



Transportation Improvement Board
September 26-27, 2019 – Wenatchee, Washington
Location: Hilton Garden Inn
25 N. Worthen Street
Wenatchee, WA 98801
509-662-0600

September 26, 2019 – 2:00 pm
WORK SESSION AGENDA

			Page
2:00 pm	A. Welcome from the City of Wenatchee	Mayor Frank Kuntz	
	GENERAL MATTERS		
2:05 pm	B. Wenatchee Complete Streets Presentation	City of Wenatchee	
2:25 pm	C. RxPave Presentation	James Feracor / University of Washington	
2:45 pm	D. Ilwaco & Small Cities in Spokane County Area Pilot	Jason Phelps & Chris Workman	28
3:05 pm	E. Applications Received Overview	Vaughn Nelson	29
3:15 pm	F. TIB 101 Selection Overview	Chris Workman	
	PROGRAM & PROJECT MATTERS		
3:40 pm	G. Small City Program Changes Overview	Chris Workman	8
4:00 pm	H. Adjournment	Chair Johnson	
5:00 pm	J. Leavenworth – Pine Street Ribbon Cutting*		

**The City of Leavenworth has invited the board to attend a ribbon cutting celebrating the completion of their Pine Street Project at 5pm at the Pine Street and Titus Road intersection.*



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September 27, 2019 – 9:00 am
BOARD AGENDA

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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 May 17, 2019 Minutes	Chair Johnson 4
	B.	Communications	Ashley Probart
	1.	Herald Net - Inslee urged to use the red pen on a few budget provisions	30
	2.	Sequim Gazette - Dignitaries dig in for Fir Street Rehabilitation groundbreaking	33
	3.	Kitsap Daily News - City's financial commitment to project was 'tipping point'	36
	4.	Kitsap Daily News - Cutting the cake: Tremont celebration notes end...	38
	5.	The Columbian - Legal fight over growth management plan finally over	40
	6.	Redmond Reporter - Former Redmond mayor Doreen Marchione dies at 80	42
	7.	The News Tribune - Work starts soon on project to alleviate Sumner traffic...	44
	8.	Mukilteo Beacon - Expect delays with latest Harbour Pointe project	45
	9.	The Seattle Times - Tim Eyman's initiative to cut car-tab taxes would cost...	46
	10.	Wenatchee World - Learn about new East Wenatchee roundabout	48
	11.	The Bellingham Herald - Groundbreaking ceremony to expand road near...	49
	12.	go Skagit - Burlington moving forward on road project	50
	13.	Columbia Basin Herald - Warden City Council Complimented at Meeting	51
	14.	iFiber One - Lakeshore Drive reconstruction project in Moses Lake slated to...	52
	15.	Living Snoqualmie - Construction on North Bend Park Street Roundabout...	53
	16.	The Chronicle - Building a New Borst Avenue	54
	17.	The Chronicle - Centralia School District, Local Officials Plan Workaround For...	56
	18.	Sunnyside Sun - Granger passes Second St. water main project	58
	19.	Yakima Herald - North First Street businesses coping with road construction	59
	20.	My Columbia Basin - Council to consider revising public services municipal...	61
	21.	My Columbia Basin - Cycle track will be lengthened	62
	22.	My Columbia Basin - City puts the brakes on sidewalk project	63
	23.	Peninsula Daily News - State grant funding sidewalk ramps	64
	24.	The News Tribune - Will \$2M city investment spur resurgence in Lakewood...	65
	25.	The Daily World - Summer paving project through Hoquiam and Aberdeen...	67
	26.	Whitman County Gazette - High bids stop Tekoa street job	68
	27.	Peninsula Daily News - Ninth Street sidewalk construction begins	69
	28.	The Independent- City of Chewelah begins sidewalk improvement projects	70
	29.	Nisqually Valley News - With Council Approval, Mayor Signs Design...	72
	30.	Methow Valley News - Canyon Street work delayed; Twisp awarded \$1.3M for...	73
	31.	Methow Valley News - Canyon Street makeover project begins this week in...	74
	32.	Methow Valley News - Canyon Street project behind schedule; Twisp may seek...	75
	33.	Auburn Reporter - City awards contract for Auburn Way South sidewalk...	78
	34.	The Star - Electric City accepts bid for controversial work	79



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35. The Star - City will apply for Ferry sidewalk grant	81
36. The Star - Upgrades planned in Coulee Dam	82
37. The Courier-Herald - Buckley updates list of future transportation projects	83
38. Kitsap Daily News - Forest Rock Lane pavement preservation project completed	85
39. Lynnwood Today - Upcoming 196th Street Southwest widening project to...	86
40. The Courier Herald - Council approves contract for summer street improvements	88
41. The Goldendale Sentinel - Police chief reminds about fireworks law	89
42. My Columbia Basin - Council to consider land purchase	91
43. Sunnyside Sun - New streetlights illuminate Sunnyside	92
44. Renton Reporter - The TIP money is running low	93
45. The Olympian - Washington's roads are becoming increasingly deadly for people...	95

9:55 am	4. NON-ACTION ITEMS		
	A. Small City Program Changes Discussion	Chris Workman	8
	B. Executive Director's Report	Ashley Probart	
	C. Financial Report	Vaughn Nelson	
	D. Delayed Projects Response	Chris Workman	15
	E. Project Activity Report (5/1/19 – 8/31/19)	Gloria Bennett	17
10:15 am	5. ACTION ITEMS		
	A. I-976	Ashley Probart	
11:00 am	6. ADJOURNMENT	Chair Johnson	

FUTURE MEETINGS
 November 21-22, 2019 (Tacoma)
 January 30-31, 2020 (Olympia)
 March 26-27, 2020 (Vancouver)
 May 28-29, 2020 (Yakima)
 September 24-25, 2020 (Spokane)
 November 19-20, 2020 (Bellevue or Issaquah)

Transportation Improvement Board
May 18, 2019
Holiday Inn Express
Sequim, Washington

TIB BOARD MEMBERS PRESENT

Mayor Glenn Johnson, Chair
Commissioner Richard Stevens, Vice Chair
Ms. Amy Asher
Mr. Aaron Butters, P.E.
Ms. Barb Chamberlain
Mr. Mike Dahlem, P.E.
Mr. John Klekotka, P.E.

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

TIB STAFF

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

TIB Members; Alyssa Ball, Elizabeth Chamberlain, Sue Dreier, Bob Koch, John Koster, and David Ramsay, were excused.

1. CALL TO ORDER

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

2. WELCOME

On Thursday David Garlington P.E., Public Works Director, Sequim, welcomed the board to the city.

3. LOCAL PRESENTATIONS

- A. Matt Klontz from the City of Sequim** (population 7,108) talked about the importance of the W. Fir Street project and the positive impact it will have on the community. This street section is the primary bus and multi-modal entrance for several schools, Boys and Girls Club, community sport courts, and the largest auditorium in the area. He also thanked those that could attend the ribbon cutting earlier that day.
- B. Jonathan Boehme from the City of Port Angeles** (population 19,872) discussed some of the partnerships between the city and TIB. Jonathan thanked the Board for receiving a Complete Streets Award. The city plans to install approximately 40 ADA ramps and 200 feet of sidewalk on Francis Street. This improves pedestrian safety and connectivity between Olympic Discovery Trail and access to Port Angeles parks and community centers. Several slides of the West 10th Street were shown. This is a major east-west corridor for the city. The project is approximately 1800 feet long and is being converted from a street to including sidewalks and bike lanes. The project has had some delays due to the strike and storm events.
- C. Mark Dorsey from the City of Port Orchard** (population 13,997) talked about the Tremont Street Widening project. The project has been under development for over a decade. TIB provided an \$8 million grant which allowed the project to go forward and will be complete in the next few months. The project is the gateway to the city. The corridor includes roundabouts, sidewalks, and had extensive stormwater and utility work. The project has experienced significant cost overruns and the city has had to borrow from utility reserves. They are looking for another \$2 Million. Ashley shared with the Board that he has director authority to provide an additional \$750,000. However, because this project received the equivalent of the region's entire grant allocation, any increases would be subject to Board discussion and/or approval. Mark shared that he was

requesting the Tremont project to be included on the upcoming Puget Sound Regional Council's Regional Project Evaluation Committee's agenda where he would be requesting additional financial support.

4. TIB PRESENTATIONS (Thursday)

- A. **Vaughn Nelson** gave a presentation about TIB revenue sources and which programs those revenues fund. (A copy of the presentation was emailed to the board after the meeting.)
- B. **Ashley Probart** continued the revenue discussion in the context of the legislative budget. He discussed the unprecedented step of the 2019-21 budget using line items and specific funding amounts for each of TIB's programs. This is problematic because the line items are reasonably aligned with planned program awards, *but did not reflect pending invoice amounts* for the respective programs. The small city programs in particular would run out of funds without a) a veto, or b) the Governor's office authorizing a fund shift through their budgetary allotment process. In general policy terms, it is the Board's responsibility, and not the legislature's, to manage the agency at the program level. At the time of this meeting, the Governor has not signed the transportation budget bill. As a result, Ashley is requesting the Board to make a formal motion to allow TIB staff to work with the Governor's office on changing allotments if the budget provisions are not vetoed.
- C. **Chris Workman** discussed work done on the small city banding initiative. The banding concept is to look at small city projects more holistically. He presented the preliminary structure and criteria for the new program for board members to review and provide comments at the September meeting.

5. GENERAL MATTERS

A. Approval of March 22, 2019 Minutes

MOTION: It was moved and seconded to approve the minutes of the March 22, 2019 board meeting.

Motion carried unanimously.

B. Communications

Mr. Probart shared emails and letters of support regarding the veto request of the program specific budget provisions.

6. NON-ACTION ITEMS

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

- Discussed several bills that passed or didn't pass that related to TIB or transportation.
- Gave an overview of the total transportation budget.
- Showed a possible future revenue package and how it would impact TIB. Senator Hobbs, Chair of the Transportation Committee, is proposing an additional \$110M over ten years for TIB. This included additional Complete Streets and general TIB funding. This proposal is considered to be the first of many and the transportation community is anticipating a 2021 revenue package.

B. Financial Report – Mr. Nelson gave the following report based on information that is available on the TIB public dashboard.

- The fund balance is approximately \$9.2 million.
- The fund has increased in balance and the agency is no longer carrying any projects on a payment plan. All requests have been paid in full.

- Staff is cautious for the next fall/winter requests and expects that the fund balance will again dip near zero and some projects may need to be put on payment plans.
- A new feature has been added to the Dashboard. The Board and the public can now see remaining commitment by phase.

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

The following activity took place in March through April 2019.

- There were over 160 project actions. Because it is spring, nearly all were bid awards, construction approvals, or construction close-outs.
- Design approvals from the November awards were mostly done by this time of year. (Six remain or are pending.)

7. ACTION ITEMS

A. Budget Action

Mr. Probart discussed the 2019-21 budget provisos that specifies program funding amounts. If there is no veto of the proviso, TIB staff needs board action to change allotment amounts within TIB's transportation accounts.

Mayor Lucas made a motion with a second by Commissioner Stevens **to allow staff to change allotments as needed during the 19-21 biennium**

Motion carried unanimously.

B. Scope Change – City of Spokane, Sunset Boulevard

Mr. Workman presented a request for a scope change for the Spokane Sunset Boulevard sidewalk project. Spokane is asking to reduce the limits by about 25% because of a difficult build environment on the west end. Bids came in a little high and they received a \$50,000 increase under the Director's Authority. The cost to address the difficult build environment exceeds the TIB increase.

Several board members commented on the increase while reducing the scope. Mr. Probart clarified that the \$50,000 increase was given before the scope change was requested.

Mr. Todd made a motion with a second by Mr. Matheson **to approve the change in scope to the Spokane Sunset Blvd project to reduce the western limit to the old weigh station pullout.**

Motion carried unanimously.

Mr. Matheson made a motion with a second by Mayor Lucas **to reduce the grant by an amount proportional to the reduced length of the project.**

Motion passed (11 yea, 3 nay)

C. Program and Call Size for November 2019

Mr. Nelson presented the proposed call size for the November 2019 project awards as the following:

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

Mayor Lucas made a motion with a second by Commissioner Stevens **to approve the call size as presented and open the 2019 call for projects.**

Motion carried unanimously.

D. Meeting Schedule for 2020

Mr. Probart presented the proposed meeting locations for 2020 as the following:

DATE	CITY
January 30-31	Olympia
March 26-27	Vancouver
May 28-29	Yakima
September 24-25	Spokane/Chelan
November 19-20	Bellevue/Everett/Issaquah

Mr. Todd made a motion with a second by Mayor Johnson **to approve the meeting schedule and locations for 2020.**

Motion carried unanimously.

8. ADJOURNMENT

The meeting adjourned at 11:28 a.m.



Small City Banding Board Comments

September 26, 2019

BACKGROUND

Each year, program criteria are reviewed and proposed changes are brought before the Board for consideration and adoption. Significant program changes may be under discussion for several meetings. Board adoption of proposed changes typically occurs during the March meeting in order to update materials before the official call for projects in May of each year.

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

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

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

All projects are also evaluated on Sustainability and Constructability criteria.

TIB customers and staff have been pleased with the UAP banding structure. As a result, TIB staff is proposing a similar structure to benefit the Small City Arterial Program (SCAP).

During the May 17, 2019 meeting, current banding options being considered for the Small City Arterial Program and were discussed:

- Safety
- Physical Condition
- Economic Vitality

The SCAP banding would also include criteria for Sustainability and Constructability.

A “multi-modal” band would be a likely band to include in the future if the Sidewalk program is absorbed into the proposed Small City Arterial Program.

STATUS

At the May 17, 2019 Board meeting, staff discussed the prospective changes in criteria for the Small City Arterial Program (SCAP). We shared the preliminary criteria and different banding that we anticipate proposing for next year’s call. We asked the Board to review the current draft criteria and we would discuss and collect comments at the September Board meeting.

RECOMMENDATION

This is for informational and discussion purposes. Future updates and action on proposed changes will be taken at a future meeting.

Physical Condition (60 pts)	Pavement Condition Rating (PCR)	Non-Pavement Condition	Loading and Significance
Economic Vitality (60 pts)	Access for All Users	Aesthetics	
Safety (60 pts)	Crash History	Potential Hazards	

+

Sustainability (20 pts)	Constructability (20 pts)
Environmental Measures	Funding Construction Readiness
Modal Measures	
Energy Measures	
Recycling	

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

PHYSICAL CONDITION (60 pt max)

Corrects physical and structural deficiencies and prevents failure.

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

EXISTING CONDITION (30 pt max)

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

NON-PAVEMENT CONDITION (15 pt max)

- Walls 0-3
- Storm water conveyance 0-3
- Bridges or culverts 0-3
- Slope Stability 0-3
- Access control 0-3
- Geometry 0-3
- ADA ramps 0-3

LOADING/SIGNIFICANCE (15 pt max)

- Signed truck route 0-10
- Significance
 - Residential 0
 - Business corridor 5

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

ECONOMIC VITALITY- (60 pt max)

Improves business district area considering all users.

This band is primarily based on livability improvements in the Central Business District. Considerations of aesthetics, access for all users, and roadway improvements.

ACCESS FOR ALL USERS (30pt max)

- Plans for all users (bike, ped, transit, auto/freight) 0-10
- Pedestrian scale lighting 0-10
- Curb extensions (bulb-outs) 0-10
- Other traffic calming (medians, refuge islands, etc) 0-10
- Signal warrant with Engineering study 0-10

AESTHETICS (30 pt max)

- Gateway signs 0-10
- Colored pavers/stamped concrete 0-10
- Wayfinding 0-10
- Decorative signs/ street furniture, lighting 0-10
- Other streetscape improvements 0-10

DRAFT

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

SAFETY (60 pt max)

CRASH HISTORY* (30 pt max)

Incidents must occur within the project limits

- Property damage only incidence 2 points per incident
- Incidences with injuries 5 points per injury
- Incidences with fatalities 15 points per fatality

**Crashes must be correctable by project to receive points*

POTENTIAL SAFETY HAZARDS** (30 pt max)

***Proposed project must eliminate or minimize hazard to receive points*

Safety Hazard Checklist

- Signal warrant with Engineering study 20
- Sight Distance- *Physical features that impair what driver sees*
 - Visibility affected by horizontal, vertical or intersection alignment 0-3
 - Skewed Intersection 0-3
- Railroad Crossing- *Must improve crossing to receive points*
 - Multi-track 5
 - Single Track 3
 - Spur line 1
- Control Access &/or Parking
 - Entire project on both sides 5
 - Portion of project (1/3 of length minimum) 3
- Obstructions- *Must be moved, protected or eliminated by project* 0-3
Evaluate permanence & magnitude of object. Examples of obstructions are power poles, mailboxes, parked cars
 - Over 50 percent of project length 5
 - 25 to 50 percent of project length 3
 - Less than 25 percent of project length 1
- Adjacent Terrain
 - Unrecoverable Bank/Slope 0-5

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

SUSTAINABILITY (20 pt max)

Improves project quality through a sustainable design.

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

ADOPTED COMPLETE STREETS ORDINANCE	1
MODAL MEASURES (10 pt max)	
• Appropriate sidewalk cross-section	0-5
• Bicycle facilities (includes shared lane)	0-5
ENVIRONMENTAL MEASURES (10 pt max)	
• Adopted greenhouse gas emissions policy	1
• LID or enhanced treatment stormwater controls	0-5
• Use of non-potable water for irrigation or no permanent irrigation	3
• Hardscaping or native planting (no permanent irrigation)	3
• Appropriate roadway cross-section	0-5
ENERGY MEASURES (5 pt max)	
• Install roundabout verses warranted signal	5
• Convert signalized intersection to roundabout	5
• Convert stop controlled intersection to roundabout	3
• Solar powered signage	1
PAVEMENT RECYCLING (5 pt max)	
• In-place recycling	5

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.

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

FULL FUNDING (10 pt max)

- Over match (1pt for every 2% above minimum) 0-5
- Adopted TBD or locally dedicated transportation funding by ordinance 2
- Full funding in place 5

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

- Plans, Specs, and Estimate complete 0-5
- Permits completed 0-2
- Cultural resources complete 2
- Right of way certified or not required at application 0-3
- No federal funding 3
- No sensitive areas or issues pending 2
- Use of accelerated construction methods 0-2
- No railroad impact 1
- Utility upgrades not needed 0-2



Delayed Projects Response

September 27, 2019

BACKGROUND

Currently, TIB has 413 active projects; over 98% of these projects are within targets established by the Board.

TIB staff reported in the May 17, 2019 Board meeting, that nine projects (2%) missed the performance standard for reaching bid award. The requirements defined in WAC 479-05-211 are:

- *Urban Program projects must reach bid award within 4½ years*
- *Construction Ready projects must reach bid award within 1 year*
- *All Other Program projects must reach bid award within 2½ years*

Projects in Stage 1 delay are required to submit an implementation plan that includes an anticipated bid award date. If the agency does not meet the agreed upon date set in Stage 1, the project moves to Stage 2 and becomes a contingency project. The agency must appear before the Board for reinstatement of construction funds for those listed as a contingency project.

STATUS

Two of the nine projects reported in May are now under construction and are removed from the delayed projects list.

The following summarizes the status of the six Stage 1 delayed projects and the one Stage 2 delayed project that is on the contingency list:

Stage 1

- ***Bainbridge Island – Wyatt Way – Madison to Lovell*** – The acquisition of necessary right-of-way has been difficult. The last remaining parcel has recently been successfully negotiated and is in process of closing. Plans are scheduled to be complete in November 2019 in preparation for January 2020 advertisement and February contact award. Construction will start in late spring/early summer 2020.
- ***Castle Rock – Dougherty Drive – Ramsey St to Mount St Helens Way NE*** – During design, it was apparent the project would have a significant shortfall in funding. The city was awarded supplemental funding through FHWA which required additional review and approval of the plans. Final FHWA approval to advertise is expected in September. Since the fall is not good timing for advertising, the city plans on advertising in February with an expected contract award in April 2020. This allows construction in summer 2020.
- ***Castle Rock – FY 2018 Rehabilitation Project*** – This project is tied to the Dougherty Drive project listed above.
- ***Okanogan – Second Ave S (SR 215) – 3rd Ave NE to Highland Drive*** – TIB bid authorization approved in June. Waiting on WSDOT- Local Programs approval to advertise; this is expected soon.
- ***Vancouver – NE 112th Avenue – NE Chkalov St to NE 9th St*** – During early design, it was determined there are some utility easements that were not cleaned up in the 1970's which allow utility poles to remain in place of where the sidewalk was proposed. The cost of relocating the utility poles would now be borne by the city, so they decided to purchase easements for the new sidewalk and are finalizing the acquisition by the end of December. The city will proceed with advertisement by March, with construction completion by the end of December 2020.
- ***Thurston County – Mullen Road SE*** – Project is currently advertised and scheduled to open bids in October.

Stage 2

- **Richland - Gage Blvd/Center Parkway** – The board granted a time extension for this project until the Washington Utilities and Transportation Commission (UTC) ruled on the city’s request for an at-grade railroad crossing. The UTC ruled in favor of the city but the railroad appealed the decision. Ongoing decisions and appeals have continued.

Staff continues to work with these agencies to establish expected performance dates and to schedule appearances before the Board at subsequent meetings, if necessary.

RECOMMENDATION

Informational only- no action required.

Delayed Projects List

Agency	Project Number	Year Funded	Project Name	Projected Delay Stage	Total TIB Remaining TIB Total Project Cost
Bainbridge Island	8-2-830(007)-1	2014	Wyatt Way – Madison to Lovell	1	\$2,516,000 \$2,094,875 \$3,700,000
Castle Rock	6-W-952(005)-1	2016	Dougherty Drive – Ramsey St to Mount St Helens Way NE	1	\$734,919 \$652,712 \$865,900
Castle Rock	2-W-952(005)-1	2016	FY 2018 Rehabilitation Project – Multiple Locations	1	\$183,200 \$162,463 \$192,875
Okanogan	P-E-881(P04)-1	2016	Second Ave S (SR 215) – 3 rd Ave NE to Highland Drive	1	\$369,000 \$330,715 \$410,000
Vancouver	P-W-184(P07)-1	2016	NE 112th Avenue – NE Chkalov St to NE 9 th St	1	\$119,772 \$105,952 \$149,715
Thurston County	8-5-034(016)-1	2013	Mullen Road SE – Lacey C/L to Carpenter Road	1	\$4,590,000 \$4,209,000 \$7,650,000
Richland	9-E-171(003)-3	2005	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr	Contingency	\$644,320 \$644,320 \$2,265,600

 Indicates contingency project



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(006)-1	ABERDEEN	FY 2020 Overlay Project	Bid Award	CN BA	297,644	14,566	Director
3-W-159(006)-1	BURLINGTON	FY 2020 Overlay Project	Bid Award	CN BA	210,000	0	Director
3-E-177(004)-1	COLLEGE PLACE	FY 2020 Overlay Project	Construction	CN	34,650	0	Director
3-P-802(003)-1	DUVALL	FY 2019 Rehabilitation Project	Bid Award	BA	416,151	31,151	Director
3-P-124(006)-1	ENUMCLAW	FY 2019 Overlay Project	Contract Completion	BA	174,059	-55,123	Director
3-E-988(002)-1	LIBERTY LAKE	FY 2019 Overlay Project	Bid Award	CN BA	318,234	-262,206	Director
3-W-839(003)-1	LYNDEN	FY 2019 Rehabilitation Project	Bid Award	CN BA	750,000	0	Director
3-P-822(006)-1	MONROE	FY 2019 Overlay Project	Audit	CC FV AD	506,000	0	Director
3-P-112(005)-1	NORMANDY PARK	FY 2019 Overlay Project - 4th Avenue S	Bid Award	BA	315,552	41,159	Director
3-W-150(002)-1	PORT ANGELES	FY 2020 Overlay Project	Bid Award	CN BA	539,744	-41,056	Director
3-W-126(005)-1	SEDRO WOOLLEY	FY 2019 Overlay Project	Audit	CC FV AD	383,000	25,000	Director
						Total APP Change	-246,509
CSP Program							
C-W-948(001)-1	BATTLE GROUND	Complete Streets Award	Bid Award	BA	350,000	0	Director
C-W-152(001)-1	BREMERTON	Complete Streets Award	Bid Award	BA	350,000	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-E-848(001)-1	CHELAN	Complete Streets Award	Bid Award	BA	150,000	0	Director
C-E-177(001)-1	COLLEGE PLACE	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-P-110(001)-1	DES MOINES	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-161(001)-1	EAST WENATCHEE	Complete Streets Award	Bid Award	BA	400,000	0	Director
C-E-164(001)-1	EPHRATA	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-E-173(001)-1	KENNEWICK	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-P-111(002)-1	KIRKLAND	Complete Streets Award	Bid Award	BA	400,000	0	Director
C-E-942(001)-1	MABTON	Complete Streets Award	Bid Award	BA	200,000	0	Director
C-W-195(002)-1	OLYMPIA	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-W-150(001)-1	PORT ANGELES	Complete Streets Award	Bid Award	BA	300,000	0	Director
C-P-102(001)-1	RENTON	Complete Streets Award	Bid Award	BA	400,000	0	Director
C-W-028(001)-1	SAN JUAN COUNTY	Complete Streets Award	Bid Award	BA	500,000	0	Director
C-P-202(002)-1	SHORELINE	Complete Streets Award	Bid Award	BA	500,000	0	Director
Total CSP Change						0	
LED Program							
S-E-934(001)-1	BINGEN	LED Streetlight Conversion	Audit	CC	79,556	0	Director
S-E-177(003)-1	COLLEGE PLACE	LED Streetlight Conversion	Bid Award	DE CN BA	13,426	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-P-204(001)-1	COVINGTON	LED Streetlight Conversion	Bid Award	DE CN BA	161,000	0	Director
S-E-161(001)-1	EAST WENATCHEE	LED Streetlight Conversion	Audit	CC FV AD	58,150	0	Director
S-E-852(001)-1	MANSFIELD	LED Streetlight Conversion	Audit	CC FV AD	7,689	-11	Director
S-W-973(001)-1	NORTH BONNEVILLE	LED Streetlight Conversion	Audit	FV AD	133,103	0	Director
S-P-117(001)-1	PACIFIC	LED Streetlight Conversion	Bid Award	DE CN BA	110,250	0	Director
S-E-937(002)-1	PRESCOTT	LED Streetlight Conversion	Audit	FV AD	2,270	0	Director
S-E-938(001)-1	WAITSBURG	LED Streetlight Conversion	Audit	CC FV AD	42,410	3,617	Director
Total LED Change						3,606	

SCAP Program

6-E-907(002)-1	ALBION	F and 2nd Streets	Bid Award	BA	283,173	-12,827	Director
6-E-986(007)-1	COLFAX	Cedar Street and Oak Street	Audit	CC FV AD	1,012,598	-957	Director
6-E-926(006)-1	CONNELL	East Birch Street	Bid Award	BA	674,010	-99,990	Director
6-E-926(007)-1	CONNELL	E Davis Street	Bid Award	BA	162,707	51,215	Director
6-E-894(114)-1	DEER PARK	W Crawford Avenue	Audit	FV AD	75,689	0	Director
6-E-857(001)-1	ELECTRIC CITY	Western Avenue, Grand Avenue	Bid Award	CN BA	678,424	-19,826	Director
6-W-955(011)-1	ELMA	7th Street	Bid Award	BA	458,114	-26,586	Director
6-E-849(005)-1	ENTIAT	Cammack Avenue and Olin Street	Bid Award	BA	457,894	115,499	Director



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6-E-850(011)-1	LEAVENWORTH	Pine Street	Bid Award	BA	550,000	0	Director
6-W-957(009)-1	MONTESANO	Marcy Avenue and Church Street	Bid Award	CN BA	414,422	-101,188	Director
6-W-957(107)-1	MONTESANO	East Pioneer Avenue	Audit	CC FV AD	114,999	-29,473	Director
6-E-943(105)-1	MOXEE	Morrier Lane	Audit	CC FV AD	493,645	-42,146	Director
6-E-882(008)-1	OROVILLE	16th Avenue	Bid Award	BA	734,482	-14,279	Director
6-E-929(104)-1	POMEROY	6th Street Bridge	Bid Award	BA	264,351	81,519	Director
6-W-971(010)-1	RAYMOND	SW Raymond Overlay	Bid Award	CN BA	623,597	-212,826	Director
6-E-932(001)-1	ROSLYN	Pennsylvania Avenue	Audit	CC FV AD	801,941	0	Director
6-E-864(004)-1	ROYAL CITY	Camelia Street	Audit	CC	1,449,945	-33,713	Director
6-E-865(004)-1	SOAP LAKE	Ginkgo Street and FEMA Repairs	Construction	CN	57,451	0	Director
6-W-972(008)-1	SOUTH BEND	1st and Kendrick Streets	Bid Award	BA	596,270	86,025	Director
6-W-974(106)-1	STEVENSON	Kanaka Creek Road Improvements	Audit	CC FV AD	118,158	-5,594	Director
6-E-886(008)-1	TWISP	Canyon Street	Bid Award	BA	353,019	-57,858	Director
6-E-886(106)-1	TWISP	SR 20 Sidewalk	Audit	CC	175,726	-2,525	Director
6-E-866(003)-1	WARDEN	8th Street	Bid Award	BA	321,287	38,057	Director
6-W-960(004)-1	WESTPORT	North Wilson Avenue	Bid Award	CN BA	605,552	48,594	Director
6-E-875(006)-1	WILBUR	Broadway Street, Railroad Avenue	Bid Award	BA	706,331	40,000	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-W-968(008)-1	WINLOCK	SE 1st Street	Construction	CN	68,400	0	Director
6-W-968(009)-1	WINLOCK	SE 1st Street	Construction	CN	75,900	0	Director
6-E-947(014)-1	ZILLAH	West Third Avenue/G Street	Audit	FV AD	523,995	0	Director
						Total SCAP Change	-198,879
SCPP Program							
2-P-119(003)-1	ALGONA	FY 2020 Rehabilitation Project	Audit	BA CC	308,907	15,117	Director
2-E-868(005)-1	ALMIRA	FY 2020 Seal Coat Project	Bid Award	CN BA	53,708	0	Director
2-P-115(002)-1	CLYDE HILL	FY 2020 Overlay Project	Audit	CC FV AD	232,021	37,260	Director
2-E-924(006)-1	DAYTON	FY 2019 Rehabilitation Project	Audit	FV AD	132,225	0	Director
2-E-879(002)-1	ELMER CITY	FY 2018 Seal Coat Project	Bid Award	BA	67,546	-15,158	Director
2-E-879(003)-1	ELMER CITY	FY 2020 Seal Coat Project	Bid Award	BA	143,965	-98,294	Director
2-E-849(001)-1	ENTIAT	FY 2020 Seal Coat Project	Bid Award	BA	79,425	0	Director
2-W-831(004)-1	FRIDAY HARBOR	FY 2019 Rehabilitation Project	Bid Award	BA	152,496	-80,995	Director
2-W-831(005)-1	FRIDAY HARBOR	FY 2020 Rehabilitation Project	Bid Award	BA	268,575	-44,625	Director
2-E-858(006)-1	GEORGE	FY 2020 Rehabilitation Project	Bid Award	CN BA	409,650	-41,940	Director
2-E-935(004)-1	GOLDENDALE	FY 2020 Overlay Project	Bid Award	CN BA	125,702	-50,319	Director
2-E-859(003)-1	GRAND COULEE	FY 2019 Seal Coat Project	Audit	FV AD	185,555	0	Director



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2-E-859(004)-1	GRAND COULEE	FY 2020 Overlay Project	Construction	CN	5,100	0	Director
2-E-903(003)-1	KETTLE FALLS	FY 2019 Seal Coat Project	Contract Completion	CC	178,230	-28,241	Director
2-E-904(001)-1	MARCUS	FY 2019 Seal Coat Project	Audit	CC FV AD	95,195	-1,535	Director
2-P-109(002)-1	MEDINA	FY 2019 Overlay Project	Bid Award	BA	243,900	0	Director
2-W-957(002)-1	MONTESANO	FY 2020 Seal Coat Project	Bid Award	BA	88,587	29,482	Director
2-W-957(003)-1	MONTESANO	FY 2020 Overlay Project	Contract Completion	BA	84,561	3,561	Director
2-E-944(003)-1	NACHES	FY 2020 Overlay Project	Bid Award	BA	148,014	-22,556	Director
2-W-963(003)-1	NAPAVINE	FY 2019 Rehabilitation Project	Bid Award	BA	342,099	-167,147	Director
2-E-905(002)-1	NORTHPORT	FY 2019 Seal Coat Project	Audit	CC FV AD	100,142	-21,430	Director
2-E-872(003)-3	ODESSA	FY 2019 Rehabilitation Project	Bid Award	CN BA	43,139	-5,714	Director
2-E-937(001)-1	PRESCOTT	FY 2020 Seal Coat Project	Audit	CC	61,019	0	Director
2-W-965(004)-1	TOLEDO	FY 2020 Rehabilitation Project	Construction	CN	17,550	0	Director
2-E-866(004)-1	WARDEN	FY 2019 Rehabilitation Project	Bid Award	BA	243,583	25,084	Director
2-E-887(002)-1	WINTHROP	FY 2020 Seal Coat Project	Bid Award	BA	104,680	2,926	Director
Total SCPP Change						-464,524	

SP Program

P-W-189(P02)-1	ABERDEEN	W Cushing Street	Bid Award	CN BA	307,253	-6,440	Director
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P-P-105(P02)-1	AUBURN	Auburn Way S	Bid Award	CN BA	374,734	-25,266	Director
P-W-837(P09)-1	BLAINE	Peace Portal Drive (SR 548)	Bid Award	BA	215,880	-77,545	Director
P-E-901(P03)-1	CHEWELAH	US 395 and Main Avenue	Bid Award	CN BA	266,070	5,770	Director
P-E-901(P04)-1	CHEWELAH	Stevens Street	Bid Award	CN BA	274,625	1,826	Director
P-E-930(P05)-1	CLE ELUM	Pine Street	Bid Award	BA	282,789	28,632	Director
P-E-926(P01)-1	CONNELL	S Columbia Avenue	Bid Award	BA	85,912	-51,888	Director
P-P-204(P04)-1	COVINGTON	164th Avenue SE	Bid Award	BA	173,721	0	Director
P-P-818(P03)-1	DARRINGTON	Givens Avenue	Audit	CC FV AD	145,130	-30,123	Director
P-E-857(P01)-1	ELECTRIC CITY	Coulee Boulevard	Bid Award	CN BA	322,347	18,347	Director
P-P-820(P03)-1	GRANITE FALLS	Alder Avenue	Bid Award	BA	231,098	-14,076	Director
P-P-820(P04)-1	GRANITE FALLS	Stanley Street and Cascade Avenue	Bid Award	BA	235,090	9,864	Director
P-E-173(P06)-1	KENNEWICK	W 36th Avenue	Bid Award	CN BA	218,400	0	Director
P-E-904(P01)-1	MARCUS	Cider Street (SR 25)	Bid Award	CN BA	319,384	20,279	Director
P-E-881(P04)-1	OKANOGAN	Second Avenue S (SR 215)	Construction	CN	42,570	0	Director
P-P-101(P07)-1	SEATTLE	Greenwood Avenue N	Bid Award	BA	600,000	0	Director
P-P-806(P02)-1	SNOQUALMIE	Meadowbrook Way SE	Bid Award	CN BA	121,790	-47,710	Director
P-W-972(P03)-1	SOUTH BEND	Willapa Avenue	Bid Award	BA	347,696	34,460	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-165(P07)-1	SPOKANE	Driscoll Blvd	Bid Award	CN BA	260,498	0	Director
P-E-032(P08)-1	SPOKANE COUNTY	Palouse Highway	Audit	FV AD	317,218	0	Director
P-E-208(P04)-1	SPOKANE VALLEY	32nd Avenue	Audit	CC FV AD	377,920	0	Director
P-W-965(P06)-1	TOLEDO	Washington Street	Construction	CN	16,350	0	Director
P-W-186(P03)-1	WASHOUGAL	SE Evergreen Way	Audit	FV AD	180,678	0	Director
Total SP Change						-133,870	

UAP Program

8-1-817(006)-1	ARLINGTON	Arlington Valley Road	Audit	CC FV AD	2,233,315	-85,432	Director
8-2-830(008)-1	BAINBRIDGE ISLAND	SR 305/Olympic Drive	Bid Award	BA	400,000	0	Director
8-1-103(029)-1	BELLEVUE	124th Avenue NE	Bid Award	BA	6,236,704	-515,296	Director
8-1-103(030)-1	BELLEVUE	NE Spring Boulevard, Zone 2	Bid Award	CN BA	5,950,200	0	Director
8-4-177(008)-1	COLLEGE PLACE	SW 4th Street and SW Academy Way	Audit	CC FV AD	947,803	-37,531	Director
8-4-177(009)-1	COLLEGE PLACE	NE C Street	Bid Award	BA	1,658,719	-23,781	Director
8-1-113(011)-1	FEDERAL WAY	Pacific Highway S (SR 99)	Audit	FV AD	6,000,000	0	Director
8-1-127(007)-1	GIG HARBOR	Harbor Hill Drive	Audit	FV AD	7,316,058	0	Director
8-1-111(020)-1	KIRKLAND	Totem Lake Boulevard	Bid Award	CN BA	4,830,000	0	Director
8-5-021(001)-1	LEWIS COUNTY	Borst Avenue	Bid Award	BA	2,869,036	-918,104	Director



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8-3-988(004)-1	LIBERTY LAKE	E Appleway Avenue	Bid Award	BA	282,930	-64,578	Director
8-3-162(013)-1	MOSES LAKE	Lakeshore Drive	Bid Award	BA	1,130,000	0	Director
8-3-844(007)-1	OTHELLO	Lee Road	Bid Award	CN BA	671,201	-90,062	Director
8-1-027(069)-1	PIERCE COUNTY	Canyon Road East	Bid Award	CN	3,601,189	0	Director
8-4-923(004)-1	PROSSER	7th Street	Audit	CC	1,078,602	0	Director
8-1-107(022)-1	REDMOND	NE 51st Street	Bid Award	CN BA	1,042,494	-457,506	Director
8-1-121(008)-1	SEATAC	Military Road S and S 152nd Street	Bid Award	BA	2,367,600	0	Director
8-1-101(160)-1	SEATTLE	East Marginal Way S	Design	DE	324,964	0	Director
8-2-826(005)-1	SEQUIM	West Fir Street	Bid Award	BA	3,097,836	-5,586	Director
8-1-031(012)-1	SNOHOMISH COUNTY	Seattle Hill Road	Audit	FV AD	3,794,328	0	Director
8-3-165(089)-1	SPOKANE	Sprague Avenue	Audit	CC	1,927,394	0	Director
8-3-032(069)-1	SPOKANE COUNTY	Hawthorne Road	Audit	CC FV AD	768,654	0	Director
8-3-032(071)-1	SPOKANE COUNTY	Geiger Boulevard	Bid Award	CN BA	1,193,501	-296,499	Director
8-3-208(008)-1	SPOKANE VALLEY	Mission Avenue	Audit	CC FV AD	2,633,499	144,234	Director
8-1-131(007)-1	SUMNER	Traffic Avenue	Bid Award	BA	2,357,595	-642,405	Director
8-1-128(095)-1	TACOMA	East 64th Street	Bid Award	CN	5,162,990	0	Director
8-5-034(016)-1	THURSTON COUNTY	Mullen Road SE	Construction	CN	381,000	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-4-176(026)-1	WALLA WALLA	2nd Avenue	Audit	CC FV AD	931,550	-44,639	Director
8-3-160(028)-1	WENATCHEE	McKittrick Street	Audit	CC FV AD	1,334,455	-14,750	Director
8-3-160(029)-1	WENATCHEE	Red Apple Road	Audit	CC FV AD	1,245,264	0	Director
					Total UAP Change	-3,051,935	
					Total Change	-4,092,111	

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

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Ilwaco Preservation Pilot Project & Spokane County Area Cities Pilot Project

September 26, 2019

BACKGROUND

As standard professional practice, TIB staff continuously reviews various proposals on “how to best manage and preserve lower volume residential streets.” Over the past few years, there have been requests to allow the use of synthetic fiber in hot mix asphalt (HMA). The request to use fiber has been for various reasons. Some claim the use of fiber will reduce the thickness of HMA required, others claim fibers will reduce reflective cracking.

TIB staff has sought the opinions of pavement design professionals and have reviewed (evolving) research documents. The staff conclusion is that there is not enough evidence to make a policy decision to approve the use of fibers as an eligible cost. This has been previously discussed in prior Board presentations.

ILWACO

In a previous grant cycle, the TIB awarded the City of Ilwaco a Small City Preservation (SCPP) grant to preserve a low volume residential area that was constructed over 50 years ago. TIB staff identified the Ilwaco project as a good test case for testing different cost effective pavement designs.

The City agreed to let TIB take the lead and use this project as a test project with the assurance if any of the methods used failed prematurely, TIB would remedy the failure.

STATUS

TIB sent out a Request for Proposals (RFP) to select a consultant to analyze the existing soils, design three test sections with different pavement designs that seem appropriate, and manage the construction contract with City and TIB input and support. The consultant selected was Pavement Services Inc. (PSI) of Portland, Oregon.

After the soils and pavement section were analyzed, PSI and TIB worked together to determine three test sections that were appropriate for the traffic loads. These test sections will be reviewed over the next decade (or two) for comparison to each other, and their anticipated design life based on the pavement design report.

The original Engineers estimate request at application was \$579,154 for a full depth reclamation project, including engineering costs. This pilot project is complete and the anticipated final cost including engineering is \$348,300. Because the project came in significantly under budget, TIB authorized a fourth segment that would otherwise have not been completed.

SPOKANE COUNTY AREA CITIES

TIB Staff has proposed a new pilot with a few small cities regarding crack sealing and pavement repair and will discuss as part of the presentation to the Board.

RECOMMENDATION

For information only- No Board action is required.



2019 Application Summary and Project Call Update

September 26, 2019

BACKGROUND

The annual call for projects was announced to customers following the May Board meeting. The Board is responsible for approving the call size and eligibility for each program. After the Board approved the preliminary call size, agencies were notified, applications were posted to the TIB website, funding workshops were held, and agency visits have occurred throughout the summer. Applications were due to TIB on August 16th. The Board is scheduled to award grants November 22nd, 2019.

STATUS

Data entry and desk reviews have been completed. Based on this information, staff assigns an initial score for each project and then reviews it in the field. Field reviews further refine project scores and verify eligibility. Projects are then reviewed in the jury process with all engineers and the executive director. The jury process selects the recommended projects for the Board in November.

Preliminary 2019 Program Size and Received Applications

Program	Proposed Call Size	Applications Received	Dollars Requested	Total Project Costs
<i>Urban Programs</i>				
• Urban Arterial Program (UAP)	\$70 M	76	\$190.5 M	\$560.7 M
• Arterial Preservation Program (APP)	\$8 M	35	\$15.1 M	\$17.7 M
• Urban Sidewalk Program (SP)	\$5 M	43	\$14.1 M	\$26.4 M
<i>Small City Programs</i>				
• Small City Arterial Program (SCAP)	\$12 M	57	\$27.5 M	\$38.4 M
• Small City Preservation Program (SCPP)	\$4 M	64	\$8.0 M	\$8.4 M
• Small City Sidewalk Program (SP)	\$3 M	22	\$5.3 M	\$5.5 M
TOTAL	\$103 Million	297	\$260.5 Million	\$657.1 Million

The TIB will be able to fund approximately 40% of the requested dollars. The call size and program sizes may fluctuate depending on the quality of the proposals, regional allocations, and volume of requests by program.

RECOMMENDATION

No action needed. The Board will be presented with a staff recommendation for new grants in November.

Inslee urged to use the red pen on a few budget provisions

Some want him to veto tax increases on banks and businesses too. We'll find out Tuesday what he does.

by Jerry Cornfield

May 19, 2019

OLYMPIA — Before Gov. Jay Inslee sits down Tuesday to sign a new \$52.4 billion state budget, he's got to decide if there is anything in the two-year spending plan he wants to veto.

In recent weeks, he's been asked to axe a \$750,000 study on the breaching of dams on the Snake River and creation of a legislative task force on the management of fish hatcheries.

And leaders of two state agencies and a state workers union want him to cross out a provision requiring \$22.5 million be trimmed from department budgets through "efficiency" savings.

"These cuts are substantial," wrote Dennis Eagle, director of legislative and political action for the Washington Federation of State Employees. "Our concern is there don't seem to be a lot of 'efficiencies' left to be achieved in state government. Human services, public safety, natural resources and higher education were all cut dramatically during the recession and have yet to see their budgets restored to pre-recession service delivery levels."

Those aren't the only veto requests Inslee is weighing as he prepares to act on the operating budget. He's also been asked to remove a piece of the new transportation budget and veto legislation to increase taxes on banks, professional services businesses, vaping products and nonresidents. All of the bills are set for signing starting Tuesday morning.

Agency chiefs are concerned with Section 723 of the budget bill, which directs them to achieve a 1 percent savings in each fiscal year by, among other things, reducing "overtime costs, professional service contracts, travel, goods and services, and capital outlays."

Department of Corrections Secretary Stephen Sinclair told Inslee in a May 9 letter that it works out to a \$5 million cut. And, he wrote, after slashing administrative expenses in each of the last four years at lawmakers' direction, there are not many areas left to pare.

"DOC does not have the ability to meet this level of reduction without impacting services and programs that help individuals reintegrate to their communities, eroding our mission to improve public safety," he wrote.

For the state's 34 public community and technical colleges, it would result in a collective hit of \$1.2 million. That's hard to swallow given cuts endured by the colleges during the recession, officials said. And it's a little hard to



Elliott Moffett, a member of the Nez Perce Indian tribe, holds a sign that reads "Free The Snake" as he takes part in a rally organized by a coalition of environmental and tribal groups to promote the breaching of dams on the Snake River and other measures intended to benefit salmon and orcas, Feb. 4, at the Capitol in Olympia. The rally was part of the "Free Flowing Snake River" advocacy day.

(AP Photo/Ted S. Warren)

understand given the fact lawmakers raised taxes this year to boost financial aid to college-bound students and to improve salaries of some community college faculty.

“It’s counterproductive to give us money and then take money away,” said Jan Yoshiwara, executive director of the state Board for Community and Technical Colleges.

The proposed study of issues associated with the breaching or removal of the four lower Snake River dams drew fire from nearly three-dozen organizations.

“This issue remains profoundly controversial and divisive,” begins a May 10 letter from 33 organizations including port districts, utility districts, power providers, the Washington Farm Bureau and the Association of Washington Business.

They argue the Snake River is a vital component of the transportation and agricultural sectors of the economy of the surrounding region and because the dams are federally owned, “state measures to remove them are the wrong approach.”

The Washington State Building and Construction Trades Council and the International Union of Operating Engineers each wrote separately imploring Inslee to veto the study. They stressed the same points.

“These dams play a vital role providing jobs and clean power for Washington state, clean power that will be essential as our state transitions into a 100 percent clean energy future,” wrote Mark Riker, executive secretary for the building trades council.

The Muckleshoot Tribal Council asked Inslee on May 8 to veto a proposed legislative task force that would consider replacing the existing hatchery scientific review group with some other kind of panel to analyze hatchery-related spending. Such a move could violate tribal treaty rights, they noted.

Regarding transportation, mayors and administrators of 15 small cities — including Granite Falls and Coupeville — want the governor to remove language which restricts the Transportation Improvement Board’s discretion in its distribution of grant dollars to communities. A state senator also asked for a veto.



In this 2018 photo, water moves through a spillway of the Lower Granite Dam on the Snake River near Almota. (AP Photo/Nicholas K. Geranios)

“Without the necessary flexibility to respond to the needs of our cities and counties, the board’s effectiveness is seriously limited,” wrote state Sen. Keith Wagoner, R-Sedro-Woolley, who represents Granite Falls.

Inslee received a couple requests urging him to sign a new tax on vaping products. Hundreds of members of the Consumer Advocates for Smoke-free Alternative Association emailed to ask him not to sign House Bill 1873.

Five lawmakers — four Republicans and one Democrat — asked Inslee to veto House Bill 2167, which would effectively double the tax rate paid by the largest banks operating in the state. The group includes Sen. John Braun, R-Centralia, the lead budget writer for Senate Republicans, and Sen. Mark Mullett, D-Issaquah, who is chairman of the Financial Institutions, Economic Development and Trade Committee.

Their chief beef is the speed with which the bill went through the process. Its language was offered for the first time April 26 and the legislation had passed in the House and Senate two days later, hours before the session ended. They cautioned it may become the object of litigation.

“To describe this as a rush job with no time for adequate policy consideration or public input is a huge understatement,” they wrote. “Legislators were deprived of the opportunity to make the considered and informed decision expected of them in their position.”

They recounted that when Inslee blocked a tax break for certain manufacturing companies two years ago, he wrote in his veto message that tax policies “should be considered in a thoughtful, transparent process that incorporates public input and business accountability.”

“We ask you to employ that same reasoning in vetoing (Substitute House Bill) 2167,” they concluded.

Inslee is scheduled to sign the budget and tax bills at 9:30 a.m. He is slated to sign the last batch of policy bills at 1:30 p.m. TVW will provide stream live coverage online at www.tvw.org.

Jerry Cornfield: 360-352-8623; jcornfield@heraldnet.com. Twitter: @dospueblos.

Dignitaries dig in for Fir Street Rehabilitation groundbreaking

by Matthew Nash
May 22, 2019

The golden shovels dug in and work has begun on the West Fir Street Rehabilitation Project.

Dignitaries held a ceremonial groundbreaking on May 16 for the construction project that rebuilds pipeline and roadway while adding new amenities from Sequim Avenue west to Fifth Avenue.

“This is absolutely going to be the most beautiful street in the City of Sequim in my belief,” said Sequim Mayor Dennis Smith.

“It just takes awhile to get there.”

City Engineer Matt Klontz told the crowd of 40-plus people that the project has been in discussion since 1990 and design work started in 2014.

“It’s five years later and we’re ready to break ground,” Klontz said. “Someone needs to come up here and pinch me.”

The estimated construction, costing up to \$6.2 million with local contractor Interwest Construction, will tentatively be completed in the summer of 2020, city staff said.

Klontz told the crowd that the roadway has engineered low pavement condition index of 26 out of 100 — considered one of the worst among city streets — and that rehabilitation effort benefits both vehicles and pedestrians.

The project will include new bike lanes, sidewalks on both sides of the road with Americans with Disabilities Act-compliant curbs and intersections, new underground utility connections, new piping for water, sewer, stormwater, irrigation and reused water, street lighting, street crossing enhancements and a new traffic signal at Fifth Avenue and Fir Street.

With the road serving Sequim High School, Helen Haller Elementary School, Olympic Peninsula Academy and the Sequim Boys & Girls Club, Klontz said, “we



For the ceremonial first dig of the West Fir Street Rehabilitation Project, dignitaries scoop dirt on May 16 after a ceremony commemorating the start of year-long construction from Sequim Avenue to Fifth Avenue. Digging in are, from left, Sequim Schools superintendent Gary Neal, Sequim City Manager Charlie Bush, Sequim Public Works Director David Garlington, Sequim City Engineer Matt Klontz, Sequim-Dungeness Valley Chamber of Commerce Executive Director Anji Scalf, Sequim Mayor Dennis Smith, Transportation Improvement Board Executive Director Ashley Probart, Clallam County Commissioner Mark Ozias, and Interwest Construction Operations Manager Bob Reick. Sequim Gazette photo by Matthew Nash



Sequim Mayor Dennis Smith said at the groundbreaking for the West Fir Street Rehabilitation Project that one of his priorities when he interviewed for a vacant city council position was fixing Fir Street. “We’ve got all kinds of effort that goes into this,” he said. “We have one of the best city staffs in the whole united states. Those folks have worked their tails off and this is a monumental task that they’ve accomplished.”

Sequim Gazette photo by Matthew Nash

have a real vulnerable population being served by this project.”

“That reason alone makes it worth it alone,” he said.

Sequim Schools superintendent Gary Neal said as he and school staff learned about the project, “it got more and more exciting as we saw the idea of what they were going to do.

“The West Fir Street project is going to be a landmark for the city; a springboard for what’s next,” Neal said.

Also in attendance for the groundbreaking was Ashley Probart, executive director of the state’s Transportation Improvement Board, which granted the city \$3.1 million for the project.

Probart said the board received roughly \$100 million in funding annually for projects like this and Fir Street “clearly is a high priority project for the TIB.”

Bob Reick, operations manager for Interwest Construction, said the project is a big deal for his company, too.

“I’ve been doing public works projects for the City of Sequim for 20 years, and I can say this is the most beneficial one I’ve ever seen,” he said.

Reick added that all of their major subcontractors will be local to Clallam County.

“When this job is done,” Klontz said, “we’re hoping it’s a showcase for others looking to build a complete street.”

Construction began in the Sequim Avenue and Fifth Avenue and Fir Street intersections a few days prior to the groundbreaking and will continue alternating there between day and night in the next few weeks, Reick said.

Interwest Construction will have flaggers in the road along with detour signs.

Drivers can expect the eastbound lane to be closed throughout most of construction but access to school facilities, the Sequim unit of the Boys & Girls Clubs of the Olympic Peninsula, businesses and residents will be available year-round.



Gary Neal, Sequim Schools superintendent, told a crowd of about 40 people on May 16 that it’s good luck when it sprinkles on a project. He and other dignitaries held a ceremonial groundbreaking for the West Fir Street Rehabilitation Project.

Sequim Gazette photo by Matthew Nash



Sequim City Engineer Matt Klontz said on May 16 that West Fir Street has a pavement condition index rating of 26 out of 100 based on professional engineers’ estimates, and that when the West Fir Street Rehabilitation Project finishes, “we’re hoping it’s a showcase for others looking to build a complete street.”

Sequim Gazette photo by Matthew Nash



For the West Fir Street Rehabilitation Project, the state’s Transportation Improvement Board funded about \$3.1 million of the project. Ashley Probart, Transportation Improvement Board executive director, said the project “clearly is a high priority for the TIB.” The board met in Sequim on May 16-17, as well.

Sequim Gazette photo by Matthew Nash

Residents can continue to sign up for updates online at sequimwa.gov by going to the "Notify Me" page and registering for Fir Street Construction under the Alert Center with options for email and text notifications.

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

Reach Matthew Nash at mnash@sequimgazette.com.



Mark Ozias, Clallam County commissioner, said he was proud of the partnerships between the City of Sequim and other agencies to bring the Fir Street Rehabilitation Project to fruition.

Sequim Gazette photo by Matthew Nash



Sequim Mayor Dennis Smith cuts the ribbon on the West Fir Street Rehabilitation Project with members of the Sequim-Dungeness Valley Chamber of Commerce and community members and other dignitaries nearby.

Sequim Gazette photo by Matthew Nash

TBD \$20

City’s financial commitment to project was ‘tipping point’

Public Works’ Dorsey says Port Orchard’s bonding decision won over state TIB

by Bob Smith

August 2, 2019

PORT ORCHARD — When city officials concluded in 2005 that one of the main arterials leading into town was badly in need of a redesign and rebuild, they quickly figured out that transforming Tremont Street into a gateway boulevard that met current standards and could address rising traffic numbers would cost much more than the City of Port Orchard could pay by itself.

That’s when officials and consultants doing the city’s bidding in the state Legislature began the decade-long effort to cobble together grant awards from varied sources to bring the transportation project to a shovel-ready stage in July 2017.

Mayor Rob Putaansuu recounted the uncertain search for funding as the Tremont construction effort kicked off after a groundbreaking ceremony on July 7, 2017:

“Ten years ago, Port Orchard embarked on a journey to widen Tremont Boulevard to create a gateway into our community,” he told a gathering at the groundbreaking event. “With a grand vision and no resources of its own, the city accepted \$3 million of federal transportation funds to design a right-of-way. Little did we know that a great economic recession was just around the corner.”

While the federal funds were a welcome kickstart, they also were a noose around the city’s neck. If the city wasn’t able to fully fund the project by 2018, it would be in the untenable position of having to repay the \$3 million back to the feds — without any way to do so. and not getting anything in return.

Complicating matters was that government agencies, including the feds, shifted their award criteria from requiring an applicant to demonstrate it could meet “achievable milestones,” or incremental project steps, to be “shovel ready,” or ready for construction.

With that consideration in mind, Putaansuu and the City Council moved the Tremont project to the top of their transportation priority list. They created a revenue stream to support its future bond debt with a transportation impact fee on building construction and a vehicle tab fee.



Port Orchard city officials and legislators, with ceremonial shovels in hand, turn dirt to signal the start of construction at the site of the Tremont Street project in July 2017. (Bob Smith | Kitsap News Group 2017)



Despite the recession slowdown, which dried up much of the grant funding the city had hoped to tap, city officials were able to convince the Puget Sound Regional Council to contribute \$1.7 million. During the 2017 state legislative session, Port Orchard's project — helped through heavy lifting by the 26th Legislative District legislators — was allocated \$2 million from the 2017 state transportation budget.

But the funding linchpin for the Tremont project came later that year when the state Transportation Improvement Board (TIB) awarded the city \$8 million — by far the project's the largest financing element and its structural backbone — which virtually assured its go-ahead later that summer.

Completing the funding package was a bond approved by the City Council for the remaining \$6 million needed for the \$21 million project.

Port Orchard's commitment to the Tremont project by obligating a large chunk of its debt capacity through bonding was instrumental in convincing the state's TIB why the city needed such a large contribution.

"This took all of our horsepower," Putaansuu said in 2018. "Believe me, we didn't leave any stone unturned. We made sure that we put all the tools in play that were available to us.

"And there were tough decisions. We imposed impact fees. We imposed the car [tab fee] too, which was available to us. We put those into play because we had to tell a story [to the TIB] that we've done everything we could, and we needed their help.

"And it worked out."

Port Orchard Public Works Director Mark Dorsey said the TIB's contribution was that agency's largest-ever to a municipality. He said the city's financial commitment was a tipping point in convincing TIB to contribute funds to the Tremont project.

"That was the one thing, in my opinion, that took Port Orchard rising to the top of that funding cycle," he said. Tremont Street reopened to traffic at the completion of the 25-month construction project on July 29. (Bob Smith | Kitsap Daily News)



Tremont Street reopened to traffic at the completion of the 25-month construction project on July 29.
(Bob Smith | Kitsap Daily News)

Cutting the cake: Tremont celebration notes end of construction

Two hundred residents, elected officials come together to celebration

by Bob Smith

August 2, 2019

PORT ORCHARD — The parking lot at Bethany Lutheran Church Friday was a veritable “who’s who” of Kitsap County politics and state government.

Port Orchard Mayor Rob Putaansuu was there to shepherd people together for a modest ceremony. He first urged folks to get themselves a helping of hot dogs, chips and cake. And then gathered them together to listen to him describe the city’s long struggle in finding funding to widen and update Tremont Street, a busy arterial leading into the downtown area from Highway 16.

Then there was former state Sen. Jan Angel. Before Putaansuu made his remarks to the crowd, Angel — with a smile — said to a few onlookers that the Tremont project was “her baby.” Angel and other 26th Legislative District representatives over the past decade helped the city gain state funding for the \$21 million project — including a crucial \$8 million from the state’s Transportation Improvement Board and \$2 million from the state’s capital budget.

“I’d like to really acknowledge Sen. Angel for her leadership through that process,” Putaansuu said, “as well as Reps. Caldier and Young. Without the additional \$2 million that we got from the capital budget, [the city] would have been forced to bond \$8 million, and not \$6 million.”

While Kitsap County District 2 Commissioner Charlotte Garrido, who represents the South Kitsap area, was waylaid a bit from attending, her fellow District 3 commissioner, Ed Wolfe, was there. Also at the ceremony were Bremerton Mayor Greg Wheeler and Poulsbo Mayor Becky Erickson, all helping political players who helped steer \$1.7 million to the project from the Kitsap Regional Coordinating Council.

Port Orchard government leaders — all of the City Council members were at the ceremony, as were new police chief Matt Brown and South Kitsap Fire and Rescue Chief Steve Wright — listened to Putaansuu recount the often agonizing delays and difficulties in



Port Orchard Mayor Rob Putaansuu addresses an audience of a couple of hundred people who attended the Tremont Street Widening Project completion ceremony Friday at Bethany Lutheran Church.
(Bob Smith | Kitsap Daily News)



Community members attending the Tremont Street project completion ceremony on Friday look over an illustration set up for viewing.
(Bob Smith | Kitsap Daily News)

securing money from different government sources.

The mayor told the audience that when the actual construction started two years ago, “Guess what we found? Rocks the size of cars. Pipes where they weren’t supposed to be and soils that weren’t compatible for what we were supposed to be doing building a road on top.”

Even with \$1 million in contingency funds, the project wound up with a \$1.3 million budget shortfall caused by those unexpected construction issues. The city was forced to once again seek the help of what Putaansuu called “the Kitsap contingent” — Erickson, Wheeler and Commissioner Gelder, as well as Port Orchard councilmember Bek Ashby, who all sit on the Puget Sound Regional Council’s Transportation Policy Board. The group was able to get the needed funding to make up the shortage.

“What this demonstrates is the importance of partnerships and relationships,” Putaansuu said. “If our small cities and our Kitsap contingent hadn’t banded together, the City of Port Orchard would have had to tap our reserves to make up the difference.”

The mayor said that as a result of this patchwork of funding, what Port Orchard now has with the finish of the Tremont project is “underground utilities, upgraded sewer lines, stormwater facilities where we had none before, bike lanes and sidewalks, two double-lane roundabouts, LED street lights, a sign that welcomes you to [the city] and landscaping that says, ‘This is the gateway to Port Orchard.’” Gateway sign

Active Construction, Inc. of Tacoma was the project’s general contractor.



A lineup of residents attending the Tremont Street Widening Project completion ceremony line up for hot dogs, chips and cake.
(Bob Smith | Kitsap Daily News)



Mayor Rob Putaansuu poses with members of the Fathoms O' Fun Royalty Court at the Tremont Street completion project ceremony on Friday at Bethany Lutheran Church in Port Orchard.
(Bob Smith | Kitsap Daily News)



State Rep. Michelle Caldier joins with her two grandchildren to view the colorful Tremont Street celebration cake.
(Bob Smith | Kitsap Daily News)

Legal fight over growth management plan finally over County Council decides against appealing most recent court ruling over its plan

by Jake Thomas

September 12, 2019

A three-year legal battle over Clark County's comprehensive growth management plan has come to an end.

The county issued a news release Wednesday announcing that the Clark County Council decided against appealing the most recent court ruling over the county's comprehensive growth management plan. The plan, required by state law to guide land-use and planning, has been in dispute shortly after being passed in June 2016.

The news release did not say when the council made the decision, but county officials later said it was made during an executive session, a closed-door council meeting, to discuss litigation.

The council's decision means that the county's goal of creating a rural industrial land bank on agricultural land is effectively quashed, annexations by La Center and Ridgefield are final, lot sizes will be larger for some areas and the county is on track to once again become eligible for some state grants.

"The council decided last week that the likelihood of prevailing on reconsideration at the Supreme Court on the (rural industrial land bank) was minimal," Clark County Councilor Julie Olson said in a text. She further noted that the council was ready to get the county's comprehensive plan into compliance and move on.

But the county still has work to do before its comprehensive plan is in the clear.

Recap

Under the state's Growth Management Act, Clark County is required to produce a 20-year comprehensive growth plan. After passing an update to its plan in 2016, Friends of Clark County and Seattle-based group Futurewise appealed it. The environmental groups alleged that the county's comprehensive plan violated the state Growth Management Act by facilitating sprawl and opening agricultural land up for development.



Clark County Councilors Temple Lentz, from left, Julie Olson, Eileen Quiring, John Blom and Gary Medvigy at a meeting in July. (Alisha Jucevic/The Columbian files) Clark County Councilors Temple Lentz, from left, Julie Olson, Eileen Quiring, John Blom and Gary Medvigy at a meeting in July. (Alisha Jucevic/The Columbian files)

Property rights group Clark County Citizens United also appealed the comprehensive plan alleging that the county violated public participation requirements and excluded rural landowners. The group also argued that the plan illegally undermined property rights, blocked land available for development and used a faulty population projection.

In 2017, the Growth Management Hearings Board, a quasi-judicial panel, dismissed the appeals made by Clark County Citizens United. The board found that the county met multiple procedural requirements of the Growth Management Act. But it agreed with Friends of Clark County and Futurewise that the smaller lot sizes established by the plan, the creation of the rural industrial land bank and expansion of the urban growth boundary were illegal.

The arguments continued in appellate court. Last month, a state appeals court issued ruling that upheld many of the decisions of the Growth Management Hearings Board but finalized the annexations completed by Ridgefield and La Center, which had previously been challenged by Futurewise. The ruling also upheld the board's decision on the rural industrial land bank.

What's next?

In a statement, Tim Trohimovich, Futurewise director of planning and law, said that the county's decision to not further appeal meant that protections for working farms and forests had been strengthened in Clark County.

"Futurewise and the Friends of Clark County are very pleased that Clark County is taking the legally required steps to conserve the 602 acres of working farmland the County had designated as the unneeded industrial land banks," he wrote. "We also appreciate that Clark County has chosen not to appeal this common sense decision protecting working farms and farmers in Clark County."

The Clark County Council has already taken some steps to come into compliance with the Growth Management Hearings Board. The council issued a moratorium on development of the rural industrial land bank. It's also voted to change minimum lot sizes for agriculture from 10 to 20 acres and forest from 20 to 40 acres. The council also voted to amend the county's comprehensive plan to provide three rural zoning designations of 5, 10 and 20 acres. In addition to technical changes, the council also removed 17 parcels from Battle Ground's urban growth area.

According to the statement issued by the county, the Clark County Planning Commission will make recommendations this fall on how the county can come into compliance with the Growth Management Hearings Board's decision, which the council will hold a hearing on. After that, the plan will return to the Growth Management Hearings Board for review.

Since the board issued an order of invalidity for the county's comprehensive plan, Clark County has been ineligible for millions of dollars in state funding. The review could mean a lifting of the order just as the county is seeking money for transportation infrastructure upgrades.

"This gets the county a step closer to being in compliance with (state law) and restores the ability for the county to apply for and receive grants and loans from the Washington State Public Works Fund and Transportation Improvement Board," Council Chair Eileen Quiring said in a prepared statement.

REDMOND REPORTER

Former Redmond mayor Doreen Marchione dies at 80

Marchione served on Redmond City Council as well as Kirkland City Council.

by Stephanie Quiroz

July 29, 2019

Former Redmond Mayor Doreen Marchione has died at the age of 80. According to the city of Redmond, she “passed away peacefully,” on July 27, surrounded by family.

Marchione was first elected to Redmond City Council in 1975 and served as mayor from 1984-91.

“Doreen’s commitment to a lifetime of public service always impressed me,” former Redmond city councilmember Arnie Tomac said in a city of Redmond press release. “She served on both the Redmond and Kirkland City Council and was the mayor of Redmond. She was always striving to make Redmond and Kirkland better and a great place to call home. Her support of her family, friends and community was legendary.”



Doreen Marchione at her retirement celebration in 2017.
File photo

Marchione served as a Kirkland City Council member for eight years, including two years as deputy mayor.

“The city of Kirkland was incredibly fortunate to be the beneficiary of Doreen Marchione’s leadership during her eight years on the City Council,” Kirkland Mayor Penny Sweet said. “Doreen brought a culture to the council that was focused on collaboration, accountability, and collegiality. Her particular legacy to the city is our comprehensive ethics policy and our new Human Service Commission. Her impact on our City Council continues to have a tremendous influence today. Her dedication to public service, to advocating for those in need, and to mentoring future leaders, particularly women, is inspiring. Our community was blessed to benefit from her leadership.”

According to a city of Redmond press release, Marchione was born and raised in Seattle. She graduated from St. Edwards, Holy Names Academy and Seattle University. For more than 30 years, Marchione was dedicated to public service. During her 15 years as CEO of Hopelink — the largest provider of social services in north and east King County — she oversaw a 150 percent increase in the number of residents Hopelink assisted.

In the city release, Hopelink CEO Lauren Thomas said Marchione was instrumental in developing Hopelink’s Avondale Park housing facility. It bears her name today, leaving a legacy that “holds local families in her arms,” Thomas said.

“She was so much more than a great leader. Doreen was a mentor, and a fierce advocate for those in need; a caring, passionate woman who wore her heart on her sleeve and lived her commitment to our community every single day,” Thomas said in the release. “She will be deeply missed, and her passion will be carried forward through the lives of her family, friends, and Hopelink family.”

Marchione also served on multiple regional boards and committees, including 15 years on the Seattle University College of Arts and Sciences Leadership Council, State Transportation Improvement Board, Commissioner of King

County Housing Authority, president of the Washington State Association of Community Agencies, and board member of the Kirkland Performance Center.

“Doreen was a true force of nature in our region,” said Joan McBride, former Washington state representative for the 48th Legislative District, in the release. “Befriending and mentoring countless women on the Eastside, Doreen set the example of collegiality and dignity that exemplifies the best in an elected official. May her legacy of commitment to the community, zeal for justice, and dedication to the precepts of good government live on.”

Marchione is mother to current Redmond Mayor John Marchione.

A funeral mass will be held at 11 a.m. on Aug. 2 at Holy Family Catholic Church in Kirkland. Friends are invited to view photos and share memories in the family’s online guest book at www.flintofts.com.

In lieu of flowers, donations can be made in Doreen’s name to Hopelink or the Kirkland Performance Center.

Doreen Marchione is survived by her four sons, John, Paul (Grainne), Michael (Christina) and David, and four grandchildren, Andrew, Maria, Sofia and Daniel. She is also survived by her significant other, Robert Caldwell and her brother, John Foster.

Work starts soon on project to alleviate Sumner traffic headache

Puyallup: Sumner

by Josephine Peterson

September 3 2019

Brace yourself, commuters.

Construction at the state Route 410 and Traffic Avenue interchange in Sumner begins Sept. 9 and is expected to bring traffic delays.

The project to convert the two-lane bridge over Route 410 into a four-lane, double bridge begins this month. Once the project is completed, the current bridge will carry traffic into Puyallup, while a new adjoining bridge will carry traffic into Sumner.

The work is expected to last until January 2021. The project includes renovating on- and off-ramps and adding left-turn lanes on Traffic Avenue to prevent bottlenecks, said Andrew Leach, the project's construction manager.

The new lanes are expected to cut traffic delays from Sumner to Puyallup by 7.5 minutes at peak hours, Leach said.

In the meantime, traffic could get worse. Much of the construction will occur during the night to minimize impacts, but drivers can expect periodic day closures.

"It's going to get a little messier before it gets better," he said.

Sumner relied on city, state, federal and Sound Transit funding to jump-start the long-awaited \$17 million construction project. As people continue to move out of Seattle, East Pierce County is seeing rapid growth, leading to longer commutes and more traffic.

"So you end up with that daily movement, and you have a transportation network that can't meet the demand," Sumner's Mayor Bill Pugh told The News Tribune in May.

A separate, 14-foot-wide pedestrian bridge will be added as well.

Sumner's also addressing a second, congested Route 410 intersection at 166th Avenue. Funding has yet to be secured, and designs are in the preliminary stage, spokesperson Carmen Palmer said. City officials have called it unsafe and a "congested mess."



Construction begins soon on project to alleviate traffic at state Route 410 and Traffic Avenue in Sumner.
Courtesy City of Sumner

Expect delays with latest Harbour Pointe project

by Brandon Gustafson
June 5, 2019

The Harbour Pointe area may see traffic delays further south near Mukilteo Speedway, as construction for the Harbour Pointe Boulevard Southwest Widening Project began recently.

Cones have been laid out, signs are scattered along the road, and while you're driving, it's pretty hard to miss.

Those driving on Harbour Pointe Boulevard Southwest can expect delays and lane closures throughout the project's construction hours – 7 a.m.- 6 p.m. Monday-Friday – through this fall, when the project is expected to finish.

According to the city's website, the project will create a shared use path along with landscaping on the south side of the street "to create a continuous pedestrian and bike facility."

Additionally, the channelization will be reconfigured at the intersection of Harbour Pointe Boulevard Southwest and Cyrus Way, adding left turn phases to all directions of travel "to provide for protected and permissive turning movements."

The project will also create a sidewalk on the west side of Cyrus Way, south of Harbour Pointe Boulevard Southwest to connect to the existing sidewalk on Cyrus Way and provide an accessible route to Harbour Pointe Boulevard Southwest.

It will also add a landscaped "amenity zone" on the south side of Harbour Pointe Boulevard Southwest, to continue the existing "landscape buffer" between vehicles and pedestrians.

Those who frequent the Harbour Pointe Shopping Center will also have easier access, as the project will provide a longer left turning queue into the shopping center.

Improvements are also being made for those with disabilities, as the construction will improve accessibility, the city said.

Per the city's website, the section is a busy one in terms of vehicle traffic, and also a dangerous one at times. Between 2012 and 2015, the Washington State Department of Transportation reported 44 accidents.

"Safety improvements to mitigate accidents along this section of (Harbour Pointe Boulevard Southwest) are the main purpose for this project," the city's website says. "This project is a high priority for the city because of public safety and congestion relief."

The project costs more than \$1.6 million, per the city's website. Nearly \$1 million is from Transportation Improvement Board (TIB) funds, while the rest is from local. The total project budget is currently \$987,790 of and \$659,860 of Local Funds real estate excise taxes (REET II).



Traffic goes down to one lane when heading east along Harbour Pointe Boulevard Southwest towards Mukilteo Speedway due to construction of the Harbour Pointe Boulevard Southwest Widening Project. The project will cause delays and lane closures through this fall. Construction started recently.

Photo by: Brandon Gustafson

The Seattle Times

Tim Eyman's initiative to cut car-tab taxes would cost billions in transportation funding, state says

by Heidi Groover, Seattle Times staff reporter
July 27, 2019

A fall ballot measure to cut car-tab costs across Washington state would blow a \$4 billion hole in local and state transportation funding over the next six years, a new report says.

Local governments could lose about \$2.3 billion and the state could lose about \$1.9 billion over the next six years if Initiative 976 is passed, according to the fiscal impact statement released by the state Office of Financial Management this week.

"The numbers are pretty devastating," said Andrew Villeneuve, executive director of the Northwest Progressive Institute, which opposes the initiative.

I-976 is backed by perennial anti-tax initiative sponsor Tim Eyman and will appear on the Nov. 5 ballot. Eyman, who faces ongoing legal challenges over his initiative business, argues voters saddled with increased taxes and fees are eager for relief.

"There's just a tap-out moment," he said.

The measure's possible high-profile effects include cutting \$328 million a year in funding for Sound Transit, which is in the early stages of its \$54 billion expansion of light rail throughout the region and has faced criticism over the way it calculates car-tab fees.

After voters in three Puget Sound counties approved Sound Transit 3, which included a car-tab tax increase, some drivers had sticker shock in 2017 when they encountered a much higher car-tab cost. For a \$10,000 car, Sound Transit's car-tab fee went from \$30 to \$110 a year.

In the years since, lawmakers from both parties have said they support reducing car tabs but failed to reach an agreement on how to do that.

"Now that you know the truth about how expensive your car tabs are, do you think it's fair?" Eyman said.

By cutting car tabs, vehicle sales taxes and other fees, the initiative would hit multiple state accounts. Among them: pots of money that fund some Washington State Patrol activities; state ferry maintenance; highway construction; county roads and bridges; and bike and pedestrian projects.

The measure also threatens projects at the local level as routine as building sidewalks, repaving streets and installing flashing yellow lights in school zones.

"This is not fancy stuff. This is redoing roads, trying to keep our roads in good shape," said Reid Bennion, a management analyst in the Tacoma Public Works Department.



Sound Transit in June showed off the Siemens light-rail cars that will go into service in early 2020. An initiative on the November ballot would cut car-tab taxes, including those collected by Sound Transit, possibly costing the agency \$328 million in revenue a year. (Ellen M. Banner / The Seattle Times)

Tacoma is one of dozens of cities across the state that use car-tab fees to fund transportation projects. The city raises about \$3 million a year from a \$20 fee, which local governments would no longer have the authority to impose if the initiative passes.

In recent years, Tacoma has used the money for paving and maintaining streets, building missing sidewalks and installing beacons near public schools. The car-tab money makes up about 12% of the city's street maintenance budget and is enough to fund about 40 blocks of street paving a year, Bennion said.

Fifty miles north, Lynnwood also uses a \$40 car tab fee for transportation projects. Eliminating that fee would cost the city about \$1.2 million a year, equal to about 40% of its paving budget.

"This is our routine maintenance," said city spokeswoman Julie Moore, "things that keep our roads in shape so we can have residents and visitors traveling safely."

Delivered bright and early weekday mornings, this email provides a quick overview of top stories and need-to-know news.

Seattle, too, uses an \$80 car tab for street maintenance and additional bus service. The city would lose \$35.9 million through the end of 2020, according to the mayor's office.

On Bainbridge Island, a \$20 car tab fee set to increase next month raises about \$400,000 a year, or 60% of the city's yearly road maintenance, according to the city.

"It's really kind of the basics of governing — ensuring that your roads work," said Logan Bahr, a lobbyist for the Association of Washington Cities.

Statewide, 62 cities use car-tab fees to fund transportation benefit districts, according to the fiscal analysis. The fees totaled about \$58 million last year. Some transportation benefit districts, including Seattle, also rely on non-car-tab revenues like sales taxes, which would not be barred by the initiative.

Eyman objects to transportation benefit districts created by local governments without a public vote, and argues other revenue sources are available.

"If the initiative doesn't pass, it's essentially a validation of state and local governments jacking up car tabs," Eyman said. "There's no reason to think they're going to stop where they are now."

Most Read Local Stories

The initiative's hit to Sound Transit, long a target for Eyman, could be significant.

The measure would cut the car-tab tax rate Sound Transit can charge and require vehicle value to be determined based on the Kelley Blue Book.

Eyman and others have criticized Sound Transit over its use of a formula that overvalues vehicles when determining car-tab fees. Despite several years of debate in the state Capitol, lawmakers haven't agreed on a bill to change the formula.

The initiative would direct Sound Transit to refund, refinance or terminate bonds it has issued against the car-tab tax. However, "it is unknown if this is possible," according to the fiscal analysis.

If Sound Transit does terminate the bonds, its revenue would be cut by about \$328 million a year, or more than \$6.5 billion over the next two decades.

The agency says it would lose even more money due to higher borrowing costs and delays. In total through 2041, Sound Transit estimates a financial impact of \$20 billion.



TBD \$20

Learn about new East Wenatchee roundabout

by Bridget Mire, World staff writer

August 27, 2019

Corrected version: Initial plans were for a two-lane roundabout. It will now be one lane.

EAST WENATCHEE — A roundabout coming to Third Street Southeast and Highline Drive will be the focus of an open house Wednesday night at City Hall.

The city and RH2 Engineering are hosting the open house from 5 to 7 p.m. at 271 9th St. NE.

Construction is expected to start in the spring on the one-lane roundabout, which should be completed by fall 2020. Sidewalk and crosswalk upgrades are also planned for the intersection.

The total project cost is about \$875,000 between engineering and construction. A \$743,750 grant from the state Transportation Improvement Board is going toward the project.



Groundbreaking ceremony to expand road near Amazon facility

by Donald M. Meyers

May 28, 2019

SPOKANE, Wash.

A ceremony is planned to mark the beginning of expansion for a road to serve a new Amazon Distribution Center near Spokane.

Tuesday's groundbreaking ceremony will draw regional dignitaries to a site that is expected to attract new businesses in addition to the Amazon center and its 1,500 jobs.

KREM-TV reports that Geiger Boulevard near the Spokane airport received a \$16 million federal grant, along with \$28 million in other funding, to expand the road and lay water and sewer lines.

County leaders say the improvements would support more than 3,000 new jobs and 1,300 new residents.



Burlington moving forward on road project

by Brandon Stone

July 19, 2019

BURLINGTON — With a grant from Skagit County, Burlington’s East-West Connector Road project is fully funded.

The \$3.5 million project will build a road between South Burlington Boulevard at Costco Drive to South Walnut Street at East McCorquedale Road, providing an alternate route for drivers shopping on George Hopper Road, said Marv Pulst, public works director for the city.

“But the real advantage will be opening dormant property for construction,” he said.

The road will provide access to about 9 acres of land that could be developed for commercial or residential uses, he said.

Pulst said he hopes construction on the road can begin by March or April, and that it will take four to six months to complete.

The traffic signal at South Burlington Boulevard and Costco Drive will have to be replaced, and the intersection of Walnut and McCorquedale will be made into a roundabout, he said.

As part of its annual economic development grant funding, Skagit County gave \$430,000 to the project July 2, providing the last bit of funding the city needed to proceed.

Other funding came from the state Transportation Improvement Board, Pulst said.

The Skagit Cycle Center, a bike shop that stands in the way of the proposed road, will be rebuilt slightly to the south, he said.

“The bike shop folks love the location they’re currently in, and we’re trying to accommodate them,” he said.

— Reporter Brandon Stone: bstone@skagitpublishing.com, 360-416-2112, Twitter: @Brandon_SVH

WARDEN CITY COUNCIL COMPLIMENTED AT MEETING

by Rachal Pinkerton
May 30, 2019

WARDEN — The Warden Public Works department received a compliment during the regular city council meeting on Tuesday, May 28. Warden resident Vicki Durham told the city council that the area where she lives looks nice.

“I want to let Donny and his crew know how nice they’ve made the area where I live,” said Durham. “It’s nice. The roads are fixed. The ditches are done. All the water is gone. Day after day, his crew was down there working. It’s great.”

Don Edson, the Public Works director, said that their next small project will include doing some landscaping at the Warden Community Center.

“With the amount of use that we’ve been getting at the community center, we’re going to do a little bit of grass and some other landscaping in the front to make it a little nicer,” said Edson.

Some maintenance items will also be addressed.

Kriss Shuler, Warden’s city administrator, told the council that the city has reached a tentative agreement with the police union. She also said that the bathroom renovations in the police station are underway. A security wall is also being installed at the main entrance of the police department.

“That should be looking a lot sharper in the next couple of weeks,” said Shuler.

Warden Police Chief Rick Martin attended the Washington Association of Police Chiefs in Spokane. He told the council about a few different laws that will be going into effect on July 1st.

“There are 38 pages of them,” said Martin. “Honestly I’m glad I’m not the one who has to figure out how that’s supposed to look.”

Martin said that some of the bills haven’t been completely fleshed out yet. During the meeting in Spokane, they told the police chiefs about the new laws, but not how to implement them.

“They just talk about what’s going on,” Martin said. “They don’t tell us how to solve them. The legal advice was to have your legal advisor direct you on how we are going to proceed on these things.”

Martin also said that uncertainty about the implementation of new laws happens every year about this time.

Shuler told the council that the city had received an updated grant approval letter from the Transportation Improvement Board to match the low bid on the upcoming road construction projects on Weir Way and West 8th Street.

During the last meeting, the council voted to conditionally award the project to Tommer Construction of Ephrata. They bid \$494,310.52 for the project. The project will include a new base and road surface for Weir Way and a new surface, curb and sidewalk for West Eighth Street. A water line will also be installed under West Eighth Street to avoid having to tear up the road later when the line needs to be replaced.

Rachal Pinkerton may be reached via email at rpinkerton@columbiabasinherald.com.

Lakeshore Drive reconstruction project in Moses Lake slated to start mid-June

by Joe Utter
June 3, 2019

MOSES LAKE - A major reconstruction project for Lakeshore Drive in Moses Lake is set to start in mid-June.

The project was awarded to Pasco-based POW Contracting with a low bid of nearly \$1.6 million. POW Contracting will be reconstructing close to a mile of Lakeshore Drive, from Pommer Street to Wanapum Drive, with work tentatively schedule to start June 17 and be completed by November.

The existing “county-style” road with no curb or sidewalk will become a 33-foot wide city standard street with curb, gutter and stormwater devices, a sidewalk on one side and concrete activity trail on the other side of the street.

The second part of the project includes relocating and upsizing the existing Lakeshore Drive water main with new 8-inch PVC water main and replacement of all water services and fire hydrants, according to city officials.

The project also includes reconstructing 0.1 miles of Peterson Place, adding sidewalks on both sides, and installing new water main in Peterson Place.

The city has received a \$1.1 million grant from the Washington Transportation Improvement Board and another \$33,000 grant form the Federal Emergency Management Agency to help fund the project.

During the project, portions of the road will be closed to thru traffic. The city is working with the contractor to maintain access for affected homeowners.



THIS MAP WAS PRODUCED BY THE CITY OF MOSES LAKE FOR INFORMATIONAL PURPOSES ONLY. THE ACCURACY OF ALL INFORMATION SHOULD BE CONFIRMED WITH CITY STAFF.
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Lakeshore Drive project City of Moses Lake

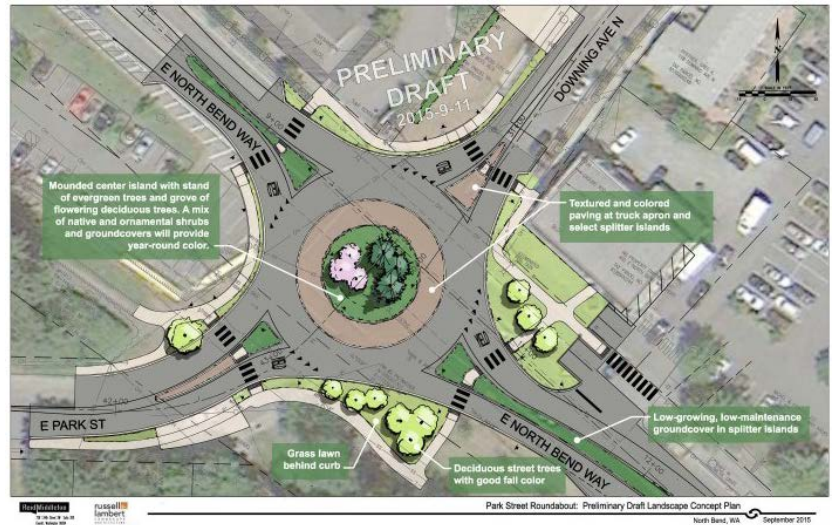


Construction on North Bend Park Street Roundabout anticipated to start June 24th

by Danna McCall
June 14, 2019

The look of downtown North Bend is about to change a little bit as the city takes one more step toward becoming the roundabout capital of east King County with the start of the long-planned Park Street Roundabout project on June 24th (weather permitting).

The City of North Bend was awarded a \$1 million grant from Puget Sound Regional Council in August 2017 for the planned roundabout at North Bend Way and Park Street, which is anticipated to improve public safety and traffic, making it easier to get in and out of businesses like QFC – a big traffic complaint of city residents.



Conceptual drawing of the Park Street Roundabout

The project was originally slated to happen last summer, but due to multiple other construction projects in the area, city officials delayed it by one year and instead completed the rebuild of NE 12th Street.

Last month city council members approved Active Construction, Inc. (ACI) as the contractor for the Park Street Roundabout and directed staff to expedite the improvements. The city received four bids for the project. ACI was the lowest bidder – coming in approximately \$4,000 below the engineer’s estimate – at \$2,154,154.

In addition to the PSRC grant, other project funding sources include Transportation Impact Fees, Transportation Improvement Board (TIB) Grant, REET funds, Water Fund (as water main replacement is also included in the project).

The new roundabout should be finished in mid-October. The city said two lanes will remain open during the construction for traffic flow.

Council member Chris Garcia said, “This is a huge project for the City as it will increase public safety by eliminating the dangerous left turn out of the QFC parking lot. It is a high-priority for Council and will change traffic patterns to make it much safer for pedestrians, public transit, school buses and all vehicles. I’m excited to get this going.”

The Park Street Roundabout is one of five roundabouts in the works for North Bend in the coming years. A 3-leg roundabout is also planned for North Bend Way and 436th Ave; another one is possible at 436th and 136th Street; another at Middle Fork Road/140th ST/468th Ave near Twin Falls Middle School; and one more is being considered at the intersection of West 4th Street and Bendigo Blvd.

Building a New Borst Avenue

OVERHAUL: Project to Add Sidewalks, Widen Street Set to Begin Monday

by Will Rubin
June 21, 2019

Anyone with lingering nostalgia for the potholes and pedestrian issues that have plagued Borst Avenue for decades had better get their final fix this weekend.

The long-anticipated overhaul of the street that runs between Centralia Middle School and Centralia High School will begin in earnest on Monday. Work crews have been staging equipment and materials along the road this week in preparation for a project that will move the two traffic lanes to the south to make room for a pedestrian pathway and an improved drainage system.

Thursday, about two dozen stakeholders from Centralia and Lewis County gathered at the corner of Borst Avenue and Scheuber Road, where Borst Avenue crosses over the city boundary line into the county, for a ceremonial groundbreaking. Representatives from the Lewis County Board of Commissioners, Centralia City Council and Centralia School District grabbed golden shovels to move sand placed in the intersection for the occasion.

“It’s a combination of everyone working together, and in today’s society, if we don’t all work together, we don’t get things done,” said Centralia Mayor Lee Coumbs. “It is also a project to fix mistakes that have been made ... this is what happens 40 years later to rectify something that involves the pride of our community.”

Coumbs was referencing the lack of sidewalks, curbing and other common aspects of public street construction that were not standardized when Borst Avenue was first constructed. The mayor also pointed out that every infrastructure project comes with detractors, no matter the level of public excitement.

A car with handmade signs calling the Borst Avenue redesign a scam sat on the side of the road behind the mayor and other speakers during the groundbreaking. The signs did not further specify the owner’s complaint, but Coumbs acknowledged the rights an individual has to protest in public.



Kim Ashmore, public works director for the City of Centralia, speaks during a gathering to mark the start of Borst Avenue renovations scheduled to wrap up this fall.
photos by Will Rubin/wrubin@chronline.com



Centralia Mayor Lee Coumbs speaks during a gathering to mark the start of the Borst Avenue renovations scheduled to wrap up this fall.

From a financial perspective, the multi-million dollar effort is anything but a scam for both the city and county. The majority of the \$3.2 million contract awarded by the BOCC last month to Kelso-based C&R Tractor and Landscaping will be paid for by a grant awarded in 2017 by the state Transportation Improvement Board. Centralia will contribute \$700,000 and Lewis County will pitch in \$500,000.

“Getting the TIB money is what made it start to feel real,” said Kim Ashmore, public works director for the City of Centralia. “That kids started working on this in 2016 and the fact it’s now 2019 may seem like forever, but the process of everything from us having to budget for it to the planning and permitting, it’s been pretty smooth. Our job now is to get it done on time and on budget to improve this road.”

Students from Centralia High School, many of whom walk along Borst Avenue on their way to school each morning, began pushing for improvements to the road on the basis of ensuring the safety of pedestrians and vehicles alike.

Though the students who took the lead on those efforts have since graduated, their presence was still felt at the groundbreaking. One former student, Kennedy Woods, spoke during the ceremony, while school board member Lori Fast held a cutout of her daughter Morgan Fast, who served as CHS student body president in 2016.

“We’re all so excited to see this finally happen,” Lori Fast said. “Thank you all for your support in making this happen.”



Officials from Lewis County and the City of Centralia wait Thursday morning to participate in the ceremonial groundbreaking of the Borst Avenue renovations.



Officials from Centralia and Lewis County, including Commissioner Bobby Jackson and Gary Stamper, second and third from left, participate in the ceremonial groundbreaking of the Borst Avenue project on Thursday.



From left: Lewis County Commissioners Bobby Jackson and Gary Stamper, Lewis County Manager Erik Martin and Centralia City Council member Peter Abbarno lift shovels of ceremonial dirt Thursday morning on Borst Avenue.

Centralia School District, Local Officials Plan Workaround For Middle School Traffic During Borst Closure

by Will Rubin

August 21, 2019

Parents who chauffeur their children to Centralia Middle School each morning will be subject to some vehicular gymnastics in the coming months.

In light of news that the re-build of Centralia's Borst Avenue will not be completed in time for the start of the 2019/2020 school year, the Centralia School District is making contingency plans for students who attend its middle and high schools — both along the affected route.

The project, which started in June, which is now expected to last until November.

Middle School students must be picked up or dropped off in front of the middle school along Johnson Road.

Cars will travel southbound down Johnson to Pioneer Way and follow it west to the intersection of Mount Vista Road and Allen Avenue. Traffic will be able to flow north on Allen Avenue back to Borst Avenue, which will be passable back to Johnson Road.

Cars heading to Centralia High School will have the option of continuing down Mount Vista Road to Eshom Road. The high school can also be reached by accessing Eshom Road from any of the cross streets north of Borst Avenue, such as Russell Road, Fords Prairie Avenue and Galvin Road.

"We want to encourage parents and other people driving to school to use those routes on the north side and leave Mount Vista alone, if possible," said Kim Ashmore, City of Centralia Public Works Director and member of the Centralia School District Board of Directors. "We know some people will still use it, we'll still have bus traffic there. Borst will still be open somewhat for local traffic like it is pretty much every day, but we want people to understand it's a construction zone and there are alternate routes, so please use them when they can."

Centralia School District plans to send notices to affected families to make sure that everyone is up to speed and has time to plan ahead before classes start Sept. 4. Representatives from the school district, the City of Centralia, Lewis County and local engineering firm SCJ Alliance met last week to come up with the traffic plan, according to Ashmore.

The \$3.2 million project is designed to improve pedestrian safety and drainage along the road between the middle school and the high school. Kelso-based C&R Tractor and Landscaping is tasked with repositioning the two vehicle lanes southward in order to create room for a lighted multi-use pathway and drainage system. Residents of the area have long clamored for changes to Borst Avenue, citing the danger faced by students who must walk through mud and water next to the roadway in order to get to class.



The Borst Avenue Project closes the road to local traffic only as crews remove sections of sidewalk and blacktop, Friday morning in Centralia.

Jared Wenzelburger / jwenzelburger@chronline.com

Ed Petersen, public relations and communications director for the school district, told the Centralia City Council last week that measures will be taken to ensure safe passage for students who would normally walk along Borst Avenue while the road remains closed.

County and city officials have worked closely together on the project — the intersection of Borst Avenue and Scheuber Road includes a sign marking the city limits. Lewis County commissioners voted in July to close its section of Borst Avenue to through traffic until Dec. 11. The city followed suit, though its decision to do so did not require a vote of the city council.

“The contractors are putting in the hours to speed this up,” Ashmore said. “I know the 120 days (of closure) does run into December. I’m hopeful that some of that is open before then, obviously. I think that’s still the hope that partial traffic is able to get through there by sometime in September. I would say that’s the hope, and I like to hope for the best.”

Onlookers who drive past or even down Borst Avenue can still see signs of progress despite the finished product being months away. Workers poured more than 4,000 feet of lineal curbing earlier this week and have been finishing prep work for the next phase: removal of the existing asphalt.

Ashmore said that as dry as summertime may seem, there have been times when rain has caused work to pause for a short time. “Mother Nature can put a kibosh to your schedule whenever that happens,” he said.

The most recent schedule produced by the contractors had them set to begin tearing into the asphalt beginning Thursday near Johnson Road. They’ll work from north to south in the direction of the high school, with crews set to lay the rock base for repavement right behind them. Prep work for the pathway will also pick up speed.

“One of the things that’s kind of interesting with us doing a big project out there is the lead time,” Ashmore said. “The lead time on the light poles for the walkway is like four months. In this strong economy, it seems like every contractor that wants to work can find work.”

Granger passes Second St. water main project

New replacement project to start week of July 15

by Deb Brumley

July 17, 2019

GRANGER — The community of Granger will continue to see upgrades to both its water mains and streets over time.

An infrastructure improvement plan, which has been underway for “two to three years,” according to Jodie Luke, the city’s Public Works Director, is working well and the Second Street water main replacement project begins the week of July 15.

In a timely, unanimous vote taken by the Granger City Council on Tuesday, July 9, the council approved the project, which is another in a series of water main and road improvements.

The council, with Councilman Juan Isiordia absent, unanimously approved \$94,547.18 in city generated funds to replace the aging pipes.

According to Luke the water mains are vintage.

“These date back to pre-1948 and are asbestos concrete,” he said, noting replacing them is imperative.

In addition to better material composition, the water pipes are larger, create better flow for fire suppression activities and are part of the matrix for the city’s grades on its ability to protect the community during a fire situation.

Most immediately, the new eight-inch replacement pipes will be laid from end to end on Second Street.

In a yet to be determined timeframe, the exterior of the roads will also be upgraded.

The water main replacement, according to Luke, “... should run a week or two with a little inconvenience.”

While the city is using money from its own water main improvement savings account for the water pipe replacements, it is working in a funding partnership with Washington State Department of Transportation’s TIB (Transportation Improvement Board) for some of the street repairs.

Luke, in his thirty-fourth year as a Public Works employee and fifth as director, said current Granger Mayor Jose Trevino is the driving force behind the city’s ongoing infrastructure improvements.

“The Mayor gets all the credit — he’s proactive. He wants us to get caught up and be in a position to accommodate growth,” Luke acknowledged.

Local detour access will be available during the short project, and it will be completed in time for the 3-on-3 Basketball Tournament and Flea Market slated for Aug. 24 and 25, Luke noted.



ROADWAY INSTRUCTIONS — The colorful chalk markings are street locator marks for the water main replacement crew to follow during the mid-July water main improvement project in Granger.

Deb Brumley

North First Street businesses coping with road construction

by Donald M. Meyers
May 23, 2019

Two months into the city's \$15.5 million, three-year plan to overhaul North First Street, things are on track, although work is creating a few inconveniences for businesses in the area.

While the city's contractor is making efforts to maintain access to businesses and keep interruptions to a minimum, some of the businesses in the stretch between U.S. Highway 12 and N Street are seeing fewer customers.

"In the middle of the week, we are seeing fewer people coming in for lunch," said Mary Hendrickson, manager at Waffles Caffe, one of the affected businesses.

A city official and the head of the Greater Yakima Chamber of Commerce both say the headaches now will be worth it when one of the city's main entrances is finally transformed into a more welcoming thoroughfare for pedestrians and drivers than its current 1950s-highway look.

"(The project) will make it a nice-looking entrance," said Robert Desgrosellier, the city's acting chief engineer. "It will look more inviting rather than 'Did I step into a way-back machine?'"

In March, the city launched the first phase of the project to revitalize North First Street, the city's northern entrance off both Interstate 82 and U.S. Highway 12.

The project calls for replacing sewer, water, irrigation, storm drainage and other underground utilities, resurfacing the road and adding new curbs, sidewalks and landscaped median islands in the street to create a more welcoming area for businesses and visitors, officials said.

The first phase, which goes from the highway to just south of N Street, costs \$3.3 million, mostly covered by federal and state transportation funds. If things go according to plan, work will be completed in November, Desgrosellier said.

Eventually, the road will be refurbished and reconstructed all the way to Martin Luther King Jr. Boulevard by the end of 2021, officials said.

Battleground-based Tapani Inc. is in the process of digging up the west side of North First Street to install new underground systems. That has reduced traffic to two lanes in the construction zone, with traffic cones and markers showing both lanes and driveways for businesses.



Vehicles travel in temporary lanes marked by cones as construction crews do road work on North First Street on Wednesday, May 22, 2019, in Yakima.
Evan Abell, Yakima Herald-Republic

Hendrickson, at Waffles Caffe, said Tapani's staff let the restaurant owners know when work will block the North First Street access, and has timed things such as power disconnections to hours that affect as few of the businesses as possible.

If North First Street access is blocked, Hendrickson said people are still able to get in by cutting through the Days' Inn parking lot next door.

At the All Star Motel, a couple blocks north of Waffles, business is down roughly 30 percent, said manager Sydney Foster. He attributed the drop to the construction, and the resultant issues with visibility and access.

"They park (construction equipment) in front of our property, using the lot nearby to park," Foster said. "(Tapani) put the cones up here, but it is not effective."

He said the contractor was supposed to also put up signs marking access points, but that has not happened.

Desgrossellier said he was not aware of the issue with the motel, but he acknowledged that it could be difficult for a driver to know where the driveway is after the curbs have been removed.

Verlynn Best, the chamber of commerce's president and chief executive, said her office continues to refer people to the businesses in the affected area, so people know they are still open despite the construction.

Best said the pain will be worth the benefit of cleaning up the neighborhood.

"Not one of our members have called and said they have a negative response (to the project)," Best said. "We all know the end game is going to benefit the entire community."

When she came to Yakima 40 years ago, Best said North First Street was the leading district for hotels and entertainment, such as restaurants and clubs. With the revitalization, Best said it could become that again.

But one business won't be there.

American Woodworking Supply, 1600 N. First St., is closing May 31. Brent Longside, who runs the place, said the construction didn't hurt the business, but it didn't help, either. He said there were other factors that led to the decision to close, which he declined to discuss.

"A determined woodworker would find a way to get in here," Longside said. He said woodworkers will now have to go to Tri-Cities or farther to get the materials the store sold.

Reach Donald W. Meyers at dmeyers@yakimaherald.com or on Twitter: [@donaldwmeyers](https://twitter.com/donaldwmeyers).



The sidewalk on the East side of North First Street is closed as construction crews do work on Wednesday, May 22, 2019 in Yakima, Wash.

Evan Abell, Yakima Herald-Republic



Construction crews work on North First Street on Wednesday in Yakima.

Evan Abell, Yakima Herald-Republic

Council to consider revising public services municipal code and finish cycle track

June 11, 2019

COLLEGE PLACE, Washington – The College Place City Council will consider a motion to revise the language in the city’s public services municipal code at its regular meeting tonight at 7.

City Administrator Mike Rizzitiello said the language cleans up the city’s utility code relating to water, wastewater and stormwater.

“The water and wastewater sections date to 1987 and have outdated RCW references. Also, the current code lacks a formal water conservation code. The current code just says we have the ability to require conservation but not what the stages are. The only changes on the stormwater section is prohibited discharges, animal waste into streams (required of the state Department of Ecology), and so forth,” Rizzitiello added.



The council will also consider a motion to adopt a resolution authorizing Mayor Harvey Crowder to sign the Transportation Improvement Board Grant Agreement for the 4Bikes project, which will continue the cycle track down the south side of Fourth Street from Davis to College Avenue. This project will also fix broken sidewalk panels, install ADA sidewalk ramps, and install pedestrian street lighting similar to what appears on College Avenue.

According to the historical perspective included in tonight’s city council agenda, City Administrator Mike Rizzitiello ran this project past Walla Walla University since in order to accommodate street lamps the city needs some donations of easements. During the week of May 28th, WWU agreed to support this project and give the needed easements.

Cycle track will be lengthened

June 13, 2019

COLLEGE PLACE, Washington – The city of College Place is moving forward on extending the cycle track down the south side of Fourth Street from Davis to College Avenue. Mayor Harvey Crowder said that when the city built the cycle track from Fourth Street to Academy Way, the city received a request from the Transportation Improvement Board to extend the cycle track.

Crowder said the city worked with the board on that request, and the result is that the cycle track extension project will begin next year. The project will also include improved street lightning.

“Day and night, between the schools (Rogers Adventist School and Walla Walla Valley Academy) and Walla Walla University, there’s quite a bit of foot traffic and we’d like for them to be safe and well-lit the entire year round,” Crowder said.

The grant for the extension has been accepted by the city and Crowder said the project will be going out for bid on construction next year, after engineering work is completed.



City puts the brakes on sidewalk project

September 5, 2019

COLLEGE PLACE, Washington – A Lamperti Street project has hit a roadblock. City Administrator Mike Rizzitiello said the project to resurface and repair some broken sidewalk panels is delayed until next spring.

“Bid costs came in a bit higher,” he said. “Typically, contractors will bid work higher toward the end of the year as they don’t have the work as much. Also, if the bids come in higher toward the end of the year the Washington State Transportation Improvement Board, our grant funder for this project, won’t fund the difference between the engineer’s estimate and the actual cost.”

Rizzitiello said the city will rebid the project in January.

“At that time, contractors typically are looking to obtain projects for the upcoming construction season,” he said. “Also, if the estimate still comes back higher the State Transportation Improvement Board will typically increase the grant allocation to help offset the difference as that is the time of the year in which bids are typically the lowest.”

Work on Lamperti Street was originally scheduled to begin this summer.

“We were hoping for this year, but it just wasn’t in the cards,” Rizzitiello said.



**The sidewalks on Lamperti Street will have to wait.
(MYCB photo by Dan Thesman)**

State grant funding sidewalk ramps

by Rob Ollikainen
June 9, 2019

PORT ANGELES — Francis Street is getting 41 curb ramps for wheelchair accessibility thanks to a \$300,000 state grant.

The Port Angeles City Council accepted Tuesday the state Transportation Improvement Board Complete Streets grant and authorized City Manager Nathan West to execute the agreement.

“I would like to share with the public that no matching funds from the city are required,” City Council member Cherie Kidd said before the unanimous vote.

“Zero. I mean, this is so unusual.”

The 41 Americans with Disabilities Act-compliant curb ramps will be installed along Francis Street from Caroline Avenue to Eighth Street in 2021, acting Public Works and Utilities Director Shailesh Shere said.

The corridor provides access to Olympic Medical Center, Erickson Playfield and the Dream Playground, the Olympic Peninsula YMCA and the Olympic Discovery Trail, Kidd said.

“I’m just real pleased,” Kidd added. “Thank you staff. This is awesome.”

City Council member Lindsey Schromen-Wawrin said the city was eligible for the Transportation Improvement Board funding because the council recently passed a Complete Streets ordinance.

“This is an example of how we have to get creative when we’re talking about sidewalks and these street improvements,” Council member Mike French said.

“It’s always very frustrating to go through the capital facilities plan and hear our funding challenges as a city, to hear about our pavement index where it is.

“So to see something come forward where we are able to leverage existing funds that the state can provide, or someone else can provide, to make real important improvements for our citizens is very rewarding,” French added.



A curb without a wheelchair access cut stands at the corner of Francis and Georgiana streets in Port Angeles.

(Keith Thorpe/Peninsula Daily News)

Reporter Rob Ollikainen can be reached at 360-452-2345, ext. 56450, or at rollikainen@peninsuladailynews.com.



Will \$2M city investment spur resurgence in Lakewood?

Colonial Plaza opens Saturday

by Debbie Cockrell
September 12, 2019

TBD \$20

Lakewood will hold a ribbon-cutting ceremony Saturday, Sept. 14, for the opening of Colonial Plaza, the first phase of the city's downtown plan. Redesigned Motor Avenue corridor still allows vehicles to pass but provides more pedestrian amenities. By

Lakewood's "Downtown Plan" has hit its first benchmark.

The city will hold a ribbon cutting for the opening of Colonial Plaza, with festivities scheduled from 5 to 8 p.m. Saturday, including kids karaoke, live music, food trucks, family activities, a car show and night market.

"This is the first project completed in our downtown since we adopted our Downtown Plan in 2018," said Brynn Grimley, communications manager for the city. "Ultimately, the city sees its investment, roughly \$2 million of combined city and state funds, as a catalyst to spur private investment in this area."

The plan calls for a centralized area with parks, restaurants, shops and housing including the Colonial district, the Towne Center district and the East Commercial district around Bridgeport Way.

The Lakewood Historical Society already has moved its museum to the former Terrace Restaurant and front lobby of the Lakewood Theatre, according to Grimley.

The Colonial Center originally was built in the late 1930s and was the first of its kind west of the Mississippi River. A second section of the center was built across Motor Avenue in the 1950s.

The latest redevelopment has created a "festival street" along Motor Avenue between Whitman Avenue and Gravelly Lake Drive. The redesigned Motor Avenue street corridor still allows traffic to pass between Whitman Avenue and the intersection of Gravelly Lake Drive, but now offers more pedestrian amenities, hence a new "plaza."

Motor Avenue reopened to vehicle traffic in mid-August.

More might be ahead.

Emmert Lakewood Center LLC of Oregon purchased the building that was the former home of QFC for \$2.5 million. The sale closed in early September.



Lakewood will hold a ribbon-cutting ceremony Saturday, Sept. 14, for the opening of Colonial Plaza, the first phase of the city's downtown plan. Redesigned Motor Avenue corridor still allows vehicles to pass but provides more pedestrian amenities.
City of Lakewood

As for new tenants for the properties of the Colonial Center, no formal plans have been received, according to Becky Newton, economic development manager for the city, via email.

Newton added that the city had seen a “significant uptick in inquiries from business owners/developers interested ... as a result of the Colonial Plaza redevelopment.”

“Those inquiries have included people looking to open a wine tasting room, tap room, restaurant and boutique retail,” Newton said. “We are working hard to facilitate new private development in this area to see our vision for the Colonial Plaza realized.”

There are a total of 19 projects confirmed within the entire Lakewood Downtown Plan, according to Newton.

“Dutch Brothers’ new store on Gravelly Lake Drive is nearly complete and they just razed the property on Steilacoom Boulevard for their second Lakewood location,” she said.

As for Lakewood Towne Center, it now has a newly opened ULTA, with a Jamba Juice to open soon, “and BBQ Pete’s is moving forward on the end cap across from Wingstop,” Newton noted.



Decorative pavers enhance the pedestrian-friendly Colonial Plaza in Lakewood. City of Lakewood

Summer paving project through Hoquiam and Aberdeen delayed

by Dan Hammock

June 25, 2019

A state paving project that would have gone from downtown Hoquiam into Aberdeen almost to the Wishkah River Bridge this summer will have to wait until at least next spring as the State Department of Transportation has rejected the lone bid for the project, which came in at almost double the estimated cost.

That will also delay a sidewalk project the City of Hoquiam planned along Simpson Avenue, Hoquiam City Administrator Brian Shay told the City Council on Monday.

“The Hoquiam paving project from 5th Street (in Hoquiam) to South H Street (in Aberdeen) received only one successful bidder and it was 88% over our engineer’s estimate,” said Department of Transportation spokeswoman Christina Werner. “For these reasons, the bid was rejected and we plan to re-advertise the contract again in the fall with hopes of a more successful outcome.”

Construction was originally scheduled for last summer but was delayed by the Department of Transportation, said Shay. The Department of Transportation didn’t call for bids for the project until last June, and the one bid that was received came in at around \$8 million; the estimated cost of the project was \$4 million, said Shay.

“Because we want to be good stewards of the taxpayer dollars we do have, we felt the most responsible decision was to advertise the contract again come fall, with construction beginning in spring/summer 2020 timeframe,” said Werner.

The timing of the request for bids was likely the major factor in this delay, said Shay.

“The bid opening was in June,” said Shay, when contractors typically have their summer construction projects already lined out. The plan is now to do another request for bids on the project later this year and plan to begin the project in the spring, said Shay.

The city is teaming with the Department of Transportation to get the sidewalk improvements because it “makes sense for one contractor to do all the concrete work,” said Shay.

The City of Hoquiam will replace the sidewalks where needed on both sides of Simpson Avenue from the bridge to Myrtle Street. Werner said the city “is contributing funding for the ADA work,” the installation of ADA compliant ramps along the sidewalks.

There is \$500,000 in the city’s 2019-20 budget for the sidewalks project.

High bids stop Tekoa street job

May 30, 2019

City of Tekoa will delay a summer-long streets project after bids came in too high.

The work was for road reconstruction and new sidewalks on sections of Crosby Street and Park Street, to be paid for by the Washington State Transportation Improvement Board.

In addition, while the road was to be done, Tekoa was set to replace water and sewer lines on one block of Crosby.

The city went out to bid in April for the road reconstruction and the three bids came back at least \$300,000 higher than the engineer's estimate, based on what Tekoa was funded by the state Transportation Improvement Board last November.

The city will submit its application in August for this year's T.I.B. awards to be announced again in November.

Ninth Street sidewalk construction begins

by Brian McLean

September 6, 2019

PORT TOWNSEND — A three-week sidewalk project has started along Ninth Street on Castle Hill.

Nordland Construction Northwest began staging equipment and clearing the area on Ninth Street from Grant to Hancock streets.

Project hours

Working hours are scheduled from 7 a.m. to 6 p.m. Mondays through Fridays.

The city of Port Townsend received a \$250,000 grant to pay for the project through the Transportation Improvement Board for Complete Streets. It will fund retrofits to provide access to the street for bicyclists, pedestrians, motorists and public transportation riders, according to a news release.

Bid solicitations were sent out July 12. A pre-construction meeting was held Tuesday.

For more information, contact project manager Tyler Johnson at 360-390-4062 or at tjohnson@cityofpt.us.

City of Chewelah begins sidewalk improvement projects

by Brandon Hansen
August 30, 2019

Sidewalk construction around Chewelah's busiest intersection will begin next month after the city council unanimously awarded the contract to a local builder at their meeting last Wednesday evening.

Baumann Brothers Construction of Chewelah was awarded the contract for \$428,598 to build new sidewalks on both sides of South Park St./Hwy 395 for one block between King Ave. and Main Ave.; both sides of West Main Ave. from Hwy 395 to approximately Quartzite Brewing; and the east side of Stevens St. between Main Ave. and Lincoln Ave.

Construction is expected to start during the first week of September.

Other bids for the project included Versatile Industries Inc. of Lone for \$582,904; DW Excavating Inc. of Davenport for \$707,407; and Interstate Concrete & Asphalt Co. of Colville for \$858,885.

The city engineer's cost estimate was \$391,740.

The sidewalk projects will be funded by a grant from the state's Transportation Improvement Board (TIB) and an approximately \$30,000 match from the city. TIB funds come from revenue generated by three cents of the statewide gas tax.

The South Park St./Hwy 395 sidewalks will include lighting identical to those used between King and Robert Aves.

The West Main Ave. portion will have features similar to those existing on East Main including light poles, tree wells and an irrigation system for hanging flower baskets.

The Stevens St. project is set to include the removal of the older trees that have caused an uneven sidewalk surface and replacing those with new trees.

City Administrator Mike Frizzell explained in an email to The Independent how the projects fit into the city's overall sidewalk priorities and how the projects will improve pedestrian safety.

"These projects were chosen the same as previous sidewalk projects. We try to pick the projects that will have a positive effect on as many citizens of Chewelah as possible. All the sidewalk projects and their prioritization have been chosen based on a planning grant [the city] received years ago that we used to perform a sidewalk study. This study prioritized the most needed areas for sidewalk improvements," Frizzell stated. "The improvements to West Main will also provide a better environment for business expansion west of [Highway] 395."

Frizzell cited several benefits for pedestrians and the overall community including "a safer, more walkable downtown; a nicer looking business district; improved lighting for pedestrian and car traffic; improved access to businesses; and a much safer sidewalk system on Stevens St. which currently has some heaving of approximately six inches."



Sidewalk construction will begin around some of Chewelah's busiest areas.
(Brandon Hansen photo)

Eventually, Frizzell noted, the city would like to extend the sidewalks and atmosphere further down West Main to 2nd St. West, but that will require the replacement of the bridge over Chewelah Creek and much more funding.

With Council Approval, Mayor Signs Design Agreement for Mill Road Sidewalk Project

by Eric Rosane
August 16, 2019

The Yelm City Council voted unanimously Tuesday, Aug. 13, to allow Mayor JW Foster to sign into an approximate \$90,000 design service agreement to extend the sidewalk on Mill Road.

This action is one of the first the council will take toward providing a sidewalk along the street leading up to Mill Pond Elementary School.

Public Works Project Manager Patrick Hughes said once the environmental and engineering design services are finished, the project will be “shovel-ready” for prospective construction grants, which the city plans on pursuing.

“Our intent here is to get this sidewalk designed this year, this summer, and have it bid and go to construction in spring of next year with the actual construction to start at, or about, the time school gets out next summer,” Hughes said.

Contractors will likely have the project finished by the end of summer 2020.

The project is listed in the city’s six-year capital improvement plan.

Hughes said WHP Pacific Inc., the contractor, was chosen from six applicants.

The city has applied for a \$300,000 grant from the state Transportation Improvement Board for the construction phase of the project.

“We are hopeful that we will have some favorable results,” Hughes said.

Last year, the city applied for grant funding for the Mill Road sidewalk project, but efforts were ultimately unsuccessful. Hughes said he hopes having the project shovel-ready will increase the chances of being selected for construction grants.

The sidewalk will be a quarter-mile long and 6 feet in width. A few power poles will likely need to be moved around, Hughes said.

“If you knew anybody who lived near that stretch of road, you’d probably know that it’s a very dangerous situation. Plus, the fact that it’s dark, it’s not illuminated, and it runs right in front of an elementary school — all those make this a very, very high-scoring, favorable project for funding,” he said.

After the meeting, Police Chief Todd Stancil said the intersection around the elementary school has been a notable problem for pedestrians. He said the project to extend the sidewalk past the school has been a long time coming.

“It’s been something I’ve been talking about for nearly 20 years,” he said.



A gravel path leads up to Mill Pond Elementary on Mill Road. The City of Yelm plans on constructing a quarter-mile long sidewalk that would fix trouble spots for pedestrians and students who walk to either Mill Pond or Ridgeline Middle School.

Eric Rosane / Nisqually Valley News

Canyon Street work delayed; Twisp awarded \$1.3M for sidewalk

by Ralph Schwartz

June 5, 2019

Road work scheduled to begin last month on Canyon Street in Twisp has been delayed because the contractor hired for the job, Hurst Construction of Wenatchee, is busy making emergency repairs on Highway 20 east of Loup Loup Pass, where a mudslide undercut the roadway.

The Canyon Street project “hopefully will begin by June 10,” Twisp Public Works Director Andrew Denham said Monday (June 3). Crews will replace water lines, repair sewers, add a sidewalk along the length of the street, and reconstruct and repave the road surface.

Only \$20,000 of the \$781,000 project cost is coming directly from town funds. The state Transportation Improvement Board and the U.S. Department of Agriculture are covering most of the cost. The Methow Housing Trust, which is building 13 single-family homes on Canyon Street, is contributing \$71,620 to the sidewalk work, Denham said.



A bicyclist and a pedestrian travel north on Highway 20 near Idle-A-While Motel on Monday evening (June 3). Twisp plans to build a sidewalk and bike lanes on this portion of the highway in 2021.

Photo by Ralph Schwartz

In overseeing the Canyon Street project, town officials will do what they can to limit street closures and extended delays, and maintain access to homes along the street, Denham said.

Work on Canyon Street should still be completed on time, by Oct. 1.

Sidewalk work

Looking farther ahead, Twisp received a \$1.34 million state grant that will make the walk or bicycle ride from downtown Twisp to homes and businesses on the north end of town safer.

A sidewalk, bike lanes and crosswalks will be added to a 0.39-mile stretch of Highway 20, from the Twisp River Bridge to Days Lane. The sidewalk will be installed on the west side of the highway. The grant will cover about \$950,000 for construction, \$197,000 for engineering and design, and a \$142,476 “contingency” — a cushion to absorb unanticipated construction costs. An inflation factor also was added.

The highway sidewalk will be installed in 2021, one year later than originally planned. Denham said he first wants to replace a water line that runs along the west side of the highway, underneath the future sidewalk.

The town will replace water line on Highway 20 and the lines on all of the town’s streets north of the Twisp River in 2020. This project also includes resurfacing the town’s streets — Ainsworth, Burgar, Days and Hagerman — and part of Highway 20. The project can’t go forward unless the town receives a Transportation Improvement Board grant for the repaving.

“Chances are very high we will be successful” with the grant, Denham said.

New water lines north of Twisp River will bring flow capacity above the recommended 1,000 gallons per minute (gpm) for firefighting. Fire flow capacity in that part of town is as low as 300 gpm currently, Denham said.

Work on the north side in 2020 also will include repairs to the sewer lines, with money from the town’s sewer capital reserves.

Water lines laid in 1939 or 1949 — and at least one from 1912 — are being replaced throughout the town over four years. The U.S. Department of Agriculture provided \$2.6 million in grants and loans for the work.

Canyon Street makeover project begins this week in Twisp

by Ralph Schwartz
July 3, 2019

Road repairs on Canyon Street in Twisp began this week, which will bring some short-term disruption to residents.

In the long term, the project is expected to bring more reliable water and sewer service, in addition to a new, smooth road surface and a new sidewalk. Canyon Street presently is an obstacle course of potholes and occasional standing water for drivers and pedestrians both.

The road surface will be completely torn out and rebuilt. The sidewalk will be built on the east side of the street, from its north end to Fifth Avenue. A crosswalk will be painted across Canyon at Fifth Avenue, and the sidewalk will continue to Highway 20 along the west side of Canyon Street.



Audrey Ludeman, left, and Marilyn Marr of Twisp dodge potholes Thursday (June 27) while walking north on Canyon Street in Twisp. Construction work, including water-line replacement, sewer repairs and a new sidewalk, started this week.

Photo by Ralph Schwartz

First, crews will repair two sections of the damaged sewer line. Then, they will replace the entire water line, moving along Canyon Street in 200-foot increments.

Water-line replacement will require Fifth Avenue to be closed at Canyon for a day or a day and a half, Twisp Public Works Director Andrew Denham said.

While portions of Canyon Street will be closed throughout the duration of the project, residents will be able to get in and out of their homes, Denham said. Also, crews will maintain access to a chiropractor's office at the south end of Canyon Street — the only business that fronts the street.

TranGO buses, which travel on Canyon Street, will need to take an alternate route during the roadwork.

The contractor, Hurst Construction of East Wenatchee, has said it will work 10 hours a day, four days a week, from Monday to Thursday. The work should be completed in seven or eight weeks, Denham said.

Most of the \$781,000 project cost is funded by a grant from the state Transportation Improvement Board, and a grant and loan from the U.S. Department of Agriculture. The Methow Housing Trust, which is building 13 single-family homes on the north end of Canyon Street, is contributing \$71,620 for the sidewalk. The town's share of the total cost is \$20,000.

Canyon Street project behind schedule; Twisp may seek damages

by Ralph Schwartz

September 4, 2019

Work to repair Canyon Street is taking longer than scheduled, and the town of Twisp has informed the contractor it may seek \$2,000 per day in damages.

Hurst Construction of East Wenatchee agreed to a 35-day schedule to rebuild Canyon Street — part of a larger project that included repairs to damaged sections of sewer pipe and installation of a new water main. That 35-day window closed on Aug. 26, Public Works Director Andrew Denham told the Town Council on Aug. 27.

“Yesterday was end-of-project,” Denham told the council. “Everything beyond that has to be justified.”

Denham told the council the town is exercising its right under its contract with Hurst to seek approximately \$2,000 per day in “liquidated damages.” The damages wouldn’t serve to penalize the contractor; rather, they would enable the town to recoup any added costs to the project, including additional work days for the engineer and the on-site archaeologist.

“It’s only prudent that we inform the contractor ... that we have the right to do that,” Denham said in an interview. “We’re just hoping that that speeds [the project] along.”

Denham told the council that Hurst is seeking a formal extension of the project. The public works director said additional days were in fact “warranted,” given the way the job had progressed.

The Canyon Street project was bogged down by complications no one had anticipated. For instance, Denham said, the new water main needed to be installed at the same depth already occupied by sewer “laterals” — the connections from the sewer main to individual buildings. Not only did this slow the work down, it also added an estimated \$25,000 to engineering and archeology costs, Denham told the council on Aug. 7.

The project cost had been set at \$781,000. A majority of this amount is covered by a grant from the state Transportation Improvement Board, and a grant and loan from the U.S. Department of Agriculture. The town’s share of the total cost was originally \$20,000.

The final project cost, and the damages the town will seek to collect, if any, won’t be known until the work is finished.



A crew from Hurst Construction excavated Canyon Street at Fifth Avenue in Twisp on Aug. 28. The Canyon Street project was scheduled to be completed by Aug. 26, according to town officials. The town has informed Hurst that it will seek approximately \$2,000 per day in damages to compensate the town for any additional costs.

Photo by Ralph Schwartz

Despite unforeseen delays, Denham told the council on Aug. 27 that “the project is going pretty well.” Connections from the new water main to individual water customers were completed last week.

New water meters installed at homes along Canyon Street will enable town staff to read them year-round, even during months when the meters are covered by snow. The meters transmit water usage information via radio waves.

The old pavement on Canyon Street was completely removed, and Hurst Construction will rebuild the road over the next several days. Paving was scheduled to begin on Tuesday (Sept. 10).

AUBURN REPORTER

City awards contract for Auburn Way South sidewalk construction

by Reporter Staff

July 25, 2019

Anybody who has ever walked on the north side of the Auburn Way South corridor between 17th Street Southeast to Muckleshoot Casino could tell you about the problem.

To be specific: no sidewalk, grubby going.

But now the city of Auburn wants pedestrians to know that by mid-October of this year, they'll no longer have to walk in the mud.

That's because the Auburn City Council recently awarded the contract to build that sidewalk to RW Scott Construction on its low bid of \$588,838.

The city received six responsive bids, and RW Scott's low bid was approximately 13 percent below the engineer's estimate.

Staff performed reference checks and other verifications to determine that the company met the responsible bidding criteria, as it did.

Construction should start in August.

"This was a finding of our project by [the Washington State Department of Transportation]," Powers added in an email later. "Each project/sidewalk/parking plan goes through a formal review process through WSDOT and they decide what plan they will allow."

Councilmember Aaron Derr asked Powers if the city had sought community input on the projects or informed them in any way about them. Powers responded that the projects have been in the city's Six-Year Street Plan, as well as its Parks and Recreation Plan.

The motion to accept the bid was passed unanimously by the four council members present.

Powers said construction could start as early as August.



Electric City accepts bid for controversial work

Decision on street and sidewalk contract disappoints some residents

July 17, 2019

TBD \$20

Despite criticism from their fire chief, the postmaster and a businessperson who says she'll lose two-thirds of her parking, the Electric City council last week accepted a \$1.1 million bid from Wheeler Excavation for street and sidewalk work that could begin as soon as August.

Some of the projects have come under criticism from citizens in recent months.

A sidewalk project — along Coulee Boulevard from Taylor Avenue to Western Avenue, and from Western to Grand Avenue near city hall — has stirred controversy.

With the stretch of Western Avenue in front of city hall being eliminated, and the remaining space wrapped around with sidewalk, the fire chief and others argued that the added stops coming to and leaving the fire station will waste precious seconds in their response times to a fire.

And new sidewalks along Coulee Boulevard, Electric City's main street, will take parking away from local businesses.

"I think this closure is a bad idea for businesses, to expect them to operate with two places to park; what's that going to do with their property values, and businesses coming into town?" asked city council candidate Brian Buche during the public comment period of the meeting. "This has not been done well."

Buche said he was "totally for" improvements like sidewalks, "but when it makes it hard for people to conduct business in our town, what are we gaining?"

Buche discouraged the council from accepting the bid.

Lynette Redfield, who owns a building that houses three businesses on Coulee Boulevard, said her parking spaces there will be reduced from six to two.

"Why are we trying to take away from the businesses in this town?" Redfield asked. "That's not going to do me any good to lose my parking lot. There is nowhere else to park by my building." Redfield said the existence of grant funding or bid specs don't make a project fair or right.

"I am very much against this sidewalk," she said, "and, yes, it's going to drop my property values something fierce."

Danette Pryor, the postmaster at the Electric City Post Office, said that various businesses' overflow of customers who can't find parking will likely park in the post office parking lot, despite signs saying, "Post Office Parking Only."

"I think this is just going to be a big mess," she said.

City Clerk Russ Powers explained that angled parking isn't allowed on state highways when businesses are so close to the highway that you can't back out safely.

Coulee Boulevard is also State Route 155.

“This was a finding of our project by [the Washington State Department of Transportation],” Powers added in an email later. “Each project/sidewalk/parking plan goes through a formal review process through WSDOT and they decide what plan they will allow.”

Councilmember Aaron Derr asked Powers if the city had sought community input on the projects or informed them in any way about them. Powers responded that the projects have been in the city’s Six-Year Street Plan, as well as its Parks and Recreation Plan.

The motion to accept the bid was passed unanimously by the four council members present.

Powers said construction could start as early as August.

Where the money goes

The \$1,124,900.96 bid from Wheeler Excavation of Benton City, Washington includes four projects:

- replacing a water main along Grand Avenue for \$231,322.49,
- installing a new fire station parking for \$79,333.48,
- rebuilding Grand and Western Avenue streets and sidewalks for \$549,332, paid for with grant money from Washington state’s Transportation Improvement Board and a \$33,000 match from the city; and
- the sidewalk project along Coulee Boulevard and near city hall totalling \$264,913, also paid for with TIB money, plus a \$16,000 match from the city.



City will apply for Ferry sidewalk grant

by Scott Hunter

June 26, 2019

Coulee Dam will move ahead with applying for a grant to fix the sidewalks on Ferry Avenue, several portions of which have been heaving several inches as tree roots underneath push up the concrete.

Councilmember Fred Netzel and the city's consulting engineer Kurt Holland, of Varela Engineering, pulled together a grant application just in time to submit to the state's Transportation Improvement Board to replace all 1,200 feet of walkways along each side of the street.

Coulee Dam is asking for some \$103,600 in grant funding. If the state grants that money, the city will have to match it with \$16,400 to complete the \$120,000 project.

The city council OK'd the application at its June 12 meeting.



Upgrades planned in Coulee Dam

by Scott Hunter
August 21, 2019

The Coulee Dam Town Council voted Aug. 14 to accept one grant and apply for another from the state's Transportation Improvement Board totalling nearly \$900,000 for street and sidewalk repairs.

The agency granted \$120,000 for new sidewalks on Ferry Avenue, rather than a slightly lesser amount sought by the town, and required no matching funds.

The application included a letter bearing the signatures of 74 citizens contacted by Councilmember Fred Netzel.

Across town, the "worst street in town" could get a remake at a cost of \$734,670, none of it from the town, if it gets a grant from TIB.

City Superintendent Mike Steffens told the council the TIB considered Sixth Street, the concrete foundations of which are failing, to be the worst street in town.

Its south side borders the commercial district that includes Harvest Foods, the casino and more.

Its 50-plus-year-old surface would be stripped down to the concrete, which will be overlaid with a fresh 3-inch asphalt surface from Tulip Street to Aspen Street.

Also included in the grant would be new ramps compliant with the Americans with Disabilities Act and some new curbing.

This article has been updated to reflect that the Sixth Street project grant was applied for, not yet accepted.

Buckley updates list of future transportation projects

The most expensive project on the list is the construction of a new pedestrian bridge over the White River.

by Ray Miller-Still

August 23, 2019

After a short public hearing with exactly zero commenters, the Buckley City Council passed its six-year Transportation Improvement Plan, setting a tentative schedule of various road projects in the near future.

A total of 24 projects are expected to be tackled between 2020 and 2025, assuming funding for each project is secured.

Buckley, like all other Washington cities, has to annually update the state with its proposed transportation projects in order to be eligible for grant money. That does not mean these projects are set in stone, and price estimates and targeted starting dates are free to be adjusted.



Enumclaw’s expansion of the Foothills Trail is already underway, and is planned to be finished by fall 2019.
File photo

Many projects are run-of-the-mill upkeep tasks, like surface grinding, chip sealing, and asphalt overlay, but several larger projects are on the city’s docket.

One of those larger projects includes connecting the Foothills Trail over the White River, which is broken into two phases.

Phase one of the project is a trail extension, bringing the trail right up to where a proposed pedestrian bridge will cross the White River into Enumclaw, just a few hundred feet east of the state Route 410 White River bridge.

This project is expected to cost nearly \$300,000, to be funded through a combination of city funds and grant money.

Phase two is the big-ticket item — constructing the bridge. The project is estimated to cost more than \$7.1 million, though the bill is being footed by King and Pierce counties, the Washington State Recreation and Conservation Office, and the state’s Surface Transportation Program (which is funded through the Intermodal Surface Transportation Efficiency Act).

Both projects are scheduled to begin in 2023. However, King County officials have stated that the trail extension could start as soon as 2020, and construction of the bridge could begin in 2021 or 2022.

The Enumclaw side of the trail is already being expanded to get near the White River, and is expected to be finished in the fall of this year.

Another large project is Phase 2 of the Ryan Road reconstruction.

Phase 1 started in March 2006 and was estimated to cost around \$1.7 million, according to City Administrator David Schmidt; Phase 2 includes tearing up and widening Ryan Road from Spiketown Road to Davis Street, installing a sidewalk on one side of the road, and replacing water and sewer mains.

Drivers who rely on this section of road shouldn't have to worry about this project for almost another decade, as it's currently slated to begin in 2028. The estimated price tag of \$3 million is expected to be covered by city revenue and funds from the Transportation Improvement Board.

Other potentially disruptive projects include:

- Reconstructing the Pearl Street and Jefferson Avenue intersection. The estimated \$80,000 project includes replacing and upsizing the existing water main in the area sometime in 2021.
- Improving Division Street, starting at Ryan Road and going north to the Pearl Street and Jefferson Avenue intersection. This \$1.5 million project, expected to be tackled in 2022, also includes replacing and upsizing a water main.
- Reconstructing Main Street from River Avenue to SR 410, as well as improving the River Avenue and Main Street intersection, which includes adding a sidewalk, street lighting, and other landscape amenities, as well as installing some sort of traffic signal and turn lanes. These separate projects, estimated to cost \$326,000 and \$1.2 million respectively, are slated for 2024.
- Improving the pedestrian facilities on Spiketon Road from Mountain View Avenue to the south city limits, which includes installing sidewalks, gutters, and street lights. The \$1.25 million project is scheduled for 2025.

Forest Rock Lane pavement preservation project completed

by Ken Park

September 10, 2019

The pavement preservation project on Forest Rock Lane in Poulsbo was completed Aug. 29 and came in nearly \$25,000 under budget.

The project began on the 2,400-foot-long stretch of Forest Rock Lane that links up Caldart Avenue and Central Market.

Some of the project funding came from a \$525,000 grant from the Transportation Improvement Board (TIB) with \$150,000 in matching funds. The project was contracted for close to \$600,000 but came in at \$574,146.

“This has been one of the most successful projects I have ever worked on,” said Andrzej Kasiniak, Poulsbo’s Director of Engineering.

“It came in under budget and was completed quickly and efficiently,” he added.

The project reused existing asphalt as a base for the new road, a new trend in public works and infrastructure projects around the country. This practice reduces material costs and projected completion times by reducing the need for excavation.

The project also added new fog lines to the road, creating an extra safety measure for drivers.



Newly painted fog lines ad a finishing touch to the road improvements.

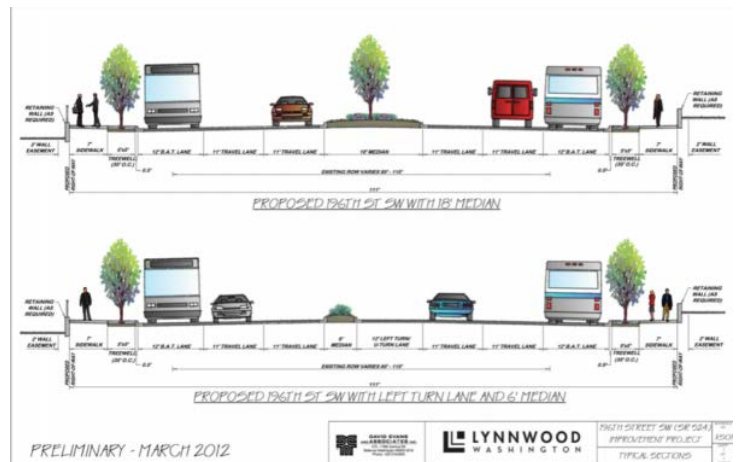
TBD \$40

Upcoming 196th Street Southwest widening project to include seven lanes, wider sidewalks

by Cody Sexton
August 28, 2019

As Lynnwood looks to future growth, the city is planning to spend more than \$30 million on a street-widening project for 196th Street Southwest that will add two new lanes to the existing roadway.

Street-widening plans that run from the Lynnwood Convention Center at 36th Avenue West to Fred Meyer at 48th Avenue West include turning the five lanes into seven lanes, and adding a landscaped median and 12-foot-wide sidewalks. The additional lanes on each side of the road will accommodate left- and U-turn lanes as well as bus use.



(Courtesy of the City of Lynnwood)

The 0.7-mile stretch of road is located in Lynnwood’s City Center district, which is the epicenter of the city’s designated regional growth center. The area is being planned as a downtown hub and will include apartment and office buildings.

Public Works Manager David Mach said the city has been planning the project for some time as part of its vision to make Lynnwood a regional growth model and anticipate future growth.

The city currently has a population of more than 38,000 residents and that’s expected to increase to 54,400 by 2035. Additionally, 196th Street is the city’s busiest east-to-west arterial, serving up to 50,000 daily drivers, Mach said.

The city’s plans to widen 196th Street coincide with Sound Transit’s pending Lynnwood Link light rail expansion coming in 2024. The light rail station will be the anchor of the City Center district and is anticipating more than 47,000 daily riders when it opens.

“We (Lynnwood and Sound Transit) are coordinating very closely with each other and both projects will end up serving our City Center,” Mach said.

The two additional bus lanes will serve Community Transit’s upcoming Swift Orange Line, which will run from the east-to-west corners of South Snohomish County along an 11.3-mile route between Edmonds Community College and McCollum Park and Ride. The route will include stops at Lynnwood’s City Center district, Alderwood Mall and Mill Creek Town Center. Service is scheduled to begin in 2024.

Project designs are currently under city staff review and expected to be completed in November. The project is also in the final stages of the property acquisition phase, which Mach said is expected to be completed around the same time as the design phase.

According to Mach, the city is planning to spend \$7 million to purchase property along both sides of 196th Street to accommodate the street widening. Most of the properties being acquired by the city are already part of the public right of way and will include eliminating landscaping between the road and parking lots to widen the street. In the cases where the city will have to use space from existing parking lots, Mach said the city will possibly have to acquire parking stalls from single-story business and help remodel their parking lots.

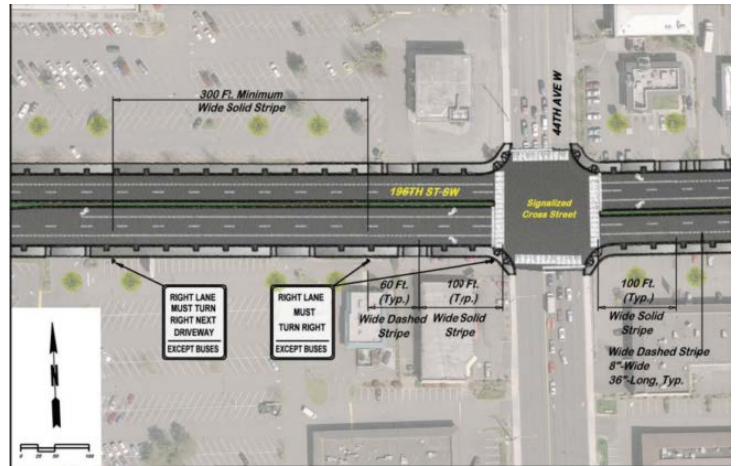
Recently, the city advertised for consulting services to assist the city with construction management and is currently in the process of selecting a construction management firm.

“Typically with larger projects, we contract with consultants that specialize with this kind of thing,” he said. “Because it’s such a large project with a long duration, it would have a large impact on city construction staff.”

The city has received \$21.7 million in grant funding and is contributing \$1.2 million to the project. The city is also seeking additional grant dollars.

Project construction is scheduled to begin in early 2020 with completion expected by late 2022. Mach said the city plans to have the project completed before major construction for the light rail expansion begins.

“We’re trying to get ours out early enough so that we don’t have both east-west arterials under construction at the same time,” he said.



Rendering intersection at 196th Street Southwest and 44th Avenue West



Rendering of 196th Street Southwest with seven lanes, landscaped medians and 12-foot-wide sidewalks.

Council approves contract for summer street improvements

Enumclaw's Semanski, Park, Division and Blake streets, as well as Lincoln Avenue, will be worked on in mid-June.

by Kevin Hanson

May 31, 2019

Five city streets will be improved this summer, courtesy of an \$865,000 contract approved by the Enumclaw City Council.

Slated for upgrading are Semanski, Park, Division and Blake streets, along with Lincoln Avenue. It is anticipated construction will begin in mid-June, with a timeline of 70 working days.

During a public session earlier this month, council members accepted a bid from Puget Paving and Construction Inc., which proposed doing the work for \$878,500. That was nearly \$120,000 less than a second bid.



A memo to the council noted the city's 2019 budget has \$641,827 in revenues received through the local Transportation Benefit District. A state Transportation Improvement Board grant is estimated to bring in another \$181,050, taking the sum of available funds to \$822,877. Allowing for a 10 percent contingency, the city figures holds sufficient reserve funds to cover the final cost.

Police chief reminds about fireworks law

by Rodger Nichols
July 3, 2019

It was a busy night for the Goldendale City Council. One of the main features was a report by the Airport Committee, which met for nearly two hours prior to the council meeting. Earlier in the year, the city applied to the state's Transportation Improvement Board (TIB) for a \$2 million grant to fund a major upgrade to the city's airport. On June 11, the state notified the city that the TIB had approved a grant of \$550,000.

With the smaller amount, the committee needed to make a decision on priorities and on how to find additional funding or support. Talks with Klickitat County had resulted in an offer of the use of county dump trucks and drivers, but not until next summer due to a tight construction schedule of their own this summer. Fortunately, the grant doesn't expire until July 2021.



UP IN THE AIR: Mantle Powers, a pilot who is a member of the Goldendale City Airport Committee, points to a section of the airport diagram during committee discussion Monday. The committee is still working on funding sourcing. Photo by Rodger Nichols



City Administrator Larry Bellamy told councilors that the immediate necessity was for him to complete a "contract readiness survey" for the TIB by July 22, detailing the scope of the project and estimates of cost. He reported that the committee had concluded that the highest priority was to add a fuel system. Currently there is no fuel at the bare-bones city airstrip. Ty Ross, one of several airplane owners on the committee, had secured a few quotes indicating that could be done easily with a portion of the grant, though under state law, the city will have to undergo a formal bidding process.

"The committee recommended that we use the balance to try to prepare the land, do the site preparation work and design work to get the project at least started," Bellamy said.

That preparation work, he said, would involve blasting to remove a hump in the runway and crushing the rock so that it could be hauled by the county next summer to extend the runway over a dip. The goal would be to end up with a 60-foot wide, 5,000-foot long runway that would allow larger planes to land there.

"State money comes with strings attached," he added, noting that the city would have to meet planning requirements, deal with environmental issues, conduct archeology work, and conform to state bidding regulations.

In other council news, Mayor Mike Canon announced that long time council member John Sullivan had submitted his resignation from City Council. He recently purchased part of the Car Quest business and said it would occupy much of his time. The council agreed with the mayor's suggestion to appoint Filiberto "Fil" Ontiveros at the next meeting to fill the rest of Sullivan's term. The mayor explained that Ontiveros had already filed as a candidate for the seat and was running unopposed. He will be sworn in at the next city council meeting on July 15.

Ontiveros operates Ontiveros Affordable Adaptions, LLC which offers toys for those with disabilities, including switches that are easier to manipulate.

Under staff reports, Police Chief Reggie Bartkowski said his department had conducted a successful parking sweep of the city, passing out warnings and a few tickets. And last Wednesday they staged a crosswalk event in which the chief would step into the crosswalk to see if passing cars would stop. If not, a patrol car a block down the street would pull them over. More warnings were given out. Surprisingly, he said, he had to do more education to pedestrians than drivers, reminding them to make sure there was a safe distance for cars to stop before stepping into the crosswalk.

Bartkowski also reminded everyone of the city ordinance passed last year that took effect last month, limiting people's use of fireworks inside the city limits to just the six hours between 6 p.m. and midnight on July 4 and 6 p.m. to 1 a.m. on New Year's Eve. Police will add extra patrols that night, and the fire department will also be on hand.

In other business, councilors awarded the contract for the repaving of the remainder of South Columbus Street to Granite Construction Company for \$125,806.30. They also moved to allow the company to begin paving operations on the last day at 6 a.m. rather than the noise-ordinance-mandated 7 a.m. The company said that with that earlier start, they would be able to do the final paving one long single day.

"No Parking" signs have been installed along Pipeline Road near the bridge; additionally, "No Trespassing" signs will be placed at the foot of the bridge on both sides to prevent people from gathering under the bridge, where trash and evidence of drug usage has been found. There was also concern that and some people were climbing onto the underside of the bridge and dropping into the river or diving in, both dangerous activities in the shallow waters. Similar signs will be placed at the Columbus Street and Mill Street bridges.

Bellamy reported that things were going well for Community Days this weekend. Three more vendors had been added to the mix. "It's going to be a full courthouse lawn, for sure," he said, noting that the new rock climbing wall and the city's bouncy houses would both be free and encouraging people to attend the GMA Show and Shine car show on Main Street and enjoy the lineup of entertainment throughout the weekend.

Council to consider land purchase

July 22, 2019 8:58 pm

COLLEGE PLACE, Washington – The College Place City Council meets at 7 p.m. Tuesday night and will consider a motion authorizing the city administrator to sign a purchase about 82 acres of land from the state Department of Natural Resources.

The land purchase is needed to add more property for the College Place Wastewater Treatment Plant. The options are limited because the existing treatment plant is landlocked. In March, the council authorized City Administrator Mike Rizzitiello to sign a letter of intent that authorized DNR to conduct an appraisal of the site located immediately west of the plant.

DNR has said that it is open to selling the property. An appraiser set the value at \$256,000. If the city council moves forward, the sale ultimately has to go through a public process with DNR's board and has to be signed off by Commissioner of Public Lands Hilary Franz and Governor Jay Inslee.

Also on the agenda, the council will also consider a motion authorizing Transportation Improvement Board applications for project funding for the Lamperti/Meadowbrook grind and overlay project, and the 2019 Safewalk Sidewalk Program.

Total Meadowbrook grind and overlay project costs are estimated to be \$300,000 with \$30,000 of that being a 10-percent match by the city. The 2020 Safewalk Sidewalk Project application will be for sidewalk improvements on Northeast Ash Street, Southwest Davis Avenue and Southwest 12th Street. The costs are expected to be roughly \$350,000 to \$400,000. A 30-percent local match is required.



Then, the council will consider a motion permitting the city to accept a \$13,426 grant for conversion of city-owned streetlights from sodium to LED which should mean energy savings of approximately 20 percent. Areas with sodium lights include Garrison Creek Heights, intersection lights along College Avenue and other areas throughout the city. The grant will result in completing lighting conversions for all lights along publicly-owned streets within the city limits.



College Place City Hall

New streetlights illuminate Sunnyside

LED project is 80- 90 percent complete

by Jennie McGhan

July 24, 2019

SUNNYSIDE — Many of the city’s streets are much brighter at night thanks to the LED lighting project being completed by Pacific Power linemen.

There were about 810 lights slated to be replaced, the biggest energy-efficiency lighting project in the valley.

Public Works Director Shane Fisher, last Friday, said the project was 80 to 90 percent complete.

The remainder of the lights to be replaced will be tended to in the next couple of weeks, he said.

“They will need to return for a few because of voltage inconsistencies,” Fisher noted, stating wiring will be checked and replaced if needed.

“I’ve heard it’s pretty amazing,” he said of the difference the new lighting has made throughout the town.

Fisher said residents are pleased with the clean illumination where the lights have already been replaced.

When the project is done, there will be an assessment of the overall results, and city crews will look to see if some areas have too much illumination, or if the angle of certain lights needs adjusting.

There are people who are eager for the new lights in their neighborhoods, and Fisher said it won’t be long before the transition is made.

“Lori (Froehlich) said it’s (the project) run the smoothest, even though Sunnyside was the largest project to be completed,” Fisher said, referring to the Regional Business Manager for PacifiCorp.

Jennie McGhan can be contacted at 509-837-4500, ext. 114 or email JMcGhan@sunnysidesun.com



**A PacifiCorp lineman replaces mercury vapor lighting with new LED lighting in Sunnyside.
City of Sunnyside**

RENTON REPORTER

The TIP money is running low

City planners ask council for financial flexibility to complete road projects

by Haley Ausbun

September 3, 2019 9:50am

The city's annual update to the Transportation Improvement Program (TIP) highlights new projects and success in winning grants. It also showed the increase in grants is using up money available to transportation staff.

Cities are mandated to have a multi-year planning tool that projects six years ahead for its transportation networks. Each year, Renton updates its TIP by adding new projects, re-prioritizing the list of projects and updating with what progress has been made.

This planning tool also helps the city go out and win grants for the transportation projects listed in the plan.



“Adding a project in the TIP is the first step to putting the wheels in motion,” said Vangie Garcia, city transportation planning and programming manager, at the Aug. 19 public hearing for the 2020-2025 TIP.

Matching vs. Maintenance

Right now the city has about 20 grants for major transportation projects.

Some of those projects are at risk as the staff struggles to balance the local funds available to them for the remainder of the budget cycle.

The problem is the 10 – 20 percent funding match required from these grants, which is something that Public Works Administrator Gregg Zimmerman said they are hoping to resolve in the mid-biennial budget adjustments at the end of this year. Not matching the grants in a certain time frame means they could be taken away.

Zimmerman said the large grants, some of which are in the millions, will be made to work. The ones staff are concerned about are small projects, like traffic signal improvements. An example of a larger issue they're dealing with is increasing costs of the Wells and Williams two-way conversion project, which is slated to begin construction. Zimmerman said the city will need to ask for more local funds for that.

At the Aug. 19 Transportation Committee meeting, several staff members expressed concerns to councilmembers about how dwindling funds are creating a concern about being able to match grants in the near future. Mentioned to be at risk was a proposed sidewalk study and infrastructure maintenance.

Zimmerman said it's a balancing act between putting money into matching grants and doing regular upkeep.

“If you put more money into matching grants, you have less to preserve your streets, and vice versa,” he said.

This year they've mostly put funds towards matching grants for the bigger projects, he said. Zimmerman thinks they will need to focus more on funding maintenance in the upcoming years. He said it's important that they continue to work on street preservation and improvements, while also trying to meet grant matches.

Zimmerman said the comments from staff were related to the challenge in matching grants, but that the department has another financial concern: being understaffed for the amount of work required with each project.

While transportation has been successful in receiving grants, Garcia said at the public hearing that it's getting more competitive. There's been more expensive and time-intensive requirements that must be completed as well, like documenting how most of the steel used in a project is American-made.

These issues are common, but with all the grants the city recently won its become a bigger challenge. Zimmerman hopes the council considers the financial aspects of the major projects included in the TIP during the mid-biennial budget adjustments.

"I hope this year's TIP will be a good reference for you to use during next year's council retreat and budget discussions," Garcia said at the public hearing to councilmembers.

What's new

This year the city received new grant funding from national and state programs for highways and safety. Several grant awards from Washington State Department of Transportation also triggered two new projects to be added to the list: adding sidewalk and driveway improvements on Houser Way and improving pedestrian walkways at Renton schools.

Other new projects included a pedestrian path to Southport and creation of a Walkway Master Plan.

One item was added after the Aug. 5 draft of the TIP, No. 52., which was added because it was just approved by state transportation funding. This project creates signage and greenery at the new Northeast 44th Street interchange, as part of the I-405 Widening and Express Toll Lanes Project.

The city anticipates the following projects to begin construction:

- Sidewalk and road improvements to Duvall Avenue Northeast.
- Phase three of the Lake Washington Loop Trail, adding 1.3 miles of pedestrian/bicycle path south of the airport and along Airport Way, connecting the Lake Washington trail system.
- The conversion of one way to two way streets for Williams Avenue South and Wells Avenue South.
- Remodeling the Houser Way intersection and adding walking improvements, which will be constructed at the same time as the two-way street conversions.
- Extending Park Avenue North, in conjunction with the new project that connects pedestrians to Southport underneath the Burlington Northern trestle.
- Adding crosswalks to Renton elementary and middle schools.

Twenty-one projects are for roadway corridors, 10 are for non-motorized transportation, nine projects are for maintenance and preservation of roads and streets, and eight projects are for traffic operations and safety and four projects are planning efforts or arts.

The draft TIP presented at the Transportation Committee is available here:

<https://renton.civicweb.net/FileStorage/75B17CBC27004FDBAEDE6328427861D0-AB%202433.pdf>

Washington's roads are becoming increasingly deadly for people who walk or bike, data show

by James Drew

June 4, 2019

OLYMPIA

The number of pedestrians and bicyclists killed on Washington state roadways increased by 50 percent from 2014 to last year, from 82 to 123.

There's a connection between those deaths and motor vehicle speed, according to data released by the state Department of Transportation.

Eighty-seven percent occurred on roads with speed limits of 30 mph or higher. The other 13 percent happened where the speed limit is 25 mph or less.

The WSDOT data — outlined in a quarterly publication which analyzes various programs — found that:

- Traffic fatalities that claimed pedestrians increased by 42 percent — from 76 in 2014 to 108 in 2018. Pedestrian data covers individuals walking, in wheelchairs and on skateboards or scooters.
- Bicycle fatalities more than doubled in that same five-year period — from six in 2014 to 15 in 2018, which is a 150 percent increase.
- The number of serious traffic injuries to pedestrians and bicyclists increased 27 percent, from 421 in 2014 to 535 in 2018.
- 61 percent of fatal and serious injuries to pedestrians and bicyclists from 2014 to 2018 occurred on city streets, 27 percent on state routes and 11 percent on county roads.
- Bicyclists and pedestrians who were killed or suffered serious injuries were “over-represented” in areas with higher poverty. About 44 percent of census block groups have higher poverty levels than the state average, and 59 percent of fatal and serious injury crashes occurred in those areas. The state said lower-income neighborhoods tend to have less infrastructure dedicated to walking and bicycling.

The Washington state data mirrors a nationwide increase in pedestrian and bicyclist fatalities, said Ken McLeod, policy director for The League of American Bicyclists, a nonprofit group based in Washington, D.C.

“They often fit the same pattern of higher-speed streets. Often those streets lack good facilities for people biking-walking. For pedestrians, that might mean long walks without crossings. People have to walk half a mile out of their way to cross a busy street, and sometimes people will choose to cross a street where there is not a crossing,” McLeod said.



The answer is a bit nuanced, but basically, bicyclists are really lucky: They get to act like pedestrians and they get to act like cars.

Video by Peter Haley available at:

<https://www.theolympian.com/news/politics-government/article231165488.html>

“You also have many high-speed roads throughout the United States that don’t have bike lanes, buffered bike lanes or separated bike lanes. The research is pointing more and more toward when you have higher speeds, you really need some sort of separation rather than just trusting everybody will behave properly.”

WSDOT is trying to reduce fatalities and serious injuries through several programs and projects, said Barb Chamberlain, the department’s director of the Active Transportation Division.

The department has convened a committee to study the link between motor vehicle speed limits and fatalities and serious injuries and expects to release a policy early next year. Proposals include reducing motorist speeds on state routes within town centers.

WSDOT also cited the Legislature’s approval of SB 5723, which was signed into law on May 13 by Gov. Jay Inslee, as part of an ambitious goal to reduce pedestrian and bicyclist fatalities and serious injuries to zero by 2030.

The law, which takes effect Jan. 1, imposes a \$48 fine if a motorist does not move into the lane to the left when passing a bicyclist who is in the right lane of a roadway, or the right-hand shoulder or in a bicycle lane.

The bill’s lead sponsor, Sen. Emily Randall, D-Bremerton, said the new law has a dual purpose to make roadways safer while fighting climate change.

“It’s great to try to get folks to ride bicycles to commute to and from work in a greener way, but if we’re not creating safe roadways, it’s kind of like speaking out of both sides of our mouths. It’s both about safety and eliminating roadway accidents and fatalities and also creating a greener form of transportation,” Randall said.

Washington is among a small number of states that have enacted “change lanes to pass” laws over the past five years, said McLeod, the policy director for The League of American Bicyclists.

“The reason those laws are so important is the fatality data shows the most common crash type is an overtaking vehicle,” he said.



Bicyclists and pedestrians are dying at an increasing rate on the state’s roads, according to a report from WSDOT. Peter Haley News Tribune file, 2018