatly," Cordray said. "We were receiving revenue through Transportation Benefit District (TBD) fees, which also affect the grants we had been receiving. We were using TBD funds for our local match on any TIB grants.

City of Prosser officials had planned to use the expected \$100,000 in TBD funds to complete the second residential road project, on Margaret Street, following the successful reclamation paving project on Yakima Avenue using TBD money. The roadway work is 50 percent funded, but changes to the project will need to be discussed, according to Toni Yost, City Finance Officer.

I-976 would cut “car tabs” to \$30, but here’s what officials say will be cut in Whatcom

by Robert Mittendorf
October 29, 2019

Initiative 976, the “car-tab” measure on the Nov. 5 ballot, could mean deep cuts for mass transit, road work and other transportation projects in Whatcom County, officials said last week.

Hardest-hit would be Whatcom Transportation Authority’s bus services, funding for rural Whatcom County roads, and for the Lummi Island ferry.

“The most direct impact to Whatcom County will be the loss of (state) Rural Arterial Trust Account funds for rural arterial maintenance and Motor Vehicle Account funds for the Lummi Island ferry,” said Joe Rutan, county engineer and assistant director of public works. “The potential largest impact will be the lack of available grant funds to accomplish much-needed pedestrian and bicycle improvements.”

Rural arterial roads are those like Birch Bay-Lynden, Smith and Hannegan.

I-976, which is sponsored by conservative activist Tim Eyman, would lower annual car registration fees to \$30 and end the ability of state and local governments to add taxes and fees without voter approval.

It would repeal current taxes and fees and could cost state and local governments more than \$4 billion over the next six years, the state Office of Financial Management told The Associated Press.

Loss of funds in Whatcom County also would include state money for bicycle, pedestrian and rail project grants and Transportation Improvement Board grants, Rutan said in an email to The Bellingham Herald.

Jon Hutchings, Whatcom County director of public works, said uncertainty over the potential loss of funds has hampered project planning.

“We don’t know how the reduction in the various infrastructure funding programs will play out, so it is very difficult to plan for,” he said in an email.

Bus service in Whatcom County could also suffer if I-976 passes, said WTA spokeswoman Maureen McCarthy.

McCarthy said in an email that WTA is supposed to receive \$1.9 million in state funding for its “special needs” paratransit service in the 2019-2020 budget.

“We also expect to receive \$140,000 for a consolidated grant, awarded earlier this year, for a Travel Training Program. We were also awarded a \$64,000 grant for new vanpool vans. If I-976 passes, we would not receive these funds,” she said.



The state says Initiative 976, the \$30 car tabs measure on the Nov. 5, 2019, ballot, would cost it \$1.9 billion, and local governments \$2.3 billion, in the next six years that fix roads and bridges.

By Drew Perine

She said that I-976 threatens funding for Whatcom Smart Trips programs administered by the Whatcom Council of Governments.

“These funds allow Smart Trips to provide how-to-ride-the-bus education to seventh-graders throughout Whatcom County, as well as how-to-ride training focused on seniors. If I-976 passes, Whatcom Council of Governments would not receive these funds. While these are not dollars that come directly to WTA, they benefit us a great deal,” McCarthy said.

WTA is required to provide paratransit service alongside its fixed-route services, McCarthy said.

“So cutting paratransit service, due to a loss of funding, would not be an option. If we did lose approximately \$1 million per year of special needs transportation (paratransit) funding, we’d need to consider reducing our fixed-route service,” she said.

Bellingham transportation projects wouldn’t face the same cuts because they are funded differently, said Eric Johnston, interim director of public works.

“Bellingham also has a transportation benefit district, but it would not lose revenue if I-976 is approved because it receives about \$6.5 million per year from a sales tax. The funds are used to maintain arterial streets, which carry traffic from roadways to highways, and for bicycle and pedestrian projects,” Johnston told The Bellingham Herald in an earlier story.

“If you have cars coming from Canada into the city of Bellingham, affecting our transportation network and spending money in the city, that helps spread the cost of supporting that transportation system to those outside the city or the country,” he said.

Nevertheless, Bellingham City Council members voted unanimously last week to oppose I-976.

Council member April Barker, who’s also a member of the WTA board, discussed the likely cuts for mass transit and roads statewide.

“Although it’s only around \$1 million for WTA every year, that would have to come out of other services,” Barker said.

Council member Michael Lilliquist said a similar Eyman measure several years ago caused deep harm to Washington state’s transportation infrastructure.

“(I-976) would really set us back,” Lilliquist said.

Eyman’s \$30 car tab initiative first passed 20 years ago, AP reported. It was struck down in court before being enacted by lawmakers. The fees have crept up in recent years as lawmakers allowed them and voters in some places approved them.

VIDEO AVAILABLE AT:

<https://www.bellinghamherald.com/news/politics-government/election/local-election/article236750083.html>

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Car tab initiative could hit city street maintenance

by Rick Bannan

October 14, 2019

Some North County city officials are eyeing an initiative on the November ballot that could mean hundreds of thousands of dollars in funding for street maintenance projects would go away should it pass.

Initiative 976 would affect state and local transportation funding. Among other changes, it would limit the annual vehicle registration renewal — the “car tabs” — to be capped at \$30 except for voter-approved charges. This would eliminate the ability for municipalities to impose their own car tab fees, which in North County both Battle Ground and Ridgefield do to fund road preservation projects.

Battle Ground has had a \$20 additional car tab fee in effect since 2015 following the formation of a Transportation Benefit District (TBD) the year prior.

Battle Ground Public Works Director Mark Herceg said the aim for having a dedicated fund is for road maintenance in the city.

Funding through the car tabs has increased every year since the fee went into effect July 1, 2015, with projections from the city anticipating about \$290,000 to be collected this year. The money funds projects such as chipsealing and microsurfacing of city roads, though Herceg noted the funds can also be used to match grants, allowing for a greater impact.

He said the city got a \$367,000 grant from the state Transportation Improvement Board for part of the South Parkway Avenue improvement project in 2017, using \$65,000 as a match.

The city also leveraged \$12,000 of TBD funds to get almost \$200,000 for a sidewalk project.

Should I-976 pass, Battle Ground spokesperson Bonnie Gilberti said that the projects the TBD funding has allowed would cease, adding that currently the city finance department did not have a plan to fund those projects without the fees.

Herceg explained that even with the TBD funding, the city is still behind in being able to maintain road conditions. He said that in order to keep the city’s Pavement Condition Index (PCI) score as it is, the city would need to invest about \$1.1 million annually, far more than the \$290,000 anticipated for collection this year.

That shortfall could be alleviated by another funding issue with the city, that of formal annexation into Clark County Fire District 3. Annexation would increase property taxes in the city but would increase city revenues, some of which would be used for road maintenance.



A flagger stands on South Parkway Avenue during 2017 construction, some of which was paid for by a \$367,000 grant which the city of Battle Ground received by using matching funds from its Transportation Benefit District.

The potential of losing TBD funding was one of the biggest unknowns for financing street projects that Herceg has seen in his nearly 17 years with the city. Outside of direct local impacts, Herceg said that I-976 could also affect funding for state grants.

“We’ve gotten millions and millions of dollars over the years for projects that we’ve done from those granting opportunities,” Herceg said. “If they are affected, that will affect us.”

Should the city lose the funding source, it would mean a hit to road maintenance that would only compound with time.

“If you’re not preserving them in a certain timeframe, the cost to repair later on becomes that much more,” Gilberti said.

Though Battle Ground has been reliant on car tab revenues for several years, Ridgefield only recently approved its own \$20 fee, which went into effect July 1 of this year. Ridgefield City Manager Steve Stuart said that so far the city has collected about \$11,000 each month since it when into effect.

Should I-976 pass, it could spell a premature end to a funding source that Stuart said was intended to essentially double the city’s investment into road preservation.

“In some ways (it’s) better now than later, because we haven’t built a reliance on it,” Stuart said.

Though fairly new, he said the funding has already been used in preservation projects across the city, work that can’t be funded by fees from new development due to restrictions that those revenues be used only for new infrastructure.

“It’s an important point for people that development revenue that comes in is definitely helping to build needed infrastructure, but it cannot be used to maintain (it),” Stuart said.

Stuart noted that there are limited options for the city to take should I-976 pass, though given the city council’s push to increase road maintenance funding from the city’s general fund, he anticipates those investments to continue in one form or another.

“We’ll prioritize, and we’ll keep working,” Stuart said.

City officials on edge over initiative seeking \$30 cap on car-tab fee

by Phil Ferolito
October 26, 2019

Yakima city officials are bracing for voters' decision on an initiative that potentially could gut funding for street projects, including a massive one on North First Street now underway.

Initiative 976 on the Nov. 5 ballot aims to cap car-tab fees at \$30 for vehicles weighing under 10,000 pounds and eliminate an additional \$20 fee imposed by many cities statewide, including Yakima, to help fund transportation projects.

Funds collected through the additional registration fee go into a transportation benefit district for cities. Yakima alone receives about \$1.6 million a year from the benefit district the initiative would take away. Those funds are used to secure loans and bonds on large projects.



Yakima.
Evan Abell, Yakima Herald-Republic file

The TBD money is needed to finish the remaining two phases of the \$15.5 million North First Street project and other projects, said city spokesman Randy Beehler.

The city has several additional street and sidewalk projects, some part of the Safe Routes to School program, totaling more than \$4 million that are dependent on TBD funding, he said.

“Without the TBD funds, those projects don’t happen for the foreseeable future,” he said. “We wouldn’t have that funding source. Those projects on the TBD list would be either significantly delayed or possibly canceled.”

Tim Eyman, author of the initiative, calls the fees “dishonest taxes” and says the state has more than enough in surplus taxes to fund such projects.

“As I’ve said in every interview, every column, every debate, and in the voter’s pamphlet: The state’s \$3.5 billion tax surplus is more than enough to easily backfill any affected program,” he said.

Some cities across the state have already committed to bonds and loans for large transportation projects that were secured through anticipated TBD money. Those cities will be scrambling to find ways to repay the debts if the initiative is approved.

Yakima has avoided such a dilemma by taking the North First Street project, and funding sources, one step at a time, Beehler said.

The North First Street project includes rebuilding the road bed and installing a new road surface, sidewalks, lighting and utility infrastructure.

The first phase will be complete in about a week with the second phase scheduled to begin this spring and the final phase in spring 2021. The city has yet to commit to any bonds or loans for the remaining phases, Beehler said.

“Thankfully we’re not in that position,” he said.

This isn't Eyman's first attempt to limit vehicle licensing fees. In 1999, the former West Valley resident rolled out his first-ever effort with voter-approved Initiative 695, which capped auto licensing fees at \$30. But the initiative was struck down by the state Supreme Court as unconstitutional.

State lawmakers subsequently drafted and approved legislation capping fees at \$30.

The cap gutted a state fund that assisted smaller cities with limited tax bases. Cities began assessing taxes on water, sewer and garbage services to backfill the losses.

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

Sen. Curtis King, R-Yakima, blames what he describes as exorbitant voter-approved fees assessed by Sound Transit in Seattle for sparking the initiative.

Eyman has keyed in on that throughout his campaign.

The average assessment was estimated at about \$80 a year per vehicle when presented to Puget Sound voters. But Sound Transit is using a calculation method that inflates vehicle values and leads to skyrocketing taxes and fees collected, said King, the ranking Republican member of the Senate Transportation Committee.

"Sound Transit had choice of what system to use, Kelley Blue Book, and they used the system that generated more money for them and I think people are fed up with it," he said.

Voters in King County and primarily in Seattle largely supported Sound Transit, King said.

"It's going to be interesting to see the vote in King County and in Seattle itself," he said.

So far, initiative opponents have raised \$4.4 million and spent \$3.1 million on the campaign, with large contributions from Microsoft, Amazon and Vulcan Inc., according to the Public Disclosure Commission.

A campaign supporting the initiative so far has raised \$63,586 and spent \$34,826, with contributions from a Eyman-associated PAC and smaller donors. Local financial supporters of the measure include state Rep. Jeremie Dufault, R-Selah, and Charles Cripps of Yakima, according to the PDC.

King said he's having discussions with other lawmakers now in the event voters approve the initiative.

"I think it's incumbent on the Legislature to be prepared and make adjustments to where they have to be made," he said.

Reach Phil Ferolito at pferolito@yakimaherald.com or on Twitter: [@philipferolito](https://twitter.com/philipferolito)



Lower car tabs could mean big hits to local agencies

by Chloe LeValley

October 30, 2019

Residents are set to vote on Washington State Initiative 976 next week, which could decrease the cost of vehicle registration fees but would also lower funds for local transportation services, road maintenance and emergency services in Walla Walla and Columbia counties.

Voters will decide on this initiative Nov. 5, and if it passes, it would go into effect Dec. 5 of this year.

The initiative, also known as “Bring Back Our \$30 Car Tabs,” was sponsored by Tim Eyman, who proposed reducing all car tab fees to \$30.

Eyman says the November ballot measure is a chance for residents to tell government that they voted years ago for \$30 car tabs and meant it, according to a recent Associated Press story.

The argument for voting “yes” on Initiative 976 centers on opposition to taxes imposed without taxpayer permission as well as concern over an inflated valuation system Sound Transit, in King County, uses to calculate a motor vehicle excise tax. I-976 would change that valuation system to be based on the Kelley Blue Book, according to AP.

Initiative 976 lowers motor vehicle and light-duty truck weight fees to \$30 including lowering electric vehicle fees which are \$150 per year to \$30 and snowmobile fees from \$50 to \$30, according to projections by the state Office of Financial Management.

The report shows total revenue loss to the state in the next six years would be \$1.9 billion and \$2.3 million for local governments.

Local transportation agencies would be affected by these losses.

Columbia County Public Transportation, in Dayton, faces a large budget cut with the initiative. It could potentially lose \$1 million in the first year, which is 40% of the agency’s budget.

“This money is needed to keep the doors open and the busses rolling,” said David Ocampo, the general manager of Columbia County transit.

This initiative would cut funding from Columbia County’s special needs and consolidating grants, which, Ocampo said, “we are already operating in a skeleton setting.”



**Riders waiting for the bus in Walla Walla at Valley Transit's Market Station transfer center downtown.
U-B photo by Chloe LeValley**

He said Columbia County Public Transportation would have the money to continue operations for two years and would try to extend the longevity and create a plan for other grant funding and budget cuts.

Columbia County Public Transportation had 45,000 rides last year, and this year that number is expected to rise to 50,000. Many people rely on transportation into Walla Walla from surrounding counties to get to community college, medical appointments, work, and other day-to-day lifelines, according to Ocampo.

Angie Peters, the general manager of Valley Transit in Walla Walla, said that in the first year of the enacted initiative, Valley Transit stands to lose nearly \$572,000 from its budget, which is 8.2% of funding.

The following years, Valley Transit would lose \$350,000 to \$400,000. This would impact repair and service projects.

“Though it saves money for the individual in the short term, it will be felt by the community in the long term,” she said.

In bigger communities, such as King County, Sound Transit would face a \$328 million loss per year, which is 11% of its annual revenue. That agency said it could lose about \$13 billion more over 20 years because of higher borrowing costs and possible project delays, according to the Associated Press.

Peters said a similar, previous initiative, I-695, passed in 2000 and reduced vehicle licensing fees to \$30.

“We didn’t feel we had to make cuts until 2009, but the funding gap eventually led to cuts,” she said.

She fears this initiative will do the same if passed.

According to Union-Bulletin archives, Initiative 695 “prompted Walla Walla to cut back in areas of police, the fire department, the library, and parks and recreation services.”

Concern in Columbia County also surround the Washington State Patrol Highway Account, which stands to lose \$88.5 million within six years, according to the OMF report.

Road, bridge, street and sidewalk projects will also be locally impacted.

The city of Walla Walla wrote a report on the ways they use funds provided by vehicle fees. It said the initiative would cut funding to the Transportation Improvement Account by \$4.2 million over the next six years. This account has awarded Walla Walla \$15.8 million for Transportation Improvement Board funding in the previous years.



Riders waiting for the bus in Walla Walla at Valley Transit’s Market Station transfer center downtown.
U-B photo by Chloe LeValley



Buses arrive at Valley Transit’s downtown Walla Walla transfer center.
U-B photo by Chloe LeValley

This funds current projects like the installation of new sidewalks and construction of new roadways on Rose Street, Second Avenue and Isaacs Avenue, according to the report.

“TIB is the number one grant funding source from the state,” said Ki Bealey, the Public Works director for Walla Walla.

He said the initiative will also negatively impact Walla Walla’s Complete Streets program, which brought in \$250,000 locally in years prior.

About \$1.5 billion will be cut in revenue for the Multimodal Transportation Account over the next six years, OFM estimates.

This account funds the Complete Streets program and the Safe Routes to Schools program locally.

Walla Walla receives \$47,000 annually from this account, which is added to the street budget, according to the city’s report.

Funding from grant sources that enable Walla Walla to plan and construct roadways that are conducive to all modes of travel and upgrade projects for sidewalks, curbs, ramps and safety features around several local schools are also at risk of losing money.

Canyon Street swales irk residents

by Ralph Schwartz
October 16, 2019

Residents of Canyon Street have complained that stormwater swales were installed in areas where people park. Town officials planned to work on a fix this week.

Before this summer, drivers on Canyon Street in Twisp had to dodge potholes and — after heavy rains — sheets of standing water.

Since then, the road has been torn out and rebuilt, and town leaders say residents of Canyon Street are passing along their compliments about the smooth ride.

In fact, the only one in town who might be unhappy about the fresh pavement is Police Chief Paul Budrow, who suggested at the Oct. 8 Town Council meeting that it was going to encourage speeders.

The potholes are gone, but town officials admit residents aren't so happy with how the town corrected the stormwater problem.

Long depressions or swales along Canyon Street were installed to collect runoff. These swales ended up in places where residents and their guests typically park, creating awkward situations for drivers who might dip into one unexpectedly and then have to climb back out. And when the snow falls, these depressions will be invisible to everyone, including snow plowers.

Residents have told town staff something needs to be done.

"Residents are not crazy about the swales, I'll just put it that way," Twisp Public Works Director Andrew Denham said in an email.

Town Council member Mark Easton asked Denham about the swales at the Oct. 8 meeting.

"We are very aware of the challenges, for lack of a better word, in the design," Denham told the council.

Several factors combined to cause the problem. For one, the state is imposing ever more-stringent requirements for handling stormwater; this is the first time Twisp has installed swales to collect runoff after repaving a street. Secondly, the swales, while not parking-friendly, were the least-expensive option in the state's stormwater rulebook.

Finally, the swales looked better on paper than they did in real life.



Residents of Canyon Street have complained that stormwater swales were installed in areas where people park. Town officials planned to work on a fix this week.
Photo by Ralph Schwartz

Denham said he expected to see a gravel shoulder between the swales and the edge of the fresh pavement.

“This is the first time I’ve had a swale at the edge of the pavement,” he told council. “Nobody knew they would be like that.”

Finding a solution

The public works director assured council members he was aggressively seeking a solution. Just two days later, he had a plan.

Four swales that are “most susceptible to encounters with vehicular traffic,” as Denham put it on Thursday (Oct. 10), will be filled with gravel. They will also get infiltration piping and catch basins, to keep them in compliance with the Department of Ecology’s 1,000-page “Stormwater Management Manual for Eastern Washington.”

The work was scheduled to begin on Tuesday (Oct. 15) and take two days to complete, at a cost of “a few thousand dollars roughly,” Denham said.

The total cost of the Canyon Street improvements, which included a new water line and repairs to the sewer line, has not been determined. Most of the money came from state and federal grants and loans.

Any extra charges or “liquidated damages” to the contractor, Hurst Construction, for working past the project deadline have not yet been determined, Denham said recently.

Denham told the council in August he had informed the contractor that the town could seek \$2,000 a day to recoup unanticipated costs. The work was scheduled to be completed on Aug. 26 but went well into September.



Torn up area scheduled for November completion

by Jacob Wagner

September 24, 2019



Construction continues in Electric City, where more than a million dollars in street, sidewalk and water projects on Western Avenue, Coulee Boulevard, and Grand Avenue are underway.

"Crews have successfully pulverized the asphalt and installed most of the stormwater facilities," a Sept. 19 update on the city's website, <http://www.electriccity.us> stated.

Crews will continue stormwater facility work through this week, and water main construction should begin today (Sept. 25) to be completed the second week of October. Residential water services are scheduled to be installed beginning Oct. 14, the site notes. That should take about a week.

In the meantime, curbing and sidewalks are expected to be constructed from Oct. 1 through Oct. 17.

"The project is expected to be finished up by the end of November," the plan on the site states.

"There will be road closures, and intermittent water shutoffs as we proceed on the projects," the website continues. "We will try to notify residents and businesses as far in advance as possible."

Updates are available on the website or by calling city hall at 509-633-1510.

The Star has reported further details on the project in previous articles, but did not separately list the \$72,899 bid acceptance for building a parking lot in front of city hall, including replacement of some water lines. That will be paid for with money allocated from the city's general fund and done by Wheeler Excavation, which is doing all of the projects totalling \$1,124,900.96.

Borst Avenue Paving Begins — Project Scheduled to Be Done First Week of December

by Celene Fitzgerald
November 1, 2019

The beginning of the end of the drawn-out Borst Avenue project is scheduled to begin on Friday, Nov. 1 as the paving of the road begins.

As The Chronicle has reported in the past, there were issues with safety as students walked along Borst Avenue to get to and from school because there were no sidewalks to walk on.

“Hopefully we can get this wrapped up within the next five weeks and students (walking to and from school) can use the sidewalks,” said Kim Ashmore, the Public Works Director for the City of Centralia.
advertisement

The notice to proceed for the contractor was given on June 20 and they started work on the project three weeks later, after ordering materials and setting a schedule.

Ashmore said that the construction crew has been working 10 to 12 hour-days five to six days a week.

“After today (Friday) the base layer of asphalt will be poured and people will really start to see the progress and the area will start to take shape,” he said.

The stormwater installation is complete, curbs have been poured, and they should be starting on the sidewalks next week.

The contract which stipulates 120 working days, expires in the first week of December.

“We have to have substantial completion by then but obviously we hope it will be done sooner,” said Ashmore.

However, he said it really depends on the weather.

One problem Ashmore said the project has faced that isn’t evident to the community was that the lead time on getting the streetlight posts ordered and delivered was 12 weeks.

“It seems insignificant but they are decorative, they’re going to look really nice for the neighborhood. We wanted to do it right,” he said.

The posts have since been delivered and should be able to be installed within the next couple of weeks.



**The state says Initiative 976, the \$30 car tabs measure on the Nov. 5, 2019, ballot, would cost it \$1.9 billion, and local governments \$2.3 billion, in the next six years that fix roads and bridges.
By Drew Perine**

The Centralia Public Works Department submitted an application to TIB Transportation Improvement Board for \$5 million for the Borst Avenue project. Of that \$5 million the city and county both have a match requirement. The bid came in between \$3.4 and \$3.8 million. Lewis County and the City of Centralia have to match 25 percent of the overall project cost, 62 percent for the city and 38 percent for the county.

Since the bids came in well below the \$5 million, there are potential savings for Centralia residents and county residents if nothing goes wrong and costs more money before the completion of the project.

Ashmore addressed a misconception that citizens lost a portion of their front yards with the widening of the road.

“It may be perceived that people lost front yards because a lot of them had grass, sprinklers, and/or fences out into the roadway,” he said. What was “lost” was not actually their property.

“I encourage people to have patience with us as we wind this project up. It’s still an active construction zone,” he said.

Local artists depict life along the Sammamish River Trail

by Bob Kirkpatrick
October 29, 2019

WOODINVILLE — Following the completion of the Sammamish River Bridge Replacement project early last summer, the city of Woodinville put out a call in July for artists to submit proposals to paint a mural on its large retaining wall.

City Management Analyst Maia Knox said the new bridge is safer and wider, but it covers up the Sammamish River and Trail more than the old bridge did so a plan was birthed to brighten the space and showcase the natural beauty of Woodinville to folks walking, jogging or cycling by.

“We received six total submissions, and after a careful review of artist credentials and design proposals, the City Council unanimously selected Nicole Monahan and Stacey Almgren to paint the mural,” Knox said.



Stacey Almgren, left, and Nicole Monahan paints the finishing touches on the mural.

Council felt that their experience in the medium, personal connections to Woodinville, and the creativity of their design and approach best qualified them to execute the project.

“Stacey and I really wanted to paint the mural,” Nicole said. “Doing it by ourselves was a big undertaking, but we work together well—have worked on other projects together and thought this would be a lot of fun.”

Nicole said the City wanted them to paint something that incorporated the community, nature on the trail and the history of the town. She said the majority of their original ideas were history-based, but that all changed once they became familiar with the worksite in Wilmot Park.

“After we came out here we noticed the trail was being used by so many people,” Stacey said. “So we really wanted to capture that and with the backdrop of the Sammamish River and the otters and the eagle we’ve seen we had to put them on the mural.”

Before they could put any paint on their canvas, the two had to prime the entire wall. Along the way we they would stop some of the people using the trail and ask if they wanted to be part of the mural.

“We had people stand up against the wall while one of us would shine a light on them and the other would trace their silhouette,” Stacey said. “It was fun getting to know everyone.”

The project started at the end of September and despite a couple of weather delays wrapped up pretty much on time Oct. 26.

“We’ve really enjoyed watching the mural take shape over the past month. Nicole and Stacey worked extremely hard to complete their efforts before the rainy season arrived in earnest,” Knox said. “The finished mural will complement other murals around town, drawing inspiration from its surroundings to illustrate recreational opportunities and wildlife, as well as our beautiful hills, trees, and waterways.”

A ribbon-cutting ceremony is scheduled for Nov. 6 at 4:30 at Wilmot Park.

“It’s been a lot of fun and we are super honored to be a part of the project,” Stacey said. “We’re going to miss everyone on the trail.”

BOTHELL-KENMORE REPORTER

Gains made on West Sammamish Bridge remodel following year-long delay

Bids on the project will be coming in November.

by Blake Peterson

October 22, 2019

At its Oct. 14 meeting, the Kenmore City Council approved an increase in its contract authority with Jacobs Engineering, the firm behind the design work on the delayed West Sammamish River Bridge renovations.

The decision increases the authority to about \$2.87 million. Previously council, at a Jan. 16, 2018 meeting, authorized an amendment to the Jacobs contract for additional design services. Design work began in collaboration with the firm in May 2015.

The amendment necessitated that the amount for design-work services not exceed about \$2.77 million. But following a federal government shutdown in January 2019, the project's construction was delayed a year. Lasting 35 days — from Dec. 22, 2018 to Jan. 25 — the shutdown caused, in addition to other setbacks, issues especially with proper permit obtainment.

"We had been working steadfast on this project for almost four years now, never taking a moment's break," John Vicente, a Kenmore city engineer, told the Reporter earlier this year. "We were so excited to be able to go to ad and to have to cancel it was extremely disappointing."

The now-approved additional \$100,000 is required, according to the council meeting's agenda item, to meet advertising goals for this fall. Currently, design on the project is complete, with advertising for construction beginning last week. On Nov. 25, according to city clerk Kelly Chelin, bids on the project will likely begin coming to the fore.

The total cost of the renovations project is \$37.86 million. About \$35 million of it is covered by either utility contributions or grant funds, including contributions from the Federal Highway Administration's Highway Bridge Programs (\$12 million), the Transportation Improvement Board (\$6.9 million), the Connecting Washington State fund (\$8 million) and federal Surface Transportation Program funds (\$1.6 million).

The West Sammamish Bridge, which caters to northbound and southbound traffic over the Sammamish River on 68th Avenue Northeast, was built in the 1930s. In March 2014, after decades of use, weight restrictions were put into effect. They will not be lifted until the bridge has been replaced. Despite these restrictions and the delay in reconstruction, the bridge as it stands is still considered safe to travel across by officials.

In addition to the inclusion of new sidewalks along 68th Avenue Northeast's east side, the currently existing west bridge will be replaced. Approaches between Northeast 170th Street and Northeast 175th Street will also be redone.



Photo by Kailan Manandic/staff photo Bids on the project will begin in November.

The total contract amount with Jacobs makes up about 11 percent of the overall construction estimate, and is within the projected percentage range.

Due to the government shutdown earlier this year, the city has postponed construction to the winter of 2020 in an effort to avoid potential building issues. According to the city's website, Kenmore will be hosting a final open house before construction to introduce residents to the construction team as well as provide updates on any relevant impacts on the community at large.

For more information about the contract authority increase, go to the most recent meeting's agenda item at tinyurl.com/yxlv43es.

BELLEVUE REPORTER

‘It’s really helping us build some firsts in Bellevue’: Checking in on transportation projects in the city

The council received an update on transportation projects at a recent study session.

by Blake Peterson

October 18, 2019

The Bellevue City Council received an update on several major transportation projects in the city at its Oct. 7 study session.

All the projects discussed are part of the Transportation Capital Investment Program. The council was last updated in April.

Currently, transportation represents about 40 percent of the 2019-2025 Capital Investment Program (CIP), with about \$278 million of funding allocated specifically to transportation. Of that, \$209 million, or 75 percent, is given to ongoing building programs, with \$69 million, or 25 percent, put toward ongoing maintenance programs.



124th Avenue Northeast is one of many Bellevue locations affected by construction.

Blake Peterson/staff photo

Of all the categories that make up the CIP, transportation gets the most funding. Debt service, the second-highest priority, is allotted 25 percent, for example, with parks and community services coming third at 13 percent. Community development, fire and “other” are the remaining categories of interest.

CIP transportation revenue comes from grants and interlocal sources (8 percent), major taxes (46 percent), a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan (22 percent) and the Neighborhood Safety, Connectivity and Congestion Levy (20 percent), which was passed by voters in 2016.

“There’s no better investment than transportation — this is something people face every day,” Councilmember Conrad Lee said.

Since the April update, the city has reached out to the community for feedback on private and public projects to ensure needs are met, typically through mailers that inform residents of educational events.

“We recognize the importance of public outreach on all of our projects and making the public aware of the status of our projects and when we are going to construct,” transportation assistant director Ron Kessack said, adding that he’s seen a lot of community engagement on social media.

TIFIA “Match” projects

Kessack said that by getting a TIFIA loan, it was required that the city provide a 67 percent match for costs. Bellevue worked with the United States Department of Transportation (USDOT) so that it could utilize projects that were previously in the most recent CIP or projects already finished in the BelRed area, according to Kessack.

Three projects have been completed through the loan, and two are under construction. Renovations affecting 124th Avenue Northeast through Spring Boulevard to Ichigo Way will entail the raising of the roadway over the impending light rail alignment. That particular project is a collaborative effort between the city and Sound Transit. Currently, 124th is closed for construction, and will be for several more months as progress is made.

The other project impacts Spring Boulevard through 116th Avenue to 120th Avenue. It will result in four new travel lanes extending east to 120th Avenue Northeast. Construction is slated to be completed by the end of 2019.

Other notable construction projects

In addition to the 124th project, which will result in the avenue's widening, among the most-anticipated enterprises are improvements to the Mountains to Sound Greenway Trail alongside Interstate 90, in the Factoria area. The project will result in the construction of a bridge over Factoria Boulevard, with a tunnel underneath the freeway ramp. As an effect, the ramp will be widened to relieve congestion. According to Kessack, the contractor on the project has started to build platforms for pile-drilling. Residents can expect to see extensive construction in the coming months.

The other major project noted in the city's presentation is a project impacting Newport Way and 150th Avenue Northeast. Called the Congestion Reduction Project and done in coordination with franchise utilities, the refurbishings will result in the widening and channelization of roads to reduce traffic during peak afternoon hours.

Levy projects

As of Oct. 14, 22 projects have been completed via the Neighborhood Safety, Connectivity and Congestion Levy. Fourteen (14) are under construction. By the end of 2020, about 90 locations in Bellevue will have seen levy construction work.

"It's really helping us build some firsts in Bellevue," said John Murphy, the city's senior planner and levy coordinator, who cited bike signal additions and high school-based flashing school zone signs as examples.

Murphy noted that as of 2019, more than half of the schools in the Bellevue School District have some sort of levy-funded project nearby.

The levy, which will be effective in Bellevue until 2037, allots \$2 million a year specifically to neighborhood congestion reduction. For safety and connectivity projects — which cover five areas including neighborhood safety and sidewalk and trail maintenance — about \$5.4 million is awarded.

Completed projects have sought to make sure areas around schools are safer for children and families walking, biking and driving in a given region. Murphy highlighted a few examples during the presentation but invoked renovations done on 119th Avenue Southeast as a beacon. Before construction, the road had a particularly wide shoulder that made the area unsafe for on-foot commuting. Following the remodeling, a sidewalk was installed in the place of additional road.

"This project is helping do what we want to do — a safe connection for kids walking," he said.

What comes next

At the end of the year, the city will be releasing a progress report that will further discuss much of the information covered at the Oct. 7 study session. Since the levy required a vote of confidence from the community when it was on the ballot, Murphy said that it's important that the public has a clear understanding of what their vote has led to.

"We want to make sure the community sees what their vote is actually translating to," Murphy said.

In 2020, the city aims to complete the projects included in the 2017-2020 schedule. It is also looking to start talks on projects for 2021 so that, when funding is available, design and construction can immediately start.

For a more comprehensive update on completed and upcoming projects, go to the meeting's presentation materials (<https://bit.ly/2BdyWGI>) or the council agenda item (<https://bit.ly/31f5L0r>).

Editor's note: An earlier version of this article incorrectly stated which agency the city of Bellevue worked with. The city worked with the U.S. Department of Transportation. The number of locations being impacted in Bellevue by levy construction work has also been clarified. There will be 90 locations impacted by the end of 2020.

Ilwaco City Council details upcoming projects

by Alyssa Evans

September 24, 2019

ILWACO — Ilwaco City Council wants the public's help in deciding what projects the city should work on next year.

The council will hold a public hearing on the city's Capital Facilities Plan at its Oct. 14 meeting. Citizens are encouraged to attend the meeting if they have comments on projects the city should prioritize.

State law requires Ilwaco, and other cities, to update its plan annually. The plan includes city projects, projected costs and estimated funding sources.

Project costs and funding sources are estimates, said Treasurer Holly Beller. Project costs may ultimately be lower than originally estimated if city staff work on the projects instead of contractors.

See sidebar for the current draft of Ilwaco's 2020-2025 Capital Facilities Plan.

Ilwaco's 2020-2025 Capital Facilities Plan Draft

Department; Project Title; Cost; Funding Sources

2020

Water/Sewer; Supervisory Control and Data Acquisition (SCADA) Improvements; \$1,751,200; Unknown

Water ;Wastewater Treatment Plan Structural; Unknown; City

Streets; Hilltop Middle School Route; \$558,000; Transportation Improvement Board and city funds

Streets; Howerton Overlay; \$615,800; Transportation Improvement Board, Port of Ilwaco and city funds

Water; Watershed Protection; Unknown; Department of Ecology and city funds

Water; Indian Creek Dam; Unknown; Unknown

2021

Water; City Center Reservoir; \$1,245,200; U.S. Department of Agriculture

General; Community Building Paint; Unknown; Unknown

Streets; Myrtle Avenue, Pearl Avenue and Ilwaco Fire Hall; \$276,000; Transportation Improvement Board and city funds

Stormwater; Pearl Avenue NE; \$90,000; Department of Ecology, Transportation Improvement Board and city funds

Stormwater; Willow Street, Elizabeth Avenue and Willow Street NE; \$355,000; Department of Ecology, Transportation Improvement Board and city funds

Water; Port Hydrants and loop system; Unknown; Department of Ecology, Port of Ilwaco and city funds

2022

Streets; Cooks Hill Road intersection; \$643,700; Transportation Improvement Board and city funds

Water; Cooks Hill Road waterline; \$603,000; Unknown

Stormwater; Cooks Road NE and Iris Avenue; \$345,000; Department of Ecology, Transportation Improvement Board and city funds

General; Community Building roof; \$200,000; Unknown

Parks; Paradise Point; Unknown; City funds

2023

Streets; Vandalia: Captain Gray Drive; \$915,100; Transportation Improvement Board and city funds

Stormwater; Vandalia; \$2,000,000; Unknown

Streets; Adelia Avenue and Spruce Street cutoff; \$915,420; Transportation Improvement Board and city funds

Water; Adelia Avenue and Lake water main; \$406,000; Unknown

Stormwater; Lake Street: Pearl Avenue to Advent Avenue; \$100,000; Unknown

2024

Stormwater; Brumbach Avenue retention pond; Unknown; Unknown

Stormwater; Brumbach Avenue; \$35,000; Unknown

Stormwater; Second Street; \$140,000; Unknown

2025

Parks; Lewis and Clark Discovery Trail extension; \$2,814,480; Unknown

Sewer; Baker Bay force main; \$2,575,000; Unknown

Water; Stringtown loop; Unknown; Developer

Water; China Hill improvements; Unknown; Local Improvement District

Water; Old Railroad loop; Unknown; Developer

Next meeting: The council's next meeting is scheduled for 6 p.m. on Oct. 14. A 2020 budget workshop on street and stormwater funds will be held at 4 p.m. Council meetings are open to the public and held at the city's community room, 158 First Ave. N.



Monte street projects presented to council

October 3, 2019

The Montesano City Council heard what plans the city has for next year's street resurfacing work.

Councilman Dan Skaramuca presented the city Public Works Department's 2020 work goals to the council during the regular meeting Tuesday, Sept. 24, in Council Chambers. Much of the work is dependent upon funding.

First up is to finish this year's Beacon Avenue work. The road will have to be chip sealed. This is the only project certain to be done, Public Works Director Mike Olden said.

"Other street work is contingent upon funding requests that we have put in to the state transportation improvement board," he added.

Other projects the city hopes to address are extending the Beacon Avenue project from Medcalf Street, where this year's work ended, to Owen Drive.

Poplar Road, between the Monte-Elma Road and Beacon, is on the list.

"Part of that is the responsibility for Grays Harbor County," Skaramuca said. He hopes the county and city can work together to complete the project.

The street in front of The Vidette could see some work. Marcy Avenue between Main and First streets would get a "complete rebuild," Skaramuca said, which would include utilities, sidewalk, curb and gutter, and road surface.

First Street resurfacing made the list, from Pioneer north to Marcy.

"And then, we would like to move on up to East Spruce Avenue between Church Street and Academy Street," Skaramuca said. "We'd like to grind out the asphalt and replace the road surface, and possibly install a storm catch basin at the intersection of Chehalis."

A grant could help fund a new sidewalk along East Pioneer from Academy to Glenn Street.

Two speed bumps also could be placed on McBride.

"And hopefully, we'd get to the West Pioneer design project," Skaramuca told the council in closing.

Kalama plans major infrastructure projects for 2020

by Katie Fairbanks
November 9, 2019

KALAMA — For second year in a row, the City of Kalama has several major street, sidewalk, water and sewer projects lined up for 2020. At a City Council public hearing Thursday, Coni McMaster, clerk/treasurer, outlined the major projects that will continue or begin next year and how they will be funded.

A major street project will be resurfacing Elm Street from West Frontage Road to North Fourth Street. The \$400,000-project will go to bid in early 2020, McMaster said. She said 90% of the project is funded by a Transportation Improvement Board grant.

The city also has budgeted \$600,000, half of the total project cost, to replace the Lower Green Mountain Reservoir. The state Department of Health conducted a sanitary survey of Kalama's water system in 2018 and noted the Lower Green Mountain and Upper Gore reservoirs need replacing. The work is not yet scheduled but will be paid for through utility rates. Also on the list is \$500,000 to replace the Meeker Drive sewer pump station.

The Port of Kalama is partnering with the city to help pay for the project because development on port property is contributing to increased sewage flow. The city's capital improvements plan also includes \$100,000 from real estate excise tax revenue to repair the sidewalk and parking lot outside of City Hall. Adam Smee, city administrator, said the improvements are require by a federal loan the city took out in 2015 to buy the building.

Councilwoman Mary Putka outlined the budget proposed for hotel/motel tax funds by the newly-established tourism advisory committee. The group granted \$2,000 to the Untouchables Car Club, \$5,000 to the Ohana Foundation (Heritage Festival) and \$10,000 to the Kalama Chamber of Commerce for the Festival of Lighted Boats, she said.

The committee will take applications for funds again in March, McMaster said.

McMaster said 2019 was a busy year for the city, including construction of the police station, the first major stormwater improvement project downtown, sewer plant upgrades and paving three side streets.

In other business, the council also approved a resolution accepting a petition by a single landowner to annex about 17 acres off Meeker Drive into the city so she can tie into city sewer and water systems. The Cowlitz County Boundary Review Board will review the proposal before it returns to the City Council for final approval.

Port Townsend City Council hears preliminary \$35M budget

Property tax rates expected to go down

by Brian McLean

November 6, 2019

PORT TOWNSEND — City Council members were presented with the preliminary 2020 budget and passed the first reading of a series of finance-related ordinances.

Port Townsend's second city manager in 20 years was sworn in Monday as city officials prepared to adopt next year's property tax levy rates and supplemental appropriations for the 2019 budget.

Council members approved the first reading of a six-year capital improvement plan, and they discussed at length a proposal to replace a leaky off-shore outfall pipe at North Beach.

Mayor Deborah Stinson welcomed City Manager John Mauro, who recited the oath of office as presented by City Clerk Joanna Sanders.

Mauro, who began his tenure Friday, replaced David Timmons, the city's only other manager who retired after 20 years of service in June.

"It's nice to have you officially with us," Stinson said.

She also thanked Nora Mitchell, the city's finance and administrative services director, who filled in this summer as the interim city manager.

The city's preliminary \$35 million budget, which will come back to the council Nov. 18, has a surplus of about \$238,000 and is projected to have a slight increase in end fund balance at about \$12.2 million.

Part of the revenue will come from a 1 percent increase in the regular property tax levy plus new construction, the combination of which will bring in about \$3.5 million. The increase over 2019 property tax is \$34,370, according to city documents.

The city will remove \$908,000 that had been assigned to pay for fire services after voters approved the annexation into East Jefferson Fire-Rescue territory in February.

The total levy amount, including library and Mountain View responsibilities, is projected to be \$2,764,000, city documents stated.

A 13 percent rise in the real estate market will reduce the levy rate, Mitchell said.



John Mauro, 44, is sworn in as Port Townsend city manager Monday, reciting the oath of office as stated by City Clerk Joanna Sanders.

(Brian McLean/Peninsula Daily News)

“The combined three levies will be at a rate of \$1.47 [per \$1,000 of assessed property value], and that compares to \$3.08 previously,” she said.

The city has seen its housing market and retail sales continue at pre-2019 levels, but commercial and government construction has declined, Mitchell said.

“We’re building off the strengths of the last few years, but we’re not necessarily seeing the same growth,” she said.

“There are some signs of slowing, especially in the construction industry and retail sales.”

Utility tax revenues in the proposed budget are based on a 22 percent increase on gross receipts for water, sewer, stormwater and garbage services.

That was projected to drop to 20 percent at the end of 2018, but the city renewed the tax for an additional five years, and the difference currently funds two maintenance workers who serve parks and the Mountain View Commons, city documents stated.

On the expense side, 38.5 percent of operating costs will go to wages and benefits.

The city agreed in January on a three-year contract with its general collective bargaining unit, moving a 2 percent scheduled wage increase in 2019 to a 4 percent increase approved with the supplemental budget. It also accounts for bumps of 3 percent in 2020 and 2 percent in 2021, according to city documents.

Mitchell said the city tries to keep a similar schedule for non-represented employees.

Minimum wage increases to \$13.50 per hour from \$12 on Jan. 1, and while Mitchell said that doesn’t directly affect the city much, it has a longer-term effect.

“We have a minimal number of jobs impacted by that, at least initially, but it creates some wage compression,” she said.

“Some of our other levels of more skilled labor are not being adequately addressed. That’s probably something we need to look at in the next year or two.”

New items proposed in the 2020 budget include a new police vehicle for \$70,000, an increase of \$20,000 in the library fund for consulting services for strategic plan development, and a new front loader tractor for the wastewater and biosolids departments for \$240,000.

Capital projects include completing ADA-compliant ramps through a 2017 Transportation Improvement Board grant, the design and partial construction funding for Seventh Street, and Discovery Road upgrades that are mostly funded with grants from the state Department of Transportation.

Mitchell said a few of the 2020 goals include completing negotiations with the Port Townsend Paper Co. to replace a contract on water usage that expires in March, continue the city’s role as a facilitator for affordable housing, and to complete the parks, recreation and open space plan in the first quarter of the year.

AUBURN REPORTER

Vehicle hits, injures pedestrian on M Street SE

by TJ Martinell

October 11, 2019

A vehicle struck and injured a pedestrian who walked into the northbound lane of M Street Southeast on Thursday night, Auburn Police said.

Police received a call of a collision around 9 p.m. A group of people, unknown how many, was walking southbound on M Street Southeast when a woman in her mid-20s stumbled into the northbound lanes between 9th and 12th Street SE, police said.

A Honda traveling northbound attempted to avoid colliding with the woman by swerving to the left and into the southbound lane, but the pedestrian continued to walk directly in front of the vehicle, police reported. The woman was struck by the front end of the vehicle, then hit its windshield.

Police, fire and medics responded. The woman was transported to Harborview Medical Center.

Her injuries are not life threatening, according to first responders. There were no other injuries reported.

Family of teacher struck and killed in crosswalk sues Kitsap County

by Jessie Darland

November 11, 2019

The family of a Central Kitsap School District teacher who died after she was struck by a vehicle during an early morning run in March 2017 is suing Kitsap County, alleging it failed to "safeguard a dangerous crosswalk" where she was killed.

Amy Higgins, 50, a teacher at Emerald Heights, was killed on March 17, 2017, at 5:40 a.m. while jogging. She was crossing Greaves Way in a crosswalk at Old Frontier Road when Scott Brian Rehmus struck her.

Though Rehmus exhibited no signs of impairment, a blood test found he had twice the legal limit of marijuana in his blood. Rehmus was found to be speeding and driving with a suspended license. He was sentenced to seven years in prison after pleading guilty to vehicular homicide in October 2018.



A Google maps image of Greaves Way
(Photo: Contributed / Google)

The lawsuit, filed on Oct. 14 by Higgins' estate and family members, names Rehmus, Kitsap County and Kitsap County Public Works. It said that Kitsap County Public Works had a duty to ensure that the crosswalk was "safe for public travel and use."

According to the suit, the crosswalk had "inadequate visibility and low contrast" and had "poorly planned illumination for southbound traffic." It alleges the county failed to maintain illumination of the crosswalk and that the crosswalk had "inconsistent markings." The suit says the crosswalk included no warning systems for pedestrians to alert approaching motorists of their presence.

The lawsuit also says the county failed to initially design the intersection as an "all-stop intersection," and then failed to re-design it as one following a history of accidents there.

The suit points out that Higgins was traveling within the marked crosswalk and had the right of way granted to pedestrians by law.

Kitsap County eventually did install an all-way stop at the intersection in May 2018 — more than a year after the crash that killed Higgins.

The county said at the time that a combination of public complaints and collision data prompted Kitsap County Public Works to make the change. Data cited in the Kitsap Sun said there were 26 crashes at the intersection between 2013 and 2017.

Kitsap County engineer Jon Brand declined to comment on the lawsuit.

Brand did talk about the intersection and confirmed there is a plan to eventually install a signal or a roundabout at the intersection. Preliminary engineering is scheduled to start in 2021, with construction in 2023, though that could change based on funding or other factors.

"Kitsap County has programmed a project to improve roadway capacity and safety at the intersection but funding has not to date been secured," Brand said.

He said the county applied for a Transportation Improvement Board grant for these improvements, but no funds have yet been awarded.

Construction of Greaves Way was completed in 2009, Brand said.

Jed Powell, the attorney for the Higgins family, said his clients are suing for the lost earnings of Higgins and for pain and suffering. He declined further comment on the suit until the county issued its response to the complaint.



Amy Higgins
(Photo: Central Kitsap School District)

Second phase of Peace Portal Community Trail now complete

by Jami Makan
September 18, 2019

The second phase of the Peace Portal Community Trail project is now complete, creating more options for pedestrians and cyclists passing through the city of Blaine.

The first phase of the project involved the construction of an asphalt trail along Peace Portal Drive from Cherry Street to Bayview Avenue. The second phase recently extended the trail from Bayview Avenue to Hughes Avenue.

The new stretch of trail consists of a ten-foot-wide separated, hard-surfaced pedestrian path with Americans with Disabilities Act-compliant crossings and driveways along the entire length.



The second phase of the Peace Portal Community Trail project recently extended the trail from Bayview Avenue to Hughes Avenue.

Photo courtesy of city of Blaine

“The trail is subtly transforming how people travel to and through Blaine,” said Blaine public works director Ravyn Whitewolf. “It is beautiful, convenient and safe.”

The second phase of the project was funded by the Small City Sidewalk Program of the Washington State Transportation Improvement Board (TIB). The board, which provides street construction and maintenance grants to more than 300 cities and counties in the state, granted the city \$293,425 toward the second phase of the project. Meanwhile, the city contributed local funds of \$32,603 towards the second phase of the project, which is eligible for funding from the city's Transportation Benefit District.

The special taxing district was created by the Blaine city council and is used to fund transportation projects for streets, sidewalks and trails. In April 2017, Blaine voters approved a 0.2 increase in the sales tax to fund the district; the increase to the sales tax went into effect in January 2018.

Once completed, the project “will create a viable and scenic pedestrian connection from the new pedestrian crossing at the Peace Arch U.S./Canadian border crossing through the city to the southern Blaine city limits,” according to the city's phase two grant application, submitted in August 2017.

Related to phase two are a series of improvements to Hughes Avenue. “The intersection of that street and Peace Portal Drive experiences significant truck traffic and is skewed in a way that hampers turning, creating a hazard for motorists,” said a news release from the city of Blaine. “Improvements to this area will rectify the intersection challenges, provide pedestrian facilities on the north side of the street and improve pavement so that it better holds up to truck traffic.”

The city of Blaine is currently preparing TIB application materials for phase three of the project, which will extend the trail even further, to Bell Road.

The Peace Portal Community Trail overlaps with a segment of the Coast Millennium Trail, an initiative of the Whatcom Council of Governments that seeks to create a network of trails between Skagit County and White Rock, B.C. The goal is to boost recreation, tourism, community health and economic development by promoting cycling and walking as viable modes of transportation in Whatcom County and beyond.



East Wenatchee to Make Pedestrian Improvements Along Grant Road

TOPICS: east wenatchee city council

by Kyle Lamb

October 3, 2019

The City of East Wenatchee will use money from a Transportation Improvement Board grant to construct pedestrian-related enhancements along Grant Road and near Eastmont High School.

The city council voted Tuesday night to approve Pertect Inc. as the project's consultant.

Project Development Manager Tom Wachholder said, "We're going to get a design contract underway with Purteet and start evaluating the construction timeline. Best-case scenario, we have all three of these projects constructed next year. However, based on the grant terms we have until 2023 to get these done."



The project will upgrade the existing pedestrian crossing at Grant Road and Georgia Avenue, create a new pedestrian crossing at Grant Road and June Avenue, and fill a sidewalk gap on 3rd Street NE between the irrigation canal and Eastmont High School.

Wachholder talked about the importance that the new crossing at Grant Road and June Avenue.

"It's just to put another crossing along the Grant Road corridor." explained Wachholder, "There's about a 3/4 mile gap along North Georgia Avenue and North Kentucky Avenue. That's a four-lane section with a lot of traffic."

East Wenatchee will not need to contribute any funds for the Complete Streets project.



NEWS RADIO
560KPQ

Cashmere City Receives Updated Cost Estimate for LED Streetlights

TOPICS:cashmerestreetlight repairtransportation improvement board

by Kalie Drago

October 16, 2019

The city of Cashmere discussed the updated cost estimate for the Transportation Improvement Board grant funds to be used toward the LED Streetlight Conversion Project. Originally, the cost estimate for most of the streetlights throughout the city was set at \$380,000.

“We added some additional lights and we were working on some of the wiring, so we got another almost \$90,000 to make some additional improvements to the lights. To put new fixtures on and then also do some re-wiring,” said Steve Croci, Director of Operations.

Currently, a lot of the streetlights have been re-wired, but Croci confirmed there are some more lights left to take care of. The streetlights that have darkened have been a constant headache for the city, due to the expensiveness of the project and difficulty to securing an electrician.

“The other streetlights, the one that haven’t been working quite right, we’re going to continue to plug away at those,” said Croci. “It’s going to take awhile to get all of them up to standard.”





Colonial Plaza grand opening

by City of Lakewood
September 19, 2019

Hundreds of community members joined us Saturday (Sept. 14, 2019) to celebrate the opening of the Colonial Plaza.

We had live music from the band “Baking with Julia”, food trucks, a night market, hula hoops for kids and classic cars on display.

The plaza was “officially” opened with the cutting of the Lakewood Chamber of Commerce Blue Ribbon cutting, which included attendees like Lt. Gen. William Harrison, the first Mayor of Lakewood and a founding member of the city; former councilwoman Andie Gernon, also a founding member of the city and the city council; Congressman Denny Heck; state Sen. Steve Conway; state Rep. Melanie Morgan; Pierce County Council Chairman Doug Richardson; Lakewood City Council members Marie Barth, Paul Bocchi, Mike Brandstetter and John Simpson; Lakewood Chamber president Linda Smith and chamber members and many others.
Christ Lutheran Church Messiah Sing-Along



Deputy Mayor Jason Whalen emceed the event, thanking state legislators for their help securing funding for the project, which redesigned Motor Avenue into a festival street. The city was also recognized by the state Transportation Improvement Board with a plaque for the completion of the project.

We’re thankful for everyone who joined us Saturday to celebrate and can’t wait to see continued events at this location that bring the community together.

To see a full photo gallery visit the city’s Facebook page.

Bremerton mayor proposes \$120,000 in federal funding to aid Kitsap Rescue Mission

The proposal comes after Kitsap Rescue Mission announced a temporary closure of its overnight shelter

by Tyler Shuey

September 24, 2019

After Kitsap Rescue Mission announced last week that it would temporarily shut their doors Oct. 13 due to fire code issues in the building, Bremerton Mayor Greg Wheeler is proposing the reallocation of \$120,000 in federal grant funding from the Quincy Square project to be used for building fixtures at the shelter.

Originally, the building's temporary permit for the overnight shelter was set to expire and would not be renewed until the roof was replaced and a sprinkler system was installed.



Under the City of Bremerton's proposal, Kitsap Rescue Mission would complete a two-hour firewall that would split the building into two spaces — one for day-to-day operations and case management services, and the other for the overnight shelter and dayroom, Wheeler said.

"By doing this, Building A will not need to have the roof replaced," the mayor said.

"All of a sudden we have reduced the roof replacement cost, we've reduced the amount of square footage that needs to be sprinkled and they can maintain their operations. It's something that's doable."

In Wheeler's proposal, the City of Bremerton would use \$120,000 of federal grant money, previously devoted to the Quincy Square project, to help Kitsap Rescue Mission with the building expenses. In 2018, the city received \$300,000 in federal community development block grants for Quincy Square and has only spent \$14,000 of that amount.

According to Wheeler, there are some federal guidelines that require the city to spend a portion of the funding by a certain deadline or risk losing access to the money.

The design of Quincy Square is already underway, Wheeler said.

"The Transportation Improvement Board was going to be a primary funding source that was going to determine our construction dollars," Wheeler said of the Quincy Square project. "The design was going to fit how much money we raised. The board came back and asked us to take a year off and apply again in 2020. When that happened, it kind of put our design on pause.

"Without the entire scope of what we're going to have to spend, we weren't able to continue the design."

Wheeler reiterated this action won't have any effect on the progress of Quincy Square.

"It doesn't affect it at all," he said. "I'll be out aggressively looking for money. I am as committed now as I was. A couple of things just happened to come all together. This appropriation is not only necessary but timely."

Regarding Kitsap Rescue Mission, Wheeler said construction of the firewall should start immediately and the agency should start getting their funding in place.

“They should be actively seeking donations just in case,” he said. “We’ve estimated \$120,000 will cover this but they shouldn’t be resting. They should be working as hard as the city just did.

“This is all hands on deck. We’re treating this with urgency because it’s not acceptable to be living and sleeping in a building without fire suppression.”

The proposal will require approval from the Bremerton City Council, which Wheeler will present at Wednesday’s City Council study session. Then, a 30-day public comment period will ensue, followed by the council voting on whether to approve the proposal.

“We have to have people weigh-in. This has to be important to the community,” Wheeler said. “I want our City Council to understand the gravity of the situation.”

Kitsap Rescue Mission posted a statement on its Facebook page Sept. 20 thanking Wheeler and the city for their support: “We are still working out the details, but I want to say thank you from the bottom of my heart to this caring, creative and amazing group of city officials. Special thanks to Greg Wheeler who leads this awesome team.”



Local road funds off track

by TJ Martinell

October 16, 2019

Washington State Department of Transportation officials have recently described their \$700 million annual funding gap as a “glidepath toward failure.” Now, a Joint Transportation Committee report done with BERK Consulting and presented at the Washington State Transportation Commission’s Oct. 15 meeting shows that Washington’s 281 cities have a collective \$1 billion gap in road maintenance and preservation, despite increased funding by local governments.

Washington’s 17,000 miles of city roads make up roughly 20 percent of all state roads but handle 25 percent of all traffic. BERK Consulting Project Manager Brian Murphy told WSTC members that local streets form the first and last part of trips. “City streets are an essential part of a statewide transportation network. They’re essential for getting residents and commerce around the state. They intersect with state and federal highway transportation systems and form an important part of that network.”

However, revenue to pay for those roads isn’t keeping pace with the cost of maintenance and repair. City streets are funded through a property tax along with a local sales and use tax, a business and occupation (B&O) tax and a utility tax. Under state law, the property tax can only increase by one percent per year. According to the report, property tax growth has not kept up with inflation.

The report indicates a misalignment between transportation needs and local investments. Most cities cover roughly 80 percent of local transportation funding, with 13 percent from state funds.

However, the funding issue is difficult to solve even as communities increase spending. In 2016 the town of Twisp created a transportation benefit district that generates \$50,000 a year to pay for local road maintenance, on top of the \$22,000 a year it receives from the state. According to the report, 35 percent of the town’s local property tax revenue goes to the city street fund. Yet to meet existing needs it would have to increase its spending by \$2 million – or 10 times current funding.

“Even a town that has the political will and the community support...to vote and pass these measures to fund transportation for themselves, they still have limited capacity to generate revenue, and they’re dependent on other resources,” BERK Consulting Analyst Sherrie Hsu said.

In total, there is a \$1 billion funding gap for city road maintenance and repair: the equivalent of increasing the local share of the state gas tax by \$.28 per gallon or increasing local revenue by \$190 per person. While towns like Twisp



A report has found a \$1 billion funding gap between what cities spend on local roads and what is needed to maintain and preserve them.

Photo: freepik.com

or Ritzville would have to increase their spending tenfold, larger cities like Tacoma would have to nearly quadruple their annual transportation funding from \$90 million to \$348 million.

The report contains two primary recommendations. One is to reduce the lifecycle costs for city roads and the increasing Transportation Improvement Board grant funding and eligibility. The other recommendation is to prioritize legislative funding for local transportation on higher-cost projects that exceed what cities can cover.

Murphy noted that some city streets often act “as the equivalent of a state highway. I think we need to look at ways to fund local jurisdictions for the use of their streets in that way.”