



Transportation Improvement Board

Location: Webinar

Log in information available at
www.tib.wa.gov

March 27, 2020 – 9:00 a.m.

BOARD AGENDA

			Page
9:00 am	1. CALL TO ORDER & ATTENDANCE	Chair Johnson	
9:10 am	2. GENERAL MATTERS		
	A. Approval of January 31, 2020 Minutes	Chair Johnson	2
	B. Communications	Ashley Probart	
	1. Covington Reporter - Lakepointe project in limbo		52
	2. Kitsap Daily News - I-976 puts Johnson Parkway project on hold		54
	3. Kenmore Reporter - Kenmore's West Sammamish Bridge project expected to...		56
	4. The Columbian - Camas plans 'aggressive' timeline for roundabout construction		58
	5. Clark County Today - Ridgefield starts 2020 with planned improvements in...		61
	6. Redmond Reporter - \$2 M transportation improvement board grant accepted		62
	7. Kirkland Reporter - Totem Lake continues road construction, business and...		63
	8. Kent Reporter - Riverbend Driving Range improvements continuing in Kent		65
	9. Mukilteo Beacon - A light at the end of the ... corridor		67
	10. go Skagit - Two I-5 ramps to be closed this weekend		69
	11. go Skagit - Rain may cause delay for College Way project		70
	12. The Arlington Times - 172nd St work coming this year; it's not the big...		71
	13. Newsradio 560 KPQ - Bavarian Village, Leavenworth, In Search of City Admin.		73
	14. Newsradio 560 KPQ - East Wenatchee Selects KRCI for 3rd St SE and Highline...		74
	15. Newsradio 560 KPQ - East Wenatchee to Expand 10th St. NE Project After TIB...		75
	16. Pullman Daily News - Whitman County: No COVID-19 cases yet; Pullman City...		76
	17. The Ritzville Adams County Journal - ADA ramps coming to Ritzville		77
	18. Cheney Free Press - Medical Lake accepts road improvement grants		78
	19. Next MLT - City Awarded \$2.3M Pavement Reconstruction Grant for 66th Ave...		79
	20. Public News Service - WA Group: Stop Focusing on Transportation Mega-Proj...		80
9:20 am	3. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Budget Overview	Ashley Probart	6
	C. Call size preview	Vaughn Nelson	8
	D. Project Activity Report (1/1/20 - 2/29/20)	Chris Workman	9
10:00 am	4. ACTION ITEM		
	A. Program Criteria Revision	Chris Workman	21
10:15 am	5. ADJOURNMENT	Chair Johnson	

FUTURE MEETINGS

May 26-27 (Yakima)

September 24-25 (Spokane)

November 19-20 (Bellevue or Issaquah)

**Transportation Improvement Board
January 31, 2020
Best Western Plus
Lacey, 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
Councilmember Sam Low
Mayor Ron Lucas
Mr. David Ramsay
Councilmember Mike Todd

TIB STAFF

Ashley Probart
Jason Phelps, P.E.
Vaughn Nelson
Kelsey Davis/recorder

1. CALL TO ORDER

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

MOTION: It was moved by Commissioner Stevens and seconded by Ms. Kuhn **to excuse Commissioner Bob Koch, Mr. John Koster, Mr. Steve Roark, P.E., and Ms. Jennifer Walker.**

Motion carried unanimously.

2. GUEST PRESENTER

Road User Charge Report, Reema Griffith, Executive Director, Transportation Commission

More information is available from the Washington State Transportation Commission. Reema Griffith provided a follow-up to the Road User Charge (RUC) presentation that was provided to the Board in 2018. The traditional gas tax is not going to fund our transportation needs long term. The current state average for vehicles is 20.5 miles per gallon (mpg). Based on this, an equivalent to the gas tax is a RUC rate of 2.4 cents per mile. By 2035 the average mpg is estimate to be 35 mpg, and will decline about 45% to 1.4 cents per mile. It is expected that average mpg will continue to increase and new vehicles will be powered less and less by fossil fuels. As a result, the gas tax as a revenue source will continue to decline. Along with the decline of gas tax revenue, the disparity between how much owners of high mpg vehicles and low mpg vehicles contribute to the transportation budget will continue to widen.

Road Usage Charge Pilot:

Washington is one of many states looking at Road Usage Charges. In 2012, the Washington State Legislature mandated an assessment be done to determine RUC's ability to serve as a sustainable, long term, revenue source that could replace the current state gas tax. In the pilot test, the Washington state RUC prototype charged drivers 2.4 cents per mile regardless of mpg of vehicle. Several options for mileage reporting that were tested; Odometer reading (28% of participants), Mileage permits (1%), Milemapper smartphone app (14%), Plug in device with GPS (37%), and Plug in device without GPS (19%).

Findings:

Over 15 million miles were reported and mock-charged. There were 3 surveys and 6 focus groups to gather feedback. Over 1,900 emails and phone calls were received; 62% from the test drivers and 38% from other members of the public. The top concerns were; Privacy and data collection,

and 38% from other members of the public. The top concerns were; Privacy and data collection, fairness and equity, compliance and administration costs, travel between states, operation viability.

Recommendations:

Authorize a gradual transition to RUC in 2020. Start system for PEVs, hybrids and state agency vehicles in 2022. Perform a RUC readiness assessment in 2025; if ready, start a modest expansion to high MPG vehicles. In 2030 RUC extends to all new passenger vehicles

At this stage of RUC, it is intended to be revenue neutral with gas tax revenues. Policy considerations of revenue distribution, i.e. state share, local share, is not part of the RUC charter.

3. GENERAL MATTERS

A. Approval of November 22, 2019 Minutes

MOTION: It was moved by Commissioner Stevens and seconded by Councilmember Todd to approve the minutes of the November 22, 2019 board meeting.

Motion carried unanimously.

B. Communications

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

- Longview received its first TIB grant in 20 years, and they were excited to receive it. We are anticipating them to be newly engaged with TIB.
- An article from the Monroe Monitor talked about former TIB member Steve Thomsen who has worked in public service for 43 years. Ashley and Greg went to the retirement party. He did great work in Snohomish County and his leadership will be missed.
- In the News Tribune, the Gig Harbor City Council voted to keep a proposed roundabout in a vote of 4-3. The new mayor is not big fan of roundabouts and TIB funds granted recently were based on a new roundabout as part of the project. This vote helped us avoid a difficult conversation.
- Calling attention to the City of Bainbridge Island a report in the Bainbridge Island Review discusses how the city is over budget on a number of projects, it is possible this may affect a TIB project.
- The article “Covington completed one road project, can it do more?” highlights a sidewalk which completes a missing link from Kentwood High School to King County Library and the downtown community center. It should be noted that our data for miles of sidewalk completed only captures our part of the sidewalk not the whole system being complete.
- Two articles in Kent Reporter talk about an important east-west connection in Kent. One of the last pieces will be completed this summer. This multi-decade investment connects over the Valley Freeway (SR 167) and will be very beneficial as the east side continues developing.
- A roundabout project in Camas is finally ready, article from Camas- Washougal Post-Record.
- In Clark County Today, talks about a grant Vancouver received from TIB for Devine Road.
- The Arlington Times picked up the Smart Growth America Complete Streets news.

4. NON-ACTION ITEMS

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

- Staff changes: staff is stable; we are hoping to do an experiment and hire two engineering students as summer interns to do some inspections and get experience. Recruitment is going on now and staff has targeted schools with semester systems. WSU and St. Martins are our main recruitment focus.
- Legislature: Regarding I-976, Mr. Probart is looking at everything having to do with transportation. There were 240 bills to begin with. Especially looking at those regarding the road user charge.
- The Governor's office has subcabinet meetings every Friday to go over the bill calendar for following week. I have been an active participant in the meetings.
- Senator Hobbs, chair, led the Wednesday 7 a.m. meeting of the Highway Users Group. Senator Hobbs was asked how the TIB funding looks by Mr. Probart; Senator Hobbs responded by offering a hug.
- TIB is coordinating a funding exchange with PSRC to move funding around and help Lake Stevens go to bid for a project in January 2020.
 - Councilmember Low stated that Costco is helping accelerate what the city has been working on for years.
 - Mr. Ramsay said he was thrilled when this exchange came along, seeing agencies work together to find a solution is magic.
- Customer outreach: met with Clark County, College Place, Sedro Woolley, and will meet with more as bids start to come in.
- Project events:
 - Covington 164th sidewalk
 - Kent 224th Street

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

- TIB's current fund balance is \$1 million.
- We are expecting a \$8.4 million deposit in TIA
 - \$560,000 goes to bond debt
 - \$100,000 to Admin costs
 - Remaining \$7.74 million to grant reimbursements
 - Currently have over \$10 million in reimbursements
- Accelerating time tables are causing TIB to spend the same amount to money but faster
- There have been few adjustments to grant amounts because, with low fund balance, we are not approving any increase requests.
- Mr. Probart and Mr. Nelson continue to monitor and assess the need for payment plans when receiving large invoices. This is a long standing practice when in this financial situation.
- There is a negative balance of about \$17,000 in the small city account but a deposit of \$80,000 is coming.
- The small city account balance will increase and be stable by next biennium.
- \$300 million Total commitments outstanding
- \$13 million in construction or bid phases
- TIB is carrying less commitment now than previous years

C. Project Activity Report (11/1/19 – 12/31/19) – Jason Phelps reported on the following:

- As expected, a large number of projects are in the design approval phase due to the November awards.
- No notable project actions

- There was a spike of work in December and January, but this is part of the normal cycle for projects.
- Surplus of about \$1.7 million in 2019.

5. ACTION ITEMS

A. Mansfield: Sidewalk Scope Change

MOTION: It was moved by Mr. Klekotka with a second by Commissioner Stevens **to omit the sidewalk along SR 172 fronting the school from the west town limit to Mansfield Boulevard.**

Motion carried unanimously.

B. Pilot Projects Approval

MOTION: It was moved by Mayor Lucas with a second by Ms. Dryer **to approve \$300,000 each for the City of Leavenworth and City of Sprague pilot projects to be managed by TIB staff.**

Motion carried unanimously.

C. Complete Streets Funding

MOTION: It was moved by Ms. Chamberlain with a second by Mr. Ramsay **to approve \$5,000 each for the Cities of Airway Heights, Arlington, and Wenatchee with a requirement they complete the Complete Streets Leadership Academy.**

Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 10:30 am



2020 Supplemental Transportation Budget

March 27, 2020

BACKGROUND

The Legislature passed the Supplemental Transportation Budget (ESHB 2322) on March 11, 2020.

As a general overview, TIB has a biennial budget of approximately \$225M to \$240M. TIB's spending authority was reduced \$9.5M or 3.4%. The biennium took effect July 1, 2019. Now that it is March of 2020 and TIB has been reimbursing agencies for nine months, this is closer to a 4.5% reduction.

As a reimbursement agency, the current 2019-2021 appropriations are primarily "booked" against projects that were awarded in previous grant years.

BUDGET IMPACTS: OPERATING

The TIB operating budget has been reduced from \$4.53M to \$3.85M. The operating budget funds staff, travel, building rental, and is also used for one-time studies and pilot project related activities.

The source of funds for the operating budget is the Transportation Improvement Account (TIA). The TIA also funds most of TIB's capital projects. Each month, there is a reduction from the TIA for operating expenses (and bond payments). The budget reduction is not ideal, but can be managed.

BUDGET IMPACTS: CAPITAL

Complete Streets: Funding authorization and revenue is reduced by \$4.47M. There are no projects affiliated with these funds-the funds were set aside for a future call for projects.

Relight Washington:

- TIB's request to reduce the Relight Washington budget proviso from \$9.315M to \$7.315M was denied. TIB staff is estimating \$7M or less in invoices.
- TIB will be required to conduct a survey on cities currently not eligible for Relight Washington and determine the demand for the program. A report is due August 1, 2020.

Transportation Improvement Account—The TIA funds or supports all of our programs (i.e. Urban Arterial Program, Small City Arterial Program, Urban/Small City Sidewalk Programs, etc.)

- TIB is authorized to spend \$224.5M instead of \$228.5M. This \$3.9M reduction is manageable and TIB forecasting indicates customers will invoice this total amount during the biennium.
- However, \$4.6M was transferred out of the budget and is revenue cut. Reduced revenue distributions will become effective April 1, 2020. At the same time, there is budget proviso language stating it is the "intent of the legislature that no capital projects be eliminated or substantially delayed..."

RECOMMENDATIONS: No Action Required (Director Authority)

Complete Streets: The 2020 scheduled call for Complete Streets submittals are suspended until there is funding certainty for the program.

The attached options to address the forecasted revenue shortfall will be discussed during the March 27th meeting. This will include an analysis of anticipated revenue reductions due to COVID-19.



Options	Cash impact	Comments
<p>Option 1: Reduce expenditures/invoices</p> <ul style="list-style-type: none"> No increases (exceptional circumstances only) Limit Construction bid approvals after 6/15/2020 vs. 7/1/2020 Change Bid Award/Close out form to “zero out” automatic calculation that notifies customers cost increases may be requested. 	<ul style="list-style-type: none"> Minimal Some savings No savings 	<ul style="list-style-type: none"> Current practice for nearly 2 years Current practice has been limiting CN bids effective July 1st of each year Reduces TIB staff time to process paperwork denying increase
<p>Option 2: Customer invoicing strategy</p> <ul style="list-style-type: none"> Structured payment plans Request customers to “frontload” payments with other partnership funds 	<ul style="list-style-type: none"> Minimal: Will help smooth out peak/valley monthly invoices Significant: Could result in an invoice shift of up to a one month delay in invoicing. 	<ul style="list-style-type: none"> A relatively small amount of total inventory (i.e. 8-10 projects vs 30-70 monthly invoices). Pushes invoicing into new biennium and would require payment plans and/or available cash to pay invoices in full.
<p>Option 3: “Rolling payment plans”</p> <ul style="list-style-type: none"> Defer all payments one month* Defer an average of \$300,000 in invoices monthly* <ul style="list-style-type: none"> Agencies w/fiscal capacity would be deferral priority <p>*Agency would be notified this is a result of I-976/legislative action</p>	<ul style="list-style-type: none"> Would create fund balance Solves monthly problem Cash deficit grows \$300,000 per month 	<ul style="list-style-type: none"> Hardship for small agencies TIB currently does this with less than 3% of total inventory—the key distinction is this practice is with known funding. Now that funding is eliminated, \$4.6M or more will be due 7/1/2020 and will require several months into the next biennium to recover.
<p>Option 4: Delay up to \$10M in projects one construction cycle-NOT RECOMMENDED</p>	<ul style="list-style-type: none"> Ensures fund balance 	<ul style="list-style-type: none"> Would request “agency volunteers” Invoices would “stack” in next biennium Expectation would be to honor some or all cost increases due to delay.
<p>Option 5: Continue current invoice practices-NOT RECOMMENDED</p>	<ul style="list-style-type: none"> Fund balance would be held at \$1M by May/June 2020 	<ul style="list-style-type: none"> Would likely result in NO payments in June of 2020.
<p>Option 6: Terminate projects that have one or more design issues that will result in “above award” costs-may reapply next grant cycle</p>	<ul style="list-style-type: none"> Minimal 	<ul style="list-style-type: none"> Few projects, unlikely they will go to bid summer 2020 or will impact cash flow needs.



2020 Program Call Size Preview

March 27, 2020

BACKGROUND

At the March Board meeting of each year, a preliminary review of the proposed program sizes is given. The annual call for projects and call size is announced to customers after formal Board action at the May meeting.

STATUS

Assumptions and considerations made in the calculation for call size include:

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

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

Preliminary 2020 Program Size

Program	Proposed 2020 Call Size	2019 Approved Amounts
<i>Urban Programs</i>		
• Urban Arterial Program (UAP)	\$68 Million	\$68.9 Million
• Arterial Preservation Program (APP)	\$5 Million	\$7.6 Million
• Urban Sidewalk Program (SP)	\$4 Million	\$5.2 Million
<i>Small City Programs</i>		
• Small City Arterial Program (SCAP)	\$10 Million	\$11.9 Million
• Small City Preservation Program (SCPP)	\$4 Million	\$4.1 Million
• Small City Sidewalk Program (SP)	\$3 Million	\$2.6 Million
TOTAL	\$94 Million	\$103.3 Million

- UAP includes \$4 million that was not allocated in 2019 in the Northwest Region. The Northwest Region will receive their normal regional allocation plus \$4 million.
- Relight Washington projects and Complete Streets awards are separate programs and are not administered or considered as the normal call for projects.
- Relight Washington and the preservation programs (SCPP and APP) receive funding through the Connecting Washington quarterly deposit. Relight Washington is currently the priority for these funds. The preservation programs may be increased based on the number of Relight Washington projects approved throughout the year. The legislature in 2019-2021 budget has limited the board's ability to allocate money from this fund source to the preservations programs by requiring, by proviso, that it only be spent on Relight Washington.

RECOMMENDATION

No action needed. Information Only.



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(006)-1	ABERDEEN	FY 2020 Overlay Project	Contract Completion	CC	241,947	-55,697	Director
3-W-189(007)-1	ABERDEEN	FY 2021 Overlay Project	Design	DE	44,791	0	Director
3-W-193(003)-1	CHEHALIS	FY 2021 Overlay Project	Design	DE	81,630	0	Director
3-E-177(004)-1	COLLEGE PLACE	FY 2020 Overlay Project	Bid Award	BA	255,842	-33,246	Director
3-E-177(005)-1	COLLEGE PLACE	FY 2021 Overlay Project	Design	DE	45,360	0	Director
3-P-124(007)-1	ENUMCLAW	FY 2020 Overlay Project	Bid Award	CN BA	390,447	-75,447	Director
3-P-124(008)-1	ENUMCLAW	FY 2021 Overlay Project	Bid Award	DE CN BA	111,297	-22,687	Director
3-E-164(004)-1	EPHRATA	FY 2019 Overlay Project	Audit	CC FV AD	193,104	3,254	Director
3-E-183(008)-1	GRANDVIEW	FY 2021 Overlay Project	Design	DE	27,630	0	Director
3-E-988(003)-1	LIBERTY LAKE	FY 2021 Overlay Project	Design	DE	41,020	0	Director
3-P-132(002)-1	MILTON	FY 2019 Overlay Project	Audit	CC FV AD	440,947	-13,455	Director
3-W-150(002)-1	PORT ANGELES	FY 2020 Overlay Project	Audit	CC FV AD	539,744	0	Director
3-W-950(003)-1	RIDGEFIELD	FY 2021 Overlay Project	Design	DE	76,085	0	Director
3-W-126(006)-1	SEDRO WOOLLEY	FY 2021 Overlay Project	Design	DE	16,681	0	Director
3-E-182(005)-1	SELAH	FY 2021 Overlay Project	Design	DE	25,830	0	Director



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3-P-823(005)-1	STANWOOD	FY 2020 Overlay Project	Audit	CC FV AD	205,659	-59,550	Director
3-P-823(006)-1	STANWOOD	FY 2021 Overlay Project	Construction	DE	26,244	0	Director
3-P-824(001)-1	SULTAN	FY 2021 Overlay Project	Design	DE	40,500	0	Director
3-E-172(003)-1	WEST RICHLAND	FY 2020 Overlay Project	Audit	CC FV AD	250,534	0	Director
3-W-954(003)-1	WOODLAND	FY 2021 Overlay Project	Design	DE	42,840	0	Director
Total APP Change						-256,828	
CSP Program							
C-P-138(001)-1	EVERETT	Complete Streets Award	Audit	FV AD	250,000	0	Director
C-W-828(001)-1	LANGLEY	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-E-850(001)-1	LEAVENWORTH	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-W-973(001)-1	NORTH BONNEVILLE	Complete Streets Award	Audit	CC FV AD	125,000	0	Director
C-W-151(001)-1	PORT TOWNSEND	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-P-135(001)-1	RUSTON	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
C-P-806(001)-1	SNOQUALMIE	Complete Streets Award	Audit	FV AD	250,000	0	Director
C-E-886(001)-1	TWISP	Complete Streets Award	Audit	CC FV AD	250,000	0	Director
Total CSP Change						0	



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LED Program							
S-W-952(001)-1	CASTLE ROCK	LED Streetlight Conversion	Audit	CC	32,211	0	Director
S-E-177(003)-1	COLLEGE PLACE	LED Streetlight Conversion	Audit	FV AD	13,913	0	Director
S-W-985(001)-1	FERNDALE	LED Streetlight Conversion	Audit	CC FV AD	525,935	48,035	Director
S-E-942(001)-1	MABTON	LED Streetlight Program	Audit	FV AD	28,398	0	Director
S-E-944(002)-1	NACHES	LED Streetlight Conversion	Audit	CC FV AD	18,944	-3,456	Director
S-E-945(001)-1	TIETON	LED Streetlight Conversion	Audit	CC FV AD	16,961	4,385	Director
S-E-181(002)-1	UNION GAP	LED Streetlight Conversion	Audit	FV AD	192,702	0	Director
S-E-946(002)-1	WAPATO	LED Streetlight Conversion	Audit	FV AD	51,794	0	Director
S-E-854(001)-1	WATERVILLE	LED Streetlight Conversion	Audit	CC	45,541	2,441	Director
Total LED Change						51,405	
SCAP Program							
6-E-907(002)-1	ALBION	F and 2nd Streets	Audit	CC FV AD	270,200	-12,973	Director
6-E-921(004)-1	ASOTIN	2nd Street	Bid Award	CN	796,179	0	Director
6-W-952(005)-1	CASTLE ROCK	Dougherty Drive	Bid Award	BA	734,919	0	Director
6-W-832(006)-1	CONCRETE	Cedar Street	Audit	CC FV AD	731,237	8,895	Director



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6-E-856(002)-1	COULEE CITY	N 4th Street	Audit	FV AD	762,740	0	Director
6-E-894(115)-1	DEER PARK	Crawford Avenue	Design	DE	0	0	Director
6-P-811(011)-1	EATONVILLE	Rainier Avenue and Pennsylvania Avenue	Bid Award	BA	420,934	-155,201	Director
6-W-955(011)-1	ELMA	7th Street	Audit	FV AD	411,494	0	Director
6-E-909(003)-1	ENDICOTT	C, 3rd, Machin, Margin, 4th, Dean, and H Streets	Bid Award	CN BA	543,268	-19,389	Director
6-W-838(008)-1	EVERSON	Reeds Lane and Emerson Road	Construction	CN	200,166	0	Director
6-W-831(105)-1	FRIDAY HARBOR	Tucker Avenue Reconstruction	Audit	FV AD	286,341	0	Director
6-E-859(002)-1	GRAND COULEE	Federal Avenue	Design	DE	46,133	0	Director
6-E-871(010)-1	HARRINGTON	W Adams Street	Design	DE	39,400	0	Director
6-E-903(003)-1	KETTLE FALLS	E 10th Avenue	Audit	FV AD	372,121	0	Director
6-E-897(006)-1	MEDICAL LAKE	Lake Street	Design	DE	21,185	0	Director
6-W-963(008)-1	NAPAVINE	NE 4th Avenue and Park Street	Design	DE	54,617	0	Director
6-E-881(010)-1	OKANOGAN	Lower Pine Street	Design	DE	40,050	0	Director
6-E-987(006)-1	OMAK	Jasmine Street	Construction	CN	80,460	0	Director
6-P-135(003)-1	RUSTON	N 52nd Street	Design	DE	0	0	Director
6-E-865(003)-1	SOAP LAKE	Division Street	Audit	FV AD	872,133	0	Director
6-E-919(007)-1	TEKOA	Crosby Street and Park Street	Bid Award	BA	764,812	125,000	Director



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6-E-866(003)-1	WARDEN	8th Street	Audit	CC	307,327	-13,960	Director
6-E-875(006)-1	WILBUR	Broadway Street, Railroad Avenue	Audit	CC	689,565	-16,766	Director
Total SCAP Change						-84,394	
SCPP Program							
2-E-868(006)-1	ALMIRA	FY 2021 Seal Coat Project	Bid Award	DE CN BA	117,650	0	Director
2-P-808(005)-1	BUCKLEY	FY 2019 Rehabilitation Project	Audit	FV AD	152,275	0	Director
2-W-952(005)-1	CASTLE ROCK	FY 2018 Rehabilitation Project	Bid Award	BA	155,430	-27,770	Director
2-E-926(004)-1	CONNELL	FY 2021 Seal Coat Project	Bid Award	DE CN BA	40,364	0	Director
2-W-827(009)-1	COUPEVILLE	FY 2021 Overlay Project	Design	DE	10,841	0	Director
2-E-924(007)-1	DAYTON	FY 2021 Seal Coat Project	Design	DE	2,850	0	Director
2-E-879(002)-1	ELMER CITY	FY 2018 Seal Coat Project	Audit	CC	84,009	16,463	Director
2-E-879(003)-1	ELMER CITY	FY 2020 Seal Coat Project	Contract Completion	CC	143,965	0	Director
2-E-895(004)-1	FAIRFIELD	Crack Seal PILOT	Bid Award	DE	22,876	0	Director
2-W-831(004)-1	FRIDAY HARBOR	FY 2019 Rehabilitation Project	Audit	FV AD	165,246	0	Director
2-W-831(005)-1	FRIDAY HARBOR	FY 2020 Rehabilitation Project	Audit	FV AD	222,546	0	Director
2-E-935(004)-1	GOLDENDALE	FY 2020 Overlay Project	Audit	CC	118,868	-6,834	Director
2-P-820(004)-1	GRANITE FALLS	FY 2020 Overlay Project	Audit	CC FV AD	91,090	-15,646	Director



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From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-927(003)-1	KAHLOTUS	FY 2021 Seal Coat Project	Bid Award	DE CN BA	63,034	0	Director
2-E-903(004)-1	KETTLE FALLS	FY 2021 Seal Coat Project	Design	DE	3,123	0	Director
2-W-835(004)-1	LYMAN	FY 2019 Seal Coat Project	Audit	FV AD	69,647	0	Director
2-E-942(004)-1	MABTON	FY 2021 Overlay Project	Design	DE	37,600	0	Director
2-E-852(006)-1	MANSFIELD	FY 2021 Seal Coat Project	Bid Award	DE CN BA	92,196	0	Director
2-E-890(002)-1	METALINE	FY 2021 Seal Coat Project	Construction	DE CN	9,200	0	Director
2-E-166(001)-1	MILLWOOD	FY 2018 Seal Coat Project	Audit	FV AD	52,153	0	Director
2-E-944(003)-1	NACHES	FY 2020 Overlay Project	Audit	FV AD	155,286	0	Director
2-E-880(003)-1	NESPELEM	FY 2021 Seal Coat Project	Bid Award	DE CN BA	148,980	0	Director
2-E-892(004)-1	NEWPORT	FY 2021 Seal Coat Project	Design	DE	12,849	0	Director
2-E-905(003)-1	NORTHPORT	FY 2021 Seal Coat Project	Construction	CN	10,256	0	Director
2-E-883(005)-1	PATEROS	FY 2019 Rehabilitation Project	Audit	CC FV AD	357,273	-27,179	Director
2-E-883(006)-1	PATEROS	FY 2020 Seal Coat Project	Bid Award	BA	58,681	-4,225	Director
2-W-976(002)-1	RAINIER	FY 2021 Overlay Project	Design	DE	18,340	0	Director
2-E-898(004)-1	ROCKFORD	Crack Seal Pilot	Bid Award	DE CN	8,160	0	Director
2-P-135(002)-1	RUSTON	FY 2021 Seal Coat Project	Bid Award	DE CN BA	187,089	0	Director
2-E-865(009)-1	SOAP LAKE	FY 2019 Rehabilitation Project	Audit	FV AD	333,034	0	Director



Washington State Transportation Improvement Board Project Activity Report

Reporting Period
From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-P-815(002)-1	SOUTH PRAIRIE	FY 2020 Seal Coat Project	Audit	FV	63,578	0	Director
2-E-866(004)-1	WARDEN	FY 2019 Rehabilitation Project	Audit	CC	238,286	-5,297	Director
2-E-866(005)-1	WARDEN	FY 2021 Seal Coat Project	Bid Award	DE CN BA	63,935	0	Director
2-E-900(001)-1	WAVERLY	FY 2017 Seal Coat Project	Audit	CC FV AD	26,339	-23,686	Director
2-E-900(002)-1	WAVERLY	Crack Seal PILOT	Bid Award	DE CN	10,091	0	Director
2-E-936(005)-1	WHITE SALMON	FY 2020 Seal Coat Project	Audit	FV AD	78,042	0	Director
2-E-887(003)-1	WINTHROP	FY 2021 Seal Coat Project	Bid Award	DE CN BA	124,640	0	Director
Total SCPP Change						-94,174	

SP Program

P-P-105(P03)-1	AUBURN	Auburn Way	Audit	CC FV AD	263,250	0	Director
P-P-105(P04)-1	AUBURN	M Street SE	Design	DE	30,020	0	Director
P-W-156(P08)-1	BELLINGHAM	N Samish Way	Audit	CC FV AD	266,915	346	Director
P-W-006(P08)-1	CLARK COUNTY	Highway 99 - KlineSidewalk	Audit	FV AD	135,496	0	Director
P-W-006(P09)-1	CLARK COUNTY	NE Hazel Dell Avenue	Design	DE	75,000	0	Director
P-E-930(P05)-1	CLE ELUM	Pine Street	Audit	FV AD	278,820	0	Director
P-E-009(P03)-1	DOUGLAS COUNTY	Clovis Point Sidewalk Improvements	Construction	CN	13,404	0	Director
P-W-955(P06)-1	ELMA	Young Street	Design	DE	29,970	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-825(P06)-1	FORKS	Spartan Ave, A St and Blackberry Ave	Design	DE	38,683	0	Director
P-W-190(P02)-1	HOQUIAM	SR 101 (Simpson Ave)	Bid Award	BA	460,000	0	Director
P-E-173(P06)-1	KENNEWICK	W 36th Avenue	Audit	CC FV AD	262,946	44,546	Director
P-P-111(P06)-1	KIRKLAND	124th Avenue NE	Audit	CC FV AD	275,000	0	Director
P-E-852(P05)-1	MANSFIELD	5th Avenue/Main Street (SR 172)	Construction	CN	58,360	0	Director
P-E-904(P01)-1	MARCUS	Cider Street (SR 25)	Audit	CC	331,757	12,373	Director
P-E-897(P09)-1	MEDICAL LAKE	Hallett Street and Grace Street	Design	DE	22,515	0	Director
P-W-957(P01)-1	MONTESANO	E Pioneer Avenue	Design	DE	930	0	Director
P-P-145(P02)-1	MUKILTEO	Mukilteo Speedway (SR 525)	Design	DE	15,096	0	Director
P-E-892(P02)-1	NEWPORT	Pine Street and Idaho Hwy 41	Construction	CN	25,877	0	Director
P-E-987(P04)-1	OMAK	5th Avenue	Design	DE	27,075	0	Director
P-E-883(P04)-1	PATEROS	Warren Avenue	Design	DE	46,039	0	Director
P-P-027(P08)-1	PIERCE COUNTY	136th Street E	Design	DE	92,517	0	Director
P-W-151(P07)-1	PORT TOWNSEND	Jefferson Street	Audit	FV AD	376,306	0	Director
P-W-158(001)-1	POULSBO	NW Finn Hill Road	Construction	CN	0	0	Director
P-E-855(P01)-1	REPUBLIC	Knob Hill and Klondike	Audit	CC	432,683	0	Director
P-P-121(P01)-1	SEATAC	S 200th Street	Design	DE	55,160	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-182(P01)-1	SELAH	W Goodlander Road	Design	DE	21,501	0	Director
P-P-806(P02)-1	SNOQUALMIE	Meadowbrook Way SE	Audit	CC	121,790	0	Director
P-P-806(P03)-1	SNOQUALMIE	SR 202 Pedestrian Signals	Design	DE	25,169	0	Director
P-E-165(P09)-1	SPOKANE	North River Drive	Design	DE	35,398	0	Director
P-E-208(P06)-1	SPOKANE VALLEY	Adams Road	Construction	CN	62,406	0	Director
P-E-208(P07)-1	SPOKANE VALLEY	Park Road	Design	DE	30,000	0	Director
P-P-133(P02)-1	STEILACOOM	Steilacoom Boulevard	Audit	CC FV AD	490,043	17,648	Director
P-E-178(P04)-1	TOPPENISH	Lincoln Avenue, Dayton Avenue, and Beech Street	Bid Award	BA	236,904	-24,492	Director
P-W-184(P07)-1	VANCOUVER	NE 112th Avenue	Bid Award	CN	119,772	0	Director
P-E-036(P02)-1	WALLA WALLA COUNTY	Abbott Road	Design	DE	12,182	0	Director
P-P-816(P02)-1	WILKESON	Church Street (SR 165)	Design	DE	34,500	0	Director
P-W-978(P03)-1	YELM	Mill Road SE	Design	DE	80,943	0	Director
Total SP Change						50,421	

UAP Program

8-5-189(011)-1	ABERDEEN	E Market Street	Design	DE	150,681	0	Director
8-2-154(016)-1	ANACORTES	Commercial Avenue (SR 20 Spur)	Design	DE	146,154	0	Director
8-1-105(036)-1	AUBURN	2nd Street SE	Design	DE	69,000	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-2-830(007)-1	BAINBRIDGE ISLAND	Wyatt Way	Bid Award	CN	2,324,522	0	Director
8-5-185(008)-1	CAMAS	NW Camas Meadows Drive/NW Larkspur Street	Audit	CC	2,237,230	-46,074	Director
8-5-185(009)-1	CAMAS	NE Everett Street (SR 500)	Bid Award	CN	2,814,868	0	Director
8-1-204(005)-1	COVINGTON	Lakepointe Boulevard	Design	DE	0	0	Director
8-1-110(009)-1	DES MOINES	24th Avenue S	Design	DE	378,393	0	Director
8-3-009(011)-1	DOUGLAS COUNTY	4th Street SE	Construction	CN	185,799	0	Director
8-3-161(012)-1	EAST WENATCHEE	Highline Drive	Bid Award	BA	743,750	0	Director
8-3-161(013)-1	EAST WENATCHEE	10th Street NE	Design	DE	30,000	0	Director
8-1-139(003)-1	EDMONDS	76th Avenue W and 212th Street SW	Audit	FV AD	1,455,524	0	Director
8-4-175(019)-1	ELLENSBURG	University Way	Audit	CC FV AD	911,244	-4,543	Director
8-1-134(016)-1	FIFE	70th Avenue East	Bid Award	DE	4,000,000	0	Director
8-1-108(011)-1	ISSAQUAH	SE 62nd Street and extension	Audit	CC	10,500,000	0	Director
8-1-206(001)-1	KENMORE	68th Avenue NE Bridge	Bid Award	BA	7,000,000	100,000	Director
8-1-106(033)-1	KENT	76th Avenue S	Design	DE	0	0	Director
8-1-111(021)-1	KIRKLAND	100th Avenue NE	Design	DE	0	0	Director
8-2-018(009)-1	KITSAP COUNTY	Greaves Way	Design	DE	142,731	0	Director
8-1-118(003)-1	LAKE FOREST PARK	SR 104	Design	DE	704,330	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-146(001)-1	LAKE STEVENS	20th Street SE	Bid Award	CN	4,176,842	0	Director
8-3-988(005)-1	LIBERTY LAKE	County Vista Drive	Design	DE	32,550	0	Director
8-1-140(019)-1	LYNNWOOD	196th Street SW (SR 524)	Audit	CN BA CC FV AD	2,500,000	0	Director
8-1-141(008)-1	MOUNTLAKE TERRACE	66th Avenue W	Design	DE	469,928	0	Director
8-1-145(005)-1	MUKILTEO	Harbour Reach Drive	Bid Award	BA	2,076,946	-223,054	Director
8-3-844(007)-1	OTHELLO	Lee Road	Audit	CC FV AD	590,542	-80,659	Director
8-1-129(019)-1	PUYALLUP	Shaw Road	Audit	FV AD	5,500,000	0	Director
8-1-107(023)-1	REDMOND	Redmond Way (SR 202) and NE 76th Street	Design	DE	319,471	0	Director
8-5-194(011)-1	SHELTON	Alder Street/Olympic Hwy N	Audit	CC	3,489,152	0	Director
8-1-031(015)-1	SNOHOMISH COUNTY	35th Avenue SE/39th Avenue SE	Construction	CN	0	0	Director
8-3-032(070)-1	SPOKANE COUNTY	Aero Road	Contract Completion	CC	652,400	0	Director
8-3-032(072)-1	SPOKANE COUNTY	Bigelow Gulch Road	Design	DE	0	0	Director
8-3-208(010)-1	SPOKANE VALLEY	University Road	Contract Completion	CC	1,473,713	0	Director
8-4-181(007)-1	UNION GAP	Main Street	Construction	CN	0	0	Director
8-3-160(031)-1	WENATCHEE	Springwater Avenue	Design	DE	533,293	0	Director
8-4-039(027)-1	YAKIMA COUNTY	Butterfield Road	Design	DE	0	0	Director
					Total UAP Change	-254,330	



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 01/01/2020 to 02/29/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					Total Change	-587,900	

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



Criteria Updates March 27, 2020

BACKGROUND

Each year, program criteria are reviewed and, if needed, proposed changes are brought before the Board for consideration. Changes to the programs, other than the Small City Arterial Program (SCAP), are minimal. SCAP criteria revisions to convert to banding have been discussed at Board meetings since January 2019.

STATUS

Staff is proposing updates to the Small City Preservation Program (SCPP), Arterial Preservation Program (APP), Urban Arterial Program (UAP), and Small City Arterial Program (SCAP) criteria for the 2020 call for projects. A detailed list of the revised criteria set follows on pages 24-37, with proposed changes noted. A final version of the revised criteria set follows on pages 38-51. A description of recommended updates is below.

Program	Analysis	Recommendation
SCPP (Overlay)	Agency Rating <ul style="list-style-type: none"> • There has been confusion within agencies whether federal money can be used for local street improvements regarding economy of scale credit. 	<ol style="list-style-type: none"> 1. <u>Economy of Scale</u> <ul style="list-style-type: none"> • Add “(Non-FHWA)” to help clarification.
	Segment Rating <ul style="list-style-type: none"> • In general, overlay projects only rate well when the medium to severe alligator cracking is limited to 25% or less of the project limits. • Currently, there is a sidewalk maintenance section that considers sidewalk repair and non-compliant ramp needs. • Several years ago, sidewalk repair was made non-eligible and only the non-compliant ramps made eligible in the SCPP program. Sidewalk repair needs can be made through the Sidewalk Program (SCSP). • Last year, the Arterial Preservation Program (APP) was changed to provide a sliding scale based on the number of ADA ramps would be funded by TIB. 	<ol style="list-style-type: none"> 1. <u>Preservation (Overlay)</u> <ul style="list-style-type: none"> • Add “Medium-Severe Alligator Cracking <25 percent” as guidance. 2. <u>Sidewalk Maintenance</u> <ul style="list-style-type: none"> • Delete points associated with Sidewalk Maintenance (0-10 points). 3. <u>Number of ADA ramps TIB is funding (new)</u> <ul style="list-style-type: none"> • Add 0-10 points for the number of ADA ramps TIB is funding. <ul style="list-style-type: none"> • No ramps= 10 points • 1-5 ramps= 7 points • 6-9 ramps= 5 points • 10+ ramps= 0 points

<p>APP</p>	<p>Agency Rating</p> <ul style="list-style-type: none"> Currently, projects are provided 0-10 economy of scale points based on the situation of the provider or type of project. 	<ol style="list-style-type: none"> <u>Economy of Scale</u> <ul style="list-style-type: none"> Change documented response from provider from 0-10 points to 10 points. Add "Funded local street improvement (Non-FHWA)= 5 points.
	<p>Segment Rating</p> <ul style="list-style-type: none"> In general, overlay projects only rate well when the medium to severe alligator cracking is limited to 25% or less of the project limits. In general, rehabilitation projects only rate well when the medium to severe alligator cracking is 25% or more of the project limits. 	<p><u>Preservation (Overlay)</u></p> <ul style="list-style-type: none"> Add "Medium-Severe Alligator Cracking <25 percent" as guidance. <ol style="list-style-type: none"> <u>Rehabilitation (FDR)</u> <ul style="list-style-type: none"> Add "Medium-Severe Alligator Cracking <25 percent" as guidance.
<p>UAP</p>	<p>Physical Condition Band</p> <ul style="list-style-type: none"> The intent of the subsection "Loading" is to consider for the volume of vehicles and trucks, not identify the significance of the route. The significance of a route in this program is identified by the federal classification status of the route. 	<ol style="list-style-type: none"> <u>Loading</u> <ul style="list-style-type: none"> Delete "NHS Route" (3 points).
	<p>Sustainability</p> <ul style="list-style-type: none"> Currently, there are two similar measures with the same intent of eliminating the use of permanent irrigation. Currently, projects receive up to 3 points for an appropriate roadway cross-section. There should be more encouragement for placing the correct geometry. Additionally, by deleting the duplicated described above, this section requires an additional point to allow a project to gain maximum points. 	<ol style="list-style-type: none"> <u>Environmental Measures</u> <ul style="list-style-type: none"> Delete "Use on non-potable water for irrigation or no permanent irrigation (1 point) Revise "Hardscaping or native planting" to "Hardscaping or climate-appropriate planting- No permanent irrigation (1 point) Revise "Appropriate roadway cross-section" from 0-3 points to 0-5 points.

	<p>Constructability</p> <ul style="list-style-type: none"> The current criteria for “No sensitive areas or issues pending” are difficult to quantify at the time of application, although many agencies try to get the points. This takes staff time to investigate and almost always results in removing the points. 	<ol style="list-style-type: none"> <u>Construction readiness and ease of implementation</u> <ul style="list-style-type: none"> Delete “No sensitive areas or issues pending” (2 points)
SCAP	<ul style="list-style-type: none"> The current program points are distributed as follows: <ul style="list-style-type: none"> Safety (35 points) Existing Pavement Condition (30 points) Local Support (25 points) Sustainability (10 points) Not all worthy projects have both safety and pavement condition concerns. Several years ago, TIB revised the UAP program to banding which allows projects to be funded when the projects score well within one area of concern verses all areas. This model has worked well. 	<ol style="list-style-type: none"> <u>Entire SCAP criteria</u> <ul style="list-style-type: none"> Delete existing program criteria Add new criteria as shown on pages 50 & 51.

RECOMMENDATION

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

Criteria Updates – Proposed

SMALL CITY PRESERVATION PROGRAM Staff Rating Guidelines

Non-eligible Work

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

OVERLAY

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

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

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

Deliverability (10 pt max)

- Past performance of TIB projects 0-10

SEGMENT RATING (80 pt max)

Calculate Segment Rating for **each** segment submitted

- Preservation (Overlay)
Medium-Severe Alligator Cracking < 25 percent
Visual inspection of existing pavement to determine PCR
 - PCR over 65 0
 - PCR between 60 & 35 30-60
 - PCR less than 30 0

Type of Route

- TIB Arterial 10
- Local Access 5

SMALL CITY PRESERVATION PROGRAM Staff Rating Guidelines

Number of ADA ramps TIB is funding:

<ul style="list-style-type: none">• None		10
<ul style="list-style-type: none">• 1-5		7
<ul style="list-style-type: none">• 6-9		5
<ul style="list-style-type: none">• 10+		0

Sidewalk Maintenance

<ul style="list-style-type: none">• No Existing Sidewalk		10
<ul style="list-style-type: none">• Existing Sidewalk with Compliant ADA Ramps		10
<ul style="list-style-type: none">• Existing Sidewalk with Non-compliant ADA Ramps		5
<ul style="list-style-type: none">• Needs Sidewalk Repair		0

CHIP SEAL

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

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

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

Deliverability (10 pt max)

- Past performance of TIB projects 0-10

SEGMENT RATING (80 pt max)

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

ARTERIAL PRESERVATION PROGRAM Staff Rating Guidelines

ELIGIBLE WORK

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

AGENCY RATING (15 pt max)

Calculate Agency Rating **once** for each application

Economy of Scale (10 pt max)

- Documented response from Provider ~~0-10~~
Letter or email with application
- Funded local street improvement (Non-FHWA) 5

Deliverability (5 pt max)

- Past performance of TIB projects 0-5

ARTERIAL PRESERVATION PROGRAM Staff Rating Guidelines

SEGMENT RATING (85 pt max)

Calculate Segment Rating for **each** segment submitted

Pavement Condition Rating 0-60

- Preservation (Overlay)

- Medium-Severe Alligator Cracking < 25 percent

Visual inspection of existing pavement to determine PCR

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

- Rehabilitation (FDR)

- Medium-Severe Alligator Cracking > 25 percent

Visual inspection of existing pavement to determine PCR

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

Route Classification

- Principal Arterial 15
- Minor Arterial 10
- Collector 5

Number of ADA ramps TIB is funding:

- None 10
- 1-5 7
- 6-9 5
- 10+ 0

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

SAFETY (65 pt max)

Improves unsafe conditions, prevents human injury and property damage.

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

CRASH HISTORY (40 pt max)

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

COUNTERMEASURES (25 pt max)

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

COMMERCIAL GROWTH & DEVELOPMENT (65 pt max)

Maximizes commercial development potential and appropriate project locations.

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

PUBLIC SUPPORT (10 pt max)

- Utilities onsite 0-10

PRIVATE SUPPORT (30 pt max)

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

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

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

LOCATION (10 pt max)

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

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

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

EXISTING CONDITION (30 pt max)

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

NON PAVEMENT CONDITION (10 pt max)

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

EXISTING ATTRIBUTES (12 pt max)

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

LOADING (10 pt max)

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

SIDEWALK CONDITION (5 pt max)

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

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity

Projects will be scored based on current level of service compared to anticipated level of service post-project provided in a Traffic Study stamped by a Washington State Professional Engineer. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

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

NETWORK CONNECTIVITY (10 pt max)

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

MODAL ACCESS (10 pt max)

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

FEATURES (10 pt max)

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

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

SUSTAINABILITY (10 pt max)

Improves project quality through a sustainable design.

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

ADOPTED COMPLETE STREETS ORDINANCE	1
MODAL MEASURES (8 pt max)	
• Adds Queue Jump or Transit Only Lane	1
• Peak hour transit buses	0-3
• Appropriate sidewalk cross-section	0-3
• Bicycle facilities	0-3
ENVIRONMENTAL MEASURES (8 pt max)	
• Adopted greenhouse gas emissions policy	1
• LID or enhanced treatment stormwater controls	2
• Use of non-potable water for irrigation or no permanent irrigation	1
• Hardscaping or <u>native climate-appropriate</u> planting – <u>No permanent irrigation</u>	1
• Appropriate roadway cross-section	0-3
ENERGY MEASURES (3 pt max)	
• Install roundabout verses warranted signal (new intersection)	2
• Convert signalized intersection to roundabout	2
• Convert stop controlled intersection to roundabout	1
• Solar powered signage	1
PAVEMENT RECYCLING (4 pt max)	
• In-place recycling	4

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

CONSTRUCTABILITY (25 pt max)

Provides a reasonable expectation of completion.

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

FULL FUNDING (11 pt max)

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

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (14 pt max)

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

SMALL CITY ARTERIAL PROGRAM Staff Rating Guidelines

SAFETY (35-pt max)

CORRECTABLE CRASH HISTORY (10-pt max)

Incidents must occur within the project limits

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

POTENTIAL SAFETY HAZARDS (20-pt max)

Proposed project must eliminate or minimize hazard to receive points

Safety Hazard Checklist

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

SMALL CITY ARTERIAL PROGRAM Staff Rating Guidelines

EXISTING PAVEMENT CONDITION (30-pt max)

- RECONSTRUCTION (Full reconstruction or full depth reclamation)

Visual inspection of existing pavement to determine PCR

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

- REHABILITATION (Overlay)

Visual inspection of existing pavement to determine PCR

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

- NEW ROAD or GRAVEL ARTERIAL _____ 10-15

Points based on significance of new section

LOCAL SUPPORT (25-pt max)

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

As defined by Agency Comp Plan

OR

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

SMALL CITY ARTERIAL PROGRAM Staff Rating Guidelines

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

ECONOMIC VITALITY- (60 pt max)

Improves central business district area considering all users.

ACCESS FOR ALL USERS (30pt max)

- 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

SMALL CITY ARTERIAL PROGRAM Staff Rating Guidelines

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)

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

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

ENERGY MEASURES (5 pt max)

- Construct roundabout 0-5
- Solar powered signage 1

PAVEMENT (5 pt max)

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

Criteria Updates - FINAL

Action Required

SMALL CITY PRESERVATION PROGRAM Staff Rating Guidelines

Non-eligible Work

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

OVERLAY

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

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

- Documented response from Provider
Letter or email with application 10
- Funded local street improvement (Non-FHWA) 5

Deliverability (10 pt max)

- Past performance of TIB projects 0-10

SEGMENT RATING (80 pt max)

Calculate Segment Rating for **each** segment submitted

- Preservation (Overlay)
Medium-Severe Alligator Cracking < 25 percent
Visual inspection of existing pavement to determine PCR
 - PCR over 65 0
 - PCR between 60 & 35 30-60
 - PCR less than 30 0

Type of Route

- TIB Arterial 10
- Local Access 5

SMALL CITY PRESERVATION PROGRAM Staff Rating Guidelines

Number of ADA ramps TIB is funding:

- None 10
- 1-5 7
- 6-9 5
- 10+ 0

CHIP SEAL

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

AGENCY RATING (20 pt max)

Economy of Scale (10 pt max)

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

Deliverability (10 pt max)

- Past performance of TIB projects 0-10

SEGMENT RATING (80 pt max)

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

ARTERIAL PRESERVATION PROGRAM Staff Rating Guidelines

ELIGIBLE WORK

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

AGENCY RATING (15 pt max)

Calculate Agency Rating **once** for each application

Economy of Scale (10 pt max)

- Documented response from Provider 10
Letter or email with application
- Funded local street improvement (Non-FHWA) 5

Deliverability (5 pt max)

- Past performance of TIB projects 0-5

ARTERIAL PRESERVATION PROGRAM

Staff Rating Guidelines

SEGMENT RATING (85 pt max)

Calculate Segment Rating for **each** segment submitted

Pavement Condition Rating 0-60

- Preservation (Overlay)
 - Medium-Severe Alligator Cracking < 25 percent
 - Visual inspection of existing pavement to determine PCR*
 - PCR over 65 0
 - PCR between 60 & 35 30-60
 - PCR less than 30 0
- Rehabilitation (FDR)
 - Medium-Severe Alligator Cracking > 25 percent
 - Visual inspection of existing pavement to determine PCR*
 - PCR over 60 0
 - PCR between 60 & 35 30-60
 - PCR less than 35 60

Route Classification

- Principal Arterial 15
- Minor Arterial 10
- Collector 5

Number of ADA ramps TIB is funding:

- None 10
- 1-5 7
- 6-9 5
- 10+ 0

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

SAFETY (65 pt max)

Improves unsafe conditions, prevents human injury and property damage.

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

CRASH HISTORY (40 pt max)

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

COUNTERMEASURES (25 pt max)

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

COMMERCIAL GROWTH & DEVELOPMENT (65 pt max)

Maximizes commercial development potential and appropriate project locations.

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

PUBLIC SUPPORT (10 pt max)

- Utilities onsite 0-10

PRIVATE SUPPORT (30 pt max)

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

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

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

LOCATION (10 pt max)

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

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

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

EXISTING CONDITION (30 pt max)

- TIB engineer PCR score rating 0-30

Or

- Bridge condition (Federally funded bridge only) 0-30

NON PAVEMENT CONDITION (10 pt max)

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

EXISTING ATTRIBUTES (12 pt max)

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

LOADING (10 pt max)

- Volume 0-4
- Truck route classification 0-4
- Buses 0-4

SIDEWALK CONDITION (5 pt max)

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

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity

Projects will be scored based on current level of service compared to anticipated level of service post-project provided in a Traffic Study stamped by a Washington State Professional Engineer. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

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

NETWORK CONNECTIVITY (10 pt max)

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

MODAL ACCESS (10 pt max)

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

FEATURES (10 pt max)

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

URBAN ARTERIAL PROGRAM Staff Rating Guidelines

SUSTAINABILITY (10 pt max)

Improves project quality through a sustainable design.

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

ADOPTED COMPLETE STREETS ORDINANCE	1
MODAL MEASURES (8 pt max)	
• Adds Queue Jump or Transit Only Lane	1
• Peak hour transit buses	0-3
• Appropriate sidewalk cross-section	0-3
• Bicycle facilities	0-3
ENVIRONMENTAL MEASURES (8 pt max)	
• Adopted greenhouse gas emissions policy	1
• LID or enhanced treatment stormwater controls	2
• Hardscaping or climate-appropriate planting – <i>No permanent irrigation</i>	1
• Appropriate roadway cross-section	0-5
ENERGY MEASURES (3 pt max)	
• Install roundabout verses warranted signal (new intersection)	2
• Convert signalized intersection to roundabout	2
• Convert stop controlled intersection to roundabout	1
• Solar powered signage	1
PAVEMENT RECYCLING (4 pt max)	
In-place recycling	4

URBAN ARTERIAL PROGRAM

Staff Rating Guidelines

CONSTRUCTABILITY (25 pt max)

Provides a reasonable expectation of completion.

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

FULL FUNDING (11 pt max)

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

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (14 pt max)

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

SMALL CITY ARTERIAL PROGRAM

Staff 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

ECONOMIC VITALITY- (60 pt max)

Improves central business district area considering all users.

ACCESS FOR ALL USERS (30pt max)

- 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

SMALL CITY ARTERIAL PROGRAM Staff Rating Guidelines

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

**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
 - Entire project on both sides 5
 - Portion of project (1/3 of length minimum) 3
- Obstructions- *Must be moved, protected or eliminated by project* 0-3
Evaluate permanence & magnitude of object. Examples of obstructions are power poles, mailboxes, parked cars
 - Over 50 percent of project length 5
 - 25 to 50 percent of project length 3
 - Less than 25 percent of project length 1
- Adjacent Terrain
 - Unrecoverable Bank/Slope 0-5
- Pedestrian Safety 0-5
Reducing crossing distance, bulb-outs, RRFB's, etc.

SMALL CITY ARTERIAL PROGRAM Staff Rating Guidelines

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)

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

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 |

ENERGY MEASURES (5 pt max)

- | | |
|-------------------------|-----|
| • Construct roundabout | 0-5 |
| • Solar powered signage | 1 |

PAVEMENT (5 pt max)

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

SMALL CITY ARTERIAL PROGRAM Staff Rating Guidelines

CONSTRUCTABILITY (20 pt max)

Provides a reasonable expectation of completion.

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

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

Agency Performance (5 pt max)

- Agency performance 0-5

COVINGTON REPORTER

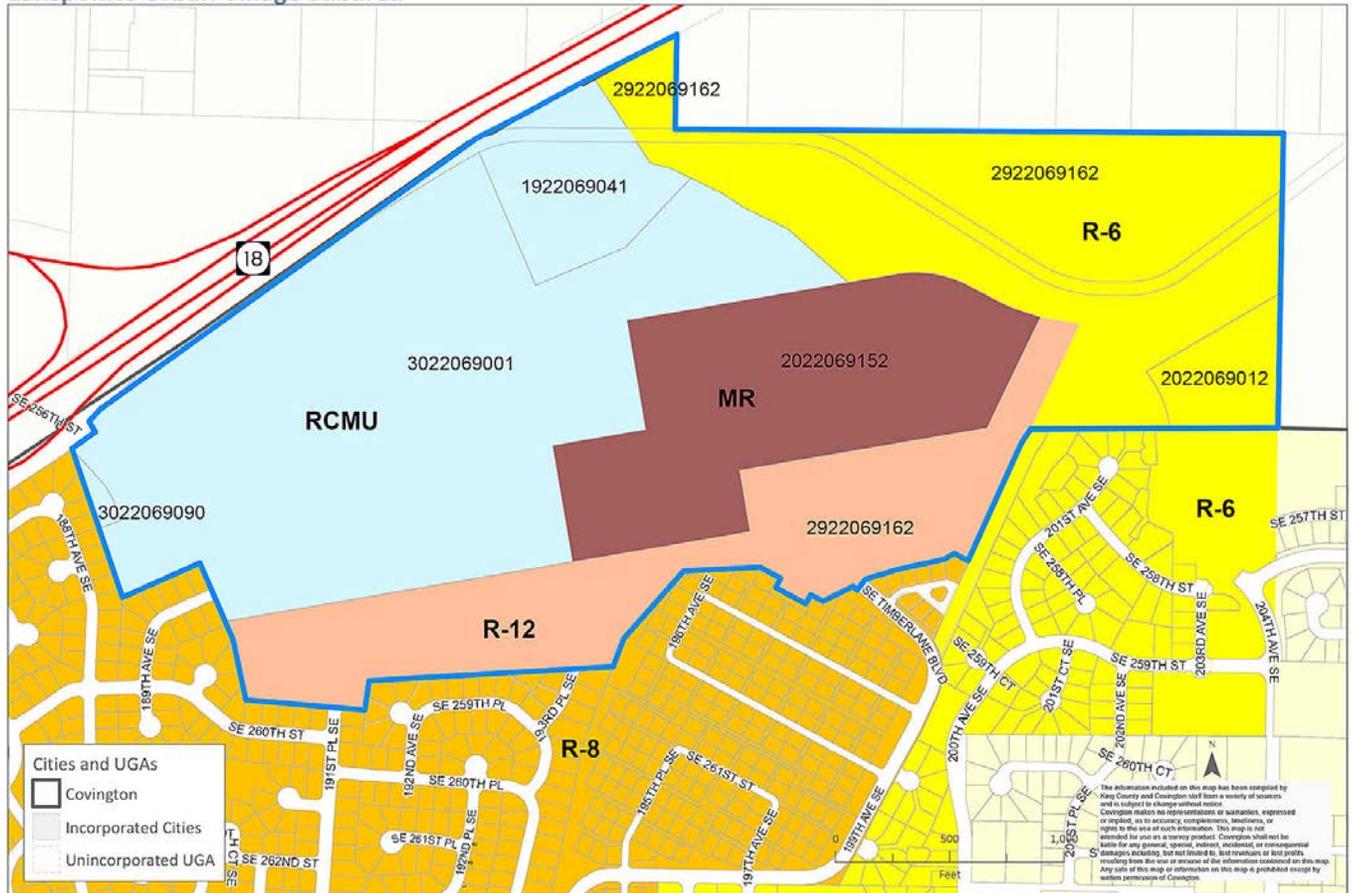
Lakepointe project in limbo

Developers must wait for road projects halted by passage of I-976

by Danielle Chastaine

February 5, 2020

Lakepointe Urban Village Subarea



Zoning

Medium Density Residential 6du/ac (R-6)	High Density Residential 12du/ac (R-12)	Regional Commercial Mixed Use (RCMU)
High Density Residential 8du/ac (R-8)	Mixed Residential (MR)	Lakepointe Urban Village Subarea

Cities and UGAs

- Covington
- Incorporated Cities
- Unincorporated UGA

Date: October 25, 2017
Source: City of Covington

The highly anticipated Lakepointe Property project is in limbo for at least another month until the state figures out what road projects will be funded after the passage of Initiative 976.

The Lakepointe Property project, located at 18808 SE 256th St., has been in the works for seven years, starting with a community plan for the Lakeside Gravel Mine in 2013. Over the years the City of Covington, the developer Oakpointe Communities and Covington residents have planned for a future shopping and residential site in the heart of the city.

The project is 214 acres total and will create 850,000 square feet of retail space and more than 1,500 residential units.

Progress on the project was put on hold after activist Tim Eyman’s I-976 passed, leading to a halt in road construction projects across the state.

The voter approved measure aims to cut car-tab fees to just \$30, which would pull tax funding from many local and state entities. The state projected it would lose \$4 billion in revenue over six years due to I-976. The City of Covington estimated it would lose about \$400,000 in revenue used for road projects.

In November, Governor Jay Inslee put all Washington State Department of Transportation (WSDOT) projects on the shelf in order to curb spending. Only projects that were already underway and in motion were allowed to continue.

“In response to the will of the people, I am taking immediate action,” Inslee stated in a press release in November 2019. “I have directed (WSDOT) to postpone projects not yet underway. I have also asked other state agencies that receive transportation funding, including the Washington State Patrol and the Department of Licensing, to defer nonessential spending as we review impacts.”

One of the WSDOT projects put on the shelf is the Covington Connector project. The Covington Connector project is a \$50 million construction project slated to connect Southeast 256th Street at State Route 18 on and off ramps to State Route 516. Covington Mayor Jeff Wagner described the project as “another bypass through downtown Covington drawing people into the Lakepointe Property,” in May 2019.

This is where Lakepointe is held up. According to Oakpointe Communities Director of Marketing Jon Lakefish, until the Covington Connector project is able to move forward, Lakepointe will be stalled.

“I can’t really speak to anything else until we understand a little bit more,” Lakefish said in a message to The Covington Reporter. “We’ll figure it out as time passes.”

Back in May, Wagner had expected to receive bids on the Covington Connector Project by fall of 2019.

“Once the road gets developed and built, then (Oakpointe) will start on commercial,” Wagner said in a previous article. “So I would say in three years you’ll start seeing hopefully commercial, if not sooner. And then housing units will follow.”

Lakefish is hoping more information on the car tabs initiative will be available in the next month or two.

In May, 2019, the City of Covington began work to create a new special taxing district to let developers use their property as collateral to support construction of a wider range of improvements such as roads, stormwater facilities, park improvements, traffic light or even libraries and schools. This became possible after Inslee signed House Bill 1366 into law on May 7, 2019, which allowed cities to create “community facility districts.”

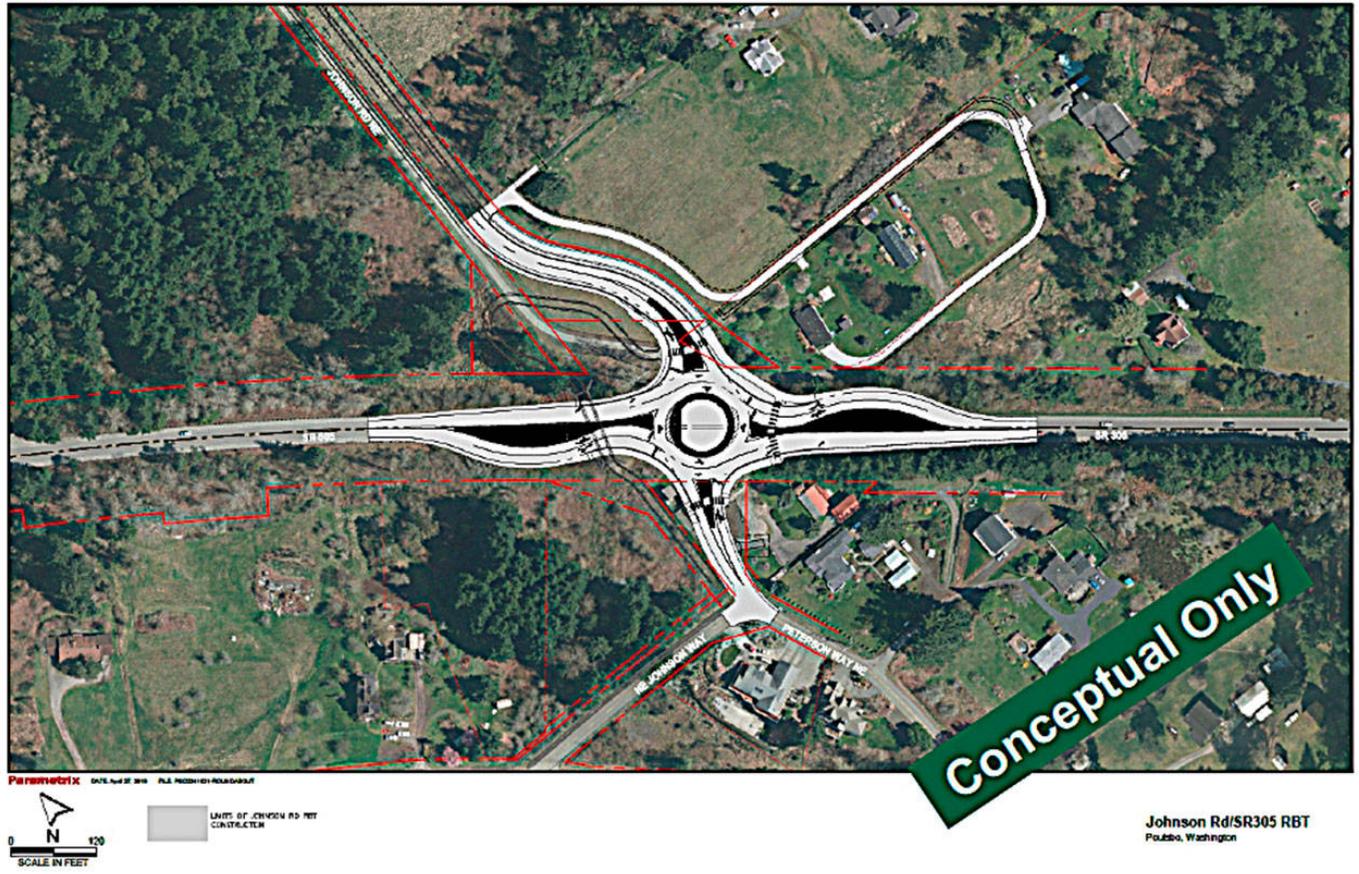
For now, the state is collecting car tabs at its usual rates and I-976 is facing pending lawsuits from King County and the City of Seattle. The existing asphalt batch plant is operating on site to help fill the previous gravel mine pit. When construction on the Lakepointe Property project does begin, it is estimated to take five to 10 years to complete.

I-976 puts Johnson Parkway project on hold

by Ken Park

January 30, 2020

Johnson Road



The City of Poulsbo’s Johnson Parkway Project, which would see the construction of a roundabout along SR 305 at the Johnson Road intersection, is one of a number of transportation projects that has been delayed following the passage of Initiative 976.

Diane Lenius, city engineer for the City of Poulsbo presented an update on Jan. 22 for the project and outlined the impacts of I-976 on the city’s project.

“We’re receiving \$5.3 million in state funds. It’s a small project in [WSDOT’s] numbers but it’s a big project for the city and it’s significant,” Lenius said. “The state has put all projects on hold that weren’t previously under contract, a high safety risk, or a preservation project. So, unfortunately, the bar was really high and we did not make it past that hurdle.”

The total cost of the project is estimated to be between \$18.5 million to \$20 million.

The \$5.3 million from the state would be coming from the Connecting Washington fund, a \$16 billion funding package established in 2015 to invest in enhancements for state transportation systems and maintaining critical

infrastructure. The 16-year program is primarily funded through the gas tax increase that went into effect in the summer of 2016.

The purpose of the so-called “\$30 car tab initiative” was to limit annual license fees for vehicles under 10,000 pounds to \$30, base vehicle taxes on their Kelly Blue Book value rather than 85 percent of the manufacturers suggested retail price and repeal authorization for regional transit authorities to impose vehicle excise taxes.

It’s that last provision that has put the Johnson Parkway and other infrastructure projects across the state on hold, due to many of the projects receiving grants from regional, state and federal transportation authorities.

The City of Poulsbo has a commitment to complete the Johnson Parkway project within 10 years, which will include the creation of a roundabout and a pedestrian tunnel.

According to Lenius the best case scenario at this time would be that the delay would only last three to six months (from Nov. 2019).

“An early decision in session would allow us to move forward and advertise in the early part of the year, obviously if it gets kicked to later in the year, we typically don’t advertise during the peak of construction. It’s not generally the best time to get the attention of your contractors,” Lenius said.

Poulsbo City Councilmember Ed Stern shared his concerns about the ability to get the project going after having it on hold for months.

“Once you start a construction project, and anyone whose done a remodel let alone built a house, you know that if you stop that project ... if you button that up, it’s very difficult to unbutton it.” Stern said.

Stern also stated that he believes the best option for the City and this project moving forward is the legal state supreme court cases against I-976.

“Our best opportunity does reside with the state supreme court, I’m not sure we’re going to get much relief or leadership out of the executive branch or the legislature of our state,” Stern said to Poulsbo Mayor Becky Erickson.

Erickson noted that she will be meeting with the state secretary on Jan. 31 about a multitude of things, among them, the Johnson Parkway Project.

“The executive branch of the state of Washington is punishing the voters, [that’s] what’s going on, okay, lets really talk truth here,” Erickson said. “They’re taking money from every source because they’re trying to plug a hole.”

BOTHELL-KENMORE REPORTER

Kenmore's West Sammamish Bridge project expected to start construction in March

This comes after a year-long delay for the renovations.

by Blake Peterson
January 29, 2020

Following a year-long delay, the West Sammamish Bridge project is expected to begin construction in March.

At its Jan. 21 meeting, the Kenmore City Council unanimously authorized the city manager to execute a construction contract with Ceccanti, Inc., who was the second-lowest bidder with a \$30.3 million base bid. The amount comes with a 10 percent construction contingency.

The project includes the replacement of the entire west (southbound) bridge, which was constructed in 1938. Weight restrictions were imposed on the bridge in 2014 by council.

"It's been a long time coming, and I'm very excited to be here tonight to actually tie this bow together and wrap it up and send it off," Kenmore city engineer John Vicente said ahead of the vote.

Kraemer NW, the highest bidder, was rejected because of bid errors and non-responsiveness as determined by the Washington State Department of Transportation (WSDOT).

WSDOT had, in turn, reviewed Ceccanti's bid and approved it ahead of the Jan. 21 Kenmore council meeting.

Other additions coming from the project include enhanced lighting, drainage, signal and landscaping improvements; utility undergrounding; and enlarged bike lanes and sidewalks between Northeast 170th Street and Northeast 175th Street.

According to the city, the project should be finished by 2022. Once completed, the project's permits necessitate that the natural environment in the area be monitored over the next 10 years.

"It's going to be three years of traffic impacts, river impacts — plan for a lot of extra time," Vicente said.

Construction is broken down into three phases. The first, which Vicente said will primarily take up 2020, entails the removal of the pedestrian walkway on the existing bridge. Construction work will start for access roads, temporary road trestles and the western half of the bridge, according to meeting documents.

Activities like paving and striping, construction of major bridge elements and phase transitioning will be restricted to nighttime.



Per meeting documents, construction is expected to begin in March.

Photo by Kailan Manandic/staff photo

For the second phase, which will start in 2021, southbound traffic will be transferred to the newly constructed western part of the bridge. The rest of the old bridge will be demolished; the eastern bridge piers and the remainder of the new bridge will be constructed. Replacements of the northbound traffic barrier and street lighting will also be installed, according to the meeting agenda item.

And during the third phase, southbound traffic will be moved to the new travel lanes. New railings on the east and west bridge sections will be implemented, as will new architectural treatments. Sidewalk and bike lane paths will be completed as well, per meeting documents.

“During our peak periods, we’re going to do our best to maintain two lanes in each direction,” Vicente said.

Still, the project is anticipated to have a big effect on roadway and river traffic. Construction hours will see travel lanes more than likely reduced to one lane in each direction.

“During non-working hours, every attempt will be made to restore traffic to two lanes in each direction but that will weigh heavily on the current activities occurring at that time,” states the meeting agenda item. “River traffic will be impacted periodically. Boat traffic will be managed similarly to roadway traffic with flaggers and buoys utilized to maintain the flow. Occasional disruption of passage under the bridges will occur from time to time for safety reason [sic].”

When asked about potential southbound-backup mitigation by Mayor Dave Baker, Vicente said it was unlikely anything would be able to be done.

“Given how restrictive the area is and how congested it already is today, when we take a lane it’s just going to have to be a pain of construction,” Vicente said. “I don’t really think we can do much. The most we can tell people is, ‘Give yourself plenty of time. Maybe plan alternative routes, alternative ideas of what to do.’”

At the Jan. 27 council meeting, which was after the Reporter’s print deadline, council was scheduled to vote on a contract with KBA, Inc. for construction management services.

The project is supported by funds from the Federal Highway Administration’s (FHWA) highway bridge programs, the federal Surface Transportation program, Connecting Washington State, the Transportation Improvement Board, the city and Northshore Utility District (and other utilities within project limits), according to the city of Kenmore’s website.

For more background on the project, including upcoming public outreach efforts, go to bit.ly/2RjUdHy. To watch the full discussion at the Jan. 21 Kenmore City Council meeting, go bit.ly/30PDQ8w. For construction updates, go to www.kenmoreconstruction.com.

Camas plans ‘aggressive’ timeline for roundabout construction

by Jack Heffernan
January 28, 2020

CAMAS — A highly anticipated roundabout at Northeast Lake Road and Northeast Everett Street is expected to start taking shape in a couple of months.

Roughly 100 people viewed the final design of the roundabout during a meeting Thursday at Lacamas Lake Lodge. City officials are pushing for construction to begin in March and finish in October.

With the design in hand, next steps include completing the permitting process and opening bids for construction contracts in what Public Works Director Steve Wall called an “aggressive” timeline.

“We’re moving quickly here at the end to be able to get everything in place so that we can open bids and then have a contractor there as quickly as possible,” Wall said at the meeting.

From late March through July, workers will remove roughly 201 trees — before later planting 524 trees. Traffic will continue to flow through the current intersection during the first construction phase, said Greg Jellison, principal civil engineer with PBS Engineering.

“A lot of work is going to be happening while you’re still using the same, existing roadway,” Jellison said.

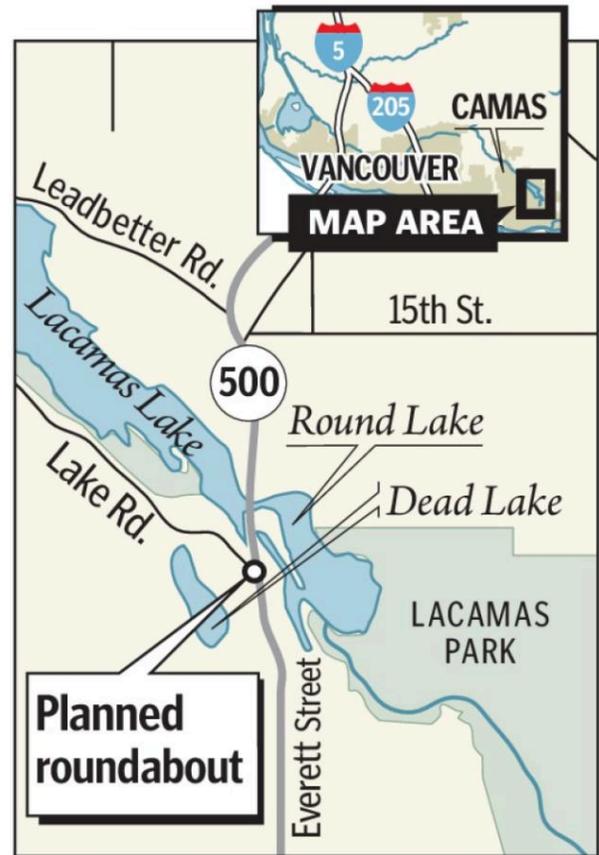
Commuters will notice the largest impact in August before school begins, Jellison said. The roundabout — southeast of the current intersection — is expected to be partially open to traffic, and workers will install a temporary street signal.

By September, the roundabout should be near fully operational, leaving some cleanup and landscaping work.

The roundabout is expected to reduce congestion at an important traffic point in the city’s transportation network. The intersection, which often backs up at peak traffic hours, connects the north and south shores of Lacamas Lake and is near downtown and several recreation areas.

“It, kind of, connects the city all the way around,” Wall said. “It’s definitely key.”

Improvements to the intersection have been on the city’s radar for several years, Public Works Project Manager Jim Hodges said. About 1,500 people responded to online surveys while the city crafted plans, and, in addition to



The Columbian

numerous other city meetings, officials held three open houses –including Thursday’s — that drew between 90 to 120 people each.

A page on the city’s website also features a detailed history of the project and several informational links.

“People have a lot of questions about roundabouts and how we came to the conclusion to install a roundabout there,” Hodges said. “We knew there was going to be a lot of interest in what we did at that intersection.”

Residents’ top priority at the intersection, revealed in the online surveys, is to reduce congestion. A close second was maintaining traffic flow during construction. The city also hoped to make the roundabout fit with the wooded area surrounding it, and Wall said the roundabout plan reduces environmental impacts and is safer than signals.

Before plans were finalized, the city considered three designs involving traffic signals, three with roundabouts and one that involved no new construction. The final design preserves some things — such as a historic chestnut tree that will be situated in the middle of the roundabout — and adds others — an extended sidewalk from Lacamas Lake Lodge to the nearby park and a left-turn lane to funnel traffic to nearby businesses.

Wall added that the intersection could accommodate future expansion.

“We wanted to make sure that it fits with the feel, the natural environment and what the community wants to see here,” Wall said.

The project is estimated to cost between \$7 million and \$8 million, Wall said. The state Transportation Improvement Board provided \$3.3 million in grants, and the state Public Works Board approved a 20-year loan at 1.58 percent interest to cover the remaining costs. The city plans to pay off the loan through transportation impact fees and real estate excise taxes.

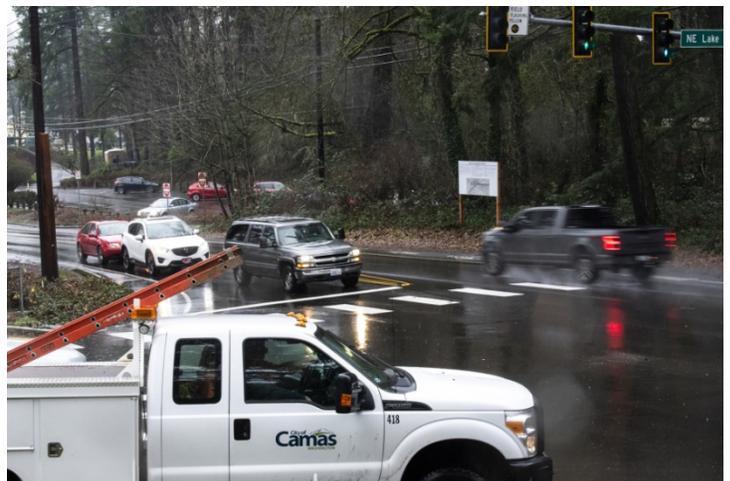
Judging by the reaction at the open houses, residents appear to strongly support the plan.



Traffic drives Jan. 23 through the intersection of Northeast Everett Street and Northeast Lake Road in Camas at the site of a proposed roundabout.
(Nathan Howard/The Columbian)



Traffic drives through the intersection of Northeast Everett Street and Northeast Lake Road in Camas at the site of a proposed roundabout on Thursday afternoon, Jan. 23, 2020.
(Nathan Howard/The Columbian)



Cars pass through the intersection of Northeast Everett Street and Northeast Lake Road in Camas on Thursday at the site of a proposed roundabout.
(Nathan Howard/The Columbian)

“I’m very thrilled about this project, and I think you’ve done a wonderful job,” said Rick Hoffman, of Camas, to Wall. The comment was followed by a round of applause.



The city of Camas has released the final design of a roundabout at Northeast Everett Street and Northeast Lake Road. Construction is scheduled to begin in March. (City of Camas)

Ridgefield starts 2020 with planned improvements in every major area

by Jacob Granneman
January 29, 2020

Transportation and trails

In the realm of transportation, the city will focus on revamping several streets in need of repairs as well as performing maintenance on trails and pathways often used by residents.

Within the purview of the proposed budget, the city plans to update and add to existing wayfinding signage as well as perform a pavement condition index and 219th Street interchange planning study. South 3rd Avenue is also slated for construction improvements.

Coming in after the closure of the proposed budget, and funded through “late breaking grants,” are a few more projects, mostly centered on the Hillhurst Street area. The street from South 6th Avenue to Great Blue Drive will be updated and resurfaced. The project will be largely funded through a half a million dollar grant from the Transportation Improvement Board.



The view looking down Pioneer Street in downtown Ridgefield is shown here, taken two years ago. Ridgefield continues to be the fastest growing city in the state of Washington.

Photo by Mike Schultz

“It’s about a \$650,000 project or so total, so we’re excited about that,” Kast said. “That road’s in need of some repairs, and transportation and maintenance funding is always hard to come by. We were very happy to get that. So that will really help that road look a lot better and function a lot better.”

Perhaps the most unique of all the city’s projects for the year is the ongoing private-public partnerships surrounding the area now being developed near Rosauers Supermarket. Specifically, Royal Road will be expanded and improved through these partnerships, mainly with the developer (FDM Development).

“All of the developers along Royal Road are required by the city to pay in to the improvements to the road to get it to an urban standard,” Stuart said. “Because that road was built for a small rural community and not for the traffic it’s handling now and in the future. That one’s a big one for council certainly as a priority to really meet those emerging needs.”

Gee Creek Trail that runs through Abrams Park will also receive some attention. The city received a \$100,000 grant to update and improve the wooded walkway, as well as to do stabilization maintenance on Gee Creek itself.

REDMOND REPORTER

\$2 million transportation improvement board grant accepted

The grant will assist in funding the state Route 202 improvement project.

by Jake Berg

February 27, 2020

The Redmond City Council has accepted a \$2 million grant from the Washington State Transportation Improvement Board for state Route 202 improvements.

The grant was accepted to improve the intersections of 70th street at Redmond Way and 76th Street at Redmond Way.

TIB issued the grant because the project is rated as a top mobility improvement project, out of 37 projects submitted by local jurisdictions in the Puget Sound region.

To help fulfill the vision of the Transportation Master Plan (the city's long-range vision for transportation), the project is moving forward.

"The reason [the improvement project] is advancing right at this time is we're able to coordinate the project with the work that Sound Transit is doing, extending the light rail from Overlake to downtown," said Donald Cairns, a city of Redmond planning manager.

At the intersection of 70th Street at Redmond Way, the city will add a second northbound left turn lane on Redmond Way.

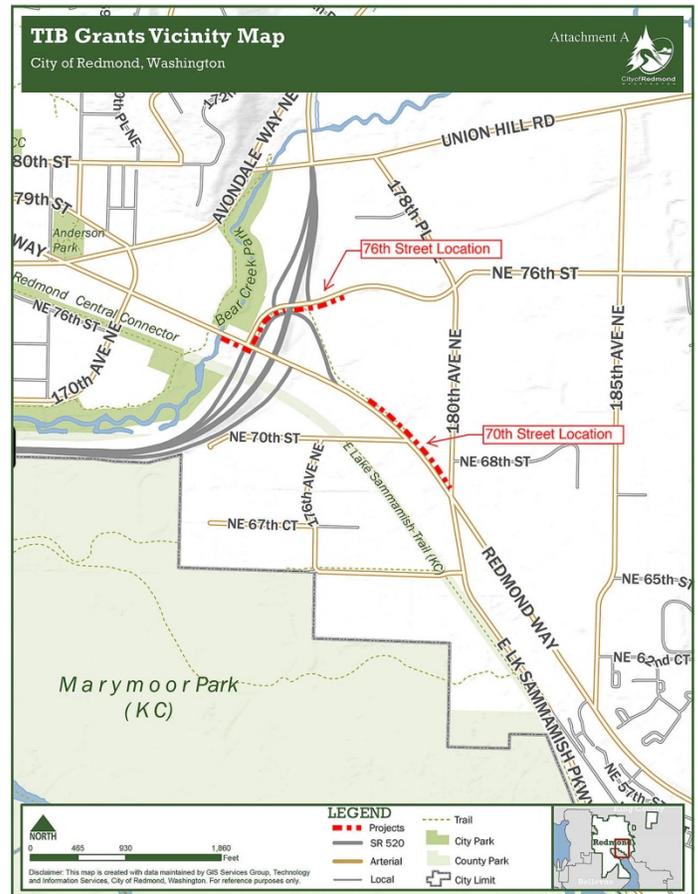
At 76th Street at Redmond Way, the city will construct a second eastbound left turn lane, enabling a second eastbound lane to be built on 76th Street. The additional lanes will allow for better traffic flow on Redmond Way and will support easier access to Marymoor Village, the future destination of the Marymoor Village light rail station.

According to Cairns and the agreement between the city and Sound Transit, the light rail extension has to make "betterments" or infrastructure improvements on behalf of the city, including widening 70th Street.

"Because of the work that Sound Transit is doing both at that intersection and improving that signal, we're taking advantage of that to add in the city's portion of the work to make those improvements along with the work that Sound Transit has to do as part of their project," Cairns said.

By collaborating with Sound Transit the city could expedite the process.

The design process began in the fall of 2019 and according to Cairns, the majority of the road infrastructure improvements will be completed in 2023, while the light rail won't be available to passengers until late 2024.



Graphic courtesy of city of Redmond Transportation Improvement Board grant vicinity map depicting the locations for improvement project.

KIRKLAND REPORTER

Totem Lake continues road construction, business and residential development

Construction begins for the Totem Lake Connector, and The Village at Totem Lake announced new openings.

by Mitchell Atencio

February 14, 2020

Totem Lake will be expanding and developing via construction on Totem Lake Boulevard Northeast and several new commercial and residential openings in the second quarter of this year.

The construction on Totem Lake Boulevard Northeast, in concordance with the work to bring the Totem Lake Connector bridge into reality, began Feb. 9, with the road now limited to one lane each way near Northeast 124th Street. All lanes will be closed on Feb. 17 and the slip lane will be closed through late April.

Northshore Utility District is working at the intersection to increase the area's sewage system capacity by relocating a sewer main to "prevent a conflict with Totem Lake Connector's future alignment," according to the city's website.

The goal of these projects, according to the city, is to create new solutions for navigation of the city's urban center. According to the city, 80 percent of the more than 500 transportation-related suggestions it has received through its Suggest a Capital Improvement Project feature online are for "projects that would protect residents from cars, such as sidewalks, crosswalks, bike lanes and traffic calming devices."

According to a press release, the project is "the second in a series of projects — spanning February and May — that will create traffic delays in the short term, but that will allow Totem Lake to continue redeveloping into the walkable, vibrant and green urban center Kirkland's leaders envisioned more than two years ago."

Additionally, eight new businesses and a new apartment complex are set to open between April and June, with two more complexes slated for mid and late 2020.

The Village at Totem Lake announced Feb. 12 the additions of stores Salt & Straw, Lululemon, Athleta, Evereve and Urban Tread — which will all open in the same time period as the previously announced Cinemark, Sephora and Galos Flame Grilled Chicken.

"Our merchant mix continues to grow right along with the booming Eastside economy and we are carefully curating tenants to include national retailers as well as regional and local businesses," Paul Brett, general manager of CenterCal Properties, which owns and operates The Village, said in a press release. "With the apartments now leasing, residents can literally step out of their front door to go grocery shopping, enjoy spa services, shop at premium retailers, pick up a treat for their pet, grab a bite, and soon, catch a movie."



Construction at the Totem Lake Boulevard and Northeast 124th Street intersection in Kirkland on Feb. 10.

Mitchell Atencio/staff photo

Aura Totem Lake, which is now leasing, has 202 total units. The other two complexes will open with a combined 650 units total. Units available range from studios to two bedrooms and the development does not include plans for any affordable housing units.

The city of Kirkland is anticipating growth over the next decade plus and there are already plans for the Totem Lake area for an addition of 2,500 homes by 2035 and more than half of those homes are already under construction or are under review.



The slip lane from Totem Lake Boulevard to Northeast 124th Street will be closed all hours through April 25, and Northeast 124th Street will be closed overnight in late February. Mitchell Atencio/staff photo



A construction truck at the intersection of Totem Lake Boulevard and Northeast 124th Street on Feb. 10. Mitchell Atencio/staff photo

KENT REPORTER

Riverbend Driving Range improvements continuing in Kent City awards contract for new parking lot, sidewalks, landscaping

by Steve Hunter

February 20, 2020

The improvements keep on coming to the city of Kent's Riverbend Driving Range and surrounding area.

A contractor is scheduled to start work in March on a new driving range parking lot, a Russell Road bike/pedestrian connection to the Green River Trail and lighting, sidewalk and landscaping improvements along West Meeker Street next to Riverbend.

The Kent City Council awarded a \$2.3 million bid to Pacific-based ICON Materials on Feb. 4 for the Meet Me on Meeker Sidewalk and Riverbend Driving Range improvements. The city received eight bids that ranged from \$2.3 million to \$2.9 million, with four in the \$2.3 million bracket.



**Construction at the Totem Lake Boulevard and Northeast 124th Street intersection in Kirkland on Feb. 10.
Mitchell Atencio/staff photo**

"I am delighted to bring you these bids," Public Works Director Tim LaPorte said to the council. "We have not seen bids (this tight). ...that shows a very good bid package."

LaPorte said the project included staff work by Public Works, Parks and Economic and Community Development. The city received a \$250,000 grant from the state Transportation Improvement Board to help pay for the project. The rest of the funds will come from the city's business and occupation tax as well as some of the proceeds from the \$10.5 million sale of the Riverbend par 3 golf course to the developer of the Ethos Apartments along West Meeker Street and across from the Riverbend 18-hole course.

"It's a lot of fun to see what's happening out there," LaPorte said about the changes near Riverbend. "It's an incredible facelift."

The project will include a multimodal promenade on the south side of Meeker Street (west of Russell Road), a new raised crosswalk, traffic islands, two-way shared use path, streetscape amenities, wider sidewalk, street trees and vegetated buffers, pedestrian signals, pedestrian lighting and street lighting, according to the city's website. A new sidewalk on Russell Road south of Meeker Street will connect with the Green River Trail.

Work is expected to begin in March and finish in July.

Meanwhile, crews continue this week on phase one to remove the outdated artificial turf from the driving range. The city will replace that turf with natural grass. Crews will regrade the range area to improve drainage and install irrigation. Perimeter poles and fencing on the eastern portion of the range will be replaced and relocated to allow for expansion of the building in the next phase.

That driving range turf replacement work is part of a \$1.4 million contract awarded by the council in December to Buckley-based Mike McClung Construction Co.

“We are still hoping for phase I completion by the end of April,” said Parks Director Julie Parascondola in a Tuesday email. “We are excited to be transitioning away from artificial turf and ‘Going Green,’ by planting real grass this time around. The range will no longer have capital lifecycle burdens by having to replace artificial turf after 13-plus years, which was our previous challenge. Real grass will not need to be replaced and will provide a much improved visual appearance for our golfers well into the long term future, supporting the course’s business plan goals and customer experience.”

The third and final phase of Riverbend improvements will include building renovations and the addition of 14 new driving stalls to connect to the existing 32 stations, which will be upgraded. All the work is expected to be completed by July, so the city can begin to collect revenue from all of the driving range improvements. That phase is expected to go out to bid soon.

“One of the major elements to bring in significant revenue to the golf course is the expansion of the driving range,” Parascondola said in December to the council. “It is also the catalyst to transition the golf course into the positive black.”

The city is using \$6 million of the par 3 property sale for improvements at Riverbend and \$4 million to pay off debt at the complex, which loses money each year, although those losses were reduced with the par 3 closure.

A reopening date for the driving range remains to be determined. Parascondola said a soft opening will be considered before all the work is completed to give the public access as soon as possible.

“I’d like to just send an appreciation side note out to Riverbend’s golf community for their patience and we are doing everything we can to get the range reopened as soon possible,” Parascondola said. “While many initiatives take time to launch or complete, there are lots of great things happening at the course, which hopefully they are noticing.”



A look at where sidewalk improvements will be made near the Riverbend Driving Range, as well as the site of the new parking lot.

COURTESY GRAPHIC, City of Kent

A light at the end of the ... corridor

Construction set to begin after nearly 15 years

by Madeline Coats

January 29, 2020

After nearly 15 years of studies, millions of dollars in secured funding, tons of designs, and a long bid process, it is almost time to break ground for the Harbour Reach Corridor Project.

Council voted unanimously to award a construction contract, approve a construction contingency fund, and accept a consultant agreement for the project at a meeting Jan. 21.

"We are officially shifting into the construction phase for Harbour Reach Corridor Project," said Andrea Swisstack, interim public works director.

The corridor project includes the construction of a new north-south urban arterial road to connect Harbour Pointe Boulevard Southwest with Beverly Park Road. The vehicle lane will contain buffered bicycle lanes, landscaping, lights, and sidewalks on both sides of the roadway.

Swisstack said a roundabout will replace the intersection at South Road. A new signal will be installed at the connection with Beverly Park Road, as well as modifications to the existing signal at Harbour Pointe Boulevard Southwest.

Other project elements will feature 30-foot tall retaining walls, two stream-crossing culverts, below-pavement stormwater detention vaults, utility relocation, and other minor amenities. Construction also includes resurfacing of the existing pavement on Harbour Reach Drive.

The design was completed in 2019 and the project is now ready to move forward to construction, Swisstack said. It is anticipated that construction will commence in March or April and be completed by September 2021.

"I'm just looking forward to the big day when we take down that big sign at the end of Harbour Reach," Councilmember Bob Champion said.

A long history of the project dates back to 2005. The Harbour Reach Extension Route Study was prepared in response to increasing congestion on the Mukilteo Speedway and local residential streets, as well as the need to improve emergency response time to the southern portion of the city.

Swisstack said this study set the stage for the 2008 purchase of the right-of-way needed to construct the project. The last three years were spent creating and finalizing designs, securing funding for the project, and updating cost estimates.



The final design is intended to look like this photo. Construction of the Harbour Reach Corridor Project is set to begin in March or April. The project includes a new north-south arterial road to connect Harbour Pointe Boulevard Southwest with Beverly Park Road.

Photo courtesy of City of Mukilteo

The total project budget is set at about \$18.3 million. Staff recommended the council award the construction contract to KLB Construction, Inc. in the amount of nearly \$12.4 million, including a risk estimate of \$1.4 million.

Due to the size and complexity of the project, Swissack said consultant services are needed to help manage the construction phase of the project. Council's vote approved a \$1.6 million consultant agreement with Perteet, Inc. for construction management and inspection services.

The existing approved budget for the Harbour Reach Corridor Project consists of \$15.1 million in state funding from Connecting Washington and an additional \$2.3 million from the Transportation Improvement Board.

Swissack said another source of funding comes from the City's transportation impact fee.

Two I-5 ramps to be closed this weekend

by Brandon Stone

March 18, 2020



The Interstate 5 on- and off-ramps on the north side of College way will be closed from Friday morning through Sunday. Submitted photo

The Interstate 5 on- and off-ramps on the north side of College Way in Mount Vernon will close this weekend to allow work to be done on an ongoing road project.

This is one of the final steps in the city's College Way widening project, which will add two lanes to College Way under the I-5 overpass, according to a news release from the city.

Peter Donovan, project development manager for the city, said the project is on track to be mostly finished by the end of April, though smaller things such as lane striping and curb work may go through June.

The closure is set to start at 7 a.m. Friday, and will last through Sunday, the release states.

"This will be one of those weekends when you'll want to find back roads to access businesses in the area," Public Works Director Esco Bell said in the release.

Work is weather dependent, so it will likely be delayed in the event of heavy rain, the release states.

The city did something similar in December, closing the ramps on the south side of College Way for a weekend.

This closure had been scheduled for February, but consistent rain delayed work.

The \$8.5 million project started in December 2018.

Rain may cause delay for College Way project

by Brandon Stone

February 6, 2020

MOUNT VERNON — Work is nearing completion on Mount Vernon’s project to add two lanes to College Way under Interstate 5, but city Public Works Director Esco Bell said the completion date depends on weather.

He said the contractor may finish by late February as planned, but completion may get pushed into March if crews don’t soon get a weekend without rain.

The \$8 million project, largely funded by government grants, started in December 2018 as an effort to ease traffic jams on this increasingly busy street, he said.

“This is the busiest corridor here in our city,” Bell said at the time. “During peak hours, it’s beyond capacity.”

Bell said on- and off-ramps on the north side of College Way will have to be closed for a weekend so crews can finish paving. That work can’t be done in rain, he said.

When completed, there will be three lanes in each direction — two that go straight under the interstate and a dedicated left-turn lane to get on the interstate.

In terms of budget, Bell said the project has had only one major cost revision.

At the outset, he said crews found some of the soil under the overpass needed more reinforcement than was originally thought, adding about \$700,000 to the cost of the project.



Traffic sits Wednesday at the intersection of College Way and Interstate 5 in Mount Vernon.
Charles Biles / Skagit Valley Herald



Traffic sits Wednesday at the intersection of College Way and Interstate 5 in Mount Vernon.
Charles Biles / Skagit Valley Herald

The Arlington Times

172nd Street work coming this year; it's not the big widening project

by Douglas Buell
March 6, 2020

ARLINGTON – The city of Arlington recently hired an engineering firm to design a new signalized intersection at 40th Avenue NE on 172nd Street NE, with construction planned in the fall.

While the project is sure to help move traffic more efficiently, city officials want to make certain that frequent drivers through the 172nd corridor don't get the idea that this is an early start for a larger, long-awaited project.

It isn't.

The state's major Highway 531 (172nd Street) widening project is still scheduled for 2023. Arlington public works director Jim Kelly said the city is working with WSDOT and other stakeholders on the widening design for the \$39.3 million project. Part of a \$16 billion Connecting Washington gas-tax funding package in 2016, money for the design phase wasn't released until 2019, and construction dollars can't be used until July 2023.

While the coming intersection project may be small by comparison, it does showcase several of the improvements and amenities that will be incorporated throughout the entire two-mile, five-lane corridor from 43rd to 67th Avenue.

The city awarded a \$161,538 contract Everett-based Pertee Engineering to design the intersection project, which is being funded by a \$1.1 million state Transportation Improvement Board grant.

In conjunction with the signal, the project will remove the center turn lane from Smokey Point Boulevard to 43rd Avenue, install a handicapped-compliant pedestrian crossing, and add bus stop pull outs on the northwest and southwest corners.

The city will be rolling out the Complete Streets aesthetic, featuring planting median strips, street trees, wider sidewalks and bike lanes that benefit all types of travelers: drivers, bicyclists, pedestrians and transit riders.

The intersection will also serve Cedar Pointe Apartments at 17209 40th Ave. NE, a 255-unit, four-story affordable senior housing project. The project being built by AMWA Development on four acres is expected to open in August. The community will feature open air courtyards, fitness walks, a community garden, fire pit and barbecue area, activity rooms, private dining rooms, a business center and other amenities.

A medical facility is planned on frontage property between the apartments and 172nd.

When Highway 531 improvements are completed in 2024, construction will get underway a year later on the 156th Street/I-5 interchange in Marysville, which will add on- and off-ramps to take some of the pressure off 531.



Illustration of planned lighted intersection at new 40th Avenue NE along 172nd Street NE across from Smokey Point Walmart and Safeway. The newly designed 40th Avenue NE will access the 255-unit Cedar Pointe Apartments senior affordable housing opening in August.

Transportation officials said 172nd averaged 18,000 vehicles per day 20 years ago, and is now handling 26,000 vehicles, with an average of three serious crashes annually.

For more details about the Arlington Transportation 2035 Plan (comprehensive plan) and how other future road projects will create more connectivity, visit <http://arlingtonwa.gov/398/Transportation>



The newly-designed 40th Avenue NE will access the 255-unit Cedar Pointe Apartments senior affordable housing opening in August.



NEWS RADIO
560KPQ

Bavarian Village, Leavenworth, In Search of City Administrator

by Kalie Drago

February 20, 2020

Leavenworth's long time city administrator, Joel Walinski, will soon be exiting the position as of February 29. Walinski served the city of Leavenworth for ten years as city administrator.

"It's been a lot of working with a lot of very good people that have a very wonderful community," said Walinski. "I've enjoyed a good run. Part of its the economy, part of its the commercial districts, part of its the community in general."

Walinski served the city of Leavenworth for ten years as city administrator. In his time, road improvement is one noted accomplishment with the city starting with a low 47 rating from Transportation Improvement Board and now the city clocks in over 60-65 rating.

During Walinski's time the city has conducted a variety of projects such as park enhancements and been financially strengthened that's exemplified with the city's A credit rating and reserve funds.

"Leavenworth is a very special community, got lots of different people in terms of bringing lots of different ideas to the table and problem solving. You don't get that in a number of small towns," said Walinski.

New mayor Carl Florea has launched the search via Prothman, recruiting company, for the next administrator to serve the Bavarian Village.

"They're in the process of advertising and collecting resumes," said Mayor Florea. "That process will close March 8th and then from there, they'll do the first step of weaning things down to eight to ten to 12 that are the top."

From there, the interview process will be toward the end of March. The goal is to have the new administrator transitioned and ready to jump in to city business by May.





NEWS RADIO
560KPQ

East Wenatchee Selects KRCI for 3rd St SE and Highline Drive Roundabout

by Kyle Lamb

February 6, 2020



East Wenatchee's KRCI was selected by the East Wenatchee City Council Tuesday evening as the winning bidder for the upcoming 3rd Street Southeast and Highline Drive Roundabout project.

KRCI had the lowest bid at \$730,421. The engineer's estimate was \$764,965.

The bid must still get approval from the Transportation Improvement Board (TIB), but that is considered more of formality.

Project Development Manager Tom Wachholder stated that after the TIB approves the bid, Mayor Jerrilea Crawford will execute the contract and a construction start date will be set between now and July 13th.

"So once we have an established construction start date, then we will conduct an outreach effort to let local businesses and the community know when they are going to start." Wachholder said, "There will be obviously some substantial detours associated with this project."

The project is slated to take ten weeks. KRCI is expected to start well before July 13th, and could start as early as March if the weather and project plan permits. Wachholder added that the worst-case scenario would see the project finished by the end of September.

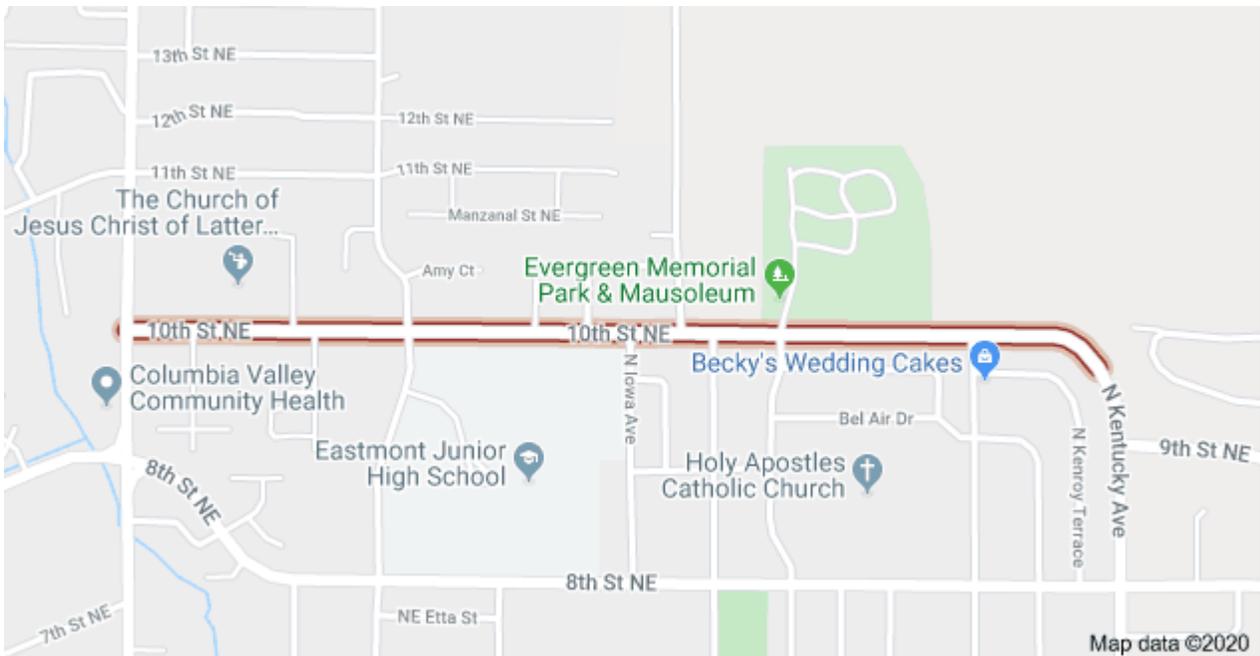


NEWS RADIO
560KPQ

East Wenatchee to Expand 10th Street NE Project After TIB Grant

by Kyle Lamb

January 25, 2020



City of East Wenatchee staff can now expand their 10th Street NE reconstruction project after they were awarded a \$1.1 million Transportation Improvement Board grant in late 2019.

The eastern portion of the project originally involved only the stretch of 10th Street NE from Grover Place to Kansas Ave. That segment was largely funded by a \$1.7 million federal grant from the Chelan/Douglas Transportation Council.

Project Development Manager Tom Wachholder said the addition of the grant means 10th Street NE from Eastmont Ave to Kansas Ave will now be included in the \$4.5 million project.

“At the end of the day, with all the grants in place, the city has about a \$980,000 match.” Wachholder explained, “Those funds will stem from both street funds and also stormwater utility funding so it’s a mixed bag in terms of where the matching funds are coming from.”

The project will therefore span the entire run of 10th Street NE (a collector) from Eastmont Ave until it literally turns into North Kentucky Ave (an arterial).

“The big picture plan with the 10th street corridor is to kind of move on over to Kentucky Avenue. That’s going to be a priority in the future, to improve Kentucky.” Wachholder added, “Basically picking up where this project left off and go all the way down to Grant Road.”

The design phase should finish up this summer. Construction is set to being in early 2021 and will hopefully be completed by the end of 2021.

Whitman County: No COVID-19 cases yet

Pullman City Council hears update on coronavirus, approves Complete Streets policy

by Anthony Kuipers

March 11, 2020

A number of people living in Whitman County have been tested for COVID-19, but there are currently no confirmed cases of the coronavirus in the county, according to the Whitman County Health Department.

Troy Henderson, the department's director, told the Pullman City Council on Tuesday that two coronavirus tests came back negative. He said there are 20 tests still pending.

He said it is probable there are unconfirmed cases of coronavirus in the county, and he expects to see an influx in those cases after the end of Washington State University's spring break.

He also said there has been an uptick in the number of Influenza A cases in the county.

Following the discussion on coronavirus, the City Council approved a number of items, including a plan promising to make the city's streets safer and more accessible for pedestrians, bicyclists and vehicles.

The city adopted a complete streets policy and ordinance that aims to be a guide for city projects and private development that affects streets and transportation.

The policy is supported by the Washington state Transportation Improvement Board's complete streets grant program.

A committee made up of city staff members will be established to ensure city projects enhance multi-modal transportation.

The complete streets policy will be periodically evaluated to check the status of ADA ramps, sidewalks, bike lanes, traffic-calming measures and transit facilities.

Emphasis will be placed on snow and ice control, vegetation maintenance, maintaining parking lots, transit stops and code enforcement.

The City Council also denied a proposal to rezone 18 acres of the Palouse Business Center to allow a multi-family residential building to be constructed.

The Palouse Business Center subdivision, located south of Pullman Regional Hospital, was created to provide space for future businesses. The Pullman Planning Commission recommended denying the zone change to keep it open for commercial purposes.

Pullman Transit was granted an agreement with the state of Virginia to purchase two 35-foot battery electric buses. Pullman Transit has been awarded more than \$1.3 million in grants to pay the \$1.7 million price tag for the buses. Because Washington's heavy-duty bus contract expired in 2019, the state recommended Pullman use Virginia's contract to purchase the buses.



ADA ramps coming to Ritzville

Construction planned for this summer

by Katie Teachout

March 4, 2020

RITZVILLE – The city will be putting in 20 handicap-accessible ramps along Main Street this summer.

Mayor Gary Cook said the Americans with Disabilities Act-compliant ramps, which cost about \$5,000 each, are being paid for by Transportation Improvement Board funds.

“As a rule, our portion of it is 5-10%,” Cook said. “We maintain a six-year, TIB [Transportation Improvement Board] plan, and each year we take the No. 1 priority and apply to the state for funding. We’ll do the ramps this summer, and next year pave the road with slurry and crack seal.”

Councilman Dennis Chamberlain said millions of dollars recently went into First Street, with fellow council member Scott Yeager working on a list ranking the streets, and the state choosing which ones to work on.

“It was unanimous with council members we needed to protect the streets, and our crew did it internally to make it affordable,” Chamberlain said. “They’ve been able to do more than we expected. There are still areas we haven’t got to, but it’s on the to-do list.”

“We just decided with the budget, it was more efficient for us to buy the material and rent the machine from an asphalt company in Spokane,” Cook said. “We decided it was something our crew could handle, and they did it faster and used less material than we ordered, so we have some extra material stored and can reduce our annual impact by not having to buy so much. It worked out really well.”



Medical Lake accepts road improvement grants

Spokane County Fire District 3 gives overview of calls for service in city

by Lee Hughes

January 30, 2020

MEDICAL LAKE —A full City Council, including newly elected councilman Art Kulibert attending his first meeting, took 15 minutes to work through a short agenda at its regular Tuesday, Jan. 21 session.

The council started by unanimously electing Councilwoman Jessica Roberts as mayor pro-tem for 2020. Roberts will fill-in for Mayor Shirley Maike in the event of an absence.

The council also unanimously voted to accept two Transportation Improvement Board grants totaling \$413,402.

The first, a \$214,310 grant, will fund construction of a sidewalk on the south side of Grace Street between Broad and Hallett streets, then another south along Hallett from Grace to Campbell Street.

City Administrator Doug Ross noted that once complete people will be able to walk from Hallett Elementary to City Hall on a sidewalk.

The second project, officially called the Lake Street Overlay Project, is funded by a \$119,092 TIB grant that will grind and replace 2-inches of asphalt on Lake Street between Lefevre and Prentis streets.

Both projects are expected to occur within the next year, according to Roberts, the chair of the council's public works committee.

In return for the grants the city is required to provide matching funds of \$21,758.

In other business, the city was introduced to its new city attorney, Laura McAloon, who is replacing the retiring Cynthia McMullen who had provided the legal services to the city for 37 years.

Spokane Fire District 3 Assistant Fire Chief Don Crawford offered a report regarding fire and emergency medical service calls within the city.

He said the district had responded to 49 calls to date in January in Medical Lake.

"It's kind of where we had targeted it," Crawford said. "I think we're right on track for the call volume we anticipated."

The councils next meeting is scheduled for Tuesday, Feb. 4 at 6:30 p.m.

Lee Hughes can be reached at lee@cheneyfreepress.com.



City Awarded \$2.3 Million Pavement Reconstruction Grant for 66th Ave W

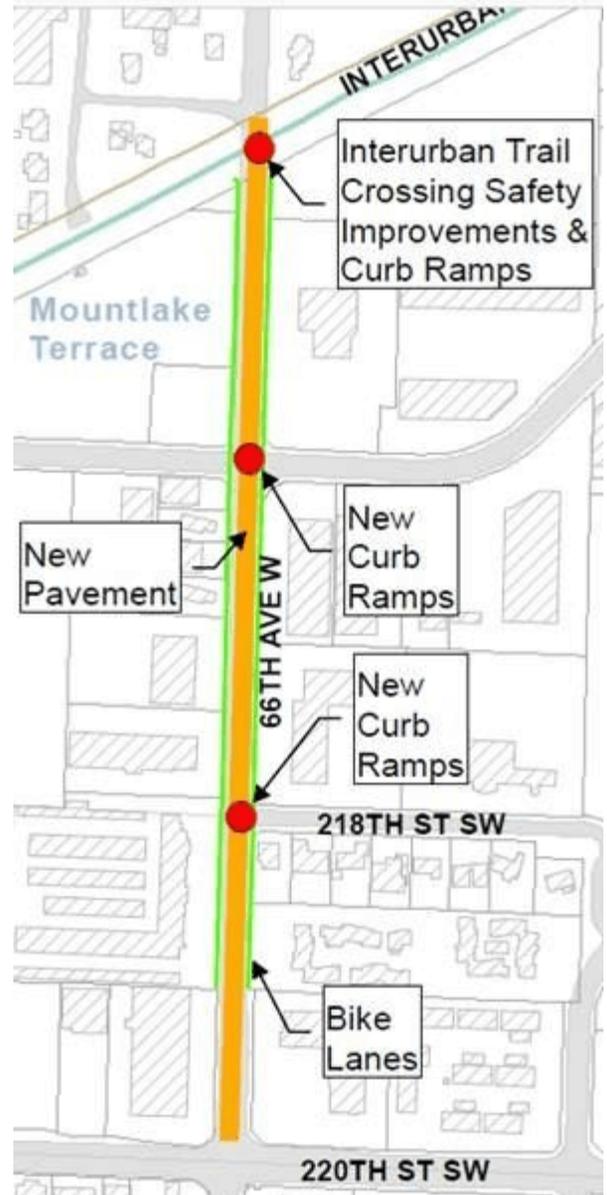
by Dustin DeKoeckoeck
January 31, 2020

The city's 66th Avenue West pavement reconstruction project was selected for a \$2,353,000 grant for design, construction, and project administration funding by the Washington State Transportation Improvement Board (TIB).

The total project cost is \$3,058,900 and includes pavement reconstruction and re-channelization between 220th Street SW to the north city limits to provide bike lanes that begin to extend bike facilities along 66th Avenue W. It also includes Interurban Trail improvements to enhance trail crossing safety with curb bulbs and warning lights. A separate water main replacement project within this same area will occur before pavement reconstruction occurs and is funded by the city's water utility. Partnering the pavement reconstruction and water main projects allows both to share some costs.

Dependent on grant funding, related to the availability of Transportation Benefit District (TBD) funds, the pavement reconstruction project design would occur in 2020 with construction in 2021. Other funding is provided through the state gas tax (TIB), Snohomish County Waste Transfer mitigation, shared costs with utilities, and city staff time.

For more information, please contact City Engineer Jesse Birchman at (425) 744-6275 or jbirchman@ci.mlt.wa.us.



Public News Service

WA Group: Stop Focusing on Transportation Mega-Projects, Think Locally

by Eric Tegethoff

SEATTLE -- Instead of expanding highways, Washington state leaders should focus on local challenges to transportation, one group says.

Feet First, an Evergreen State group that promotes walkable communities, says while the state has added Interstate highway lanes, local maintenance has been neglected.

And it maintains, the neglect could make communities more dangerous. In the past decade, pedestrian deaths in the state have doubled.

John Stewart, vice president of the board of Feet First, says Washington state's priorities have changed in the past few decades.

"Progressive sets of state transportation packages have focused very much on very large projects and have forgotten about the small things, and the small things are what make communities work in the end," he points out.

Feet First is urging the governor and lawmakers to measure mobility in forms beyond cars -- including walking, biking and using a wheelchair.

It also wants leaders to focus on safety over speed, use funds for maintenance rather than road expansion and provide equity in spending across the state.

Stewart says Feet First doesn't expect big transit changes during this year's short legislative session, but believes some fixes could be on the table next year.

The group is one of the nominating agencies for the Transportation Improvement Board, which picks local projects across the state to fund.

Stewart says his group gets about three times as many applications as it can support and would like to see the state prioritize this program.

"That's all about communities trying to figure out how to build more walkable places with the resources they have and looking to the state for help," he points out. "So, thinking about models like that -- how do you take the state's transportation dollars and invest them better around the state for the things that matter?"

Stewart says the passage of Initiative 976 limiting car registration fees to \$30 has removed a crucial funding source for local communities.

However, Feet First maintains the initiative gives the state an opportunity to reconsider its priorities when it comes to transportation.



Pedestrian deaths in Washington state have doubled over the past decade. (Richard Erikson/Flickr)