



Transportation Improvement Board

Location: Webinar
 Log in information available at
www.tib.wa.gov

May 29, 2020 – 9:00 a.m.
 BOARD AGENDA

			Page
9:00 am	1. CALL TO ORDER & WELCOME	Chair Johnson	
9:10 am	2. GENERAL MATTERS		
	A. Approval of March 27, 2020 Minutes	Chair Johnson	2
	B. COVID Updates	Lightning round	
	C. Communications	Ashley Probart	
	1. Kitsap Sun – Construction on Highway 305 roundabout in Poulsbo could...		21
	2. Kitsap Daily News – Johnson Parkway Project could begin as soon as late...		23
	3. Nisqually Valley News – Public Works Projects on Track as Yelm Extends...		25
	4. The Suburban Times – Construction project on section of Canyon Rd E...		27
	5. Covington Reporter – Covington Connector Project given green light		29
	6. Kent Reporter – Kent City Council approves \$4.4 million 76th Ave S project		30
	7. The Woodinville Weekly – West Sammamish River Bridge project underway		32
	8. Bothell Kenmore Reporter – COVID-19 outbreak creates silver lining for...		34
	9. Herald Net – Road work in Lynnwood felt like a long haul for short stretch		36
	10. Lacamas Magazine – Lake Everett Roundabout Contract Awarded; Start Date...		38
	11. Lacamas Magazine – No Delay Lake-Everett Roundabout Construction Proceeds...		39
	12. The Columbian – Roundabout construction in Camas postponed at last minute		41
	13. The Columbian – Camas to renew work on roundabout project		43
	14. The Daily News – Kalama City Council to hold virtual meeting Thursday		44
	15. The Wenatchee World – Closures planned as East Wenatchee street projects...		45
	16. The Star – Ongoing street construction discussed in Electric City		46
	17. The Whitman County Gazette – TIB projects continue		47
	18. Moscow-Pullman Daily News – Pullman considers its first roundabout		49
	19. Politico – Consensus starts to grow on 'Phase 4' coronavirus relief		51
9:45 am	3. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Project Activity Report (3/1/20 –4/30/20)	Chris Workman	7
	C. Delayed Projects Report	Chris Workman	15
	D. Financial Report/Budget Update	Vaughn Nelson	
10:20 am	4. ACTION ITEMS		
	A. 2020 Proposed Call Size Discussion & Approval	Ashley Probart	17
	B. 2021 Meeting Locations	Ashley Probart	19
	C. Chair & Vice Chair Elections	Ashley Probart	20
11:00 am	5. ADJOURNMENT	Chair Johnson	

FUTURE MEETINGS
 September 24-25 (Spokane)
 November 19-20 (Bellevue or Issaquah)

Transportation Improvement Board
March 27, 2020
WebEx
Online Meeting

TIB BOARD MEMBERS PRESENT

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

Commissioner Bob Koch
Ms. Colleen Kuhn
Councilmember Sam Low
Mayor Ron Lucas
Mr. David Ramsay
Mr. Steve Roark, P.E.
Councilmember Mike Todd
Ms. Jennifer Walker

TIB STAFF

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

1. CALL TO ORDER

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

2. GENERAL MATTERS

A. Approval of January 31, 2020 Minutes

MOTION: It was moved by Richard Stevens and seconded by Sue Drier **to approve the minutes of the January 31, 2020 Board meeting.**

Motion carried unanimously.

B. Communications - Ashley Probart shared the following articles from the Board packet:

- **Lakepointe project in limbo – Covington Reporter** and **I-976 puts Johnson Parkway project on hold – Kitsap Daily News** discusses two projects that were put on hold by WSDOT and the Governor’s budget when I-976 was passed. These two and all other projects that were on temporary hold are now authorized to proceed in the 2020 supplemental transportation budget.
- **Camas plans ‘aggressive’ timeline for roundabout construction – The Columbian** this project has been a long time coming, but now construction could be underway as soon as next week.
- **Ridgefield starts 2020 with planned improvements in every major area – Clark County Today** discusses a few projects in the area which are also good to see getting going.
- **Whitman County: No COVID-19 cases yet – Moscow-Pullman Daily News** Mr. Probart said he was happy for the City of Pullman as they finally have their Complete Streets ordinance finished. Chair Johnson added that they will likely be getting their first roundabout soon.
- **WA Group: Stop Focusing on Transportation Mega Projects, Think Locally – Public News Service** There has been continued discussion between House and Senate regarding the next revenue package (at least pre-COVID-19 concerns,). This article is refreshing because its focus is on the value of local projects such as those funded by TIB.

3. NON-ACTION ITEMS

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

- Staff Changes:
 - Gloria Bennet TIB's NE Region Engineer retired last month after 38 years of service to the state. The recruitment process is already underway. We received a couple of applications last week and hope to get a few more before starting interviews.
 - In the meantime, Jason Phelps is temporarily backfilling the NE Region Engineer position.
 - Regarding summer interns: We previously had two positions open, but due to Gloria's departure and backfilling her position, we have dropped it down to one. We have just made an offer to our chosen candidate and if he accepts, the Board will hopefully see him at the May board meeting. Five spectacular candidates were interviewed and we wish them all well with their future endeavors.
- Legislative:
 - Mr. Probart performed bill analysis on multiple bills throughout session.
 - Testified on both House and Senate budgets.
 - Has been attending the Governor's subcabinet meetings.
- Initiative 976:
 - A lower court has upheld I-976 with a few exceptions. The deadline to appeal to the lower courts is today, but it may be extended due to the COVID-19 shutdowns.
 - The Supreme Court date is supposed to be in the autumn; staff will give an update at the May board meeting.
 - Due to the state budget uncertainty in January and February, staff has strongly encouraged all of our customers to bid now rather than risk a more expensive bidding climate later in the year.
- Pilot Projects:
 - We have interviewed and hired consulting firms for the Leavenworth and Sprague pilot projects..
- Low cost pavement treatment pilots
 - Five cities in Spokane County; Fairfield, Millwood, Rockford, Spangle, and Waverly, have agreed to work with TIB on a variety of low cost pavement treatments.
 - All have completed an inventory of their streets and this is the basis for cost estimates to repair them.
 - The repairs will occur the summer of 2020.
 - The objective is to prevent further deterioration of streets and in some cases, prepare the city for chip seal or other pavement treatments in future grant cycles.
- Customer outreach:
 - Des Moines, Sumner, Sedro Woolley, Spokane Valley, Zillah, Pullman
- Ribbon Cutting/Ground breaking
 - Mukilteo-cancelled due to COVID 19 concerns

B. Budget Overview – Ashley Probart reported on the following:

The deadline for Governor Inslee to sign the budget is this coming Tuesday, May 31.

Complete Streets funding was reduced \$4.47 million. These funds were appropriated and were going to be held and bundled with next biennium's appropriation of \$14.47M. The good news is this means these funds are not currently connected to a funded project. The bad news is it won't be there next year if there is a call for projects.

Relight Washington. The budget included a proviso requiring TIB to look at expanding the number of eligible jurisdictions for the Relight Washington program. The report is due August 1, 2020. The budget still appropriates \$9 million for this program. The current set of cities will not invoice \$9 million over the next 16 months. Mr. Probart did testify to the impracticality of that amount.

Budget Reductions. TIB typically gets \$9.67 million every biennium from Connecting Washington. This has been reduced by \$4.62 million and is a direct budget hit. Appropriation was also reduced by \$3.94 million.

The legislature has included proviso language that they do not want any projects delayed due to the reductions in budget and appropriation. However as Mr. Probart has said many times to legislative staff and in testimony, if revenue is eliminated, at some point projects need to be delayed or even cancelled. The legislature calculated the reduction based on a three biennia re-appropriation average (which was about \$21 million). The calculation ignored the reality that our current fund balance is about \$1 million.

Based on the Governor's budget, we expect to just break even by the end of the biennium.

The legislature's budget puts TIB in a deficit.

Early COVID-19 forecasts are an additional \$3M reduction. If COVID-19 shutdowns continue, we can anticipate a \$1M a week revenue reduction. (TIB receives \$8M to \$10M per month in gas tax receipts.)

Problem Statement: We need to generate a cash flow of \$10 million over the next 16 months to pay all our bills.

Possibilities:

Option 1: Reduce expenditures/invoices

- 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.

Option 2: Customer invoicing strategy

- Structured payment plans
- Bill TIB last: Request customers to "frontload" payments with other partnership funds

Option 3: "Rolling payment plans"

- Defer all payments one month*
- Defer an average of \$300,000 in invoices monthly*
- Agencies w/fiscal capacity would be deferral priority
- *Agency would be notified this is a result of
- I-976/legislative action

Option 4: Delay up to \$10M in projects one construction cycle

NOT RECOMMENDED

Option 5: Continue current invoice practices
NOT RECOMMENDED

Option 6: Terminate projects that have one or more design issues that will result in “above award” costs-may reapply next grant cycle

Planned course of Action:

- Continue with **Option 1** - current practice;
- Expand use of **Option 2** - staff will work with agencies to see what is possible agency by agency and project by project; and
- Include **Option 3** (“rolling payment plans”) by necessity.

Discussion:

- Mike Todd asked, With COVID-19, are agencies contemplating if their projects are essential or not and if so could that help with **Option 4**? Mr. Probart called on Logan Bahr from AWC who attended the Board meeting as an audience member. Mr. Bahr said AWC doesn’t have an opinion about that at this point. Given how recent the crisis is we have not yet surveyed everyone to see what they are thinking. The situation certainly is not good, and it does not look to get any better in the near term. Mr. Probart stated the dynamics of COVID-19 makes it difficult to know which negative number to pivot from. Based on the options, we will know next week which agencies we need to be talking to.
- Mike Todd, regarding limiting the timeframe for construction bid approvals, we should be careful at changing the finish line for folks who are already in the race. Mr. Probart stated that these are less published deadlines and more internal guidelines to help decrease the number of agencies who bid late and then end up needing to ask for increases.
- Barb Chamberlain, maybe we should do the hard thing now. Due to COVID-19, should construction be happening? And if that is the case would things be delayed anyway? Mr. Probart responded that if we can get through the next 12-16 months with our current funding, along with our decreased call size from last year and lower call size this fall, we should be able to catch up without delaying any projects from this end. To Barb’s point, some of this may actually end up clearing itself up as local agencies decide whether or not they want to build their projects.
- Colleen Kuhn, regarding **Option 2** is there any concern that other groups are having this same conversation with agencies asking for themselves to be the last billed? Mr. Probart, responded that this is true and is affectionately known as “who is piggy backing who.” Staff will reach out to each candidate project and is optimistic there will be opportunities for TIB to be invoiced last.
- Complete Streets: the 2020 scheduled call for submittals are on hold until there is funding certainty for the program.

C. Call Size Preview – Vaughn Nelson reported on the following:

- This is a preliminary review of the proposed program size. The call for projects and call size is announced to customers after formal Board action at the May meeting.
- Urban Arterial Program 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 2019-2021 transportation budget has limited the Board’s ability to allocate money from this fund source to the preservation programs by requiring, by proviso, that it only be spent on Relight Washington.

- The assumptions and calculations for this Proposed Call Size is based off of information available to date. It is likely there will be *downward* changes in the coming months for the Board May approval.
- If this income goes down, there are two options to consider:
 - Lowering the size of each program by dollar amount or percentage; or
 - Cancelling programs entirely.
- There are minimums for different programs. This is because small dollar amounts that are further subdivided and distributed across the four regions results in funding one or no projects in each region.

Preliminary 2020 Program Size

Program	Proposed 2020 Call Size	2019 Approved Amounts
Urban Programs		
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
Small City Programs		
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	\$100.3 Million

D. Project Activity Report (1/1/2020 – 2/29/2020) – Chris Workman reported on the following:

- Total change, surplus of about \$558,000.
- In some cases a surplus was due to good bids and in others the initial engineers estimate may have been too high.
- Continuing to limit approvals for increases.

4. ACTION ITEM

A. Program Criteria Revision

MOTION: It was moved by Richard Stevens with a second by Glenn Johnson to approve program criteria changes as presented in the Board packet.

Motion carried unanimously.

5. ADJOURNMENT

MOTION: It was moved by Richard Stevens with a second by Amy Asher to excuse Ms. Elizabeth Chamberlain and Mr. John Koster.

Motion carried unanimously.

The meeting adjourned at 10:14 am



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(006)-1	ABERDEEN	FY 2020 Overlay Project	Audit	FV AD	241,947	1	Director
3-P-204(006)-1	COVINGTON	FY 2019 Rehabilitation Project	Audit	CC FV AD	653,915	-31,423	Director
3-E-183(008)-1	GRANDVIEW	FY 2021 Overlay Project	Bid Award	CN BA	215,711	-24,004	Director
3-P-112(006)-1	NORMANDY PARK	FY 2020 Overlay Project	Construction	CN	67,272	0	Director
3-P-804(005)-1	NORTH BEND	FY 2020 Overlay Project	Bid Award	CN BA	145,556	-36,531	Director
3-P-117(006)-1	PACIFIC	FY 2019 Overlay Project	Audit	CC FV AD	433,329	0	Director
3-P-117(007)-1	PACIFIC	FY 2020 Rehabilitation Project	Construction	CN	78,306	0	Director
3-E-182(005)-1	SELAH	FY 2021 Overlay Project	Construction	CN	25,830	0	Director
3-P-823(006)-1	STANWOOD	FY 2021 Overlay Project	Bid Award	CN BA	322,320	-45,091	Director
Total APP Change						-137,048	
LED Program							
S-W-952(001)-1	CASTLE ROCK	LED Streetlight Conversion	Audit	FV AD	32,211	0	Director
S-P-201(001)-1	EDGEWOOD	LED Streetlight Conversion	Bid Award	DE CN BA	16,800	0	Director
S-E-182(001)-1	SELAH	LED Streetlight Conversion	Audit	CC FV AD	85,942	906	Director
S-E-854(001)-1	WATERVILLE	LED Streetlight Conversion	Audit	FV AD	45,541	0	Director
Total LED Change						906	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
SCAP Program							
6-E-921(004)-1	ASOTIN	2nd Street	Bid Award	BA	796,179	-130,821	Director
6-E-934(005)-1	BINGEN	Humboldt, Cedar and Cherry Streets	Construction	CN	62,415	0	Director
6-P-808(014)-1	BUCKLEY	Cedar Street	Bid Award	CN BA	384,165	0	Director
6-W-952(005)-1	CASTLE ROCK	Dougherty Drive	Bid Award	BA	734,919	0	Director
6-E-926(006)-1	CONNELL	East Birch Street	Audit	CC FV AD	641,299	-32,711	Director
6-E-926(007)-1	CONNELL	E Davis Street	Audit	CC FV AD	167,486	4,779	Director
6-E-856(003)-1	COULEE CITY	Main Street	Bid Award	CN	680,565	0	Director
6-E-849(005)-1	ENTIAT	Cammack Avenue and Olin Street	Audit	CC FV AD	467,395	9,501	Director
6-W-838(008)-1	EVERSON	Reeds Lane and Emerson Road	Bid Award	BA	909,206	0	Director
6-W-953(010)-1	KALAMA	Elm Street	Bid Award	CN BA	275,890	-138,758	Director
6-W-953(011)-1	KALAMA	W Frontage Road	Bid Award	CN BA	214,231	-279,009	Director
6-E-850(011)-1	LEAVENWORTH	Pine Street	Audit	CC FV AD	550,000	0	Director
6-E-944(010)-1	NACHES	Naches Avenue	Bid Award	CN BA	177,219	-28,841	Director
6-E-929(005)-1	POMEROY	Columbia Street and 5th Street	Construction	CN	70,000	0	Director
6-W-974(107)-1	STEVENSON	Russell Avenue	Bid Award	DE CN BA	112,927	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 03/01/2020 to 04/30/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-866(003)-1	WARDEN	8th Street	Audit	FV AD	307,327	0	Director
6-E-875(006)-1	WILBUR	Broadway Street, Railroad Avenue	Audit	FV AD	689,565	0	Director
6-W-968(008)-1	WINLOCK	SE 1st Street	Construction	CN	68,400	0	Director
6-W-968(009)-1	WINLOCK	SE 1st Street	Construction	CN	75,900	0	Director
6-W-968(B06)-1	WINLOCK	Fir Street/Olquea Bridge	Audit	CC FV AD	424,117	-100,766	Director
Total SCAP Change						-696,626	

SCPP Program

2-P-119(004)-1	ALGONA	FY 2021 Overlay Project	Construction	CN	20,115	0	Director
2-P-800(008)-1	BLACK DIAMOND	FY 2021 Overlay Project	Bid Award	CN BA	82,990	-57,111	Director
2-P-800(009)-1	BLACK DIAMOND	FY 2021 Seal Coat Project	Bid Award	CN BA	96,127	-6,957	Director
2-P-808(006)-1	BUCKLEY	FY 2020 Overlay Project	Bid Award	BA	242,183	-13,347	Director
2-W-952(005)-1	CASTLE ROCK	FY 2018 Rehabilitation Project	Bid Award	BA	155,430	-27,770	Director
2-W-827(008)-1	COUPEVILLE	FY 2020 Overlay Project	Bid Award	CN BA	608,779	-14,165	Director
2-E-879(002)-1	ELMER CITY	FY 2018 Seal Coat Project	Audit	FV AD	84,009	0	Director
2-E-879(003)-1	ELMER CITY	FY 2020 Seal Coat Project	Audit	FV AD	143,965	0	Director
2-E-849(001)-1	ENTIAT	FY 2020 Seal Coat Project	Audit	CC FV AD	79,425	0	Director
2-E-895(004)-1	FAIRFIELD	Crack Seal PILOT	Bid Award	BA	22,876	17,876	Director



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From 03/01/2020 to 04/30/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-935(004)-1	GOLDENDALE	FY 2020 Overlay Project	Audit	FV AD	118,868	0	Director
2-E-940(006)-1	GRANGER	FY 2020 Rehabilitation Project	Construction	CN	14,125	0	Director
2-E-940(007)-1	GRANGER	FY 2021 Overlay Project	Construction	CN	37,630	0	Director
2-E-903(004)-1	KETTLE FALLS	FY 2021 Seal Coat Project	Bid Award	BA	47,361	-527	Director
2-E-850(004)-1	LEAVENWORTH	Pavement Pilot Project	Design	DE	0	0	Director
2-E-852(006)-1	MANSFIELD	FY 2021 Seal Coat Project	Bid Award	BA	98,773	6,577	Director
2-E-166(002)-1	MILLWOOD	Chip Seal PILOT	Bid Award	CN BA	50,000	0	Director
2-W-957(004)-1	MONTESANO	FY 2021 Overlay Project	Construction	CN	0	0	Director
2-E-905(003)-1	NORTHPORT	FY 2021 Seal Coat Project	Bid Award	BA	128,803	-28,425	Director
2-E-915(004)-1	OAKESDALE	FY 2020 Rehabilitation Project	Bid Award	BA	236,503	-92,994	Director
2-E-872(003)-3	ODESSA	FY 2019 Rehabilitation Project	Audit	CC FV AD	42,438	-701	Director
2-E-855(003)-1	REPUBLIC	FY 2020 Seal Coat Project	Bid Award	BA	206,577	18,500	Director
2-E-898(004)-1	ROCKFORD	Crack Seal Pilot	Bid Award	BA	8,160	3,160	Director
2-E-899(003)-1	SPANGLE	Crack Seal and Pavement Repair PILOT	Bid Award	CN BA	11,417	7,040	Director
2-E-874(008)-1	SPRAGUE	Pavement Pilot Project	Design	DE	0	0	Director
2-E-885(003)-1	TONASKET	FY 2020 Rehabilitation Project	Construction	CN	41,014	0	Director
2-E-866(004)-1	WARDEN	FY 2019 Rehabilitation Project	Audit	FV AD	238,286	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-900(002)-1	WAVERLY	Crack Seal PILOT	Bid Award	BA	10,091	5,091	Director
Total SCPP Change						-183,753	

SP Program

P-W-189(P02)-1	ABERDEEN	W Cushing Street	Audit	CC FV AD	324,482	17,229	Director
P-P-105(P02)-1	AUBURN	Auburn Way S	Audit	CC FV AD	354,051	-20,683	Director
P-W-152(P01)-1	BREMERTON	Bremerton Sidewalk Gap Improvements	Bid Award	DE CN BA	148,000	0	Director
P-E-926(P01)-1	CONNELL	S Columbia Avenue	Audit	CC FV AD	83,708	-2,204	Director
P-W-827(P07)-1	COUPEVILLE	NW Alexander Street	Bid Award	CN BA	83,153	-29,553	Director
P-E-852(P05)-1	MANSFIELD	5th Avenue/Main Street (SR 172)	Bid Award	BA	505,788	0	Director
P-E-904(P01)-1	MARCUS	Cider Street (SR 25)	Audit	FV AD	331,757	0	Director
P-P-109(P03)-1	MEDINA	NE 8th Street	Bid Award	CN BA	241,000	0	Director
P-E-892(P02)-1	NEWPORT	Pine Street and Idaho Hwy 41	Bid Award	BA	227,622	-31,148	Director
P-P-027(P07)-1	PIERCE COUNTY	12th Avenue S/124th Street S	Bid Award	CN BA	255,580	-74,270	Director
P-P-102(P02)-1	RENTON	Duvall Avenue NE	Withdrawn	WD	0	0	Director
P-E-855(P01)-1	REPUBLIC	Knob Hill and Klondike	Audit	FV AD	432,683	0	Director
P-E-182(P01)-1	SELAH	W Goodlander Road	Construction	CN	21,501	0	Director
P-P-806(P02)-1	SNOQUALMIE	Meadowbrook Way SE	Audit	FV AD	121,790	0	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-208(P06)-1	SPOKANE VALLEY	Adams Road	Bid Award	BA	313,759	-91,881	Director
P-E-179(P03)-1	SUNNYSIDE	East Edison Avenue	Construction	CN	13,120	0	Director
P-W-184(P07)-1	VANCOUVER	NE 112th Avenue	Bid Award	BA	119,772	0	Director
P-W-978(P03)-1	YELM	Mill Road SE	Bid Award	CN	212,280	0	Director
Total SP Change						-232,510	

UAP Program

8-1-817(007)-1	ARLINGTON	204th Street Roundabout	Construction	CN	323,793	0	Director
8-2-830(007)-1	BAINBRIDGE ISLAND	Wyatt Way	Bid Award	BA	2,324,522	-191,478	Director
8-5-185(008)-1	CAMAS	NW Camas Meadows Drive/NW Larkspur Street	Audit	FV AD	2,237,230	0	Director
8-5-185(009)-1	CAMAS	NE Everett Street (SR 500)	Bid Award	BA	2,814,868	-485,132	Director
8-5-006(041)-1	CLARK COUNTY	NE 119th Street E	Contract Completion	CC	4,200,000	0	Director
8-1-201(003)-1	EDGEWOOD	Sumner Heights Drive E	Construction	CN	0	0	Director
8-1-134(016)-1	FIFE	70th Avenue East	Bid Award	CN BA	4,000,000	0	Director
8-1-108(011)-1	ISSAQUAH	SE 62nd Street and extension	Audit	FV AD	10,500,000	0	Director
8-1-106(033)-1	KENT	76th Avenue S	Bid Award	CN	2,500,000	0	Director
8-2-018(008)-1	KITSAP COUNTY	Jackson Avenue SE	Construction	CN	506,814	0	Director
8-1-146(001)-1	LAKE STEVENS	20th Street SE	Bid Award	BA	4,176,842	-926,158	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 03/01/2020 to 04/30/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					Total Change	-3,704,685	

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



Delayed Projects Report

May 29, 2020

BACKGROUND

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

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

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

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

TIB currently has 392 active projects; over 98% of these projects are within targets established by the Board.

Of the 5 delayed projects this year:

- 3 projects are being reported to the Board for the first time and will receive a letter from the Executive Director.
- 1 project (Okanogan) was reported to the Board last year as being advertised and is no longer a concern for delay.
- 1 project (Richland) moved to contingency status in 2012 and remains in court over the railroad crossing. The Board has been regularly updated on the status of this project.

STATUS

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

Okanogan- Second Ave. (SR 215) - This project was combined with a Safe Routes to School funded project and was delayed due to coordinating with WSDOT approval to advertise. After the companion project funding was impacted by I-976, it was separated as an individual project as originally funded. The latest WSDOT comments required work that necessitates a construction easement prior to advertising. It is anticipated this project will be advertised this Spring/Summer.

Richland - Gage Blvd/Center Parkway – The May 2013 Board meeting granted the city a time extension on this project until resolution of an at-grade railroad crossing. After years of court proceedings, the city

and railroad have settled their dispute. The city now plans to proceed with other required parcel acquisitions and design. Because of the delay and court costs, this project is underfunded.


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

RECOMMENDATION

No Board action is required.

Delayed Projects

Agency	Project Number	Year Selected	Project Name	Projected Delay Stage	Total TIB Remaining TIB Total Project Cost
Morton	P-W-961(P06)	2017	Main Avenue- Elementary school to Backstrom Park	1	85,000 85,000 387,203
Odessa	2-E-872(003)	2017	FY 2019 Rehabilitation	1	133,299 115,581 1,066,384
Springdale	P-E-906(P03)-1	2017	SR 231- W. Aspen Rd. to Shaffer	1	311,400 277,650 311,400
Okanogan	P-E-881(P04)-1	2016	Second Ave S (SR215)- Gordon St. to Conconully St.	2	369,000 330,715 410,000
Richland	9-E-171(003)-3	2005	Gage Blvd/Center Parkway – Gage Blvd to Tapteal Dr.	Contingency	644,320 644,320 2,265,600

 Indicates contingency project



2020 Program Call Size Preview

May 29, 2020

BACKGROUND

At the March Board meeting, a preliminary call size was presented. At the time, staff presented information on a \$4.8M reduction due to I-976/legislative action. However, there was very little information on the scope or duration of COVID-19 related revenue losses. A \$94 million call was proposed, which was \$10 million less than TIB's typical revenue can sustain.

STATUS

Typical 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 state 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.

Several major factors went into determining a revised and reduced 2020 call size:

- Lack of cash reserves;
- The legislature reduced TIB's \$9.7 million connecting Washington revenue by nearly \$5 million, with uncertainty if that revenue will be continued in the future; and
- COVID-19 stay home orders are having a major effect on revenue due to the lack of gas sales. Gas tax accounts for over 80% of TIB's revenue.

In order to allow for more flexibility within a reduced call size, staff is recommending combining the Urban Arterial Program and Arterial Preservation Program allocations into one amount. Final program sizes will be determined by the mix and quality of applications submitted. The same recommendation is made for the Small City Arterial Program and the Small City Preservation Program.

The proposed call size recommends suspending the sidewalk programs for 2020. When reducing program sizes and then dividing those smaller program sizes into statutorily required regional allocations, some regions would not have enough money for even one sidewalk project. The arterial programs also contribute to the building and maintaining of sidewalks.

Further adjustments may be made before the final staff recommendation to the Board in November. This will be based on current grant expenditures, updated revenue forecasts, and a better picture of revenue during the "stay home" orders.

Proposed 2020 Program Size

Program	Proposed 2020 Call Size	2019 Approved Amounts
<i>Urban Programs</i> <ul style="list-style-type: none"> • Urban Arterial Program (UAP)/ Arterial Preservation Program (APP) • Urban Sidewalk Program (SP) 	<p style="text-align: center;">\$60 Million</p> <p style="text-align: center;">SUSPENDED</p>	<p style="text-align: center;">\$68.9 Million</p> <p style="text-align: center;">\$7.6 Million</p> <p style="text-align: center;">\$5.2 Million</p>
<i>Small City Programs</i> <ul style="list-style-type: none"> • Small City Arterial Program (SCAP)/ Small City Preservation Program (SCPP) • Small City Sidewalk Program (SP) 	<p style="text-align: center;">\$10 Million</p> <p style="text-align: center;">SUSPENDED</p>	<p style="text-align: center;">\$11.9 Million</p> <p style="text-align: center;">\$4.1 Million</p> <p style="text-align: center;">\$2.6 Million</p>
TOTAL	\$70 Million	\$100.3 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. If insufficient project applications are sent in for that region, the remaining amount will be spread to the other regions using the regional allocation formula.
- Relight Washington projects and Complete Streets awards are separate programs and are not administered or considered as the normal call for projects. The Complete Streets Program is not being currently offered due to legislative action to cut the funding after I-976.

Proposed Schedule

Date	Milestone
May 29, 2020	Preliminary program call size presented to board for approval
June 1, 2020	Applications posted and are available to agencies
June 8, 2020	Online workshops offered for Urban and Small Cities
August 14, 2020	Grant applications due
November 19, 2020	Staff recommendation presented to the board
November 20, 2020	Recommended adoption of new projects

RECOMMENDATION

Approve the call size and open the 2020 call for projects.



2021 TIB Meeting Schedule

DATE	CITY
January 21-22	Olympia
March 25-26	Vancouver (2020 obligation)
May 27-28	Chelan
September 23-24	Yakima (2020 obligation)
November 18-19*	Everett

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



Election of Chair and Vice Chair
Two Year Term: July 1, 2020 – June 30, 2022
May 29, 2020

BACKGROUND

The Chair and Vice Chair of the TIB are elected every two years by the members of the Board. Both are selected from among the six elected officials serving on the Board (TIB Bylaws, Article II, Sections 1(a) and 1(b)). One is to be a county official and one a city official (TIB Bylaws, Article II, Section 1(c)). The Chair traditionally alternates between the longest serving city and county representatives. The 2020 to June 2022 Chair position is to be from a county and the Vice Chair from a city.

The current elected COUNTY officials serving on the Board (in alphabetical order) are:

- Franklin County Commissioner Bob Koch: Board term runs through June 30, 2020; eligible for reappointment
- Snohomish County councilmember Sam Low: Board term runs through June 30, 2022; eligible for reappointment
- Grant County Commissioner Richard Stevens: Board term runs through June 30 2022

The current elected CITY officials serving on the Board (in alphabetical order) are:

- Pullman Mayor Glenn Johnson: Board term runs through June 30, 2020; eligible for reappointment
- Steilacoom Mayor Ron Lucas: Board term runs through June 30, 2020; eligible for reappointment
- Mill Creek Councilmember Mike Todd: Board term runs through June 30, 2022; eligible for reappointment

BOARD ACTION

Friday, May 29 Board Meeting:

Nominations and election of Chair (County)

Nominations and election of Vice Chair (City)

Construction on Highway 305 roundabout in Poulsbo could begin this summer

The 36th Avenue West project started a few years ago and is on schedule to wrap this spring.

by Nathan Pilling

April 22, 2020

POULSBO – Progress on a major, multimillion-dollar overhaul to the east entrance to Poulsbo on Highway 305 is rolling once again.

Construction on the project, which will add a roundabout and a new connection into the east side of the city at the highway's intersection with Johnson Road, could begin as soon as this summer. The package of projects could take as long as a year and a half to finish and have a price tag topping \$20 million, the city of Poulsbo said in an announcement of the work.

The city had been ready to move ahead on the project last year, but the state's Department of Transportation held up a large chunk of funding following the November passage of Initiative 976, which would cut vehicle car tab fees and thus state transportation dollars. WSDOT released state and federal funds for the project earlier this month, clearing the way for the city to advertise the work to contractors, City Engineer Diane Lenius told members of Poulsbo City Council last week.

The city expects to award the project to a contractor in mid-June. A flexible window will allow work to begin as soon as this summer and as far out as March 2021, Lenius said.

The city has around \$20 million set aside for the project, Lenius said, with funding chunks coming from local, state and federal sources.

The city opened bidding for the project last week and has already received several inquiries from contractors interested in the project, Mayor Becky Erickson said.

The centerpiece of the project is the roundabout, but the work will also include a pedestrian tunnel underneath the highway, a new street at Johnson Road that will link up with Noll Road, a shared-use path, the replacement of the last remaining fish passage barrier on Bjorgen Creek with a large, fish-friendly box culvert, and a space for a public art element.

The work has been grouped together to happen during the same months-long window.

"It all has to happen kind of at the same time," Erickson said.

The contractor will be required to keep two lanes of traffic open on the highway, and any lane closures would happen at night, Lenius said. While lanes will remain open, don't expect the process to be pain-free: Those passing through the area should expect some delays as the work proceeds.

Along with the roundabout, the project will kick off the first stage of work on a long-awaited effort that will make a direct connection between Highway 305 and Lincoln Road. A contractor will build a new road at the roundabout that



An illustration shows the extent of the work on Highway 305 in Poulsbo. (Photo: Contributed graphic / City of Poulsbo)

will curve and link up with Noll Road and eventually connect straight north to Lincoln. The Noll Road project has been in the works for years, in long-range city plans as far back as 1992, with further planning in a 2008 study, according to the city's project description.

The new corridor would take traffic bound for densely populated residential neighborhoods in the city off Highway 305. A large path along Noll Road and a tunnel built under the highway would allow residents of those neighborhoods to walk easily down toward the Liberty Bay waterfront.

"It's obvious that Poulsbo continues to grow, especially on the east side of town where some large housing developments are going in," Erickson said. "This is our promise to the citizens, to improve the transportation infrastructure as we continue to grow. That is what we are supposed to do."

Poulsbo's traffic circle is the first in a series of roundabouts that local and state officials have been mulling along the Highway 305 corridor, from Poulsbo through Suquamish to Bainbridge Island, for several years, after state legislators appropriated \$36.8 million for the area in the 2015 Connecting Washington funding package. WSDOT has touted the proposed improvements along the highway as being designed to reduce crashes and keep people moving through the corridor.

Nathan Pilling is a reporter covering Bainbridge Island, North Kitsap and Washington State Ferries for the Kitsap Sun. He can be reached at 360-792-5242, nathan.pilling@kitsapsun.com or on Twitter at [@KSNatePilling](https://twitter.com/KSNatePilling)

Johnson Parkway Project could begin as soon as late August or September

The City of Poulsbo has provided flexibility for the project to start anytime between the end of the summer and March of 2021.

by Mark Krulish

May 5, 2020

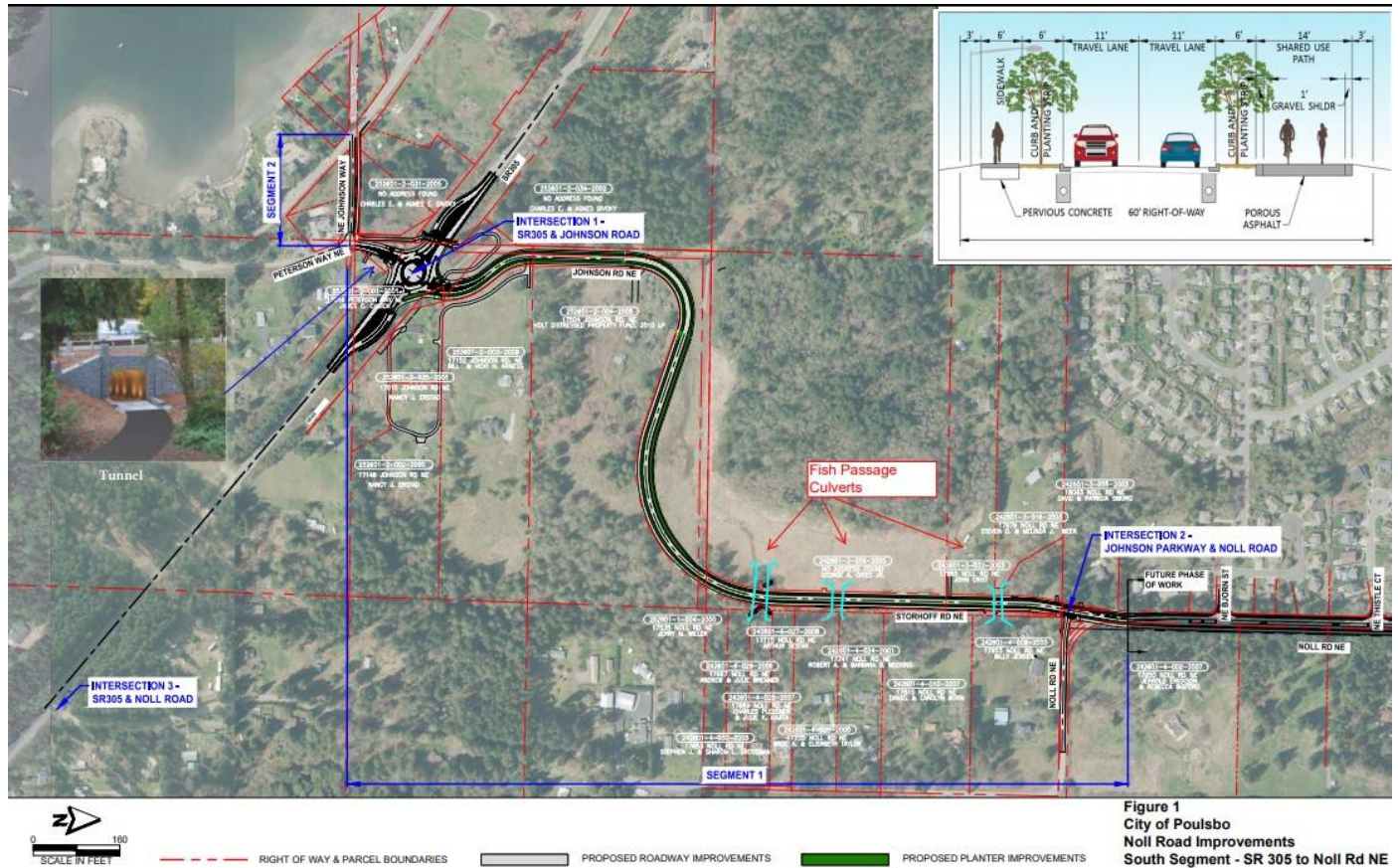


Figure 1
City of Poulsbo
Noll Road Improvements
South Segment - SR 305 to Noll Rd NE

The City of Poulsbo is moving forward with the advertising process for construction on the first phase of its Noll Road Corridor Project, which could see construction begin as soon as late this summer.

The city announced last week its intention to put out the bid on the approximately \$18 to \$21 million project, which includes more than \$11 million in state and federal grant funds, including the Washington State Legislature’s 2015 Connecting Washington program.

Diane Lenius, the city’s engineer, said the city did everything it could to give contractors the flexibility they need to respond to the bidding process. For example, the city is giving the option of starting the project as late as March of 2021; though it’s possible construction could move ahead as soon as late August or September, Lenius noted. Bid opening is expected to take place on or after May 22.

“The COVID issue is currently impacting everything,” Lenius said. “We did our best to alleviate the risks to the contractor so they could put in a good bid.”

As with just about everything else in the world right now, the construction industry is facing some uncertainty. Gov. Jay Inslee said last week that ongoing projects could resume with proper social distancing protocols in place.

Outdoor projects have an easier time maintaining compliance with such restrictions, which also alleviates some of the uncertainty for contractors interested in bidding.

“It is a large project,” Lenius said. “I think it will be interesting to see how the bids will come in as a result of the climate we have now.”

The first phase consists of a roundabout to be constructed on State Route 305 and Johnson Way — which will then become Johnson Parkway — at Poulsbo’s eastern entrance, which has seen a boom in population in recent years in the form of new housing projects.

The new roadway will give residents of the area another option in driving between SR-305 and their homes. The current intersection at SR-305 and Noll Road has been deemed a safety concern for both motorized and non-motorized users alike. Delays are common as a result of one car attempting to make a left turn onto Noll Road in an area that can easily become snarled with traffic during morning and evening rush hours.

Johnson Parkway will connect with Noll Road at Storhoff Road and the improved road will have a 14-foot wide shared-use path. Part of that shared-use path will include a non-motorized undercrossing — essentially a tunnel — from Lemolo Shore Drive beneath State Route 305 — the first of its kind on the highway — to allow individuals hiking, biking or running to cross the highway safely.

Two of the city’s major events — the Viking Tour bike race and the Poulsbo Half Marathon — do cross SR-305 and could also potentially utilize the crossing.

“I think it will be a really nice asset for the community,” Lenius said.

Phase one of the project also removes the current fish barrier on Bjorgen Creek, which will be replaced by a 14-foot wide fish-friendly box culvert. As required by the state for publicly-funded infrastructure projects, it also incorporates roadside landscaping and public art. Also to be added are upgraded transit stops near the roundabout and rectangular rapid flashing beacons, which are intended to create safer access to transit.

Total construction time for the project is expected to be about 18 months.

Whenever construction begins, the contractor will be required to maintain two lanes of traffic and if one lane must be taken away, the work will have to be done at night, Lenius said. However, drivers should still expect some delays as occasional traffic control flagging will be necessary at times.

Once all three phases of the project are complete, SR-305 will be connected with Lincoln road at the northern end of the city via Noll Road, Languanet Lane and Marantha Road, creating one contiguous roadway.

The City of Poulsbo acquired approximately 34 parcels of land along the route. This project has been in the planning stages in some form or another since 1992.

Public Works Projects on Track as Yelm Extends Financial Forecast Due to COVID-19 City Looks to Reduce Expenditures Amid Predicted Reductions in Revenue.

by Eric Rosane
April 30, 2020

Despite the spread of COVID-19 in many cases keeping people at home and off the streets, staff at the city of Yelm’s Public Works Department are keeping busy with a number of projects that are underway.

At a regular city council meeting on Tuesday, Patrick Hughes, project manager with the department, gave a lengthy report on recent and upcoming projects. He also gave an update on the city’s effort to retrofit its wastewater treatment facility.



The Yelm City Council logged in remotely for this late-April city council meeting.

The following is a broad list of updates Hughes gave to the council.

- Public Works is busy processing data and compiling a report in its bi-annual traffic count, which is done in odd years. The count was done last October at various locations around the city.
- The department is currently working on its annual overlay and pavement management preservation program, which looks at the maintenance needs of its roads throughout the city.
- Yelm is currently in the acquisition phase of the Mosman Avenue improvement project. An offer to purchase property owned by Tahoma Valley Golf and Country Club is currently being examined by the Washington State Department of Transportation. Once that offer is approved by the state, it will go forward to the property owner. Hughes said the hope is that they’ll start construction in a year. The city is still seeking funds for the project.
- The Mill Road sidewalk improvement project received about 12 bids on Friday, April 24, Hughes said. The project seeks to improve the pedestrian sidewalk along the area of road near Mill Pond Elementary with a quarter mile of 6-foot-wide sidewalk. The chosen contractor will likely be able to start earlier, Hughes said, due to statewide closures of K-12 schools over COVID-19 concerns. A majority of the project is being funded through a \$300,000 grant from the state Transportation Improvement Board. A construction agreement is due to the council at the May 12 meeting.
- Public Works is also looking at a possible water mains extension project that would help service the eastern part of the city, including parts of Walmart Boulevard. The city is looking at the possibility of acquiring a portion of land that’s being developed for the Nisqually Landing Apartments to put a possible water storage reservoir. The property is about 1.34 acres, and Hughes said the goal is to begin construction on the reservoir by late 2021.

In addition to these updates, Hughes said Public Works is also looking at completing collection improvements on the city’s wastewater treatment facility.

Hughes said four different rate models to pay for the new wastewater treatment facility are due to the city's Public Works Committee. The city is planning on applying for state grants and loans to help pay for a \$22.2 million fix for the facility.

The impact to ratepayers is still not yet known as the city is still working out the details, he said.

"We don't know that yet, we are not there yet, but the idea is that we would plug in different scenarios, grants and loans and see how it would potentially affect the sewer rates. We're doing that now," he said.

In a financial outlook update to the council, City Administrator Michael Grayum said the outlook on the city's financial revenues was on track and that the effects of the COVID-19 outbreak show minimal impact to the city's collection of property taxes in 2020 and 2021.

Most of the city's revenue comes in the form of sales taxes, B&O taxes, and property tax collections.

The city has also been working to reduce expenditures as staff expect a decline in revenue starting the second quarter of 2020. Hiring for new positions at the city has largely ceased, although the staff is still working to fill crucial vacant positions.

Grayum also noted that city staff are currently developing a long term revenue forecast to continue to model the impacts of COVID-19. The forecast will look out through 2030.

The Yelm Farmers Market is still on for this summer and autumn, Grayum said, and will likely be the only city-backed event through the rest of the year.



Construction project on section of Canyon Road East expected to start April 8

by Pierce County News
April 6, 2020

Construction on a project to enhance safety and relieve traffic congestion on Canyon Road East between 99th Street Court East and 84th Street East is expected to start April 8.

Crews will work 7 a.m. to 5:30 p.m. Monday to Thursday. The road may periodically be reduced to one lane with alternating traffic between 8:30 a.m. and 3 p.m.

A significant portion of the construction work is expected to be completed by February 2021. Minor work will continue through February 2022. If a winter suspension is needed due to weather, this schedule could be impacted.
About the project

Canyon Road East from 96th Street East to 84th Street East will be widened to five lanes, with two through lanes in each direction and a two-way left-turn lane. This section will have paved shoulders, curbs, gutters, and sidewalks.

Canyon Road East from 99th Street Court East to 96th Street East will be widened to four lanes, with two through lanes in each direction. This section will have paved shoulders and barrier curbs on the west side, and curbs, gutters, and sidewalks on the east side.

A new traffic signal will be added at the Canyon Road East and 96th Street East intersection. The Canyon Road East and 84th Street East intersection will be widened, and a new traffic signal system will be installed to accommodate the new configuration.

Street lighting, an enclosed storm drain system, and stormwater storage and treatment facilities will be added as part of the project.
Construction schedule

Utility relocation work began in 2019 and continues with communications companies relocating facilities.
St. Frances Cabrini Open Enrollment

Construction work will begin on the east side of the project, with crews clearing the project site through mid-May. Work to install storm drainage facilities will run from mid-April to early June. A 35-foot-long retaining wall will be built about 200 feet east of the Canyon Road East and 84th Street East intersection from June to early October.

Crews will install street lights and traffic signal system infrastructure from late June to late September. Curbs and gutters will be installed from late July to late September, while sidewalks and curb ramps will be installed from August to mid-September. Paving work is expected to take place in September, although the work is weather dependent.

Work is scheduled to shift to the west side of the project in September, with crews installing drainage facilities, street lights, traffic signal system infrastructure, curbs, gutters and sidewalks. Paving work is expected to take place in December 2020, although the work is weather dependent.

From October to February, crews will finish paving and will restripe the road into the new configuration. This work is weather dependent. The new traffic signal systems will be activated after the restriping work.

Landscaping maintenance is expected to run through February 2022.

Rhino Construction is the contractor, and will follow updated safety guidelines that comply with current Centers for Disease Control and Prevention guidelines. The construction cost is approximately \$8.9 million and is funded with County Road Funds, Traffic Impact Fees and Washington State Transportation Improvement Board Urban Arterial Program funds.

Learn more about the project at www.piercecountywa.gov/crp5726.

This project will support the planned Canyon Road Regional Connection Project. Learn more at www.canyonroadconnection.org.

COVINGTON REPORTER

Covington Connector Project given green light

March 20, 2020



Covington Connector - Project Improvements

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transpogroup

After being put on hold by the state in light of Initiative 976 passing in November, Covington’s two Connecting Washington Transportation Projects – the widening of State Route 516 and the extension of 204th – have now gotten the green light to proceed with funding as they were included in the state’s transportation budget that recently passed.

In 2019, the state awarded a total of \$37.2 million in Connecting Washington funds to two Covington projects, according to a city press release. One was for \$24 million for the Covington Connector and another was for \$13.2 million for widening State Route 516th from Jenkins Creek to 185th Place. When I-976 was approved by voters in November to reduce car tab fees to \$30, the state put a hold on funding the projects while they reassessed the budget and an impending \$450 million shortfall.

During the legislative session, the House and the Senate both included Covington’s two projects in their proposed budgets which recently passed.

“We are thrilled that these two important projects were included in the budget,” stated Covington City Manager Regan Bolli in the press release. “We would like to thank our legislators for their hard work to make this happen.”

Work will resume on these two projects immediately.

KENT REPORTER

Kent City Council approves \$4.4 million 76th Avenue South project

Road to be raised to stop flooding

by Steve Hunter
May 8, 2020

The longtime flooding in Kent of 76th Avenue South will come to an end later this year when crews raise the road.

The Kent City Council awarded the \$4.4 million project on Tuesday, May 5, during a virtual meeting to Puyallup-based Northwest Cascade Inc., which had the lowest of nine bids submitted.

"It's long been a problem for the city, it's way, way low," City Public Works Director Tim LaPorte said to the City Council about the often-flooded road.

A \$2.5 million grant from the state Transportation Improvement Board will help pay for the project. The rest of the monies will come from the B&O, storm drainage and water utility funds.

Work is expected to be completed this year along 76th Avenue South from South 220th Street to South 214th Street, LaPorte said.

The street often floods in the winter after heavy rain. The project will include raising the road above the Federal Emergency Management Agency (FEMA) flood elevation, a new three-lane roadway, curb, gutter, sidewalk, storm system, watermain system, illumination, planters, irrigation and several driveway improvements.

The street serves approximately 5,800 businesses employing more than 77,000, according to city documents.

City staff also reached an agreement last year with aerospace company Blue Origin to raise the road in exchange for the company to pay for a stormwater facility as part of its large expansion that opened in January. The council approved the agreement.

Teams from the city and Blue Origin worked out the details. City code would have required the company to construct half-street improvements on the western side of the road as a condition of development on the west side of the street. That street improvement would have included the requirement to raise the road about 3 feet so that it no longer floods from Mill Creek.

Chad Bieren, city Public Works deputy director, said last year that the cost of the city to buy industrial property for a stormwater facility would exceed the cost for the improvements to 76th Avenue South.

The raised section of the road will be done in concrete to help the street last longer. A high number of trucks use the road daily.

The city received nine bids for the project that ranged from \$4.4 million to \$5.3 million.

"Bids came in very good," LaPorte said. "We had nine bidders which is incredible and the low bid is a half million less than the engineer's estimate (\$4.94 million)."



A truck travels through a flooded 76th Avenue South in Kent. A project this year will raise the road so it doesn't flood anymore.

COURTESY PHOTO, City of Kent

The council on Tuesday also awarded a \$4.7 million project to Active Construction, Inc., to build a roundabout this summer at Fourth Avenue South and Willis Street.

West Sammamish River Bridge project underway

by Bob Kirkpatrick

April 10, 2020

KENMORE — Work continues on the \$43.3 million West Sammamish River Bridge project. The city of Kenmore is replacing the western portion of the bridge that carries southbound traffic over the Sammamish River.

The project also calls for the construction of new sidewalks and bike facilities on the west side of the road between NE 170th and NE 175th Street, and for the installation of new signals, new street lighting, utility undergrounding and new landscaping.

“Funding for the project was made available through the Federal Highway Administrations Highway Bridge Programs, the Washington State Transportation Improvement Board, the Federal Surface Transportation Program, the Connection Washington State Fund, the city of Kenmore, the Northshore Utility District and other utilities within the project limits,” Communications Specialist with the city of Kenmore, Lauren Chomiak, said.

Crews are making use of the quieter roads during the Stay Home, Stay Safe order issued by Gov. Jay Inslee. Utility relocation work on the bridge is underway and the sidewalk on the west side is currently closed. Workers have also been building a berm and landing area for the crawler crane that is due to be set up soon.

“The berm is one of many temporary erosion and sediment control conditions mandated by environmental permits,” said Kenmore City Engineer, John Vicente. “It is designed to provide a barrier for the protection against pollutants entering the river from crane activities.”

According to the information posted on the city of Kenmore website, commuters can expect intermittent southbound single lane closures Monday through Friday between 9 a.m. and 3 p.m. to accommodate construction. The speed limit has been reduced to 25 MPH throughout the work zone for the safety of both the public and the construction team. All pedestrian traffic will be shifted exclusively to the sidewalk on the east side of the bridge.

The southbound King County Metro bus stop on the north side of the bridge will be temporarily relocated during construction and will be moved back to its current location once the project is complete.



Workers are building a berm and landing area for a crawler crane. Photo courtesy of the City of Kenmore

Boat traffic underneath the bridge will temporarily be closed for 15-minute periods in coordination with the U.S. Coast Guard during in-water work. The City will also be working with the Coast Guard to determine the best way to accommodate access during Seafair.

Nighttime access under the bridge is expected to be restricted for up to 10 hours at a time during the summer months. Some of the parking stalls on the east side of the boat launch lot are earmarked for construction and unavailable for parking during July and August of 2020-2022.

The access road under the bridge that connects the Kenmore Boat Launch and Rhododendron Park will be closed until fall of 2022. Those using mass transit are advised that temporary bus stops will be located relatively close to their existing locations.

Construction started in March on the 90-year-old structure and is expected to be completed in the late fall of 2022. Updates on the project can be viewed on the city of Kenmore website.

BOTHELL-KENMORE REPORTER

COVID-19 outbreak creates silver lining for Kenmore's West Sammamish River Bridge project

With low traffic volumes, construction crews have been able to extend road closures and work more efficiently.

by Samantha Pak

April 23, 2020

While the COVID-19 pandemic may have brought many things to a standstill, one thing that has not stopped is the West Sammamish River Bridge construction project in Kenmore.

The project will replace the existing southbound bridge across the Sammamish River and include “the construction of new sidewalk and bike facilities on the west side of the road,” between Northeast 170th Street and Northeast 175th Street, according to the project website. The project will also include new signals at Northeast 170th Street and Northeast 175th Street, new streetlighting, utility undergrounding and new landscaping.



The West Sammamish River Bridge project's website features a live video feed of traffic along the bridge. Screenshot courtesy of kenmoreconstruction.com

John Vicente, city engineer for Kenmore, said construction crews from Tacoma-based Ceccanti, Inc. are currently making preparations to start demolishing portions of the existing bridge. He said they have a short span of time — the months of July and August — when they will be able to work in the Sammamish River. This is called a fish window and indicates when permitting agencies have determined work in the river will have the least impact on spawning salmon, Vicente said. He added that there is no flexibility when it comes to the fish window.

The bridge project had been delayed a year due to the 2019 federal government shutdown. As previously reported, the shutdown delayed permit approval from the the National Oceanic and Atmospheric Administration and National Park Service, which were both furloughed and accumulated a backlog of requests as a result.

To make sure they can complete the work they need to do during the fish window, Vicente said a lot of work is being done in advance.

Currently, northbound and southbound traffic along the bridge are allowed and Vicente said they don't anticipate completely closing the bridge to traffic, barring any emergencies.

He said while drivers can expect delays, a silver lining in the middle of the current pandemic is that traffic is relatively light with so many people staying home. Crews have been able to close lanes without too much of an impact on commuters. In addition, Vicente said they have also extended usual lane closure hours so crews are able to get more done in a day.

Drivers can check bridge traffic thanks to a live video feed on the project website.

According to the project website, the construction team is also working on Saturdays “for the foreseeable future.” This weekend work was authorized by the city to keep the project on schedule and take advantage of low traffic volumes.

The site states that typical weekend construction hours are 9 a.m. to 5 p.m. but “mobilization and light work may start earlier and extend later.” Drivers can expect to see the west side of the bridge reduced to a single lane as crews continue demolition of the west sidewalk. The speed limit has also been reduced to 25 mph throughout the work zone for the safety of the public and construction team. This speed limit applies 24 hours a day, seven days a week.

According to the project website, construction began in March and is scheduled to be completed in late 2022, although Vicente said, “everything is contingent upon the COVID-19 virus.” As a result of the outbreak, he said there have been delays up their supply chain as some suppliers have closed for the time being while others are short staffed.

“We do not know how this is going to have an impact on the project timeline,” Vicente said about the pandemic, adding that the saving grace has been the reduction of traffic that has allowed them to work more efficiently.

He said construction crews are practicing social distancing when they can but in some cases, they need to be close together to do their work. And in these cases, Vicente said they do what they can to protect themselves.

Vicente said the West Sammamish River Bridge construction project will cost \$43 million. According to the project website, \$12 million is from the Federal Highway Administrations Highway Bridge Programs; \$7 million is from the state Transportation Improvement Board; \$1.6 million is from the Surface Transportation Program and \$12 million is from the Connection Washington State Fund. Additional funding comes from the city of Kenmore, Northshore Utility District and other utilities within the project limits.

The city of Kenmore has created a website for some of its major construction projects, including the West Sammamish River Bridge, Juanita Drive Northeast pedestrian and bicycle safety improvements and 68th Avenue Northeast pedestrian and bicycle improvements.

For more information, visit kenmoreconstruction.com, email info@kenmoreconstruction.com or call 425-201-4147.

Road work in Lynnwood felt like a long haul for short stretch

The 36th Avenue West project started a few years ago and is on schedule to wrap this spring.

by Ben Watanabe

March 23, 2020

When roads get torn up for projects, sometimes it can seem like a forever-taking endeavor.

That feeling gripped one reader, who wondered what's the holdup for a mile of 36th Avenue West, from 179th Street Southwest/Maple Road to 165th Place Southwest.

"Will the project ever be completed?" the reader asked. "I swear that it's been under construction for around two years. Not even kidding. This must be the slowest construction project (only about a mile long) I've ever heard of..."

It's a fair question, and she's right about how long it's been.

At first, construction was slated for 2018 and expected to take 18 months. Both numbers are true today, as work began in late 2018 and is on target to wrap up in May.

"As far as I know it's still on schedule, it just takes a long time to build a mile of roadway," Lynnwood city engineer David Mach said.

When it was first planned in 2016, more than 14,300 vehicles used that stretch of the north-south arterial every day.

If you think that number's gone down lately... well, you may be technically correct because of the overall diminished traffic due to public health concerns and regulations related to the new coronavirus. But overall, before when things were normal, traffic in and around Lynnwood certainly felt thicker. Remember, the Costco near Alderwood opened in 2015, so it's not like fewer cars were in the area.

And the population north and south of it is projected to grow.

The road had a reputation in those days — the roller coaster road, the washboard, the coffee spiller — that the City is happy to leave in the past.

Once completed, it'll have more road lanes in some spots, continuous sidewalks, bike lanes, landscaping, a new traffic signal at the intersection of 36th, Maple Road/179th, and a roundabout at the intersection of 36th and 172nd Street Southwest.

"Previously it was a really awkward intersection," Mach said. "The two streets that came in to 36th from either side, they didn't line up, they were offset about 150 feet."



Cars merge and navigate the construction along 36th Avenue West on March 13 in Lynnwood. The road project is nearing completion.
(Olivia Vanni / The Herald)

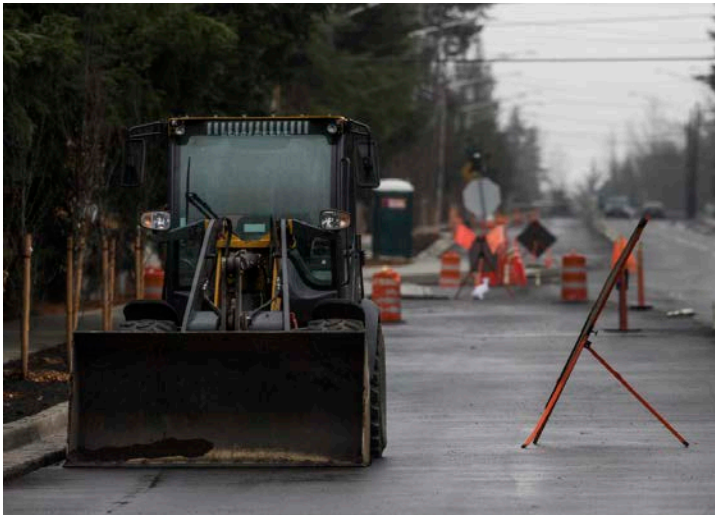
The bike lanes were an important element for the City’s environmental and transportation goals.

“As the city grows and more development occurs, vehicle lanes take up more space and are not as good for the environment,” Mach said. “Bikes lanes, they’re narrower.”

The proposed Community Transit Swift Bus Rapid Transit Orange Line between Lynnwood and Mill Creek would go through 36th. To accommodate transit there, the project included hybrid bus pullouts that take up some of the bike lane and planter strip.

Snohomish County has planned to improve the road north of 164th Street Southwest. That’s still in the works.

Gallery



**A loader truck and construction sign sit along 36th Avenue West in Lynnwood. The road is under construction and nearing completion.
(Olivia Vanni / The Herald)**



**Cars merge and navigate the construction along 36th Avenue West on March 13 in Lynnwood. The road project is nearing completion.
(Olivia Vanni / The Herald)**

Lake/Everett Roundabout Contract Awarded; Start Date Likely Delayed

March 2020



Roundabout at Lake and Everett

CAMAS, WA – At their last meeting, Camas City Council awarded a \$5,269,500 contract to Clark and Sons Excavating of Battle Ground, Wash., for the construction of a roundabout at the intersection of Northeast Lake Road and Northeast Everett Street (State Route 500). The low bid submitted by Clark and Sons Excavating came in approximately \$435,000 under the estimated total.

“We are very pleased to have Clark and Sons Excavating working on this important project and thank all the contractors who took the time to submit bids,” said Jim Hodges, City of Camas Project Manager. “We would also like to thank everyone who attended community forums, completed project surveys and provided such valuable feedback.”

With the contract now in place, construction was anticipated to begin in late March or early April 2020 as planned, but that is likely delayed due to Washington Governor Jay Inslee’s ‘Stay Home, Stay Healthy’ order. It affects the construction sector. The roundabout is expected to be functional by early September 2020. At the start of construction, several trees will be removed, as discussed extensively with the public during the planning phase.

The public is encouraged to check the dedicated webpage, www.cityofcamas.us/lakeroadconstruction, over the duration of the project for up-to-date traffic impacts and schedule changes, including those related to any relevant COVID-19 advisories.

The construction contract represents about 70% of the total project cost. Making up the other roughly 30% of the total cost is approximately \$1,200,000 for design and permitting during the preconstruction phase, which wrapped up last month, \$758,000 for construction consultant support and an estimated \$250,000 for utility relocations and miscellaneous costs.

Available funding for this project includes approximately \$2,830,000 in grant funds from the Transportation Improvement Board (TIB), \$4,700,000 in low-interest loans from the Public Works Trust Fund and water utility funds of \$600,000. The TIB grant amount, which was originally awarded to the City at \$3,300,000, was slightly reduced as a result of the low bids submitted by the contractors and will vary based on actual construction costs.

The city has confirmed that all funding from state agencies is still in place and ready for use. Additionally, city staff are closely monitoring the current public health situation and are following the guidance of lead agencies to ensure the safety and well-being of all staff, contractors and residents.

No Delay: Lake-Everett Roundabout Construction Proceeds As Planned

April 2020



Construction is set to start at the Lake-Everett Road roundabout.

CAMAS, WA – In compliance with Gov. Jay Inslee’s Stay Home, Stay Healthy proclamation, which allows essential public construction projects to continue, the City of Camas will move forward with planned construction of the Lake-Everett roundabout in the coming days.

As communicated with the public through open houses and outreach, several trees will be removed at the start of the roundabout project. For full project details and ongoing construction updates, the public is invited to visit www.cityofcamas.us/lakeroadconstruction.

Why is this considered an essential project?

The City of Camas says the project is considered essential because without it, the intersection, which includes both City- (Lake Road) and State-regulated (Everett Street/SR 500) roadways, will soon reach failure. This means backups will reach a level where getting through the area will take considerable time and compromise motorist, pedestrian and bicyclist safety.

“We know these are difficult times, and we are continuously monitoring the COVID-19 situation and requirements, but we are also confident things will get better,” said City of Camas Public Works Director Steve Wall. “When that happens, the Lake-Everett intersection will once again be heavily used by the community, making this a necessary infrastructure improvement.”

Is funding for the project secure?

Yes, the City has confirmed that funding is still available and set aside specifically for this project by two programs administered by the State of Washington: a Transportation Improvement Board grant and a Public Works Board low-interest loan.

What if the City needs the money for something else?

The City cannot use these funds for anything else, including emergency aid, other projects or support services such as police, fire, parks or utilities. Likewise, the money that will pay back the low-interest loan can only be used for capital projects. It cannot be used for emergency aid, other projects or support services.

How was this decision made?

The City made this decision based on guidance from state and local agencies. Although most residential and commercial construction projects are on hold, the city said this public roundabout project is in line with similar essential construction projects proceeding throughout the county and state during the COVID-19 emergency. The Washington Department of Transportation will continue providing inspection support and oversight.

Parks

The roundabout contractor, Clark and Sons Excavating of Battle Ground, Wash., is ready to begin work and understands its crew must follow all COVID-19 guidance provided by the Dept. of Labor and Industry and Occupational Safety and Health Administration. Additionally, suppliers are ready and able to provide the needed equipment and materials.

Three additional City of Camas public projects are continuing as scheduled: improvements to Brady Road, construction of the 18th Avenue Reservoir and construction of the Lacamas Creek Pump Station. Each project provides vital infrastructure for Camas residents and has dedicated funding. For details, see www.cityofcamas.us/projectsalerts.

Public Outrage on Inslee's Order

When Washington Governor Jay Inslee declared most residential construction projects "non-essential" in his emergency order last week it sent shockwaves across the state, especially because other states (like California and Oregon) designated the construction industry as "essential."

Local legislators and the local building industry advocates disagree with the order, and have made clear their opinions.

"Washington is the only western state to not include residential building as essential," said Washington State Senator Ann Rivers. "Our governor's order is puzzling, something just doesn't add up. It's safe for a crew to work on a low-income government supported housing project but not a private home site across the street or even next door? These are difficult decisions, but we must take into account the ramifications of our decisions and do the things that make the most sense. As leaders we must look out for everyone's health and well being. But, it is also essential that we look out for the people we represent and at the same time empower them to take the steps to assure their own wellness."

The National Association of Home Builders (NAHB) pressed the Department of Homeland Security (DHS) to make a determination about whether residential construction is deemed "essential" in light of the COVID-19 crisis.

On March 28, DHS designated residential construction as "essential infrastructure business."

"Americans depend on a functioning residential construction sector to provide safe, affordable housing for our citizens, and this need is especially acute during this pandemic," said NAHB Chairman Dean Mon. "Moreover, a healthy housing market is critical to maintain a sound economy. I commend DHS for heeding the urgent concerns of the housing community and taking this decisive action to assure the men and women of the industry will be able to stay on the job and serve the needs of the American people at this critical time."

Roundabout construction in Camas postponed at last minute

Mayor says 2-week delay won't have negative impact

by Jack Heffernan, Columbian county government and small cities reporter

April 4, 2020

A much-anticipated intersection revamp in Camas was delayed at the last minute after nearly avoiding the impacts of the COVID-19 outbreak.

Construction of a roundabout at Northeast Everett Street and Northeast Lake Road was set to begin Wednesday, continuing on an aggressive timeline despite the outbreak. But that day, the project was halted due to the virus, another indicator of governments' rapidly evolving response to the crisis.

On Tuesday, the city announced the beginning of the project's first phase, which will require minor pedestrian re-routing and traffic delays. The Camas City Council awarded a \$5.27 million contract to Clark and Sons Excavating of Battle Ground at its March 16 meeting after a bidding process. The project was expected to be finished by the end of the year.



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

The project qualifies as essential under Gov. Jay Inslee's stay-at-home order, according to the city.

"We know these are difficult times, and we are continuously monitoring the COVID-19 situation and requirements, but we are also confident things will get better," Camas Public Works Director Steve Wall said in a news release Tuesday. "When that happens, the Lake-Everett intersection will once again be heavily used by the community, making this a necessary infrastructure improvement."

But the next day, the city said that all of its construction projects would halt until at least April 15.

"We want to do all we can to help protect the community," Mayor Barry McDonnell said in an email. "Holding off the work for the next two weeks would not have a significant impact on the project and would give us better perspective on the situation as it changes."

Signs announcing the start of construction had already been placed near the intersection before Wednesday's updated announcement.

"We're evaluating your world on what seems like an almost hourly basis as situations change," McDonnell told Wall during a video conversation the city posted on Wednesday.

McDonnell said he was impressed with the safety precautions that had been planned, including the use of an inspector who had the authority to shut down operations if social distancing guidelines weren't being followed. But the city decided, instead, to take a more cautious approach.

“This is hard, right? These are difficult times for everybody,” Wall said. “When we think about our projects from a timing standpoint and people staying at home, it’s a great time for our contractors to be out there working and getting things done.”

But Wall added that safety is the city’s priority.

“We have to take this COVID-19 seriously and make sure that we’re protecting contractors and our employees and our community as a whole,” Wall said.

Camas officials have for years eyed improvements at the intersection, which connects the north and south shores of Lacamas Lake near downtown and several recreation areas. Congestion at the already busy intersection is expected to increase, causing severe traffic delays and safety concerns.

The first phase of the project, currently scheduled to last through July, will involve removing 201 trees, before later planting 524 trees. Workers will also build the center of the roundabout and widen northbound and southbound lanes, requiring occasional short-term lane closures.

The most significant traffic impacts were expected to take place in August, when the roundabout would be open but work would be performed on existing roadways. The intersection is scheduled to be fully operational by September, save for some cleanup and landscaping work.

In addition to the construction contract, the city spent \$1.2 million during the design and permitting phase. Another roughly \$1 million went toward construction consultant support, utility relocations and other costs.

The state Transportation Improvement Board chipped in about \$2.83 million in grants, which was less than expected due to a low construction bid and may vary if construction costs change. The state Public Works Trust Fund gave the city a \$4.7 million, 20-year loan at a 1.58 percent interest rate, which is expected to be paid off through transportation impact fees and real estate excise taxes.

Updates on the construction process can be found at the project webpage on the city’s website.

Four other city projects that were underway — improvements to Brady Road, construction of the 18th Avenue Reservoir, improvements to the Wastewater Treatment Plant and construction of the Lacamas Creek Pump Station — were also put on hold. Details can be found on the city’s construction update webpage.

Camas to renew work on roundabout project

by The Columbian
April 21, 2020

Following a two-week hiatus, Camas is proceeding with city construction projects, including the future roundabout at Northeast Lake Road and Northeast Everett Street.

Four other construction projects — Brady Road improvements, construction of the 18th Avenue reservoir, the Lacamas Creek pump station and improvements at the Wastewater Treatment Plant — will also continue, according to a news release from the city.

City officials have said that the projects qualify as essential during the statewide stay-at-home order and initially planned to move forward without delay. But the city decided, on the same day that work was set to begin on the roundabout, that it would halt projects for two weeks.

In that time, contractors have expanded and improved safety precautions in accordance with official guidelines, according to the city. They must submit plans to a certified industrial hygienist, who has also trained inspectors, project managers, consultants and subconsultants.

A construction inspector will monitor job sites regularly, according to the city. Noncompliance may result in suspension of work.

Updated information about the city's COVID-19 response can be found at cityofcamas.us/ourcommunity/covid-19. The city is also updating information about the roundabout at cityofcamas.us/lakeroadconstruction and other capital projects at cityofcamas.us/projectsalerts.



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



The Columbian

Kalama City Council to hold virtual meeting Thursday

by Katie Fairbanks

April 13, 2020

The Kalama City Council will hold its regular Thursday meeting virtually to award a bid for its 2020 Pavement Preservation project.

The meeting identification number and password to join the Zoom meeting will be posted on the city's website and Facebook page on Wednesday.

Those attending the 7 p.m. meeting using Zoom will be on mute and will need to enter a chat message, including their name and the issue they want to address, to sign up to speak during the public comment portion of the meeting. Anyone with a question during the meeting can raise her hand to be unmuted or can enter the question through the chat.

KLTV will also be live screening the meeting on Channel 29 or on kltv.org.

The council is set to award a bid for the 2020 Pavement Preservation project, which includes repaving Elm Street from West Frontage Road to North Fourth Street and West Frontage Road from Kingwood Street to Oak Street.

The city received five bids for the project, all below the engineer's estimate of \$709,500. Advanced Excavating Specialists of Longview had the lowest bid at \$431,900. The project is mostly funded by a grant from the state's Transportation Improvement Board.





Closures planned as East Wenatchee street projects start

by Bridget Mire

April 21, 2020

EAST WENATCHEE — City construction projects for a roundabout, sidewalk and crosswalks will disrupt traffic starting next week.

The intersection of Highline Drive and Third Street Southeast will be closed Monday through May 15 as crews install a roundabout. Construction is expected to finish June 19.

That intersection will also be closed two days toward the end of the project while pavement markings are installed.

Construction will start Monday and is expected to finish June 19 on a Transportation Improvement Board Complete Streets project involving several steps:

- Installing sidewalk along the north side of Third Street Northeast, from the Wenatchee Reclamation District canal to about 150 feet east of North Georgia Avenue. The westbound lane of Third Street Northeast in that area will be closed for about three weeks starting Monday.
- Upgrading the crosswalk at North Georgia Avenue and Grant Road and installing a crosswalk at North June Avenue and Grant Road. Both could include occasional, temporary lane shifts on Grant Road.

KRCI is constructing the roundabout, and Pipkin Construction is working on the Complete Streets project.

Including engineering and construction, the total estimated costs are \$905,377 for the roundabout and \$489,876 for the Complete Streets project.



Ongoing street construction discussed in Electric City

Changes being looked into

by Jacob Wagner

March 18, 2020

Construction may resume soon on controversial street projects in Electric City, and city council members spoke on the topic at their March 10 meeting.

A parking lot in front of city hall was built over what had been a stretch of Western Avenue, causing additional turns for those who use that route, including the local fire station.

Sidewalk work on Coulee Boulevard, Electric City's main street along SR-155, is another controversial project due to it limiting parking for businesses there.

Mayor Diane Kohout told the council that she received notification from Mike Meskiman of Gray and Osborne, the engineering firm for that project, that the contractor would like to resume work on the street projects on March 23, beginning with street work.

The city has since changed engineering firms.

Kohout said she asked Don Tulloch, also of G&O, about possibly changing the sidewalk along SR-155.

Tulloch, present at the meeting, said he was still looking into that option.

Councilmember Brian Buche said he would like the city to look into the possibility of reopening the stretch of Western Avenue that is now a parking lot. Adding stops was bad for the fire department, he said.

Councilmember Cate Slater agreed that the new intersection design was bad, saying she hated it but that it would take a lot of money to fix. She said if the city's "panties got in a twist over park funds," referring to another ongoing issue in the city, that they "may have to just embrace it and move on."

Buche said that a contractor told him it wouldn't cost that much to open it back up.

Councilmember Cheryl Hoffman said mitigating the angles of the turns might help to make the intersection better.

Buche also said he would like to see options for reverse-angle parking by the Changes Salon along SR-155, where parking was heavily affected by the street construction.

Prior to the discussion, during the public comment part of the meeting, Daniel Greely, who lives along Western Avenue, said he likes the change there.

Greely said the changes have slowed traffic past his home with the additional turns installed along the route, something he is grateful for.

Greely also noted that children, families, and seniors walk up and down that road, and the changes have made things safer for them.

Transportation Improvement Board projects continue

by Victoria Fowler
April 16, 2020

Whitman County has 10 active projects under the Transportation Improvement Board (TIB) that are currently being worked on or in the approval process to get started.

All projects in the county are under a “green” status, meaning these projects do not have issues that may cause delays or put the project at risk. If the project status turns yellow or red, this indicates a delay or potential risk of the project.

Towns with projects are Albion, Colton, Endicott, LaCrosse, Malden, Oakesdale, Palouse, Rosalia, St. John and Tekoa.

TIB Engineering Manager Chris Workman said for these smaller towns, regional engineers will perform pavement ratings on each street ever four years, this allows for TIB and the town to review a map of conditions to assist in pavement management.

Of the 10 projects, Albion, Colton, LaCrosse and Rosalia are all scheduled for the 2021 funding year. Albion and Colton both received construction approval in December 2019, LaCrosse is planned to have construction approval by May 1 and the Rosalia project is currently in the design phase.

Even though many construction projects across the state have been delayed or postponed during the “Stay Home, Stay Healthy” order, TIB will not be canceling or delaying any current projects.

In an announcement given April 10, TIB explained how the organization is considered a “pass-through” agency and is not part of the Governor's state transportation or capital budget shutdowns.

“Since TIB is funded mostly through the gas tax and people are driving less, this will result in a significant loss of revenue for the duration of the Stay Home order,” said the TIB announcement. “The combined effects of this will not be fully known for a few months, at least, but will at a minimum result in a lower call for projects and may result in delaying projects.”

Many of the projects within the county are either resurfacing or reconstruction projects to assist with community infrastructure.

“The majority of the active projects currently in Whitman County are considered preservation or rehabilitation with the intention to improve the quality of the roadway and extend the life of the road,” Workman said.

In Malden, a .14 mile resurfacing project will take place on Main St. and Pine City-Malden Rd. These road segments will receive a full-depth reclamation and two-inch overlay to the approved sections.

A project in Endicott includes resurfacing .80 miles of roadway. The project consists of three areas, removal and replacement of Margin, H and portions of 3rd St., stormwater mitigation on C St. and chip sealing, when the county does this phase, on Dean, 4th, C, 3rd and Machin streets.

“This project will address the majority of the poorly rated streets connecting residential areas of town to the town hall, central business district, school district and fire station,” said the TIB project description. “This project will be done in two phases to keep costs low.”

Laura Jones, Endicott clerk/treasurer, said these are all roads that the town has needed assistance with funding to improve but have previously not been eligible for funding from TIB.

According to the TIB website, the curb, prep, parching and full-depth reclamation will be done in one state by public bid and the chip seal/double chip seal will be done by the county depending on when schedules permit. The design of the project was approved in April 2019 with the construction being approved in February 2020. The target date for the project closeout is December 2020.

Along with resurfacing projects across the county, many streets are having curbs/gutters repaired and along with Endicott stormwater mitigation.

The mission of the TIB is to fund high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services.

TIB offers small city programs, this provides funding for towns with populations of less than 5,000 people. The four programs within the small city program are Small City Arterial Program, Small City Sidewalk Program, Small City Preservation Program and Relight Washington Program.

Pullman considers its first roundabout

Construction on intersection of Terre View Drive and North Fairway Road could start in 2021

by An Daily News staff writer

April 28, 2020

Pullman could introduce its first-ever roundabout intersection next year in an effort to improve traffic flow northeast of the Washington State University campus.

The city is proposing a roundabout be constructed at the intersection of Terre View Drive and North Fairway Road. The city council will discuss today whether to approve an engineering services agreement with Parametrix, Inc. for the conceptual design of the roundabout.

The intersection is currently a two-way stop. Vehicle and foot traffic has increased over the years because of the addition of apartments in the area. More construction in that area, near the entrance to Palouse Ridge Golf Club, is anticipated for the future.

Pullman Public Works Director Kevin Gardes said the increase in traffic means that soon the intersection would warrant a four-way stop. However, that would not improve traffic flow, he said.

Gardes said in the past, whenever intersections become busier or see an increase in accidents, the city would discuss adding traffic signals. In the recent years, though, roundabouts have become more appealing. He said Washington State Department of Transportation prefers roundabouts over traffic signals where they make sense.

Gardes said intersections with roundabouts require less maintenance and tend to be safer than traffic stops.

“Typically there are less severe accidents with a roundabout than with a traffic signal,” he said.

He said Terre View Drive and North Fairway Road presents an ideal location for Pullman’s first roundabout because the topography is relatively flat and there is enough available space. Gardes said many locations in Pullman are not adequate for roundabouts because they are too hilly or there is not enough right-of-way to make room for one.

Gardes said the roundabout will be designed to suit all modes of transportation.

“Definitely bikes and pedestrians will be part of the design and considerations,” he said.

With a conceptual design in place, Pullman is hoping to receive a grant from the Washington Transportation Improvement Board. Gardes said the grant could fund up to 85 percent of the project’s cost.

The cost is estimated to be just less than \$70,000.



**A car drives on North Fairway Road near the intersection with Terre View Drive on Monday in Pullman.
Geoff Crimmins/Daily News**

If the city is awarded the grant, construction would start in 2021. Gardes said if Pullman does not receive the grant, it will continue to apply for more grants in the future.

Tonight's Pullman City Council meeting can be viewed at 7 p.m. on the City of Pullman YouTube channel.

Anthony Kuipers can be reached at akuipers@dnews.com.



Cars drive on Terre View Drive near the intersection with North Fairway Road on Monday in Pullman. The Pullman City Council will consider a plan to build a roundabout at the intersection.

Geoff Crimmins/Daily News

Consensus starts to grow on 'Phase 4' coronavirus relief

Pelosi now appears open to a more focused aid package and Republicans are acknowledging the likelihood of new legislation.

by Heather Caygle and Burgess Everett

April 3, 2020

Congress is finally beginning to sketch the outlines of its next big coronavirus response.

Speaker Nancy Pelosi shifted her tone on Friday, calling for a much more focused “Phase 4” relief package to address immediate needs related to the coronavirus pandemic, a departure from the sprawling legislation she and other top Democrats were pushing earlier this week.

The move puts Pelosi more on track to cut a deal with Republicans in the coming weeks, after numerous GOP officials panned her efforts to broaden the next phase of coronavirus legislation.



Speaker Nancy Pelosi. | J. Scott Applewhite/AP Photo

Both in a television appearance and talking with reporters Friday, Pelosi said it's clear the next tranche of relief funds should be an expansion of the massive \$2 trillion package the president signed into law last week — more money to aid states, cities and small businesses, expand unemployment benefits and another round of direct cash payments for Americans.

“Let’s do the same bill we just did, make some changes to make it current,” Pelosi told reporters in the Capitol Friday.

“While I'm very much in favor of doing some things we need to do to meet the needs — clean water, more broadband, the rest of that — that may have to be for a bill beyond that right now,” she added during an appearance on CNBC.

Pelosi held a call with her leadership team Friday afternoon where she reiterated her plan to move forward with a narrower fourth relief package, modeled after the bill Congress passed last week.

Pelosi didn’t provide a timeline for drafting the bill, per multiple sources familiar with the call.

The California Democrat said she would still push for some top Democratic priorities, including adjusting the classification for Washington, D.C., allowing it to receive an amount of federal aid in line with what states are eligible for, and pushing for additional federal worker protections for first responders and emergency personnel.

Earlier this week, Pelosi and top House Democrats were making a very different pitch — saying now was the time to think big and take a broad brush approach to addressing the economic downturn, pushing ideas like a massive infrastructure package to help jumpstart the economy.

“This is so essential because of the historic nature of the health and economic emergency that we are confronting,” Pelosi said on a call with reporters Wednesday, pitching Democrats’ ideas for the “Phase 4” bill.

“We must take bold action to renew America’s infrastructure,” she added, ticking off a list of proposals including clean water provisions, expansion of rural broadband and more funding for community health centers.