



Transportation Improvement Board
January 30-31, 2020 – Olympia, Washington
Location: Best Western Plus
8326 Quinault Dr. NE
Lacey, WA 98516
(360) 456-5655

January 30, 2020 – 2:00 p.m.
WORK SESSION AGENDA

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2:00 pm	A. Welcome	Chair Johnson	
GENERAL MATTERS			
2:05 pm	B. Annual Assessment Report	Vaughn Nelson	11
PROGRAM & PROJECT MATTERS			
2:25 pm	C. Mansfield: Sidewalk Scope Change	Gloria Bennett	25
2:35 pm	D. Pilot Projects: Leavenworth and Sprague	Jason Phelps	26
2:55 pm	E. Small City Banding Update	Ashley Probart	27
3:10 pm	F. Complete Streets Update	Vaughn Nelson	32
3:30 pm	G. Legislative Update 2020	Ashley Probart	
4:00 pm	H. Adjournment	Chair Johnson	



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January 31, 2020 – 9:00 a.m.
BOARD AGENDA

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9:00 am	1. CALL TO ORDER	Chair Johnson	
9:05 am	2. GUEST PRESENTER Road User Charge Report	Reema Griffith	
9:35 am	3. GENERAL MATTERS		
	A. Approval of November 22, 2019 Minutes	Chair Johnson	4
	B. Communications	Ashley Probart	
	1. TDN The Daily News - Longview council on Thursday to consider property...		33
	2. Thurston Talk - Construction on Mullen Road Project Starts December 9		34
	3. The Monroe Monitor - Longtime Snohomish County Public Works Director to...		35
	4. Tri-City Herald - Tri-Cities road safety projects should not be held... - EDITORIAL		37
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	8. Bainbridge Island Review - Budget grows for Olympic Drive non-motorized project		46
	9. Peninsula Daily News - Infrastructure, housing among Port Townsend's legislative...		47
	10. Peninsula Daily News - Curb improvements set in Port Townsend		49
	11. The Courier-Herald - State money to help fund Warner Avenue improvements		50
	12. Auburn Examiner - City of Auburn Awarded Nearly \$1 Million from TIB...		51
	13. Covington Reporter - Covington completed one road project, can it do more		52
	14. Kent Reporter - A much-needed east-west connection for Kent		54
	15. Kent Reporter - Blue Origin opens new headquarters in Kent		56
	16. The Waterland Blog - \$3.66 million awarded to city for 24th Ave S. Roadway...		58
	17. North County Outlook - Bridge construction on State Avenue to begin in 2020		59
	18. The Arlington Times - Marysville's come a long way this past decade		61
	19. The Marysville Globe - Arlington adopts six-year Transportation Improvement Plan		63
	20. Nisqually Valley News - Yelm Awarded \$300,000 Grant for Sidewalk Project		65
	21. The Chronicle - Lewis County's Six-Year Transportation Plan Includes Millions...		66
	22. The Chronicle - Borst Avenue Project Nearing Finish Line as Streetlights are...		67
	23. Camas-Washougal Post-Record - News Briefs for Dec. 5, 2019		69
	24. Clark County Today - City of Vancouver receives state grants for SE 1st St. project		71
	25. The Ritzville Adams County Journal - City of Ritzville receives state....		73
	26. The Arlington Times - News briefly		74
9:50 am	4. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Financial Report	Vaughn Nelson	
	C. Project Activity Report (11/1/19 – 12/31/19)	Jason Phelps	15



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|----------|----|-------------------------------------|---------------|----|
| 10:25 am | 5. | ACTION ITEMS | | |
| | | A. Mansfield: Sidewalk Scope Change | Jason Phelps | 25 |
| | | B. Pilot Projects Approval | Jason Phelps | 26 |
| | | C. Complete Streets Funding | Vaughn Nelson | 32 |

- | | | | | |
|----------|----|--------------------|---------------|--|
| 10:45 am | 6. | ADJOURNMENT | Chair Johnson | |
|----------|----|--------------------|---------------|--|

FUTURE MEETINGS
March 26-27 (Vancouver)
May 26-27 (Yakima)
September 24-25 (Spokane)
November 19-20 (Bellevue or Issaquah)

**Transportation Improvement Board
November 22, 2019
Hampton Inn & Suites
Federal Way, 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
Ms. Elizabeth Chamberlain
Mr. Mike Dahlem, P.E.
Ms. Sue Dreier

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.
Ms. Jennifer Walker

TIB STAFF

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

TIB Members; Commissioner Bob Koch, Mr. John Koster, Mr. David Ramsay, and Councilmember Mike Todd were excused.

1. CALL TO ORDER

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

Chair Johnson added item 5B to the agenda regarding compensation for the executive director.

On Thursday Jim Ferrell, Mayor of Federal Way, welcomed the Board to the city.

2. LOCAL PRESENTATIONS

Doug Beagle, Sumner Deputy Public Works Director and Andrew Leach, Project Manager – Bridge Street and Traffic Avenue Projects for the city of Sumner, spoke about the Traffic Avenue bridge project for the city. They are building a new bridge parallel to the existing bridge including a shared use path and other improvements for non-motorized users. The new bridge will be built to be expandable to 5 lanes when the existing bridge is no longer viable. The Bridge Street replacement project is a signature project in the downtown corridor. The old bridge, constructed in 1917, had a rating of 7 out of 100 when it was replaced. This year, the annual bridge lighting will return on November 30! Other projects include a Complete Streets award which was used for sidewalk replacement, including 47 curb ramps and 1528 feet of ADA compliant sidewalk.

Paul Bucich, Lakewood Public Works Director, presented their Colonial Plaza “Complete Streets” Project. The city worked closely with businesses and the community to complete the project. Attention to detail included removal of old sidewalk, improvement of columns, and removal of ADA impediment from old Lakewood Theatre. Brickwork was blended from the building to the center of plaza. The ribbon cutting celebration event was a great community success and the city is looking into doing night markets once a month starting next year. The completion of this project was part of a larger Downtown Subarea Transportation Plan. The city is also working on the Lakewood station district subarea plan.

Mark Burlingame, Steilacoom Public Works Director, discussed the Steilacoom Boulevard Project. Steilacoom is the oldest incorporated town in the state, incorporated in 1854. Pop 6,250, it is a small, large community and a full service municipality. The city has completed 8 TIB projects, 4 APP, 2 UAP, 1 Relight Washington, 1 Urban Sidewalk project. He stated the town has

seen many additional benefits of partnering with TIB. It allows Steilacoom to use local funds on other projects, especially non-eligible local streets. It has allowed Steilacoom to stay on target for maintaining an improving infrastructure with limited revenue. It mitigates the impacts of JBLM expansion, population growth, and demand for non-motorized alternatives.

One project recently completed, the Steilacoom Boulevard improvement project, began as a joint corridor design project between Lakewood and Steilacoom with 2014 PSRC grant funds. Steilacoom worked to improve the pedestrian and bike access along with improving the roadway. It was important to the community to maintain the “tunnel of trees” along with designing the road, bike lanes, and including sidewalks. The city hired an arborist to be on site and to ensure the tunnel of trees were preserved.

3. GENERAL MATTERS

A. Approval of September 27, 2019 Minutes

MOTION: It was moved by Commissioner Stevens and seconded by Mr. Matheson to **approve the minutes of the September 27, 2019 board meeting.**

Motion carried unanimously.

B. Communications

Ashley Probart shared a number of important articles from the Board packet.

- The first three articles are in areas where Board Members are located, Herald Net - *Work next spring will tie up 180th Street SE near Mill Creek*, Union Bulletin - *City moves on Poplar, Alder redesign*, The Olympian - *Gophers Over Kids? Thurston Commissioner Argues Government*
- Methow Valley News - *Canyon Street swales irk residents*. Mr. Probart noted the project was not complete at the time of the article and the concerns raised were in the process of being addressed and implemented.
- Bothell-Kenmore Reporter - *Gains made on West Sammamish Bridge remodel following year long delay*, This project is finally getting back up to speed and is currently out to bid after being stalled from the federal shutdown in January.
- Chinook Observer - *Ilwaco City Council details upcoming projects*, Ashley gave kudos to Chris Langhoff and Jason Phelps for their work in engaging Ilwaco.
- The Lens - *Local road funds off track*. This was a good follow up highlighting the Joint Transportation Committee’s City Transportation Funding Study presentation from Thursday.
- The Olympian - *What \$30 car tabs could cost the Thurston County region*, This was a good article on the possible I-976 outcomes. Mr. Probart was quoted in article and used this as an example of what information he provides to the media.

4. NON-ACTION ITEMS

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

- Snapshot of finances: \$3 million in the Transportation Improvement Account (TIA) and \$223 thousand in the Small City Sidewalk and Pavement Account. (SCSPA) As a frame of reference, the TIA represents over 98% of the Board’s project funding.
- This is nearing the lowest fund balance point for the year.
- With project invoices coming in from fall construction, this is the peak invoicing time of the year. Currently, there are about \$9 million in pending invoices to be paid. This is about equal to the deposits TIB will receive in December.
- Last year, staff split payments and established a repayment schedule for large reimbursement requests.

- When reimbursement requests are high and the account balance is low, the following practices are in place:
 - Small cities are paid first; and
 - Larger cities may not receive their total reimbursement if their request is over \$500 thousand.
- Staff hopes the coming year will start balance building again
- The 2020 call size is conservative when compared to the last three grant cycles. This reflects this low fund balance and uncertainty about I-976.

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

- Legislative outreach after I-976, met with Representative Jake Fey, Bob McCaslin, 40th district-Representative Lekanoff, Representative Dave Paul
- Initiative 976:
 - Provided a brief review from the September board meeting, and what it might mean to TIB:
 - TIB receives a portion of the electric vehicle fee, which now reduces TIB's budget \$700,000 this biennium.
 - The language in the electric vehicle section of the initiative was typed incorrectly and therefore repeals a law that does not exist.
 - There is the additional test that the Electric Vehicle Fee is in lieu of gas tax and is therefore not the same as a regular fee.
 - The Board gave Mr. Probart permission to pursue an amicus brief to challenge our portion of the Initiative,
 - In November, a coalition of ten filed a complaint seeking to overturn the initiative. The complaint filed includes seeking the repeal of the electric vehicle fee. Therefore, there is no need for TIB to seek an amicus brief.
 - The cornerstone of the lawsuit is the violation of the single subject rule. What were voters really voting against; Sound Transit, TBDs, etc.?
 - TIB's "share of balancing the budget after I-976"
 - Funding for Complete Streets, \$10 million has already been deposited. The remaining \$4 million that has not been awarded is at risk
 - \$9.68 million of Connecting Washington funding that was not codified. In theory this is at risk, but this money has also already been allocated and is under contract.
 - TIB Staff analysis is the ability to give up funding to help balance the state budget is limited.
 - Indirect impacts:
 - Mr. Probart sent out an email to cities with Transportation Benefit District (TBD) vehicle fees and TIB projects funds. This was to determine whether or not they can still provide matching funds.
 - Currently, all committed to match TIB projects. (46 responses)
 - Most cities responded they had already set aside matching funds or used their TBD for street maintenance and preservation. Next year, will be difficult because their match money may now be allocated for street maintenance and repair.
 - Mr. Probart invited any board members with information to share
 - Amy Asher:
 - Across the state small and rural transit agencies rely heavily on state funding.

- They may be losing about 75% of their funding and will likely cease to function.
- Loss of funding to non-profits, huge impact on vulnerable , low income, elderly, etc., who rely on those services to get from their rural locations to access medical care and other necessities.
- Sue Dreier:
 - Transit funding is a big part of the \$478 million out of balance for this biennium.
 - Special needs, Para transit, will lose up to \$2 million a year
 - Many had hoped for cost savings next year which could be folded into more services but this will no longer happen.
 - Keeping federal funds is in jeopardy because state funds were being used as match.
 - Impacts Lakewood #2 line
 - A loss of about \$50 million over a 6-year period
 - Vancouver, Spokane, just signed a contract for transit, and now state funding is in jeopardy.
- Colleen Kuhn:
 - Many special needs transit services are at risk. Dialysis, cancer treatments, etc. were fully state funded and are in jeopardy.
 - Will likely see a snowball effect where local and state funds were being used as match for federal funds.
- Steve Roark:
 - Communities are slowing spending by delaying projects.
 - This means they are not putting out to bid jobs that would normally be bidding right now
- Reminded the Board about the Ilwaco Pilot Project that was presented in Spokane at the September Board Meeting. Staff has identified two potential cities in Eastern Washington for possible pilots.
- There is a proposed PSRC and TIB fund exchange to facilitate project delivery.
 - Ex: Lake Stevens, could go to bid in Jan 2020 but funds were not available from PSRC until Jan 2022. The proposal is to transfer PSRC Lake Stevens project funding to Lynwood which is able to cash flow their project over 2-2.5 years in exchange for existing TIB funding. Hopefully this will be a win-win for both cities.

C. RxPave Presentation

- Chris Workman showed an example of the RxPave system presented in September but due to technical difficulties it was difficult to understand the presenter. This was a repeat of a similar presentation.
- RxPave gives assistance to small communities for estimating projects, with helpful walkthroughs of possible items to address in the project and then providing possible solutions.
- This could help communities determine what pavement treatments need to be done in their areas and what they could apply for through TIB.

D. Relight Washington Program Update

- Converted about 45,736 lights all together
- This year we have converted about 2000.
- Things are slowing down as we approach getting everything that is eligible completed
- Currently at 80.8% improved

- 230 eligible agencies
 - 169 complete or not converting by choice
 - 23 under contract
 - 38 not under contract
- The 38 communities not under contract fall in to 5 categories;
 - PSE agencies (9), these will be done according to the PSE schedule.(2020).
 - Cowlitz PUD (3) agencies, the PUD recently released a rate structure with LEDs, this included rate study and approval. Now that this is complete the agencies should be ready soon.
 - Grant County PUD (13) wants to move forward, their rate study has taken about a year and a half and are near the end of their process. They are excited and hoping program funds will still be available when they are ready.
 - Lewis PUD (7) not moving forward very quickly, the agencies are very interested but the PUD has been sluggish.
 - Other (6) TIB staff has contacted each of these and they have been unresponsive, staff plans to contact one last time in 2020 to make sure they have a good shot before the program concludes.

E. Joint Transportation Committee- City Transportation Funding Study – informational (moved to Thursday)

- On Thursday Ashley Probert gave an overview of information presented at the June 26, 2019 JTC City Transportation Funding Study meeting.
- Study Purpose and Approach
 - Understand city funding sources
 - Assess funding gaps and future needs
 - Make recommendations
- Findings
 - Cities have stepped up, providing about 80% of funding
 - Due to Social and environmental investments combined with increasing costs are resulting in the relatively fixed dollars used for transportation funding fewer miles
 - The funding gap for system maintenance and preservation is about \$1billion per year.
 - Furthermore there are additional costs which are difficult to assess including;
 - Deferred maintenance
 - Capacity needs
 - Other expenditures including comprehensive multimodal infrastructure, ADA accessibility transitions, and environmental mitigation
- Conclusion
 - The state of Washington as a whole is investing about half of what we need for our current road system.
 - If no changes are made inequities in local wealth and disproportionate local needs will result in a patchwork system, with investment gaps, deterioration infrastructure, and escalating catch up costs.
- Recommendations
 - Increase support for preservation through new or focused funding, incentives, and services to reduce lifecycle costs.
 - Provide better paths to reach full funding of large-scale local projects that outstrip local and regional resources.

F. Project Activity Report (9/1/19 – 10/31/19) – Greg Armstrong reported on the following:

- Project activity was a bit usual for this time of year
- September and November are in the middle of the slow season for project activities.
- Typically there is a bit more activity in all areas, Contract Completion, Construction Approval, Bid Authorization, and Design Approval.
- Highlights
 - Lacey, Hogum Bay Rd NE – surplus
 - The city did work to try to save money on traffic control, partial closures, etc.
 - Pierce Co., Canyon Road E – surplus
 - Snohomish Co., 35th Ave SE – surplus
 - Originally had problems obligating federal funds with PSRC. The PSRC went through a reallocation process, and the County received additional federal funds for this project.
 - Tacoma, E 64th St – surplus
 - This large construction contract was bid early in season and in a good bid environment.

5. ACTION ITEM

A. 2019 Project Selection

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

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

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

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

SUMMARY OF RECOMMENDED FUNDING

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

MOTION: It was moved by Mr. Matheson with a second by Mr. Klekotka **to adopt the FY 2021 Priority Array as presented.**

Motion carried unanimously.

MOTION: It was moved by Commissioner Stevens with a second by Ms. Dreier **that all projects adopted in the November 2019 selection and have Connecting Washington funds, must certify those funds by June 30th, 2020 or the projects will be withdrawn.**

Motion carried unanimously.

B. Compensation for the Executive Director

On Thursday, Chair Johnson called an executive session at 3:47 pm. The purpose of this executive session was to perform a regular performance review for Executive Director, Ashley Probart. The executive session was adjourned at 3:57 pm.

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

MOTION: It was moved by Mayor Lucas with a second by Mr. Matheson **that the compensation for the executive director of the Transportation Improvement Board be increased to \$144,948 effective December 1, 2019.**

Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 11:25 am



Annual Assessment

January 31, 2020

BACKGROUND

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

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

STATUS

Annual assessment scorecard measures were updated based on:

- November 2019 project selection;
- Fund balance as of December 1, 2019;
- Active projects during 2019; and
- Performance metrics for the 2019 calendar year.

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

RECOMMENDATION

For information only, no action required.



Annual Assessment

January 31, 2020

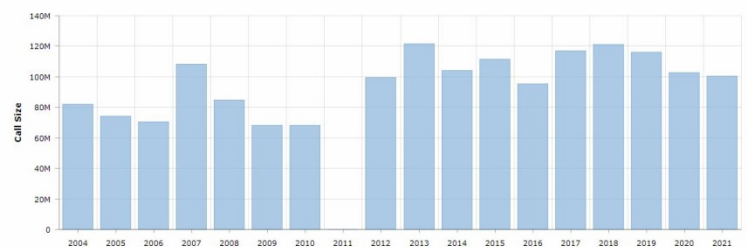
FINANCIAL HEALTH

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

In November 2019, TIB staff recommended and the Board adopted \$100.31 million representing 138 projects. Total agency requests were 296 applications requesting \$261 million in TIB funding. This award amount is based on forecasted annual revenues and historic data of anticipated project surpluses and/or project withdrawals. (See FY 2021 in graph to the right.)

This amount was consistent with the previous year's size, but approximately fifteen to twenty percent lower than other years. For several years, the call sizes were larger due to a few big project cancellations and a favorable bidding climate that resulted in projects cost savings.

Historic Funding Program Sizes



The following programs are funded:

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

In addition to the November awards, TIB granted \$0.8 million in Relight Washington (LED) grants throughout the year as cities became qualified and ready for funds and \$17 million in Complete Streets Awards (CSP) to nominated cities and counties.

ACCOUNT BALANCES

The Transportation Improvement Account is approximately \$100M annually and represents 97-98% of road related funding. Staff targets a \$20M average reserve in the account. During the Great Recession and better than expected bids, TIB's fund balance forecast continued to increase. The above average 2016 award cycle of \$121M that included an emphasis on construction only (ready) projects was designed to bring the TIA account balance down to \$20 million over the next few years. In the latter half of 2017 and into the end of 2019, we saw increased billings and a fund balance decrease from over \$60M to a more acceptable range. Recent call sizes are designed to bring the account balances up over the next few years.

Account Balance History

Initial Monthly Account Balances



KEY PROCESS INDICATORS

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

TIB Annual Assessment

Measure	2015	2016	2017	2018	2019	Historic Data	Trend
Percent Reduced Collisions on Arterials	15.55%	16.02%	16.75%	17.89%	17.23%		—
Percent of Small Cities with an Average PCR Score above 70	71.5%	67.9%	72.9%	73.5%	74.8%		↑
Projects Completed	134	123	254	208	206		—
Projects Awarded	186	171	344	174	200		—
Miles of Roadway Awarded with Sidewalk Added	14.04	18.02	15.12	19.03	6.34		↓
Miles of Resurfacing Awarded	49.09	50.84	32.94	51.7	49.29		—
Miles of Urban Street Extension or Improvement Awarded	14.96	17.51	17.23	14.16	10.15		↓
Miles of Urban Roadway Awarded with Bikeways Added	11.75	9.74	9.01	9.77	9.79		—
Average Number of Points Achieved in Sustainability	10.03	10.85	9.42	7.8	8.4		—
Agencies Without Awards in the Past 7 Years	40	34	26	24	22		—
Number of Projects not Billing in Last Calendar Year	44	67	60	28	71		↑
Percent of Dollars Spent on Design	9.4%	10.12%	9.99%	9.71%	9.68%		—
Percent of Dollars Spent on Construction	90.6%	89.88%	90.01%	90.29%	90.32%		—
Percent of Transactions Processed Within Target	96.82%	99.72%	99.54%	99.34%	97.33%		↓
Number of Active Projects	387	428	480	476	493		—
Total Outstanding Obligation	\$337.0M	\$348.0M	\$340.0M	\$337.6M	\$319.2M		↓
Fund Balances - TIA	\$43.1M	\$47.2M	\$31.5M	\$15.2M	\$10.1M		↓
Fund Balances - SCPSA	\$1.7M	\$2.1M	\$1.5M	\$1.5M	\$0.1M		↓
Average Age of Active Projects - Urban	1.76	1.87	1.94	1.83	1.7		↓
Average Age of Active Projects - Small City	0.84	0.98	0.92	1.07	1.07		—
Number of Delayed Projects	3	1	4	1	1		—

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

- *Percent of Cities with an Average PCR Score above 70.*
- *Number of Active projects and Total Outstanding Obligation.* This shows a slight decline in both areas which is needed to keep within fiscal capacity.
- *Projects Awarded and Projects Completed.* 206 projects were completed and 200 projects awarded. Having these numbers stay nearly the same is good for workload consistency and financial sustainability.

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

- *TIA Fund Balance.* The low fund balance will be a concern and challenge of the next few years.
- *Miles of Roadway Awarded with Sidewalk Added.* The main drop in sidewalks was in the Urban Arterial Program. There were lots of intersection projects this year that did not require new sidewalks. Half of the projects already had at least 5' sidewalks. A few projects did not install new sidewalks because of right of way constraints, no pedestrian generators, and nearby multi-use paths.
- *Number of Projects Not Billing in Last Calendar Year.* Many more projects did not bill during the calendar year. Some of this is due to many projects waiting to send in one final bill. This is common for preservation projects. Staff plans more customer outreach to agencies in this area.

KEY ACCOMPLISHMENTS

TIB recent achievements include:

- **Relight Washington-** This program is now estimated at 80% implementation statewide.
- **Complete Streets-**The Board awarded \$16.9M representing forty-nine grants in the Spring of 2019. Grant awards ranged from \$100,000 to \$750,000.
- **Ilwaco Pilot Project-**The City of Ilwaco agreed to be a test case for different types of pavement treatments. Fiber and non-fiber treatments with different pavement depths were used. The total project cost was approximately \$421,000 which was \$250,000 below the original grant application. The favorable bids and pilot project approach also resulted in funding an additional street segment.
- **Online Sidewalk Application-**This transitioned from beta testing in 2018 to going live for the 2019 grant cycle. There were sixty-five applications representing approximately twenty percent of total applications. The original objectives of online applications were to decrease administrative time (i.e. manual data) and enable TIB staff to field review projects earlier. An unanticipated benefit was the ability to see projects applications that were in progress, but not formally submitted. Staff were able to contact customers for project clarification, and in at least one case, notify the applicant the proposed project was ineligible.
- **Strategic federalization of projects-** In 2018, the Board supported TIB award letters to include notification that including federal funds after a TIB award could result in no TIB project increases. In tandem with this, TIB streamlined and changed maximum federal match awards for one category of small city projects. This has had the intended result of enabling TIB to better manage its funds.

FUTURE ISSUES

- **Budget/Initiative 976 fallout-**
 - Direct impact of eliminating electric vehicle fee distributions to the TIB budget. This is approximately \$700,000 this biennium and is a forecasted reduction of several million dollars in future biennia.
 - Complete Streets grant funding of \$14.67 million is provided courtesy of a multimodal funding account transfer. Continued funding for this program is uncertain. The overall multimodal funding account has a forecasted \$1.5 billion reduction over the next six years.
 - The Transportation Benefit District vehicle fee is repealed. This is likely to impact future TIB matching funds for the fifty plus cities that used this authority.
- **Fund balance management-** TIB staff have successfully managed a very tight fund balance during peak billing cycles. This will continue in 2020.
- **Low cost pavement treatment pilots-** Five cities in Spokane County (Fairfield, Millwood, Rockford, Spangle, and Waverly) have agreed to work with TIB on a variety of low cost pavement treatments (i.e. crack sealing.) This will occur the summer of 2020. The objective is to prevent further deterioration of their streets and in some cases, prepare the city for chip seal or other pavement treatments in future grant cycles.
- **Eastside city pavement pilots-** Similar to Ilwaco, Leavenworth and Sprague have been identified as eastside cities to pilot different pavement treatments.
- **Small City program changes-** The objective is to transition Small City programs to banding as part of the 2020 call for projects.



Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-144(004)-1	BRIER	FY 2021 Overlay Project	Design	DE	34,675	0	Director
3-W-159(007)-1	BURLINGTON	FY 2021 Overlay Project	Design	DE	8,381	0	Director
3-P-130(003)-1	FIRCREST	FY 2021 Overlay Project	Design	DE	63,450	0	Director
3-W-839(004)-1	LYNDEN	FY 2021 Overlay Project	Design	DE	71,521	0	Director
3-P-822(007)-1	MONROE	FY 2020 Overlay Project	Audit	CC FV AD	185,181	-1,127	Director
3-E-182(004)-1	SELAH	FY 2020 Overlay Project	Audit	CC FV AD	334,434	10,081	Director
3-P-142(006)-1	SNOHOMISH	FY 2021 Overlay Project	Design	DE	12,750	0	Director
Total APP Change						8,954	
CSP Program							
C-E-162(001)-1	MOSES LAKE	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-943(001)-1	MOXEE	Complete Streets Award	Audit	CC FV AD	125,000	0	Director
C-W-126(001)-1	SEDRO WOOLLEY	Complete Streets Award	Audit	CC FV AD	125,000	0	Director
C-E-165(001)-1	SPOKANE	Complete Streets Award	Audit	CC FV AD	500,000	0	Director
C-E-172(001)-1	WEST RICHLAND	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-947(001)-1	ZILLAH	Complete Streets Award	Bid Award	BA	300,000	0	Director
Total CSP Change						0	

**Project Activity Report**

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
LED Program							
S-W-189(002)-1	ABERDEEN	LED Streetlight Conversion	Audit	CC FV AD	333,090	-18,012	Director
S-W-952(001)-1	CASTLE ROCK	LED Streetlight Conversion	Bid Award	DE CN BA	32,211	0	Director
S-E-848(001)-1	CHELAN	LED Streetlight Conversion	Audit	CC FV AD	59,583	-4,044	Director
S-E-177(003)-1	COLLEGE PLACE	LED Streetlight Conversion	Audit	CC	13,913	487	Director
S-E-924(002)-1	DAYTON	LED STREETLIGHT CONVERSION	Audit	CC FV AD	3,539	1,339	Director
S-E-849(001)-1	ENTIAT	LED Streetlight Conversion	Audit	CC FV AD	30,335	0	Director
S-E-941(001)-1	HARRAH	LED Streetlight Conversion	Audit	FV AD	16,359	0	Director
S-E-943(002)-1	MOXEE	LED Streetlight Conversion	Audit	FV AD	10,491	0	Director
S-E-855(001)-1	REPUBLIC	LED Streetlight Conversion	Audit	CC FV AD	37,008	2,195	Director
S-E-178(001)-1	TOPPENISH	LED Streetlight Conversion	Audit	CC FV AD	187,094	7,666	Director
S-E-181(002)-1	UNION GAP	LED Streetlight Conversion	Audit	CC	192,702	-5,873	Director
S-E-946(002)-1	WAPATO	LED Streetlight Conversion	Audit	CC	51,794	13,947	Director
S-E-947(001)-1	ZILLAH	LED Streetlight Conversion	Audit	FV AD	71,926	0	Director
Total LED Change						-2,295	

**Project Activity Report**

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-W-837(015)-1	BLAINE	H Street	Audit	FV AD	157,339	0	Director
6-P-808(015)-1	BUCKLEY	River Avenue	Design	DE	32,890	0	Director
6-W-952(005)-1	CASTLE ROCK	Dougherty Drive	Construction	CN	84,744	0	Director
6-E-901(007)-1	CHEWELAH	Lincoln Avenue	Design	DE	38,950	0	Director
6-E-856(002)-1	COULEE CITY	N 4th Street	Audit	CC	762,740	330	Director
6-P-811(011)-1	EATONVILLE	Rainier Avenue and Pennsylvania Avenue	Bid Award	BA	381,102	-195,033	Director
6-P-811(112)-1	EATONVILLE	Washington Avenue North (SR 161)	Design	DE	0	0	Director
6-W-955(011)-1	ELMA	7th Street	Audit	CC	411,494	-46,620	Director
6-W-831(007)-1	FRIDAY HARBOR	Mullis Street	Design	DE	83,587	0	Director
6-W-831(105)-1	FRIDAY HARBOR	Tucker Avenue Reconstruction	Audit	CC	286,341	3,256	Director
6-E-858(004)-1	GEORGE	Washington Way	Design	DE	75,050	0	Director
6-P-819(004)-1	GOLD BAR	1st Street	Design	DE	55,981	0	Director
6-P-820(009)-1	GRANITE FALLS	Jordan Road and Galena Street	Design	DE	57,213	0	Director
6-W-953(011)-1	KALAMA	W Frontage Road	Design	DE	51,870	0	Director
6-E-903(003)-1	KETTLE FALLS	E 10th Avenue	Audit	CC	372,121	-922	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-850(012)-1	LEAVENWORTH	14th Street	Design	DE	65,727	0	Director
6-W-970(005)-1	LONG BEACH	Washington Avenue	Design	DE	46,154	0	Director
6-E-897(005)-1	MEDICAL LAKE	Pineview, Evergreen, Stanley Drive and Sherman Ave	Bid Award	BA	469,014	-35,351	Director
6-E-166(002)-1	MILLWOOD	E Buckeye Avenue	Design	DE	36,569	0	Director
6-W-957(010)-1	MONTESANO	1st Street and Marcy Avenue	Design	DE	49,500	0	Director
6-E-944(010)-1	NACHES	Naches Avenue	Design	DE	22,192	0	Director
6-W-971(010)-1	RAYMOND	SW Raymond Overlay	Audit	CC FV AD	623,538	-59	Director
6-E-845(007)-1	RITZVILLE	Weber Road and Galbreath Way	Design	DE	79,574	0	Director
6-E-917(003)-1	ROSALIA	Whitman Avenue	Design	DE	28,561	0	Director
6-W-972(009)-1	SOUTH BEND	Adams Street	Design	DE	88,005	0	Director
6-E-938(007)-1	WAITSBURG	Taggart Road	Design	DE	3,849	0	Director
6-E-936(008)-1	WHITE SALMON	NW Garfield Avenue	Design	DE	30,331	0	Director
6-E-947(015)-1	ZILLAH	Vintage Valley Parkway	Bid Award	DE CN BA	809,651	-115,349	Director

Total SCAP Change

-389,748

SCPP Program

2-E-907(003)-1	ALBION	FY 2021 Seal Coat Project	Bid Award	DE CN BA	27,610	0	Director
2-P-119(004)-1	ALGONA	FY 2021 Overlay Project	Design	DE	20,115	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-P-800(008)-1	BLACK DIAMOND	FY 2021 Overlay Project	Design	DE	2,550	0	Board
2-P-800(009)-1	BLACK DIAMOND	FY 2021 Seal Coat Project	Design	DE	2,550	0	Director
2-P-808(005)-1	BUCKLEY	FY 2019 Rehabilitation Project	Audit	CC	152,275	-31,104	Director
2-P-808(006)-1	BUCKLEY	FY 2020 Overlay Project	Construction	CN	22,800	0	Director
2-W-975(002)-1	BUCODA	FY 2021 Seal Coat Project	Bid Award	DE CN BA	115,545	0	Director
2-W-952(005)-1	CASTLE ROCK	FY 2018 Rehabilitation Project	Construction	CN	21,134	0	Director
2-E-901(003)-1	CHEWELAH	FY 2020 Seal Coat Project	Audit	CC FV AD	14,016	-29,289	Director
2-E-908(003)-1	COLTON	FY 2021 Seal Coat Project	Bid Award	DE CN BA	90,388	0	Director
2-W-831(004)-1	FRIDAY HARBOR	FY 2019 Rehabilitation Project	Audit	CC	165,246	12,750	Director
2-W-831(005)-1	FRIDAY HARBOR	FY 2020 Rehabilitation Project	Audit	CC	222,546	-46,029	Director
2-W-831(006)-1	FRIDAY HARBOR	FY 2021 Seal Coat Project	Bid Award	DE CN BA	47,864	0	Director
2-E-858(006)-1	GEORGE	FY 2020 Rehabilitation Project	Audit	CC FV AD	398,492	-11,158	Director
2-E-940(007)-1	GRANGER	FY 2021 Overlay Project	Design	DE	37,630	0	Director
2-W-969(003)-1	ILWACO	FY 2019 Rehabilitation Project	Audit	CC FV AD	328,181	-250,973	Director
2-E-889(007)-1	IONE	FY 2021 Seal Coat Project	Bid Award	DE CN BA	197,260	0	Director
2-E-912(005)-1	LACROSSE	FY 2021 Seal Coat Project	Construction	DE CN	13,300	0	Director
2-W-835(004)-1	LYMAN	FY 2019 Seal Coat Project	Audit	CC	69,647	-32,578	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-914(003)-1	MALDEN	FY 2020 Overlay Project	Bid Award	CN BA	121,025	-25,747	Director
2-E-166(001)-1	MILLWOOD	FY 2018 Seal Coat Project	Audit	CC	52,153	-77,807	Director
2-E-166(002)-1	MILLWOOD	Chip Seal PILOT	Design	DE	0	0	Director
2-W-957(002)-1	MONTESANO	FY 2020 Seal Coat Project	Audit	CC FV AD	82,592	-5,995	Director
2-W-957(004)-1	MONTESANO	FY 2021 Overlay Project	Design	DE	0	0	Director
2-W-957(005)-1	MONTESANO	FY 2021 Seal Coat Project	Design	DE	0	0	Director
2-E-943(005)-1	MOXEE	FY 2021 Seal Coat Project	Bid Award	DE CN BA	19,000	0	Director
2-E-944(003)-1	NACHES	FY 2020 Overlay Project	Audit	CC	155,286	7,272	Director
2-E-905(003)-1	NORTHPORT	FY 2021 Seal Coat Project	Design	DE	10,256	0	Director
2-E-915(004)-1	OAKESDALE	FY 2020 Rehabilitation Project	Construction	CN	44,758	0	Director
2-E-987(004)-1	OMAK	FY 2020 Seal Coat Project	Audit	CC FV AD	45,790	-16,808	Director
2-W-964(004)-1	PE ELL	FY 2020 Seal Coat Project	Audit	CC FV AD	94,644	13,317	Director
2-W-964(005)-1	PE ELL	FY 2021 Overlay Project	Design	DE	12,000	0	Director
2-E-845(007)-1	RITZVILLE	FY 2021 Seal Coat Project	Design	DE	14,250	0	Director
2-E-917(003)-1	ROSALIA	FY 2020 Overlay Project	Audit	FV AD	23,808	0	Director
2-P-814(003)-1	ROY	FY 2019 Rehabilitation Project	Audit	CC FV AD	163,208	-26,060	Director
2-E-864(005)-1	ROYAL CITY	FY 2021 Seal Coat Project	Bid Award	DE CN BA	41,620	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-933(002)-1	SOUTH CLE ELUM	FY 2021 Seal Coat Project	Bid Award	DE CN BA	39,635	0	Director
2-P-815(002)-1	SOUTH PRAIRIE	FY 2020 Seal Coat Project	Audit	CC AD	63,578	-18,486	Director
2-E-899(003)-1	SPANGLE	Crack Seal and Pavement Repair PILOT	Design	DE	4,377	0	Director
2-E-886(005)-1	TWISP	Twisp-Winthrop Eastside Road Chip Seal	Audit	CC FV AD	11,777	-15,815	Director
2-E-846(004)-1	WASHTUCNA	FY 2021 Seal Coat Project	Bid Award	DE CN BA	81,106	0	Director
2-E-936(005)-1	WHITE SALMON	FY 2020 Seal Coat Project	Audit	CC	78,042	-150,274	Director
Total SCPP Change						-704,784	

SP Program

P-W-837(P09)-1	BLAINE	Peace Portal Drive (SR 548)	Audit	CC FV AD	183,081	-32,799	Director
P-W-006(P08)-1	CLARK COUNTY	Highway 99 - KlinelineSidewalk	Audit	CC	135,496	-8,313	Director
P-E-930(P05)-1	CLE ELUM	Pine Street	Audit	CC	278,820	-3,969	Director
P-P-113(P01)-1	FEDERAL WAY	S Dash Point Road (SR 509)	Bid Award	BA	346,921	-53,079	Director
P-P-130(P02)-1	FIRCREST	Emerson Street Sidewalk Extension	Design	DE	49,705	0	Director
P-P-820(P03)-1	GRANITE FALLS	Alder Avenue	Audit	CC FV AD	232,522	1,424	Director
P-P-820(P04)-1	GRANITE FALLS	Stanley Street and Cascade Avenue	Audit	CC FV AD	238,258	3,168	Director
P-P-199(P08)-1	LAKEWOOD	Lakewood Drive	Design	DE	83,077	0	Director
P-E-862(P02)-1	MATTAWA	Government Road	Design	DE	26,000	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-109(P03)-1	MEDINA	NE 8th Street	Design	DE	12,085	0	Director
P-W-964(P05)-1	PE ELL	Main Street (SR 6)	Design	DE	8,250	0	Director
P-W-151(P07)-1	PORT TOWNSEND	Jefferson Street	Audit	CC	376,306	-18,694	Director
P-E-165(P06)-1	SPOKANE	Sunset Boulevard	Audit	CC FV AD	400,500	-49,500	Director
P-E-165(P08)-1	SPOKANE	37th Avenue	Bid Award	BA	235,493	-183,507	Director
P-E-945(P02)-1	TIETON	Franklin Road	Design	DE	18,810	0	Director
P-E-178(P04)-1	TOPPENISH	Lincoln Avenue, Dayton Avenue, and Beech Street	Bid Award	DE CN	236,904	0	Director
P-W-184(P09)-1	VANCOUVER	Devine Road	Design	DE	46,154	0	Director
Total SP Change						-345,269	

UAP Program

8-1-817(008)-1	ARLINGTON	172nd Street (SR 531)	Design	DE	121,773	0	Director
8-2-156(042)-1	BELLINGHAM	Cordata Parkway	Audit	CC FV AD	1,128,470	0	Director
8-5-185(009)-1	CAMAS	NE Everett Street (SR 500)	Design	DE	0	0	Director
8-3-161(012)-1	EAST WENATCHEE	Highline Drive	Construction	CN	85,000	0	Director
8-1-201(003)-1	EDGEWOOD	Sumner Heights Drive E	Design	DE	0	0	Director
8-1-139(003)-1	EDMONDS	76th Avenue W and 212th Street SW	Audit	CC	1,455,524	0	Director
8-2-985(010)-1	FERNDAL	Thornton Street	Bid Award	BA	2,495,394	-4,606	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-127(008)-1	GIG HARBOR	Stinson Avenue	Design	DE	0	0	Director
8-1-127(009)-1	GIG HARBOR	Stinson Avenue	Design	DE	0	0	Director
8-1-111(019)-1	KIRKLAND	124th Avenue NE	Audit	CC FV AD	708,775	0	Director
8-5-187(017)-1	LONGVIEW	46th Avenue	Design	DE	251,523	0	Director
8-1-143(009)-1	MARYSVILLE	State Avenue	Bid Award	BA	6,270,832	0	Director
8-1-132(004)-1	MILTON	Pacific Highway S (SR 99)	Design	DE	358,200	0	Director
8-4-174(019)-1	PASCO	Oregon Avenue (SR 397)	Audit	CC FV AD	4,864,500	0	Director
8-1-129(019)-1	PUYALLUP	Shaw Road	Audit	CC	5,500,000	0	Director
8-1-101(157)-2	SEATTLE	23rd Avenue	Audit	CC FV AD	2,100,000	0	Director
8-2-126(012)-1	SEDRO WOOLLEY	Cascade Hwy (SR 20)	Design	DE	0	0	Director
8-1-202(007)-1	SHORELINE	Westminster Way N	Bid Award	BA	3,353,703	-262,768	Director
8-1-031(014)-1	SNOHOMISH COUNTY	180th Street SE	Bid Award	BA	4,000,000	0	Director
8-1-031(015)-1	SNOHOMISH COUNTY	35th Avenue SE/39th Avenue SE	Design	DE	0	0	Director
8-3-208(009)-1	SPOKANE VALLEY	Broadway Avenue	Audit	CC FV AD	1,500,666	0	Director
8-3-208(011)-1	SPOKANE VALLEY	N Argonne Road	Design	DE	89,640	0	Director
8-5-184(040)-1	VANCOUVER	SE 1st Street	Design	DE	0	0	Director

Total UAP Change

-267,374



Project Activity Report

Reporting Period
From 11/01/2019 to 12/31/2019

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UCP Program							
9-E-165(018)-2	SPOKANE	Martin Luther King Jr Way Phase 2	Audit	CC FV AD	2,100,000	0	Director
Total UCP Change						0	
Total Change						-1,700,516	

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



Town of Mansfield: Sidewalk Scope Change Request

January 31, 2020

BACKGROUND

The Town of Mansfield (population 330) is located in Douglas County. In 2017, the Board awarded a \$505,788 grant to repair damaged sidewalk sections along Main Street (SR 172). Additionally, the scope was to add sidewalk along SR 127 fronting the school.

STATUS

As the design and estimate were being completed, the town and school had discussions about the placement of the new sidewalk along the state route. The preliminary estimates that were shared with TIB staff the week of January 20, 2020, showed an increase in project cost.

The preliminary estimates also show a change and sidewalk realignment of over 100 feet in front of the school. According to TIB WAC, any changes exceeding 100 feet requires a Board action.

A project meeting with TIB staff, the town, and the Engineering consultant is being scheduled for the week of the Board meeting to discuss potential cost savings and scope improvements. The Board will receive a presentation of the results with a staff recommendation at that time.

TIB staff anticipates the upcoming project meeting will result in a scope change request.

RECOMMENDATION

Based on information received from the scheduled meeting, TIB staff will make a recommendation to the Board.



Funding Request for Pilot Projects: City of Leavenworth City of Sprague

January 31, 2020

BACKGROUND

In 2018, TIB staff identified an Ilwaco Rehabilitation project as delayed past the point of being able to construct the same year. The initial plan was to rehabilitate the low-volume streets with Full Depth Reclamation (FDR) which is a more cost effective treatment than reconstructing the whole roadway.

TIB Staff saw an opportunity to investigate lower cost treatments instead of the original FDR treatment. One opportunity was to potentially monitor results of fiber reinforced hot mix asphalt (FRHMA) in response to several inquiries TIB has received over the past few years.

Staff took over the management of this project and used it as a pilot project to investigate low cost treatments. A Request for proposal (RFP) for Engineering was advertised in June 2018 and construction concluded in August 2019.

Several low cost alternatives were constructed and will be monitored for effectiveness. The savings from the low cost alternatives allowed the construction of an additional street in Ilwaco and still remained below the original grant award. The original FDR estimate for this project was \$610,000. The final cost including the additional street was \$421,000.

In September 2019, TIB staff gave the Board a presentation of results for the Ilwaco project. The Board asked staff to look into a similar pilot on the east side of the state to compare results.

STATUS

TIB staff has identified the following low volume streets that are in need of improvement:

Leavenworth- Whitman street (Woodward street to Evans Street) is approximately 730-feet in length by 26-feet wide including shoulders used for parking. Whitman Street is a low volume residential street which is alligatored 80-100%. Because it is a low volume, local street, it is a good candidate to evaluate different low cost treatment options for long term assessment.

Sprague- H and Fifth streets (First to fifth and H to G streets) is approximately 1,400-feet in length by 24-feet wide not including 10-foot unsurfaced shoulders. These streets are a low volume bus route near a school and bus barn. The city has indicated the existing road base is a challenge and a full reconstruction will be required. TIB staff would like to investigate alternative treatments.

Both cities are supportive of the proposed pilot(s).

RECOMMENDATION

Staff recommends approval of \$300,000 each for the City of Leavenworth and City of Sprague pilot projects to be managed by TIB staff.



Small City Banding Board Update

January 31, 2020

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.

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.

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 prior to additional TIB staff comments.

During the September 27, 2019 Board meeting, there were no comments regarding the criteria. Staff was asked to bring back the criteria at the January Board meeting for a third review prior to asking for Board approval in March 2020.

STATUS

Because of limited time between the January and March Board meetings, staff made finishing revisions prior to the January review and discussion. If the Board does not have any final comments, staff will finalize the criteria and bring before the Board for approval in March.

RECOMMENDATION

This is for final Board information and discussion purposes. Staff will take comments and make revisions prior to the March Board meeting and will request Board adoption for the 2020 call for projects.

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

PHYSICAL CONDITION (60 pt max)

Corrects physical and structural deficiencies and prevents failure.

EXISTING CONDITION (30 pt max)

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

NON-PAVEMENT CONDITION (15 pt max)

- Storm water conveyance 0-10
- ADA ramps 0-5
- Existing sidewalk condition 0-5

LOADING/SIGNIFICANCE (15 pt max)

- Heavy Load Route 0-5
- Bus route (trips/day) 0-5
- Significance
 - Residential 0
 - Business corridor 0-5

Deleted: 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.¶

Deleted: Or¶
Existing sidewalk rating : 0-30 : ¶

Deleted: <#>Walls : 0-3¶

Deleted: 3

Deleted: <#>Bridges or culverts : 0-3¶
<#>Slope Stability : 0-3¶
<#>Access control : 0-3¶
<#>Geometry : 0-3¶

Deleted: 3

Deleted: Signed truck route

Deleted: 10

ECONOMIC VITALITY- (60 pt max)

Improves central business district area considering all users.

ACCESS FOR ALL USERS (30pt max)

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

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

- Considers all users (bike, ped, transit, auto/freight) 0-10
- Pedestrian scale lighting 10
- Curb extensions (bulb-outs) 10
- Other traffic calming (medians, refuge islands, etc) 10
- Community/business support 5

AESTHETICS (30 pt max)

- Gateway signs/Wayfinding/Decorative signs 5
- Decorative surface treatment 5
- Decorative lighting/ street furniture 5
- Other streetscape improvements 5
- General appearance/feel 0-10

Deleted: Plans

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SAFETY (60 pt max)

Makes safety improvements.

CRASH HISTORY* (25 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

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SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

*Crashes must be correctable by project to receive points.

POTENTIAL SAFETY HAZARDS** (35 pt max)

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

Safety Hazard Checklist

- Signal warrant with Engineering study or Roundabout 10
- 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 5
 - Entire project on both sides 3
 - 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 0-5
 - Unrecoverable Bank/Slope 0-5
- Pedestrian Safety 0-5
Reducing crossing distance, bulb-outs, RRFB's, etc.

Truck Route

- T1-T2 5
- T3-T5 3
- Delivery Truck or Bus Route 1

SUSTAINABILITY (20 pt max)

Improves project quality through a sustainable design.

ADOPTED COMPLETE STREETS ORDINANCE

1

MODAL MEASURES (10 pt max)

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Deleted: &/or Parking

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Deleted: 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. ¶

SMALL CITY ARTERIAL PROGRAM

Criteria Rating Guidelines

- Appropriate sidewalk cross-section 0-5
- Bicycle facilities when included in an appropriate cross section 0-5

Deleted: (includes shared lane)

ENVIRONMENTAL MEASURES (10 pt max)

- Adopted greenhouse gas emissions policy 1
- LID or enhanced treatment storm water controls 0-5
- Hardscaping or native planting (no permanent irrigation) 3
- Appropriate roadway cross-section 0-5

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Deleted: <#>Use of non-potable water for irrigation or no permanent irrigation . 3¶

ENERGY MEASURES (5 pt max)

- Construct roundabout 0-5
- Solar powered signage 1

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Deleted: <#>Convert signalized intersection to roundabout . 5¶
<#>Convert stop controlled intersection to roundabout . 3¶

PAVEMENT (5 pt max)

- In-place recycling 3
- Appropriate treatment type 3
- "No Cut" ordinance 2

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CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.

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¶

FULL FUNDING (5 pt max)

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

Deleted: 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.¶

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

- Plans, Specs, and Estimate complete 5
- Cultural resources complete 2
- Right of way certified or not required at application 3
- No federal funding 3
- No railroad impact 3
- Utility upgrades not needed or already funded 0-2

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Deleted: <#>Full funding in place . 5¶

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Deleted: <#>Permits completed . 0-2¶

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Deleted: <#>No sensitive areas or issues pending . 2¶
<#>Use of accelerated construction methods . 0-2¶

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Agency Performance (5 pt max)

- Agency performance 0-5



Complete Streets Leadership Academy Funding Request:
City of Airway Heights
City of Arlington
City of Wenatchee
January 31, 2020

BACKGROUND

The Complete Streets Leadership Academy combines the consortium in-state, peer-learning with practical demonstration of the Smart Growth America's Safe Streets Academy. As part of this program, three communities will participate in a series of workshops designed to pilot new approaches to create Complete Streets and embed the practice as a matter of routine. Smart Growth America announced on December 16th, 2019 that the Cities of Airway Heights, Arlington, and Wenatchee were selected for the Complete Streets Leadership Academy.

Each of the communities will host one of three workshops during an eight month period. The workshops will focus on building skills to transform streets into safer and healthier places. These skills include harnessing the arts through creative placemaking, conducting inclusive community engagement, and undertaking local road safety planning. The participating teams will then apply these new and improved skills by implementing temporary, on-the-ground demonstration projects using funds from the Leadership Academy.

STATUS

As part of the Academy, each jurisdiction will receive a \$10,000 sub-award to support their demonstration project. Each agency will be required to match this award with \$5,000 of their own funds.

Smart Growth America is offering this technical assistance opportunity in partnership with the Washington State Department of Health and Washington State Department of Transportation thanks to a cooperative agreement with the Center for Disease Control and Prevention (CDC).

In addition to each jurisdiction providing a minimum of \$5,000 match, the CDC is providing \$5,000 toward the project. Smart Growth America has asked if TIB could contribute \$5,000 to help support the Academy and demonstration projects for each jurisdiction that participates.

RECOMMENDATION

Staff recommends approval of \$5,000 each for the Cities of Airway Heights, Arlington, and Wenatchee with a requirement they complete the Complete Streets Leadership Academy.



Longview council on Thursday to consider property levy rate for 2020

by Rose Lundy

November 20, 2019

The Longview City Council on Thursday will consider increasing the ad valorem tax levy rate 1% in 2020, to \$2.67 per \$1,000 of assessed value.

Cities only are allowed to increase the levy rate by 1% each year.

The Cowlitz County Assessor's Office has estimated the total assessed value in the city will be \$3.57 billion. That means the city will get about \$9.5 million in ad valorem taxes next year, according to council documents.

Also on Thursday, the council will hold a public hearing and then consider amending the Six-Year Transportation Improvement Plan to include three new projects:

- Constructing six new disability accessible ramps on 30th Avenue at Fir, Field and Florida streets. The project is estimated to cost \$55,000, and the city will use a \$44,000 grant to pay most of the cost.
- Reconstructing 46th Avenue from Ocean Beach Highway to Olympia Way to include curbs, gutters, sidewalks and bike lanes. The project is estimated to cost nearly \$4.9 million. The city has received a \$775,000 grant and has applied for \$4.1 million in Transportation Improvement Board funds.
- Purchasing four new biodiesel replacement buses for about \$2 million. The city has applied for \$1.56 million in Federal Transit Administration funds.

Finally, the council will consider rejecting bids related to both chemical purchases and repairs at the Mint Farm Regional Water Treatment Plant.

Longview contractor JH Kelly withdrew its \$412,600 bid to replace 24 hatches and repair 12 pressure filters at the water treatment plant because it made an error in the bid, according to the city. Staff will recommend that the council reject a \$595,500 bid from Stellar J of Woodland because it is 40% more than the city engineer's estimate.

"This project was not budgeted," according to council meeting documents. "To reduce the financial impact to the utilities, the budgeted additional hypochlorite tank and equipment storage building projects will be postponed to help pay for this project; supplemental funding will also be required."

City staff will also recommend that the council rejects for water treatment chemicals from Muni Team/Univar USA and JCI Jones because the bids did not meet requirements, according to council documents.

The council will consider awarding contracts to Cascade Columbia Distribution, Northstar Chemical and HASA, Inc., for water treatment chemicals such as sodium hypochlorite. The total estimated cost is about \$117,000 — about \$9,000 less than the projected 2019 chemical costs.

The council meeting will begin at 7 p.m. Thursday in City Hall.



Construction on Mullen Road Project Starts December 9

by LocalTalk Contributor Submitted by Thurston County

November 18, 2019

Construction on a mile-long stretch of Mullen Road, located between Timberline High School and Carpenter Road is set to begin Monday, December 9, 2019 – more than 3 weeks ahead of schedule.

“We’re excited to be ahead of our planned January start date. This way, we will be able to get some preliminary work out of the way while students from area schools are on winter break,” said Thurston County Civil Engineer Brian Meier.

Meier, along with representatives from Thurston County met with contractor Active Construction, Inc. last week to review initial construction schedules for the project.

Mullen Road is used by nearly 12,000 vehicles each day. It is also traveled daily by bicyclists and pedestrians, and is a primary walking route for students attending Timberline High School, Lakes Elementary, and Woodland Elementary. During construction, large sections of the road will be reduced to a single lane, requiring alternating traffic and causing delays for drivers.

“We know that construction is going to be an inconvenience for drivers. We want to make sure people are prepared for traffic delays, especially during commute hours,” said Thurston County Engineer Scott Lindblom.

Lindblom added that work is slated to occur Monday through Friday each week during regular business hours. Some weekend work may also occur during construction. However, due to the proximity of homes in the area, night work is prohibited.

Construction is expected to take two years to complete, and includes a widened road with dedicated bicycle lanes, sidewalks, lighting, and crosswalks, along with a new roundabout at Mullen Road and Carpenter Road, and a left turn lane on to Mullen Road at Glen Terra Dr.

Environmental improvements are also part of the project and include the construction of a box culvert for a stream under Mullen Rd to improve flow to Pattison Lake. When complete, project will improve safety and traffic flow, reduce congestion, and accommodate for future growth.

The Mullen Road Corridor Improvement Project is made possible through a partnership between Thurston County and the City of Lacey, along with additional funding from the Washington State Transportation Improvement Board and the Federal Surface Transportation Program.

For daily updates during construction on the Mullen Road Project, follow Thurston County Public Works on Twitter @Thurston_PW or visit the Thurston County Travel Impacts webpage.

More information about the project, including frequently asked questions and funding details, visit the project webpage.

Longtime Snohomish County Public Works Director to Retire at the End of the Year

December 11, 2019

Steve Thomsen has worked in public service for 43 years, 33 with the county

EVERETT, Wash., December 4, 2019 – Snohomish County Public Works Director Steve Thomsen has served under five different county executives during his 33 years with the county. He has guided the department through many natural emergencies such as the State Route 530 Oso landslide and seasonal flooding events, and provided the leadership to complete hundreds of public works projects since becoming director a decade and a half ago. Thomsen said that he will miss the challenges and the people the most as he announced his retirement to be the end of the year.

“Steve Thomsen has been a tremendously successful leader for Snohomish County,” Snohomish County Executive Dave Somers said. “The number one issue for most for our residents is traffic and congestion. Steve has been dogged in his determination to find state and federal resources to supplement our local money, giving us more opportunities to improve the safety and capacity of our transportation network. Steve will be missed.”

Thomsen oversees one of the largest county departments with more than 600 full time employees spread over five divisions. He said that his proudest accomplishments are helping to move the county’s transportation system into the 21st century, creating a flood warning system, working to protect the county’s estuaries and recover natural salmon populations, and the acquisition of the intermodal site in Everett where a half a million tons of garbage and recycling is transported to Eastern Washington each year for disposal and energy production.

“Hiring the right people is incredibly important, and I have been extremely lucky because our staff is as good as it gets,” said Thomsen, who has worked in public service for 43 years. “I have a lot I want to do after the first of the year and I leave with no regrets.”

In retrospect, Thomsen noted that when he was hired there were only two-lane county roads and “non-motorized transportation” was not in the staff’s vocabulary.

“Snohomish County Public Works has grown into a regionally recognized department thanks to Steve’s leadership and forward thinking,” Snohomish County Engineer and Deputy Director Doug McCormick said. “It is going to be tough to lose his leadership, knowledge, and vision.”

Thomsen came to Snohomish County as an engineer from Oregon’s Tri-Met Mass Transit in 1986 and worked his way up to design manager, County Engineer/Deputy Director and became Public Works Director in 2005.

He served eight years as chair on the Regional Project Evaluation Committee at the Puget Sound Regional Council, Board of Directors of Snohomish County Committee for Improved Transportation (SCCIT), and eight years on the Transportation Improvement Board.

He said that he plans to spend more time with his wife Joanie and their family and plans to build a house on his property in Plain, Wash. He enjoys hiking, traveling, kayaking, his new electric bike, photography, and fishing.

His advice for the next director: “Get to know your staff and listen to what they have to say. Include them in all decision making and allow them the space to be creative and innovate.”

The county is currently searching for a new Public Works Director and hopes to have a new director in place by January.

About Snohomish County Public Works

The Snohomish County Public Works Department constructs and maintains county roads; controls and manages surface water quantity, quality, and fish habitats; and oversees the recycling and disposal of solid waste. The department's main office is located at 3000 Rockefeller Ave., Everett, WA 98201. For more information about Snohomish County Public Works, visit www.snohomishcountywa.gov/PublicWorks.

Tri-City Herald

Tri-Cities road safety projects should not be held hostage by the state

Editorial

by The Tri-City Herald Editorial Board

January 17, 2020

An added state gas tax four years ago was supposed to help pay for important transportation projects statewide.

Two key Tri-City projects were a deteriorating overpass in Pasco and a proposed new Kennewick underpass.

Now those projects are in jeopardy, and so is public trust.

Initiative 976, approved by voters last November, cuts license registration fees to \$30 across the state. The loss of revenue in the state transportation budget is expected to be \$451 million this biennium.

While I-976 faces a legal challenge in court, legislators are proceeding as if the initiative is in effect and the revenue is gone.

In response to the expected shortfall, Gov. Jay Inslee told the Washington Department of Transportation to flag projects that could be postponed.

About 90 road, rail and transit proposals ended up on the WDOT hold list, including those that are supposed to be funded primarily by gas tax money — not car tab fees.

Unfortunately, the Pasco and Kennewick projects now have been marked for delay unless state lawmakers decide not to raid the gas tax account set up to pay for them.

We sympathize with legislators who now must decide which transportation projects get the green-light and which ones are stalled.

And we understand that public safety is paramount, as is helping the elderly, the disabled and other vulnerable people with their transportation needs.

But when it comes to deciding which other transportation projects get the go-ahead, those funded by the 11.9-cent-a-gallon gas tax increase deserve special consideration.

These projects are part of the Connecting Washington package, a program that dedicated money from the tax increase to specific construction around the state. Knowing the tax would help pay for local improvements made paying extra money at the pump more palatable.

That's what lawmakers told taxpayers at the time. They should not go back on their word — especially since delays will end up making those projects more expensive.

Pasco City Manager Dave Zabell recently told both the House and Senate transportation committees in Olympia that the Lewis Street overpass project is "shovel ready," and that postponing the construction work will raise the price an extra \$100,000 a month.

But even more important, though, is the safety of the public.

Pasco city leaders told the Tri-City Herald Editorial Board they are surprised the Lewis Street overpass was on the list because the current structure is on the verge of failing.

Built sometime in the 1930s, the underpass is deteriorating. Safety railings are crumbling, ancient rebar is exposed and large trucks and buses lose mirrors or scrape the walls as they maneuver through the narrow lanes.

The long-planned project will re-route Lewis Street over the railroad tracks, and construction is expected to cost \$25 million.

In addition to a state allocation, the project also is relying on money dedicated by the Washington State Freight Mobility Strategic Investment Board and a grant from the Transportation Improvement Board. Sitting in limbo puts Pasco at risk of losing that money, as well.

Kennewick city leaders also are concerned about losing grants for their Ridgeline project in the Southridge area.

The city managed to get a \$1.94 million grant from the National Highway Freight Program, but the money could expire by the end of September if the project is idle.

The plan is to re-route the road under Highway 395 to improve safety, relieve congestion and encourage development, city officials said.

Kennewick was required to put in a local amount of \$6 million, and already has spent \$2.23 million to complete the design phase.

Like Pasco, a delay will jack up costs.

Kennewick Mayor Don Britain's letter to Inslee last month said to get a favorable construction bid price and stay within budget, the project must go out for bids early this year.

The city also must secure land for temporary construction easements, and construction must start by April 1. Delays will require re-purchasing the easements at a higher appraised value, the letter said.

We don't like the idea of lawmakers taking tax money meant for specific projects and using it elsewhere.

Legislators have an obligation to back projects in the Connecting Washington package. If they don't, the public might never again be sold on the idea of designated funding.

Video at:

<https://www.tri-cityherald.com/opinion/editorials/article239394618.html>

Aberdeen proposed budget includes new police officer, infrastructure improvements

by Dan Hammock
November 25, 2019

Aberdeen's proposed 2020 annual budget includes new hires for the police and fire departments, road repaving, and continued improvements and upgrades to the city's water, sewer and storm-water infrastructure.

"It is a balanced recommended budget that continues to lay the groundwork for Aberdeen's bright future," wrote Mayor Erik Larson in the preface to his budget. "The budget maintains current levels in city operations, prioritizes making key improvements of our infrastructure and addresses the community's priorities through targeted programs and investments."



COURTESY PHOTO The City of Aberdeen's proposed 2020 budget includes \$729,000 for repaving roads through its Transportation Benefit District.

Larson said the city is on a good footing financially. Sales tax revenues "have increased significantly the past few years and are expected to grow by 9% for 2019," said Larson.

The proposed budget has the city spending into reserves, but Larson said the city is doing so to pay for capital improvements that are in the best interests of the citizens; for example, the final payment on two fire vehicles of \$870,000. Larson said at a time when reserves are healthy it makes sense to use them for these types of purposes, while still maintaining an acceptable level of reserves for the city.

City Finance Director Clifford Fredrickson presented some highlights from the budget proposal at a budget workshop at City Hall on Wednesday.

The budget provides a small amount of money to start planning efforts for new police and fire stations. There is also a request for an added position in the fire department, the cost to be shared between the fire and EMS accounts. In the budget is a request from the police department to purchase two fully outfitted patrol vehicles and an additional full-time employee "to reduce the length of vacancies in the department," said Larson.

Larson said, because the voters of Aberdeen passed a special sales tax to support transportation improvements, "In 2019, the city was able to leverage our existing funding with state grants to invest over \$1.2 million in street paving and new sidewalks. In 2020, this trend is budgeted to continue with over \$700,000 in grants expected to add to our own funding for transportation infrastructure."

Friday, City Engineer Kris Koski announced the State Transportation Improvement Board included two projects for the city in its 2019 grant awards: \$550,001 for the East Market Street, F Street and Fuller Way roundabout, and \$515,000 for overlay projects — which add asphalt on top of a deteriorating roadway — on West Wishkah and West Heron streets.

The proposed budget calls for \$75,000 in street-lighting improvements on Purkey Avenue, Bel Aire Avenue and Herbig Heights. The budget proposal includes \$5,000 for the sidewalk improvement program, which last year replaced 8,162 square feet of sidewalk and six ADA ramps.

The City Council recently approved significant water, sewer and stormwater rate increases, which will help fund some critical improvements to the city's water system. The 2020 proposed budget contains water system capital improvements totaling \$2.122 million, compared to \$400,000 in 2019. Also budgeted are \$350,000 in storm drainage improvements.

In the proposed budget request is money to upgrade pump stations and install turbidity meters at four locations as required by the State Department of Health, and \$1.1 million to replace the floating covers on the city's reservoirs. An additional \$200,000 is budgeted to address permitting and design of the sedimentation removal project at the Wishkah Headworks Reservoir. Sangder said an estimated 70% of the reservoir's capacity has been lost due to sediment and the city is looking to dredge it to increase its capacity.

The second reading of the 2020 budget ordinance and a public hearing will be held at the next regular City Council meeting, 7:15 p.m. Wednesday at City Hall.

Merchants ignite a fight over Fourth of July fireworks

by Alyssa Evans

December 3, 2019

LONG BEACH — What will happen to downtown businesses if the city's annual Fourth of July fireworks show doesn't happen?

Casey Barella, owner of the Chowder Stop, said his family will lose its tradition of attending the show.

Mandy Marsh, owner of Marsh's Museum, said she'll lose the memory of her grandma's big Fourth of July party, which was always the biggest in town.

And many business owners expect their sales will suffer a major blow, as the holiday weekend is one of their biggest money-generators, if not the biggest.

Long Beach City Council decided to first defund the fireworks show in 2018, while creating the city's 2019 budget. This year, while creating the 2020 budget, the council again decided against funding the show, in order to put money toward other city needs.

At the council's Dec. 2 meeting, over 40 Long Beach business owners showed up to ask the council to reconsider funding the fireworks show. After hearing from business owners for over an hour, the council ultimately decided to adopt the 2020 budget, with the caveat that the council will reconsider funding the fireworks show.

Many business owners said they were unaware the fireworks show was being cut; despite the issue being covered in the news as early as last year.

"Last year when we voted on this, there was no one in the room who cared," said Carla Curtis, Long Beach Merchants Association president and North Beach Tavern owner. "This year, the downtown corridor showed some interest."

Curtis, and others involved with the merchants association, said fireworks funding has been discussed throughout the year at regular merchants association meetings. However, most merchants don't attend the meetings.

"There's not enough bodies at the meetings," said Gail Barella, owner of Barella's Barbershop. "You expect a special meeting; well, that's what the merchants do. Their special organization is trying to get this figured out... The information is available if you look for it."

Councilor Sue Svendsen encouraged the business owners to participate in merchants association meetings. Councilor Del Murry echoed a similar sentiment, and asked the business owners to show up to city budget meetings earlier in the year.



Spectators gather along the boardwalk watch fireworks overhead in Long Beach.

Luke Whittaker

The city's budget workshops started in October. Community members are encouraged to attend and give councilors feedback.

Downtown businesses have their best weekend in sales around the Fourth of July, Curtis said. Many downtown business owners agreed; as well as those who are outside the downtown core.

Jeff Harrell, co-owner of Peninsula Pharmacies, suggested defunding the show would create a "snowball effect," which would create more problems over time.

"Although many people think that we don't need the show because private fireworks are shot off now and are quite impressive, there is still a big population of people and families who come to the peninsula strictly for the show," Harrell said. "Skipping the show would leave our visitors with a horrible perception of the city and could lead to a long-term trend of a reduction in visitors."

What's next

During the meeting, business owners agreed to create a committee so they can find a solution for funding the fireworks show long-term. Mayor Jerry Phillips said he'll give the business owners until Feb. 1 to have everything figured out, as fireworks show permits are due in March.

The Fourth of July show costs about \$30,000 to put on. In previous years, the city would ask Long Beach business owners for donations, but was only receiving about \$6,000 in recent years, said City Administrator David Glasson.

The council may choose to match business owners donations, or to not contribute any city funding. After the council defunded the 2019 show, a Long Beach business owner paid for the show.

2020 budget

Other major budget changes include the Long Beach Visitors Bureau losing \$55,000 in funding; and increased funding for projects like the city's boardwalk, Culbertson Park and a new police department building.

"I'd hate to see our destination marketing funding get cut; 80 percent of our funding comes from overnight visitors" said Andi Day, the bureau's executive director. "This is going to hit the businesses first. It hasn't been well-thought-out."

Budget updates also include a \$7.91 monthly utility rate increase. The increase will affect all property owners in city limits, except those who qualify for the city's low-income senior discount. Seniors can apply for the utility discount in-person at City Hall. Discounts vary by income.

Discovery to Bay

Councilors approved a \$4,000 agreement between the city and Pacific County Economic Development Council. The annual contract pays for technical services the EDC completes on behalf of the city.

In 2020, the EDC will help the city write a \$100,000 grant for the Discovery to Bay trail planning. The project will extend the Discovery Trail from Ocean Park to the Port of Peninsula.

Greywater disposal



Merchants fill Long Beach City Council's Dec. 2 meeting. Many merchants advocated for the city's annual Fourth of July fireworks show, which the council didn't include in its 2020 budget
Alyssa Evans

The council approved an agreement between the city and Pacific Solid Waste. The city will pay Pacific Solid Waste \$159 every two months for the company to dispose of greywater collected at the city's wastewater plant.

"This is a long-term agreement; we're just formalizing it," Glasson said. "It used to be an informal handshake agreement before."

Greywater is the relatively clean waste water from baths, sinks, washing machines, and other kitchen appliances.
Washington Avenue South

The city was awarded \$400,000 by the state's Transportation Improvement Board. The money will help fund a \$1.4 million project where the city will improve Washington Avenue South. Upgrades will include upsizing the street's water line, and widening and paving Washington Avenue from Sid Snyder Drive to the city's southern city limits.

During the council's next meeting, councilors will decide whether to approve a \$185,703 contract between the city and Gray & Osborne. The company will complete both engineering and design for the project.
Other business

Wreaths Across America Day

Mayor Jerry Phillips recognized Wreaths Across America Day, Dec. 14. The local Daughters of the American Revolution chapter, Ocian in View, will lead the city in honoring veterans on Dec. 14 by placing wreaths in Veterans Field. Over 1 million wreaths are placed throughout the country on the day. See page A7 for more information.

Wreaths will be placed at 9 a.m. The ceremony will be led by Sandra Edwards, the chapter's vice regent. Seven wreaths will be placed to recognize all who have served.

Peninsula Food Bank ChallengeThe Loren H. Corder Foundation is matching donations to the Chinook, Ilwaco and Ocean Park food banks. The foundation will match donations up to \$10,000 each per food bank through Dec. 20. Donations can be sent to the Loren H. Corder Foundation, PO Box 607 in Long Beach.

Next meetingThe council's next meeting is scheduled for 7 p.m. on Dec. 16 at Long Beach City Hall, 115 Bolstad Avenue.

Round and round the council goes, and the latest vote comes out roundabout.

by Jake Gregg, Contributing Writer

January 14, 2020



Newly elected Gig Harbor City Council member Le Rodenberg, center, is sworn in by Mayor Kit Kuhn on Monday, Jan. 13, as fellow freshmen Robyn Denson, far left, and Tracie Markley wait their turn.

JAKE GREGG CONTRIBUTING WRITER

It was “roundabouts versus stoplights.” round two, at Gig Harbor City Council.

And the new winner? Roundabouts, by a vote of 4-3.

The city council revisited an old decision at its Monday, Jan. 13 meeting, revising a previous ordinance that had favored stoplights for the intersection of Harborview Drive and Stinson Avenue. The revised ordinance recommends a roundabout.

The difference: Three new council members, meaning three new perspectives on the debate.

Both newly elected council members Le Rodenberg and Robyn Denson made an instant impact, as they voted for the roundabout option. Tracie Markley, who began as a council member in December, voted for stoplights.

“In general traffic will flow better through that intersection [with a roundabout] and I think that will be really helpful for not only the residents of those neighborhoods, but also the businesses along Harborview Drive,” Denson said.

BATTLE OF THE STATS

Council member Jeni Woock presented statistics she said showed the benefits of roundabouts.

Compared to traffic lights, roundabouts showed a 37 percent reduction in overall collisions, a 75 percent reduction in injury collisions, and a 90 percent reduction in pedestrian collisions, according to the Federal Highway Administration and the Insurance Institute for Highway Safety.

Council member Jim Franich, who voted for stoplights, retorted with his own data from the Gig Harbor Police Department. He shared a copy of all of the accident reports in the city from August of 2018 to August of 2019.

These data showed there were 29 accidents at the Borgen/Burnham two-lane roundabout in 12 months, including 5 injury accidents, the highest number reported in the city.

“That doesn’t take into consideration the 100-a-day near-accidents that happen at that roundabout,” Franich said.

Franich compared this record to the Olympic-Point Fosdick stoplight location, which he described as one of the most highly traveled areas in Gig Harbor. There were five accidents reported at this intersection in the same 12 months, with three injuries.

VOLUME COUNTS

Council member Bob Himes responded that Franich’s data did not account for volume. He said if there are more vehicles going through an area, a higher probability of accidents should be expected. He said the sources Woock presented were credible and should be what council focuses on.

“What does the institute of highway safety do? They normalize [the data.] It’s what competent, technical people will do. They will say ‘this is the number of accidents, per vehicle entering these particular intersections or roundabouts.’ Therefore, you get a much better comparison,” Himes said.

Franich believed the decision the council made to go with roundabouts was a mistake, saying the council based their decision on the wrong data.

“You can look at all the federal data all you want,” Franich said, speaking to Himes. “The data you should be, and always should be concerned with, is the data that has to do with Gig Harbor. If you decide you don’t care about the data and the amount of accidents that happen in Gig Harbor, that’s fine by you. You can answer to the citizens.”

In other actions, the city council:

- Authorized the mayor to execute a professional services contract with Contour Engineering for \$13,000. The city of Gig Harbor initially had three proposed right-of-way dedications to process for \$18,715, but Himes asked to remove the Soundview Forest gazebo from the contract, saying there was controversy over the location of the gazebo.
- Heard a presentation by Jo Kling and Kyra Doubek, members of an anti-trafficking organizations, about the dangers of sex trafficking of high school and middle school students. The average age of someone is first recruited into sex trafficking is 13 to 15 years, and around 3,000 children in the state of Washington are being trafficked, they said. The mayor read a proclamation which declared January of 2020 as Human Trafficking Awareness and Prevention Month.
- Heard from City Engineer Trent Ward regarding the 38th Avenue phase 1 design. This is the first phase of a multi-phase pedestrian and bicycle improvements plan at this location. The street will be widened, and a new bicycle lane and sidewalk will be added.

BAINBRIDGE ISLAND REVIEW

Budget grows for Olympic Drive non-motorized project

by Brian Kelly

November 29, 2019

The city of Bainbridge Island's Olympic Drive non-motorized improvement project will cost \$90,000 more than expected.

The city council was presented with fourth-quarter amendments to its 2019 budget at the council meeting this week, and in a memo to the council, city staff said the budget for the project needed to be increased to more than \$3 million.



The budget for Olympic Drive improvements was previously set at \$2,995,000, which included \$953,000 in city funds, with the rest coming from state Transportation Improvement Board Funds, the Federal Transportation Alternatives Program, and the Washington State Department of Transportation.

City officials said two cost increases in the project mean more money is needed to pay for the work.

An increase to the budget of \$20,000 is needed to cover costs in water-related work. In the memo to the council, Budget Manager Kim Dunscombe noted that field conditions did not match the project's survey drawings.

Another increase of \$70,000 was needed to cover higher-than-budgeted costs for construction of the transportation component of the improvements, and additional costs from Puget Sound Energy.

The city will cover the higher costs by using more funding from its Transportation Impact Fee Fund (\$70,000) and the city's Water Fund (\$20,000).

The Olympic Drive project features separated bicycle, pedestrian and driving lanes that officials said will improve safety for all modes of transportation. The city notes that sidewalk widening for the project is also expected to also safety for pedestrians, including those with strollers or people in wheelchairs.

The project also includes bike lanes and bike boxes (a designated area of pavement that improves safety for bicyclists by making them more visible to approaching drivers).

Construction, which started earlier this year and will wrap up in December, included upgrades to undergrounds utilities.

The final work involves the completion of pavement markings, installation of a railing along the west side of Olympic Drive, and installation of a push-button bicycle signal in the southbound bicycle lane.

Infrastructure, housing among Port Townsend's legislative priorities

Council approves manager's list of state requests

by Brian McLean

January 8, 2019

PORT TOWNSEND — The Port Townsend City Council has approved a legislative agenda that focuses on five areas of its strategic plan.

Council members signed off Monday night on City Manager John Mauro's first list of priorities, and they unanimously approved council member Amy Howard to share them in Olympia as part of their support of the Association of Washington Cities' legislative days on Jan. 28-29.

Mauro aligned the requests with the city's strategic plan through 2022, which was adopted last January.

The focus areas include infrastructure assets, quality of life, affordable housing, economic development and city organization.

"This is a pretty high-level flyover of what our legislative asks might be," Mauro told council. "Keep in mind it's a short session, so it's going to be quite quick."

The state Legislature will convene Monday and continue until March 12.

A full list of the city's priorities, including a matrix that explains the rationale, can be found [online](#).



Longer session

"We're not going to get wins in all these categories, but it does signal what the city of Port Townsend requires ... and it sets us up for a longer session next year," Mauro said.

The city's list puts infrastructure on top with an emphasis on transportation choice, transportation benefit districts, climate adaptation and emergency preparedness as well as the electrification of the ferry system and an update to city connections at Fort Worden.

"Port Townsend continues to require greater capital transportation investments to deliver safer, less carbon intensive transportation that generates sustained economic development," Mauro said.

He said a number of networks are incomplete, and it may take decades to complete.

"Port Townsend currently has over \$25 million in needed bicycle and pedestrian improvements as well as over \$40 million in upgrades to main arterials, collectors and intersections," Mauro said.

He said increasing funding through Transportation Improvement Board grants would provide wide-ranging benefits to current and future residents.

On climate adaptation, Mauro singled out costs to repair and armor shoreline erosion from last year's storms exceeds \$250,000.

"Adapting our social and physical infrastructure to impacts like increased storm frequency and severity and sea level rise comes with additional capital requirements," he said.

The city's quality-of-life goals include funding for behavioral health issues and to help reduce the "growing and expensive burden of non-preventative police response," Mauro said.

The city also is asking the state to fully fund both the Housing Trust Fund and the Public Works Trust Fund.

Port Townsend previously received almost \$9 million in low-interest loan financing from the latter for its water treatment plant, and streetscape improvements are eligible, Mauro said.

Council member Owen Rowe asked for proposed language in support of a Creative District under economic development to include fully funding the state's arts commission program.

Mauro said he would amend his report as the city supports the Port Townsend Main Street Association's effort to apply to become one of the state's first designated Creative Districts.

The city also will ask for funding assistance for regional high-capacity broadband internet development.

Under city organization, one request is to enact sensible reform to recover staff time as they compile public records to satisfy requests.

Mauro said about \$30,000 in staff time is spent each year, and about \$500 is recovered.

"While vital to public transparency and healthy democracy, cities like Port Townsend spend a good deal of uncompensated time fulfilling public records requests," he said.

"Requestors have been known to exploit the [Open Public Meetings Act] and convert requests into personal financial gain or create unnecessary risk to public employees by increasing chances of identity theft."

Council members appreciated Mauro's breakdown of each topic in a five-page attachment and suggested the main document be pared down to a single page.

"I think it was a really good, solid list in terms of pulling out those individual items as being the items I'd like to see," council member David Faber said.

Jefferson County Managing Editor Brian McLean can be reached at 360-385-2335, ext. 6, or at bmclean@peninsuladailynews.com.

Curb improvements set in Port Townsend

by Peninsula Daily News

December 29, 2019

PORT TOWNSEND — The city of Port Townsend is set to begin curb improvement projects at two locations.

Rocky Bay Construction, of Vaughn, will begin the Post Office Curb Extension project on Monday.

The \$42,000 contract includes constructing a curb extension with ADA curb ramps, sidewalks, catch basins, stormwater pipe, and preparations for rain garden installation at the northwest corner of Washington and Harrison streets.

Several parking stalls on the south side of the post office will be used for staging equipment and supplies, but no streets will be closed, a press release said.

Shawn Canepa Contracting, of Sequim, will begin the Adams Street Curb Ramps project on Thursday.

This project, valued at \$38,150, includes bulbouts, four ADA curb ramps, rain gardens, catch basins and stormwater pipe at the southwest and southeast corners of Adams and Washington streets.

Construction on both projects will typically begin after 7 a.m. and end before 6 p.m.

Both projects have been funded by a \$250,000 grant from the state Transportation Improvement Board.

State money to help fund Warner Avenue improvements

The road work is expected to be performed in 2020.

by Kevin Hanson

December 20, 2019

The Enumclaw City Council recently approved an agreement with the state's Transportation Improvement Board that will bring a new surface to a segment of busy Warner Avenue.

In August 2019, city staff had applied for TIB grants to improve two segments of Warner Avenue. The shorter portion stretches between Semanski Street and state Route 410 and the longer headed east from 410 to Berninger Street. On Nov. 22, the city was notified that only the shorter section would receive TIB funding.

On Dec. 9, council members took steps to finalize the process and ensure the state money. The city will receive a few dollars shy of \$134,000 for the 2020 overlay project. As part of the agreement, the city must contribute \$23,644 toward the work.

In other action during their Dec. 9 session, members of the Enumclaw City Council:

- watched a swearing-in ceremony for two fellow councilmen, Anthony Wright and Beau Chevassus. Each was retained by voters during November's general election.

Wright, who fills the Position No. 6 seat on the council, has twice been tabbed to fill council vacancies. Chevassus also was appointed to the council, picked earlier this year to fill a empty seat on the seven-member council. Both now have full, four-year terms.

- extended the appointments of 10 citizens to five different boards and commissions. Reappointed to the city Arts Commission were Elaine Lynest, Paul Rogers, Jody Olson and Benjamin Pierson; all will serve through the close of 2022. Continuing with the Cemetery Board are Vivian Froemke, Mel Beard and Bete Zech; each will serve until the end of 2023. Maria Reichert will remain with the Human Services Advisory Board, Steve Cadematori stays on the Park Board and Paul Carter remains on the Planning Commission, all through the end of 2023.

- were reminded that their next council meeting, which would take place Dec. 23 according to the regular schedule, has been canceled. Traditionally, the final meeting of the year is scrapped.

- heard an announcement about upcoming closures. Due to the Christmas and New Year's Day holidays, all city offices will be closed Dec. 25 and Jan. 1.



Enumclaw will receive \$134,000 to overlay the crumbling Warner Avenue, but city officials have said the road needs more drastic work.

Photo by Ray Miller-Still



City of Auburn Awarded Nearly \$1 Million from Transportation Improvement Board

by Press Release - City of Auburn on November 26, 2019

The City of Auburn is pleased to announce that it has been awarded two grants totaling nearly \$1 million from the Transportation Improvement Board for use on two high-impact projects in Auburn.

\$450,000 has been awarded for the M Street SE Sidewalk Improvement Project, located from Auburn Way S to 8th Street SE. The project will complete gaps in the sidewalk system along both sides of M Street SE between Auburn Way South and 12th Street SE and will construct a new sidewalk on the west side of M Street SE from 12th Street SE to 8th Street SE. This will remove many barriers to accessibility along this corridor and connect new sidewalks to existing sidewalks at either end of the project area. The total project cost is estimated at \$674,542.



traffic cones, construction, road work

\$590,253 was also awarded to the City for the 2nd Street SE Reconstruction Project from Auburn Way S to A Street SE. The project includes the reconstruction of the pavement and improvements which will enhance access and safety for all roadway users, including relocation or removal of existing fixed objects, LED street lighting upgrades, removal of barriers to non-motorized users, and sidewalk accessibility improvements. The total project cost is estimated at \$983,755.

“Preserving the quality of our roads and transportation systems through Auburn is a top goal of the City, but an increasingly difficult one given the high costs associated with these types of projects. I am immensely grateful for the work of our Public Works staff in seeking and securing grants such as this that help ensure that this important work can continue to move forward.” said Mayor Nancy Backus.

Design for both projects is set to begin in the spring of 2020, with construction anticipated to begin in spring of 2021.

The above is a press release from the City of Auburn. The Auburn Examiner has not independently verified its contents.

COVINGTON REPORTER

Covington completed one road project, can it do more?

After the completion of sidewalks on 164th, the city considers future funding mechanisms

by Danielle Chastaine

January 15, 2019

A long awaited project is finally completed in Covington, followed a ribbon cutting on Thursday, Jan. 9.

The 164th Avenue Southeast Pedestrian Improvement Project included completing a missing patch of sidewalk between the Covington branch of the King County Library and Kentwood High School.

"This has been a project that the city council has been wanting to get done for a while, primarily because of the safety concerns along that road," Covington City Manager Regan Bolli said. "There's a lot of pedestrian foot traffic between Kentwood High School and the library."

The price tag on the project was too much for the city to handle alone, with construction costs just over \$1.12 million. The city received a grant from the Transportation Improvement Board for \$173,721 and a federal grant for \$676,279. Other funds came from the state and the city's general fund.

The city has many maintenance road projects and major road projects that are needed. Outside of the regular maintenance projects, the city isn't hopeful any future road projects will be done just on city funds.

"We have nowhere near the amount of money in our general fund to do a road projects ... like overlays or constructing new sidewalks and new roads," Bolli said.

One example Bolli gave is the city's current project from Jenkins Creek to 285th, which will add one lane to less than a mile of road. The price tag on that project is \$12 million.

"That's as much as our entire general fund for one year," Bolli said. "I don't know that people quite realize that."

Another project on the city's list was to replace culverts by Kentwood High School, but current culverts are no longer fish passage certified. Bolli said the city will have to put a bridge in the space instead which would require raising the road.

"That's a \$6 – \$7 million project," Bolli said. "So there's just things we can't pay for. So that's the reason we have asked the (residents) three times for a sales tax increase."

The city did attempt many times to increase the city's sales tax by 0.2 percent, \$0.002 for every \$1, to help increase funds for roads maintenance.



Covington Mayor Jeff Wagner cuts the ribbon on the completed 164th Avenue Southeast Pedestrian Improvement Project on Thursday, Jan. 9, surrounded by city officials.

Photo courtesy of the City of Covington.

"We as council said this last time 'if the voters approve of the sales tax increase ... we'd eliminate the car tabs, \$20 a car, here in Covington," Covington Mayor Jeff Wagner said in a previous interview.

If the sales tax increase had passed, the city would have gained about \$800,000 a year in the budget for road maintenance and operation. This would double what is brought in by car tabs. Sales taxes are unique in a way because instead of taxing a certain group in a localized area, it would be a tax anyone shopping in Covington would pay.

"Right now we have one of the lowest sales tax, we only have a 8.6 percent sales tax (\$0.086 for every \$1)," Wagner said. "Because we are not inside the Regional Transit Authority. So when you go into Kent or Auburn it's at 10 percent for sales tax because that extra portion goes to Sound Transit."

Covington City Council cut the annual budget after the passage of Tim Eyman's Initiative 976 in November, which if approved by the state will decrease the city's budget each year by \$400,000. Bolli said he doesn't expect the city to attempt a sales tax increase for a fourth time.

"After you go for it in three times, in about as many years, and then with Initiative 976, which Covington overwhelmingly supported as well, it's kind of an indicator to 'Hey, lay off of this,'" Bolli said. "So we just have to adjust to that. And at this point, with the council, we've not had conversation about putting another transportation ballot measure on. "

For now the city will apply for more grant funds to help bring future road projects to life.

KENT REPORTER

A much-needed east-west connection for Kent

City, project leaders welcome completed phase of South 224th Street extension, bridge

by Mark Klaas

December 16, 2019

A major Kent infrastructure project has traveled far in its quest to connect a major roadway, east to west.

And now a new bridge runs through it.

The mega project – authorized by the Kent City Council 35 years ago as a corridor project – reached a milestone Dec. 11 with the official opening of the \$35 million South 224th Street extension from 84th Avenue South to 94th Place South. Completion of the second of a three-phase extension project features a wide overpass that stretches over the Valley Freeway (State Route 167), connecting East Hill to the Valley.

The connection is critical as city and state transportation officials work to open new, alternative routes for commuters and commerce to reach downtown Kent, Interstate 5 and other destinations. The ambitious corridor, a three-lane roadway, will ultimately connect East and West hills that bookend a busy, growing Valley.



Major Dana Ralph, city council members, city department leaders and project partners gather Dec. 11 for a ribbon-cutting ceremony in front of the new South 224th Street bridge.

MARK KLAAS, Kent Reporter

Construction also is ongoing for the South 228th Street overpass over the Union Pacific Railroad tracks, an estimated \$40 million project that is part of the 228th/224th corridor. That work could be done by late 2020.

Elected officials, funding partners, project team and community members gathered Dec. 11 to celebrate the grand opening of the 224th extension on a damp, gray morning. City and project partners huddled for congratulatory speeches and participated in a ribbon-cutting ceremony on South 224th Street before dignitaries took a maiden drive over the bridge.

“I’m so excited that this road is open,” said Kent Mayor Dana Ralph. “It’s such a lot of work by so many people, and it gives us one more east-west connection that we desperately need. ... (It) is an amazing project that is going to change the face of transportation for the city of Kent. There’s no question about it.”

Ralph acknowledge and lauded the effort – a project that took years of planning, review and construction. The South 228th/224th corridor was one of three east-west corridors planned by the city in the 1980s to move traffic between the West Hill and East Hill through the Valley. The other corridors include South 277th Street and South 196th Street.

Kent-based Scarsella Brothers, Inc., led the project as prime contractor for the extension and new bridge.

Cost of the overpass is estimated to be \$22.6 million, including the bridge and all the elements necessary to support it, according to the city. All told, Phase 2 will cost approximately \$13 million upon completion.

The project's next phase, projected to cost about \$20 million, will complete the task of connecting the roadway up the East Hill to the Benson, aka 108th Avenue Southeast. That phase will widen South 218th/216th to a three-lane road from 94th Place South to Benson Road.

To complete the third phase, the city – like other steps in the ongoing project – will need funding partners. One possible source of funding, the city said, is the Washington state Transportation Improvement Board (TIB). The state Legislature could be another potential source.

Ralph said the project will be a city-declared priority for the Legislature when it convenes in 2020.

“Timing will depend on funding from state agencies, but we hope to complete phase 3 in the next several years,” said Dana Neuts, city Public Works public engagement coordinator, in an email.

Even without the upper extension improved, city officials expect the new bridge to help.

“The completion of phase 2 creates an east-west corridor that connects the East Hill to the Valley,” Neuts said. “This will improve traffic. The completion of phase 3 will further improve traffic.”

The new extension, however, could further impact traffic problems around Panther Lake Elementary, 10200 SE 216th St.

“Yes, there is a traffic problem near Panther Lake Elementary,” Neuts said. “We have been working with the Kent School District on the issue to try to identify possible solutions.”

The second phase – a public-private partnership – received significant funding support from the TIB and Legislature, along with Local Improvement District funds and traffic impact fees from developers.

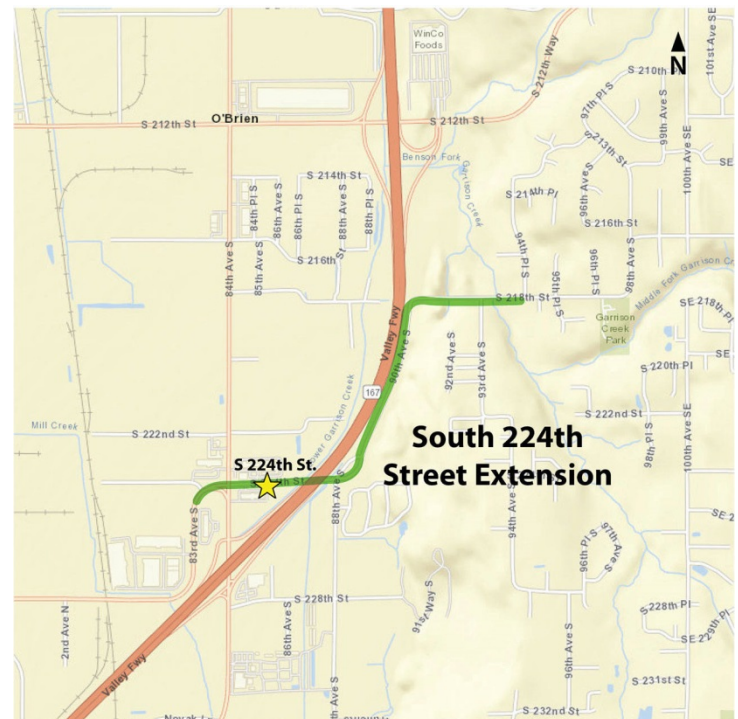
Among the project benefits:

- A new bridge over State Route 167, connecting East Hill to the Valley
- Replacement of a narrow bridge with a fish passable culvert over Garrison Creek
- Riparian enhancements
- Traffic signal improvements
- Street lighting
- New three-lane roadway
- Water quality, detention and wetland mitigation

– Reporter Steve Hunter contributed to this story.



First to tour: City and project supporters took a maiden drive over the new South 224th Street bridge on Dec. 11.
MARK KLAAS, Kent Reporter



The recently completed section of South 224th Street, that includes a new bridge over Highway 167.
COURTESY GRAPHIC, City of Kent

KENT REPORTER

Blue Origin opens new headquarters in Kent

Aerospace company continues to expand

January 6, 2019

Blue Origin opened its new headquarters and research and development facility Monday in Kent.

The facility is Blue Origin's hub of operations as it continues to grow since opening in 2000 in Kent. The company, owned by Amazon founder Jeff Bezos, finished its 236,000-square-foot facility along 76th Avenue South between South 212th Street and South 228th Street. The company aims to one day carry passengers far into space.

The current facility covers about 260,000 square feet on 26 acres at 21218 76th Ave. S. The new facility went up on a portion of 31 acres Blue Origin bought from the Barnier family, which had farmed land in the Kent Valley for generations, for \$14.1 million in 2017, according to King County property sales records.

Below are excerpts from remarks given by Blue Origin CEO Bob Smith at the Monday ribbon cutting event, according to a Blue Origin email:

"2019 was a great year of progress and preparation for us, and 2020 is going to be even more remarkable – so we're growing quickly. We grew by a third last year and we're going to continue to grow at a rapid pace.

We named this building the O'Neill Building after Gerard O'Neill, a physicist who envisioned millions of people living and working in space for the benefit of Earth. Gerard O'Neill was one of the visionaries who thought about how we go out into space in a quick and sustainable way so that we can preserve our planet.

For those of you that are Washington state residents, what is exciting is we're going to be doing all this work from a headquarters based here in Kent. It's a remarkable statement to say that we're going to fly humans to space, we're going to build and design large engines and a large orbital rocket, and we're going to go back to the Moon – all through work centered here.

We're excited to continue to see this growth in this new facility. We broke ground on this facility in January of 2019 and it came up in just 11 months. It houses approximately 1,500 people. The building sits on a 30-acre plot of land, and we're using 13 of those acres for a wildlife habitat and flood storage, as well as protecting against invasive species. This is a very sustainable building with better insulation and better energy consumption than a traditional building. And it all came together very quickly.

This couldn't have been done without our great partners. Thanks to Sprung Instant Structures, our architect Nelson, our general contractor Sierra Construction, civil engineering group Barghausen Consulting Engineers and our environmental consultants Soundview Consultants.



From left to right: State Rep. Tina Orwall, Congressman Denny Heck, Congressman Adam Smith, Blue Origin CEO Bob Smith, Kent Mayor Dana Ralph, Congressman Derek Kilmer, State Sen. Lisa Wellman, State Rep. J.T. Wilcox and Blue Origin Chief Operating Officer Terry Benedict.
COURTESY PHOTO, Blue Origin

We want to recognize Congressman (Adam) Smith, Congressman (Derek) Kilmer and Congressman (Denny) Heck for joining us here today, thank you for your support. We also want to give a huge thank you to the City of Kent and Mayor Dana Ralph for their tremendous support and leadership.”



\$3.66 million awarded to city for 24th Ave S. Roadway Improvement Project

Des Moines, Featured Post, Government, News, Politics

November 22, 2019



The City of Des Moines announced on Friday, Nov. 22, 2019 that it has been awarded \$3.66 million from the Transportation Improvement Board (TIB) for the 24th Ave South Roadway Improvement Project between South 223rd Street and Kent/Des Moines Road.

Here's more from the city:

"The project was planned for in the City's 6-year Capital Improvements Plan (CIP) and would start design next year, Right-of-way in 2021 and construction in 2022.

"TIB has continued to be a fantastic partner in supporting the city's improvement projects. As the city nears the finish line on the current 216th Segment 3 Project, which was also funded in large part by TIB, we are excited to begin working on the next corridor project.

"A big thank you to staff for their work on the successful grant application.

"For more information, please contact Bonnie Wilkins, City Clerk/Communications Director at 206-870-6519 or bwilkins@desmoineswa.gov."

Bridge construction on State Avenue to begin in 2020

by Christopher Andersson

December 24, 2019



This section of State Avenue is currently has a culvert for Quilceda Creek and is planned to become a bridge with construction beginning in early 2020.

State Avenue will be five lanes for the entirety of it's run once a new bridge is built for the 100th Street area.

Construction of the bridge and other improvements for the area of State Avenue between 100th and 104th streets is scheduled to begin early in 2020.

The project is estimated to cost \$11.8 million and \$6.2 million of that is coming from the Washington State Transportation Improvement Board while the rest of the funds are coming from the city through its Streets Capital Improvements Fund.

"Revenues for this fund are generated through grants, loans, developer mitigation fees, and real estate excise taxes," said Pat Gruenhagen, city project manager.

Construction is expected to last until fall of 2021.

This area of State Avenue is the only section of the street that hasn't received improvements in the past two decades.

Because of the culvert the project would be the most difficult and expensive to replace as it required building a new bridge across Quilceda Creek.

That means that it is the only portion of State Avenue remaining at three lanes, which can cause problems during high traffic volume times.

“Since it lies in such close proximity to I-5 — paralleling the interstate for a number of miles — State Avenue has traditionally served as the ‘go-to’ alternate route when incidents occur on the freeway within the Marysville area,” said Gruenhagen.

“When this is the case, substantial volumes of traffic are suddenly introduced to State Avenue, and the five-lane roadway section is much more able to handle this demand than the current three-lane section,” he said.

More cars will be able to get onto this section of State Avenue with five lanes as well, he said.

Gruenhagen also added that the expansion is meant to support further growth in the city, which most projections say is coming.

“This is also one of the underlying reasons for the current project — knowing that as the population grows and demands on the city’s transportation network continue to rise, the added lanes will provide the necessary capacity to keep pace with growing demand and thereby reduce the likelihood of future congestion,” he said.

The new bridge is expected to be an improvement over the current culvert for the Quilceda Creek. A large portion of the stream is currently covered by an “earthen embankment” that the roadway is on top of.

“By replacing this with a bridge, it opens up the area dramatically, creating new wildlife habitat where once there was none,” said Gruenhagen.

The city is also responsible for wetland restoration in those areas, he said.

“Lastly, fish passage will be vastly improved as well, as the open stream channel will prove superior to the culvert in allowing fish to traverse the area unimpeded,” he said.

A number of other improvements are meant to improve the roadway conditions for drivers and pedestrians.

Five-foot-wide sidewalks are planned for both sides of the roadway, along with a cement concrete curb.

“This will provide a safer means for pedestrians to travel the corridor, particularly in the area of the stream crossing,” said Gruenhagen.

Lights are also planned for the new bridge.

“They will be ‘decorative’ luminaries, very similar to those found along State Avenue to the north and south,” said Gruenhagen.

Strider Construction is the contractor for the project and Gruenhagen said the city is working with them to reduce traffic impacts.

“This will include a construction phasing scheme that allows for traffic to be routed around construction areas utilizing temporary lane shifts that will keep two lanes of traffic flowing just as they do today,” said Gruenhagen.

“Intermittent traffic interruptions may be necessary for the setting of bridge girders and other critical activities, but they will be kept brief,” he said.

The Arlington Times

Marysville's come a long way this past decade

December 7, 2019

As we approach the end of the current decade, I thought it would be informative to look back at some key improvements our city has made since 2010.

As mayor, I have made it a priority to partner with the City Council to focus on plans and projects that make a difference in the everyday lives of those who call Marysville home. To that end, we have made many important investments.

The City Council and I have worked diligently over the years to maximize tax dollars while delivering projects and services. And because most large infrastructure projects take place over many years and can cost millions of dollars, we are grateful for the vision of city leaders who came before us and for our state, local and federal funding partners.



Here are some of the larger city investments this decade, using the priorities I often hear about from Marysville residents — public safety, transportation, and parks and recreation.

- Public safety: Increasing the number of police officers has been a priority; since 2010 we have added 28 more officers, 15 in the last five years. The police department has 73 officer positions, and the 2020 budget provides for adding two more.

Our crime rate has decreased by 21% since 2010, dropping from 129 to 102 crimes per 1,000. Marysville's rate is lower than Arlington (123) and Everett (153).

- Transportation: In 2010 we extended 88th Street NE east of 67th Avenue NE to open Ingraham Boulevard to serve the new Marysville Getchell High School and growing eastside neighborhoods. A state Transportation Improvement Board grant partially funded this roadway.

The Lakewood overcrossing, including a two-lane bridge over Interstate 5 and a connector road between 156th Street NE and Twin Lakes Avenue, was completed in 2012. This new roadway provides alternate access to the Lakewood Crossing retail center. It was designed to work into a planned future I-5 freeway interchange at 156th Street NE. Because of the city's investment, the state has fully funded the on- and off-ramps for to be completed in coming years.

In 2012 the city and Snohomish County funded the construction of 51st Avenue NE, a two-lane arterial between 84th Street NE and 88th Street NE near Pinewood Elementary. This gave us another complete north/south route within our city.

The widening of State Avenue from three lanes to five between 116th Street NE and 136th

Street NE was finished in 2015. Another TIB grant partially funded the project. The next phase of the State Avenue widening project, from 100th Street NE to 104th Street NE, goes out to bid this month with construction expected in 2020-21.

- Parks and rec: The city opened the popular Spray Park at Comeford Park in 2014, offering children and families a fun, free option for cooling down on summer days along with improvements to the park and adjacent Ken Baxter Community Center.

In 2017, we opened the first phase of the Ebey Waterfront Trail, which gives users an up-close look at native plants and wildlife in the estuary.

And in early 2018 the city bought the Marysville Opera House, the only building in the city listed on the historic register, after leasing it and performing extensive renovations. It is home to many expanded cultural programs offered by the city, including concerts, outdoor speakers, movies and more. The Opera House is also a popular rental venue for weddings and special events.

Those are just a few highlights of many city improvements made over the past decade. We look forward to the next 10 years, when several more large transportation infrastructure projects will be built thanks to significant state funding. You can find more information on the city website at www.marysvillewa.gov.

Jon Nehring is the mayor of Marysville. His column runs monthly.



Arlington adopts six-year Transportation Improvement Plan

by Douglas Buell

November 21, 2019

ARLINGTON – The Arlington City Council Monday adopted the city’s six-year Transportation Improvement Program for 2020-2025.

The TIP is a master transportation planning document required by the state that requires local governments to list anticipated transportation projects and the grants and revenue sources sought to pay for them.

In all, the plan lists 48 projects totaling \$120 million anticipated for completion over the next six years.

Of that, \$37 million is supported by additional state funding and another \$2.4 million in state Transportation Improvement Board funding, \$10 million from developers and impact fees and \$1 million more from the Puget Sound Regional Council.

That leaves \$64 million unfunded on the project list.

“In order to get any type of surface transportation funding, federal, state or gas tax funding, you must file a TIP,” public works director Jim Kelly said at the public hearing. Projects are reviewed annually, with timelines subject to change.

Three weeks ago, city leaders took an even longer-term view of ascertaining transportation needs.

“We approached the update of our TIP by looking at the plan holistically over a 20-year horizon, overlaying where growth and development is likely to occur or occurring, targeting traffic issues, installing sidewalks and trails, and continuing our plan to repair and repave roadways that are in need,” Mayor Barb Tolbert said.

“Our investments over the next six years will primarily address our most challenging corridors in Smokey Point, Island Crossing, Kent Prairie and the area surrounding the airport,” Tolbert.

Among several safety and congestion-improving projects, widening Highway 531 (172nd Street NE) from 43rd Avenue to 67th Avenue is currently under design by the state Department of Transportation. The project is fully funded and construction is set to begin in 2021. The plan also includes a project to expand Highway 531 from 67th east to Highway 9 in partnership with the state and Snohomish County.

Additional projects would complete secondary access roads on 40th Avenue NE, 169th Street NE and 173rd Avenue NE, creating other roadways built as part of local developments that would help alleviate traffic congest.

In Island Crossing, Arlington is working with the state, county and the Stillaguamish Tribe to build a new roundabout on Highway 530 to the east of Smokey Point Boulevard. The city has installed a temporary signal on the west end of the boulevard and highway to make the intersection safer while a more permanent solution for the entire corridor, including intersections at 59th Avenue and 211th Place NE, can be designed and funded.

Here some projects slated for 2020:

* In the Kent Prairie area, the city plans to construct a new \$2.3 million roundabout on 204th Street NE at 77th Avenue NE to address significant safety and mobility issues. The project is fully funded and will be built next year. Designs are also in place for a new signal at 204th and 74th to address significant safety and mobility issues. Funding is being sought for the \$940,000 project.

* Near the airport, the city is increasing mobility for pedestrians and cyclists through installation of new sidewalks connect the Boys and Girls Club and next-door parks with the 188th Street trail, Centennial Trail and Airport Trail. To the east of the airport, developers are also adding a new roadway to help reduce traffic on 59th Avenue NE and 172nd.

Among developer-funded projects:

* As part of the Affinity housing project, \$1 million for the 169th extension of a three-lane road from Smokey Point Boulevard to 38th Avenue SPB to 38th Ave.

* Tied to the PUD and Smartcap projects near the airport, \$500,000 for the three-lane 63rd Avenue project, with additional phases to include extending a 12-foot wide multi-use trail for future development.

* \$100,000 – 204th corridor improvements from 69th to 74th to include a three-lane road section with sidewalks and bike lanes.

* \$140,000 – Safety improvements such as medians and restricted access areas on Smokey Point Boulevard from 172nd to 179th.

Yelm Awarded \$300,000 Grant for Sidewalk Project

by Nisqually Valley News Staff

December 3, 2019

The City of Yelm will receive \$300,000 from the state to help with construction costs associated with a new sidewalk project on Mill Road aimed at increasing pedestrian safety.

According to a press release from the city, Yelm will receive the funds from the Washington State Transportation Improvement Board for the new sidewalk. The total cost of the project is estimated at about \$710,000, with roughly \$410,000 coming from city funds.

Mill Road has been a problem spot for city officials for decades. Portions of the road, often traveled on by students from Mill Pond Elementary and nearby Ridgeline Middle School, do not have safe sidewalk channels for students.

"This is such an important project for our students who walk to school and one that we have all wanted to see come to fruition for a long time," Mayor JW Foster said. "We needed to get this done for the safety of our students."

The new sidewalk will be about 6 feet wide and will feature 1,130 feet of ADA-compliant sidewalk running from 104th Way to 107th Loop, according to the city.

Last August, Foster signed a \$90,000 design agreement for the project, which is scheduled for completion this summer.

"This is a great example of the diligence and persistence we have as a city. We are constantly reaching out to state agencies to bring taxpayer dollars back to Yelm, which allows us to complete projects that we couldn't have accomplished on our own," Foster 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

Lewis County's Six-Year Transportation Plan Includes Millions for Culverts, Bridges

by Ralph Mancini

November 18, 2019

Lewis County's Six-Year Transportation Improvement Plan, passed by the Board of County Commissioners Monday, includes \$3.6 million in county-wide culvert replacement, \$3.3 million in improvements for Winlock's Michelsen Parkway, \$4.7 million in work on Centralia Alpha Road and \$10.2 million for a North County Industrial Access.

The plan is listed in full in documents available on lewiscountywa.gov. The plan includes a total of 30 projects listed in order of priority. Top priority projects include culvert work, forest road improvements and bridge work. Lower priority projects include work on Highway 603 and state Route 505 and extensions to Downie and Gallagher roads.

Altogether, the six-year planning document totals more than \$47 million in work that could be paid for by a variety of funding sources.

County Engineer Tim Fife presented Lewis County's 2020-2025 Six-Year Transportation Improvement Program (TIP) and the 2020 Annual Construction Program (ACP) to the Board of County Commissioners at Monday's regular meeting for approval.

During a public hearing at the Lewis County Courthouse, Fife explained how every county in the state is required to prepare, adopt and submit a Six-Year TIP for proposed road and bridge construction prior to the County's budget adoption each year.

While walking listeners through a spreadsheet of the projects that are being proposed, Fife pointed out how bridge and road bank improvements protection are needed countywide along with culvert replacements. He also showed that a slew of pedestrian improvements made the list, including the addition of safety measures and rehabilitation on Harrison Avenue and Borst Avenue in Centralia, as well as renovations along Rush Road in Napavine.

Washington State Department of Transportation (WSDOT), County Road Administration Board (CRAB), and the Transportation Improvement Board (TIB) will reportedly received copies of these requests no more than 30 days following their adoption by the Board of County Commissioners.

In addition, all counties are required by the state to provide a 2020 ACP no later than Dec. 31, which similarly feature several non-capital and capital improvements projects. Among the sites listed in the non-capital improvements category was Pleasant Valley Road Bridge in Winlock, whereas locations, such as Swofford Road in Mossyrock appeared on the lineup of capital improvement proposals.

Commissioners Bobby Jackson and Gary Stamper endorsed the resolution at the conclusion of the public hearing. The third member of the board, Edna Fund, wasn't available to issue her vote given the fact that she excused herself earlier from the weekly meeting to tend to an emergency situation.

Borst Avenue Project Nearing Finish Line as Streetlights are Installed and Sidewalk Completed

by Celene Fitzgerald
December 6, 2019

The sidewalks along Borst Avenue should be open for students to use when walking to school on Monday morning, as the months-long project begins to draw to a close.

The lack of sidewalks on Borst Avenue was a major safety concern for the city of Centralia since the area is near the Centralia High School and Middle School and receives heavy foot traffic from students before and after school.

"That's what the project was really about was the sidewalks, (citizens) will be happy that the kids don't have to walk on the streets anymore. That's huge, I think," said Borst Avenue Project Manager, Bob Jewell with SCJ Alliance.

The Borst Avenue construction is coming to an end as the final sections of concrete are poured. All concrete is estimated to be poured by Monday Dec. 9.

"There's still some clean up they have to do. They are finishing up most of the concrete pouring today (Thursday)," said Jewell. "There are still a few small things that need to be done but all of the major stuff is completed. The sidewalk should be open for the weekend, we hope."

The black street lights lining Borst Avenue have been installed.

"Some of (the streetlights) should be energized tonight, maybe the rest of them tomorrow," said Jewell on Thursday.

There is still some clean up and landscaping to do on Borst Avenue. They have to restore the laydown yard, an area used to store construction equipment, tools, supplies, etc. while the project is being completed, at the middle school. Some plants that were removed during construction need to be replanted.

"Clean up should take a couple of weeks if they have enough staff to work on it," said Jewell. At the conclusion of those couple weeks the project will be fully complete.



Concrete for sidewalks is poured on Borst Avenue on Thursday morning.
Celene Fitzgerald / cfitzgerald@chronicle.com



Crews are putting the finishing touches on the Borst Avenue project in Centralia this week.
Celene Fitzgerald / cfitzgerald@chronicle.com

The project — a joint effort by the City of Centralia and Lewis County since the road extends past city limits — officially began in July after years of planning and lobbying by Centralia High School students to build sidewalks on the street.

“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 said at the groundbreaking ceremony in July. “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.”

The majority of the \$3.2 million contract awarded for the project will be paid by a 2017 state Transportation Improvement Board. Centralia will contribute \$700,000 and Lewis County will pitch in \$500,000.

Due to modern street-building requirements, the project included more than just building sidewalks. The project widened the road itself and added new stormwater management, sidewalks, lighting and landscaping.



New lighting was installed this week on Borst Avenue.
Celene Fitzgerald / cfitzgerald@chronicle.com

CAMAS-WASHOUGAL POST-RECORD

News Briefs for Dec. 5, 2019

Camas secures \$3.3 million for roundabout construction, Republican women's group honors new Camas City Council member

by Nisqually Valley News Staff

December 5, 2019

Camas secures \$3.3 million for roundabout construction

The city of Camas has received a \$3.3 million grant from the Washington State Transportation Improvement Board (TIB) for the construction of a roundabout at the intersection of Northeast Lake Road and Northeast Everett Street (state Route 500). The grant allows the city to substitute funding that would have otherwise come entirely from low-interest loans.

"We are extremely grateful to the Transportation Improvement Board for recognizing the importance of the Lake-Everett intersection to all who live, work and play in Camas and the surrounding areas," said Camas project manager Jim Hodges.



**The Clark County Republican Women group recently honored newly elected Camas City Councilwoman Shannon Roberts with a "Campaign Champion" award.
(/Post-Record)**

The TIB grant was obtained through the Urban Arterial Program and will fulfill a significant portion of the project's approximate \$7 million to \$8 million total cost estimate. The remainder of construction will be funded by low-interest loans from the Washington State Public Works Board (PWB) that were awarded to the City in 2018 and 2019.

"The city of Camas is fortunate to have several agencies at the state level that want to see Washington communities succeed," said Hodges. "They are always easy to work with and their partnership makes a difference in everything we do."

TIB grant awards were announced on November 22. Camas is one of five street and sidewalk improvement grant recipients in Clark County and 138 statewide totaling more than \$100 million. This is the second TIB grant awarded to Camas in three years. The city previously received a \$2.2 million grant for the Northwest Larkspur Road project completed in July.

The Lake-Everett project is part of a larger, long-range city transportation system plan for the SR-500 corridor. As part of the 2012 Transportation Planning process, the city prioritized Lake-Everett improvements to alleviate increased traffic caused by community and regional growth and to improve safety and mobility for drivers, cyclists and pedestrians.

Construction on the Lake-Everett traffic roundabout is anticipated to begin in spring 2020.

Republican women's group honors Camas councilwoman

At its final meeting of the year, Clark County Republican Women (CCRW) elected new officers for 2020 and honored several women with awards, including newly elected Camas City Councilwoman Shannon Roberts, who received the group's "Campaign Champion" award.

Former state representative Liz Pike, also of Camas, was elected president of the CCRW group.

"I'm honored to lead Clark County Republican Women," Pike said. "2020 will be a critical year for our organization as we gear up to re-elect President Trump. CCRW will also host a Campaign School in the spring to help local candidates win at the ballot box. As we fulfill our mission to promote Republican women to elective office, we will continue to be a unifying force for all Republicans in 2020."

CCRW celebrated its 70th anniversary in 2019 and is currently one of the largest Republican Women's organizations in Washington state. Republican men are also encouraged to join as association members. For more information, visit ClarkCountyRepublicanWomen.org.

City of Vancouver receives state grants for SE 1st Street project

Plans to upgrade Southeast 1st Street, originally constructed as a farm-to-market two-lane road, have been under consideration for decades

December 17, 2019

VANCOUVER — The city of Vancouver has been awarded a \$2 million Urban Arterial Program grant by the state Transportation Improvement Board (TIB) to help fund construction of Southeast 1st Street improvements between Southeast 177th Avenue and 192nd Avenue.

Meanwhile, a \$400,000 TIB grant awarded to the city will help provide a safer route for pedestrians and bicyclists along Devine Road, linking Mill Plain Boulevard to 18th Street. Construction is expected to begin in 2020.

Both state grants were awarded to the city through the state Transportation Improvement Board (TIB).

Plans to upgrade Southeast 1st Street, originally constructed as a farm-to-market two-lane road, have been under consideration for decades. The city's project will transform this outdated rural roadway into a complete urban street system with sidewalks, bike facilities, stormwater bio-retention, street lights, and sound walls where required. In doing so, the project will enhance safety, reduce congestion, provide a better road surface, foster economic development, and increase connectivity for homeowners, employees and businesses.

The western segment of this corridor project, between 164th Avenue and 177th Avenue, is fully funded as a result of federal grants awarded through the RTC, an earlier state TIB grant, and matching local funds provided by the city's Street Funding Strategy revenues. Construction of this western segment is currently planned to begin in 2020.

The eastern segment, between 177th Avenue and 192nd Avenue, is currently under design, and right-of-way acquisition is anticipated in 2020. The \$2 million TIB grant will support construction of this segment, currently planned to commence in 2021. The city will also be pursuing a federal BUILD grant in 2020, which, if successful, would fully fund the construction of the eastern segment of Southeast 1st Street.

In 2015 after extensive public input, the city adopted the multi-approach Street Funding Strategy to fill a funding gap for improving pavement conditions, providing local matching dollars to obtain grants, and improving safety, mobility and accessibility throughout the community.

A major revenue component of that Street Funding Strategy has been the \$4.8 million raised annually through Transportation Benefit District (TBD) vehicle license fees. Statewide Initiative 976 (I-976), passed by Washington voters in November 2019, removes the ability for local TBDs to implement a vehicle license fee. That is expected to greatly impact the city's ability to have local funds to leverage and obtain grants in the future. City staff will be working with the City Council to review replacement revenue options for the removed \$4.8 million in 2020.



The city's project will transform SE 1st Street into a complete urban street system with sidewalks, bike facilities, stormwater bio-retention, street lights, and sound walls where required.

Photo courtesy of city of Vancouver

For more information about the Southeast 1st Street Improvement Project, please visit www.cityofvancouver.us/firststreet. Learn more about the city's Street Funding Strategy and view the 2018 Report to the Community [here](#).

Information provided by city of Vancouver.



City of Ritzville receives state transportation grants totaling \$978K

by Brandon Cline

December 26, 2019

The Ritzville City Council unanimously approved two grant agreements for projects from the Washington State Transportation Improvement Board (TIB) at its Dec. 17 council meeting, totaling almost \$1 million.

The two agreements total \$978,643 in grant funds that the city will receive from the state for two transportation projects it had requested to receive funding. The projects were listed on the city's Six Year Transportation Improvement Plan, which qualify them for TIB funding.

One of the projects that was chosen to receive funding is the Weber Road and Galbreath Way Project, from Jackson Street to Fairway Avenue (Weber Road) and from the Best Western Bronco Inn to Weber Road (Galbreath Way). The project is set to receive \$771,258 in TIB funds.

Councilmember Scott Yaeger, the council's point-person for construction and transportation issues, said that the project will affect traffic and business on the roads inside of the project's zone. Once cement-treated base has been laid down on the affected roads, he said it will take two or three days until semi-trucks can access those roads. It will take about one day for regular traffic to access the roads.

Yaeger said that there will probably be a day during the project where no traffic can access the roads. He added that the city will need to work with businesses being affected to try and agree upon a day that will impact them the least, and hopefully help the businesses understand "that they're going to have a nice road after it gets done."

Businesses that will be affected by the project include: McDonald's, Bob's Chevron, Subway, Circle K, Starbucks, Taco Del Mar, The Grass Station and Best Western Bronco Inn.

"No time of the year is going to be good [on Galbreath Way]," said Yaeger. "But construction's not supposed to happen until 2021, so we have a little bit of time."

The other city project that is being awarded TIB funds is the Seal Coat Project, which will cover multiple locations around the city. That project was awarded \$207,385 in funds.

The city also requested funding for the 1st Avenue, Division Street to Palouse Street Project, but it was not selected to receive funding.

TIB grant funds come from revenue generated by the Motor Vehicle Fuel Tax. Three cents of the statewide gas tax are distributed to cities and counties via TIB grant funding to fund transportation projects. In 2019, cities and counties across the state requested \$261 million in TIB funding, with \$100.3 million ultimately being awarded.

The Arlington Times

News briefly

December 18, 2019

Wider State

MARYSVILLE – The city will begin widening State Avenue from 100th to 104th streets NE early next year. The City Council has awarded a \$11.8 million contract to Strider Construction for the work northwest of Fred Meyer, including the section that crosses Quilceda Creek. Funding includes a \$6.2 million grant from the state Transportation Improvement Board. New work includes a bridge and widening the road from three to five lanes; improving safety through signal upgrades; improved lighting and sidewalks; and enhancing the environment by treating runoff, restoring wildlife habitat and opening the stream corridor to improve fish passage. Also, many utilities will be moved underground. The city completed environmental review, permitting, right-of-way acquisition and design over the past two-plus years. Construction is expected to last into the fall of 2021.

Safer streets

ARLINGTON – The city has been chosen to participate in a series of workshops to support its work to create safer, healthier streets.

The National Complete Streets Coalition has selected Arlington for the first Complete Streets Leadership Academy workshop series.

The three workshops are designed to pilot new approaches to implementing activity-friendly routes to everyday destinations, which make it safe and convenient for people of all abilities to walk, run, bike, skate or roll to reach homes, jobs, shops, schools, and more.

Nova Heaton, development services manager for Arlington, said, “We are committed to creating a more connected, walkable, bikable community for all our residents.”

Arlington will host one of the workshops during the next eight months.