



Transportation Improvement Board

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

November 20, 2020 – 9:00 am
 BOARD AGENDA

			Page
9:00 am	EXECUTIVE SESSION: Personnel Matters	Chair Stevens	
9:30 am	1. CALL TO ORDER & WELCOME	Chair Stevens	
9:35 am	2. GENERAL MATTERS		
	A. Approval of September 25, 2020 Minutes	Chair Stevens	2
	B. New Board Member Introduction	Chair Stevens	
	C. Lighting Round: COVID Updates	Board members	
	D. Communications	Ashley Probart	
	1. Moscow Pullman Daily News - Traffic projects for Airport Rd, more slated in Pullman		17
	2. The Daily News - Kelso West Main project set to start construction this month		19
	3. Kent Reporter - Riverbend Driving Range reopens temporarily in Kent		20
	4. The Columbian - LakePointe Urban Village in Covington to feature 1,500 homes		21
	5. Kitsap Daily News - City partners with WSDOT on roundabout construction		23
	6. Quad City Herald - Brewster adopts online invoice payment program		24
	7. The Observer - City of Ellensburg completes plan for non-motorized transportation		25
	8. Peninsula Daily News - Port Townsend officials seek input on Discovery Road project		27
	9. The Columbian - Pedestrian safety upgrades continue along Northeast 112th Avenue		29
	10. Puget Sound Business Journal - Lander Street Bridge opens, easing bottleneck on key...		31
	11. My Ferndale News - More flashing beacons scheduled to be installed at Ferndale...		33
	12. Normandy Park Blog - City Manager's Report for week ending Sept. 19, 2020		34
10:25 am	3. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Financial Report	Vaughn Nelson	
	C. Project Activity Report (9/1/20 -10/31/20)	Chris Workman	9
10:50 am	4. PROGRAM & PROJECT MATTERS		
	A. 2020 Project Recommendation Summary	TIB Engineers	14
11:35 am	5. ACTION ITEMS		
	A. 2020 Project Selection	Ashley Probart	
	B. Obsolete State Laws	Ashley Probart	15
12:00 pm	6. ADJOURNMENT	Chair Stevens	

FUTURE MEETINGS
 January 22, 2021 (WebEx)
 March 25-26, 2021 (Vancouver - 2020 location)
 May 27-28, 2021 (Chelan)
 September 23-24, 2021 (Yakima - 2020 location)
 November 18-19, 2021 (Everett)

Transportation Improvement Board
September 25, 2020
WebEx

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Chair
Mayor Glenn Johnson, Vice Chair
Ms. Amy Asher
Mr. Aaron Butters P.E.
Ms. Elizabeth Chamberlain
Mr. Chad Coles, P.E.
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.
Mr. Peter Rogalsky, P.E.
Ms. Jennifer Walker

TIB STAFF

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

1. CALL TO ORDER

Chair Richard Stevens called the meeting to order at 9:00 am.

He welcomed Peter Rogalsky to the Board and Jonathan Heusman to the TIB staff.

Board members Ms. Barb Chamberlain and Mr. John Koster were excused.

2. GENERAL MATTERS

A. Approval of May 29, 2020 Minutes

MOTION: It was moved by Mayor Johnson and seconded by Mr. Klekotka **to approve the minutes of the May 29, 2020 Board meeting. Two corrections were proposed: 1)** in the list of TIB Board Members Present add Mr. Chad Coles, P.E., and 2) in 2.B. COVID Updates, change the place of employment for John Klekotka to Port of Everett.
Motion carried unanimously.

B. COVID Updates

Ashley Probart invited Board members to speak about how the coronavirus pandemic is affecting their business areas.

Aaron Butters – HW Lochner, Elizabeth Chamberlain – City of Walla Walla, Chad Coles – Spokane County, Bob Koch – Franklin County, Ron Lucas – Town of Steilacoom, Dave Ramsey – Feet First, Pete Rogalsky – City of Richland, Jennifer Walker - Thurston County, Mayor Glenn Johnson – City of Pullman, and Commissioner Richard Stevens – Grant County.

C. Communications - Ashley Probart shared a number of articles from the Board packet.

- The Columbia Basin Herald did a nice article on Commissioner Stevens and his service to Grant County. Commissioner Steven’s last Board meeting with TIB will be November.
- Peninsula Daily News, Sequim Caps Street Rehab Project with Wheeled Ribbon Cutting. Many Board members attended the ground breaking for this project in May 2019. This project runs in front of the local schools, provides sidewalks, bike lanes, stormwater facilities and rehabilitates the street. The project was completed on schedule and was celebrated by having a unique drive through ribbon cutting.

- In an article from The Daily News, Catlin Street Widening Project Moves Closer to the Starting Line, we see a project from Amy Asher's area; it is exciting to see this project is moving along.
- Regarding the article from The Ritzville Adams County Journal, Council Approves Street Project Grant. There is a longstanding relationship between the City of Ritzville and TIB. Due to height restricted WSDOT bridges, there is a large amount of state traffic that is redirected through the city before returning to the freeway. This causes increased wear and tear to the streets. The city received a TIB grant last year, but had missed an important element in the design. The city choice was to reduce the scope of the project or exhaust their city wide maintenance budget to keep the project intact. Mr. Probart suggested they withdraw the project and re-apply again this year for full project funding. This is a good example of how staff and agencies work together to ensure a project meets the needs of the community.
- Mr. Probart discussed the article, Bremerton's Quincy Square Project Halted Until City Secures Construction Funding, from the Kitsap Daily News. This project is named for the great Quincy Jones, who wrote a personal letter to the city for honoring him. The city has not fully secured construction funding and the project is currently on pause. Staff is hopeful the city can bring the project to completion.
- There were a few articles regarding Yelm which say they intend to seek more funding from TIB. Mr. Probart said he thought just about every project in Yelm has had TIB funding. And one article from the Kent Reporter stood out talking about the importance of TIB sidewalks to facilitate safe walking for the Yelm pub crawl. More seriously, the referenced project is important for pedestrian safety to two elementary schools as well as the community in general. Until about the early 2000s, Yelm was a very small community but has since tripled in size and annexed county land. It is important to set up the needed infrastructure to help support this growing city.

3. NON-ACTION ITEMS

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

- Mr. Probart has extended the Stay Home, Stay Healthy protocols through December 31 for staff to work from home and only come in as needed.
- As part of those protocols, each of the TIB vehicles has been assigned to one staff person.
- In our time away from the office, staff has determined it would be helpful for more of our database to be web based, and will be working on that over the next few years.
- Regarding Governor Inslee's furlough order; staff took furlough days in July and August. Due to a federal COVID-19 reimbursement program, this was generally income neutral for staff and saved some state tax dollars. However, it was logistically difficult. For example, if a region engineer was on the road, a furlough day may cause a trip to need to be broken into two smaller overnight trips rather than one. As a result, it is unlikely that TIB staff will choose to take furlough days in the future unless necessary.
- Staff Updates:
 - Christa Draggie has been on National Guard duty, this will likely be finished sometime in December. Chris Workman has been picking up her TIB duties as well as all of his other work; TIB thanks him for his assistance.
 - Our intern, Alex Garate, has completed his time with us. Due to COVID-19, we could not have him do quite the same work as originally planned. However, he completed a substantial amount of pavement rating work in the Southeast Region while Christa has been unavailable due to her National Guard duty. He was also

able to do pavement ratings in the Northeast Region. We thanked him for his work and for helping us to help maintain our four year rating cycle. If we hire an intern next summer or in the future, pavement ratings are a likely assignment.

- Pilot Projects update:
 - Sprague is complete and closed out successfully; and
 - Leavenworth should be wrapping up this week.
- Pilot Projects in Eastern Washington: Waverly, Rockford, Spangle, Fairfield and Millwood.
 - A couple of cities are wrapping up now.
 - We hope to have a more robust report for the Board in November.
- Staff is wrapping up application field reviews and other preparations for the jury process in coming weeks to prepare for the November Board program grant selections.
- Legislative:
 - Staff has the budget submitted to the governor's office. A 10% reduction target for all transportation agencies is requested. We submitted a budget with a 12% reduction, 2% lower than the target. Our budget as submitted did include funding for the Complete Streets Program; if the program is denied the TIB budget changes to an 18% reduction.
- Legislative, LED streetlights and Relight Washington:
 - The 2020 Transportation Supplemental budget included a proviso requiring a survey of cities currently ineligible to receive TIB Relight Washington funding. The goal of the survey is to find out which have not converted to LED streetlights.
 - For Board background purposes:
 1. When the TIB Relight Washington Program was conceived, the goal was to help small cities convert to LED so those savings could be reallocated to maintenance and other road work purposes.
 2. Many cities are saving thousands annually.
 3. Original TIB parameters were to implement the program for cities with populations of less than 5,000. The Board expanded the program to include urban cities over 5,000 in population but under \$2 billion in assessed value. This is the same criteria for TIB's Arterial Preservation Program.
 4. To date, TIB has converted 45,600 lights and invested \$17.3 million.
 5. The qualified cities yet to be converted consist of the last of PSE, Grant County and a few others. This should occur in the next couple of years.
- Survey results:
 1. There are 51 cities ineligible to receive Relight Washington. TIB staff sent them a simple questionnaire asking if the city has converted. If not, do they have a formal or informal LED conversion plan. A few other simple questions were included.
 2. About 35 cities responded representing 80+% of the population.
 3. For the remaining cities that did not respond, staff researched news articles to see if any conversion had happened and to get anecdotal information.
 4. From this research, it was concluded that all but 2 or 3 cities had converted at least some if not all of their streetlights to LED.
 5. General themes:
 - a. Many have converted the easy to change lights first leaving expensive decorative or specialty lights unconverted.
 - b. Many are converting as replacements are needed.

- c. Many have converted lights owned by the city but PUD or PSE owned lights have not been converted.
6. Based on the information provided, it would require an estimated \$20M or more to complete LED conversion for all cities in the state.
 - TIB staff will present the conclusion that this work is already being done and that there is no compelling reason to expand the program. If the legislature mandates TIB to invest the \$20 million required to complete LED conversion, it would have a negative impact on TIB's primary mission and goals.
 - The House Transportation Committee (HTC) held a virtual meeting with the theme: Barriers and Opportunities, or in other words; what administrative or legislative barriers exist that makes it difficult to accomplish your agency goals?
 - TIB presented information on the City Hardship Assistance Program (CHAP) and the corresponding City Hardship Assistance Account.
 - CHAP was established in 1991 in response to the Route Jurisdiction Transfer of state highways to city streets for those cities under 20,000 population.
 - About \$2 million per biennium is set aside for CHAP.
 - Most of these cities are now on their second or third paving cycles. Most, if not all, are arterials or federally classified routes and are already eligible for standard TIB programs.
 - The current barrier to the use of CHAP funds:
 - All unspent funds must be held for two years according to RCW before they are redirected to the Small City Sidewalk and Pavement account.
 - Possible options:
 - Repeal City Hardship Assistance Program
 - Allow funds to be redirected annually instead of biennially.

B. Project Activity Report (5/1/2020 – 8/31/2020) – Chris Workman reported on the following:

- As expected, there have been a large number of Bid Authorizations and Construction Approvals since March.
- Over the last several years, staff has been encouraging agencies to go out to Ad earlier; this seems to have been successful.
- Design Approvals in March represent the last remaining November 2019 program awards.
- July and August contract completions are a result of agency motivation to get projects off the books prior to applying for new grants in August. Highlights:
 - Metaline Falls – Pend Oreille Blvd \$472,701 surplus
 - Oroville – Ironwood St. (withdrawal) \$598,535 surplus
 - Pilot projects
 - Sprague \$288,539 surplus
 - Leavenworth \$152,546 surplus

C. Delayed Projects Report – Chris Workman reported on the following:

- TIB uses project Delay Stages as a tool to manage risk.
- In May, staff presented a preliminary list to the Board.
- About every other month, staff does an internal inventory control meeting where we ask region engineers to follow up with projects that may be missing milestones.
- The inventory control outreach process also ensures projects going into a Delay Status is not new information to the agencies.

- At Stage 1 Delay, TIB staff sends a letter requesting a revised schedule for review. If the project does not appear to be moving forward at that time or there are other issues to consider, staff brings that project to the Board.
- A project reaches Stage 2 Delay if it did not meet the revised schedule and it then becomes a contingency project.
- Contingency projects require Board action to restore funds.
- A project remaining on the contingency list for 12 months will have grant funds terminated.
- In May, there were 5 projects at some level of Delayed Status. Since then, two have dropped off the list:
 - Springdale, SR 231 - went to construction in July.
 - Okanogan, Second Ave (SR 215) - went to construction in September.
- Three projects remain in Delayed Status:
 - Morton, Main Avenue – For this project, TIB funds were being used as a federal funding match, which made up the majority of funding. They expect to go to Ad by October 31, 2020, and to construct next year. Staff is comfortable with this timeline as long as they continue to accomplish their timing goals.
 - Odessa, FY 2019 Rehabilitation – This project was to repair some pavement ruined over winter. FEMA provided additional money so the project scope was extended. The city is planning to go to Ad in December and construction in spring. Staff has no additional concerns.
 - Richland, Gage Blvd – This project was funded in 2005 and the Board granted it a continued delay in 2013 so the legal issues could be sorted out with the rail road. Since then, the Board has been updated several times.

A new update on the project was given by our newest Board member, Mr. Pete Rogalsky:

The city is hopeful to get this project off this list soon. The long running dispute with the railroad was settled earlier in 2020 and since then, city staff has been busy assembling the funding package to complete the project. I cannot report that all formalities are in place but hope to report by the November meeting that everything is funded. Right of way acquisition will likely be complete in 2021 and construction is tentatively scheduled for 2021. There are still four parcels yet to acquire, and one is a complete parcel acquisition. Hopefully it will all be sorted out soon!

D. TIB 101 Selection Overview

Chris Workman gave a quick overview of the priority array timeline and the method by which staff conducts the staff jury process to evaluate the applications for projects to be suggested for Board approval and funding in November.

E. Financial Report and Revenue Update – Vaughn Nelson and Ashley Probart reported on the following:

- A chart of TIB Gas Tax Revenue for the Transportation Improvement Account showing the effects of revenue losses.
- Gas tax revenue has been significantly impacted by stay at home orders.
- Looking at the 4 year average, TIB has usually received between \$7.4 million and \$9.4 million per month in Gas Tax Revenue.
- As a friendly reminder, TIB revenue lags two months behind gas tax collections. For example, March gas tax collects results in TIB May revenue deposits.

- From May to August, TIB has actually received between \$4.8 million and \$7.7 million per month. This is about a \$10 million revenue loss compared to the four year average for the same time period.
- This loss represents about 10% of the TIB budget.
- Along with a nearly \$5 million legislative reduction due to I-976, staff is anticipating about a 20% reduction of revenue for the 2020 calendar year.
- Staff also anticipates the gas tax revenue will not come back to original levels for several years; preliminary forecasts anticipate full recovery around 2026.
- Since the May Board meeting, staff is continuing its practice of inventory control meetings and reaching out to individual agencies on the status of their projects. We were hopeful that COVID-19 related delays would help mitigate our own revenue issues. Because our forecast and expenditure model already anticipates a three to five percent project delay, it takes multiple project delays or cancellations before there is true budget relief. A summary of inventory control findings:
 - We saw some initial delays due to COVID restrictions or other reasons but then projects have ramped back up.
 - Confirming project schedules revealed that many cities and counties were continuing all projects that have TIB, federal or other match funding. However, many were delaying projects that were fully funded with local (their own) funds. As a result, TIB projects were likely to be on an accelerated schedule.
 - Delays related to COVID-19 or other reasons: -@\$20 million but this was being offset or trending negative as noted in the acceleration of other TIB projects.
 - Cancellations-two or three small city withdrawals (This is not a material savings: they are within the three to five percent forecasted funding withdrawal parameters.)
- Board/Staff Cash Flow Actions:
 - Delayed 7 Arterial Preservation Projects (\$3.5 million) to 2021 to defer those invoices that would typically occur in late summer or fall of 2020.
 - Effective June 15, project requests to go on Ad were reviewed on a case by case basis. In a typical year, the Director institutes this review in early to mid-July. Later starts can cause difficulties like unplanned overwintering which can increase costs. Other elements also go into consideration such as TIB cash flow, committed partnership funding, and temporary permits.
 - Sidewalks contracts were the exception and authorized to proceed after June 15.
 - Staff will continue the practice of small city invoices being paid in full; unless the invoice is particularly large which may be broken down into a month or two.
 - Every City/County receive at least a partial payment
 - Staff is working individually with larger cities/counties with multiple projects and/or large grant awards to determine billing deferrals and payment plans.
 - Many agencies are hearing we are low on funds and putting in invoices earlier than they might in order to get 'into the queue.
 - Proposing a reduced call size from the typical \$100 million to \$60 million. In May 2020, the proposed call size was \$70 million. This is to build in cuts for fund recovery (\$20 million,) COVID-19 revenue loss (\$15 million,) and legislative revenue cut (\$5 million.)
- It is difficult to know exactly how long these cuts will be needed; it is unlikely we will see a full \$100 million call in 2021.
- It is not a good idea to cancel yearly calls due to cash flow repercussions in future years.
- Mr. Coles asked if we have a minimum fund balance we try to maintain. Mr. Nelson responded that staff feels comfortable with a balance of about \$20 million, OFM

expects us to maintain a minimum balance of about \$5 million. Currently the balance is \$300,000.

- Mr. Coles asked what changed between May when the proposed call size was \$70 million to now with a call size of \$60 million. Mr. Nelson responded that staff was not sure how long to forecast COVID-10 revenue reductions. Now we are getting a clearer picture of the long term effects of COVI-19.
- Regarding the call size vs. application dollars requested. As anticipated, applications were down: about 40% in the number of projects requested, but only a 27% reduction of dollars requested.
- The funding success rate in most years is in the mid 30% range. , This year, we expect a 30.7% success rate for Urban Programs, and a 36.5% success rate for Small City Programs, for an average of 31.6%.

F. Applications Received Overview – Vaughn Nelson reported on the following:

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

*\$11M for SCAP and up to \$1M for Federal Match

4. ACTION ITEM

A. November Meeting Location

MOTION: It was moved by Mayor Lucas with a second by Mayor Johnson to move the November 19-20, 2020 Board meeting to a location in a Phase 3 county, if feasible.

Motion carried unanimously.

Mayor Lucas asked if there a decision point staff has to pick this location. Mr. Probart said he expected a decision to be made in the 2-3 week of October at latest.

Ms. Drier asked if WebEx can be used as well for those who can't or don't want to travel.

Mr. Probart said staff is trying to tease out what we would need. Mr. Nelson said it would be logistically difficult for staff to provide both in person and full web access to the meeting for such a large Board however he stated he does not have final say in the matter.

5. ADJOURNMENT

The meeting adjourned at 11:07 am.



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-802(003)-1	DUVALL	FY 2019 Rehabilitation Project	Audit	CC	332,830	-83,321	Director
3-P-124(007)-1	ENUMCLAW	FY 2020 Overlay Project	Audit	FV AD	401,001	0	Director
3-E-164(006)-1	EPHRATA	FY 2021 Overlay Project	Design	DE	78,831	0	Director
3-E-183(008)-1	GRANDVIEW	FY 2021 Overlay Project	Audit	CC FV AD	211,365	-4,346	Director
3-P-804(005)-1	NORTH BEND	FY 2020 Overlay Project	Audit	CC	128,273	-17,283	Director
3-P-824(001)-1	SULTAN	FY 2021 Overlay Project	Audit	CC FV AD	308,291	15,000	Director
						Total APP Change	-89,950
CSP Program							
C-W-156(002)-1	BELLINGHAM	Complete Streets Award	Audit	AD	500,000	0	Director
C-P-110(001)-1	DES MOINES	Complete Streets Award	Audit	CC AD	300,000	0	Director
C-P-146(001)-1	LAKE STEVENS	Complete Streets Award	Audit	CC AD	200,000	0	Director
						Total CSP Change	0
LED Program							
S-W-191(002)-1	COSMOPOLIS	LED Streetlight Conversion	Withdrawn	WD	0	-21,240	Director
S-P-802(001)-1	DUVALL	LED Streetlight Conversion	Audit	CC	307,319	124,169	Director



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
S-W-126(001)-1	SEDRO WOOLLEY	LED Streetlight Conversion	Withdrawn	WD	0	-35,000	Director

Total LED Change 67,929

SCAP Program

6-E-921(004)-1	ASOTIN	2nd Street	Audit	CC	814,048	17,869	Director
6-W-837(013)-1	BLAINE	Hughes Avenue and Peace Portal Intersection	Audit	CC	814,271	0	Director
6-P-808(014)-1	BUCKLEY	Cedar Street	Audit	CC FV AD	384,165	0	Director
6-E-856(003)-1	COULEE CITY	Main Street	Audit	CC FV AD	665,492	-15,073	Director
6-W-953(010)-1	KALAMA	Elm Street	Audit	CC	271,522	-4,368	Director
6-W-953(011)-1	KALAMA	W Frontage Road	Audit	CC	181,389	-32,842	Director
6-E-897(005)-1	MEDICAL LAKE	Pineview, Evergreen, Stanley Drive and Sherman Ave	Audit	CC	593,820	124,806	Director
6-E-944(010)-1	NACHES	Naches Avenue	Audit	CC	171,693	-5,526	Director
6-E-987(006)-1	OMAK	Jasmine Street	Audit	CC	678,138	-4,701	Director
6-E-886(008)-1	TWISP	Canyon Street	Audit	CC	414,847	61,828	Director

Total SCAP Change 141,993

SCPP Program

2-P-119(004)-1	ALGONA	FY 2021 Overlay Project	Audit	CC FV AD	130,703	-3,822	Director
2-P-809(002)-1	CARBONADO	FY 2019 Rehabilitation Project	Audit	CC FV AD	73,578	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 09/01/2020 to 10/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-908(003)-1	COLTON	FY 2021 Seal Coat Project	Audit	CC	50,138	-40,250	Director
2-E-877(004)-1	CONCONULLY	FY 2020 Chip Seal	Audit	CC FV AD	25,424	0	Director
2-E-878(004)-1	COULEE DAM	FY 2020 Seal Coat Project	Audit	CC AD	48,643	-33,060	Director
2-P-811(002)-1	EATONVILLE	FY 2020 Seal Coat Project	Audit	CC	43,571	213	Director
2-E-895(004)-1	FAIRFIELD	Crack Seal PILOT	Audit	CC FV AD	26,729	3,853	Director
2-E-852(006)-1	MANSFIELD	FY 2021 Seal Coat Project	Audit	CC FV AD	87,314	-11,459	Director
2-W-957(005)-1	MONTESANO	FY 2021 Seal Coat Project	Audit	CC FV AD	24,164	-9,936	Director
2-E-905(003)-1	NORTHPORT	FY 2021 Seal Coat Project	Audit	CC FV AD	131,029	2,226	Director
2-E-915(004)-1	OAKESDALE	FY 2020 Rehabilitation Project	Audit	CC	262,132	25,629	Director
2-E-855(003)-1	REPUBLIC	FY 2020 Seal Coat Project	Audit	CC	205,965	-612	Director
2-E-845(007)-1	RITZVILLE	FY 2021 Seal Coat Project	Withdrawn	WD	14,250	-193,135	Director
2-E-898(004)-1	ROCKFORD	Crack Seal Pilot	Withdrawn	WD	0	-8,160	Director
2-E-874(008)-1	SPRAGUE	Pavement Pilot Project	Audit	CC FV AD	330,110	14,601	Director
2-E-900(002)-1	WAVERLY	Crack Seal PILOT	Audit	CC FV AD	13,354	3,263	Director
Total SCPP Change						-250,649	

SP Program

P-P-809(P01)-1	CARBONADO	Farm Street	Audit	CC FV AD	369,220	0	Director
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Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 09/01/2020 to 10/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-902(P01)-1	COLVILLE	SR 395	Audit	FV AD	227,199	0	Director
P-P-199(P08)-1	LAKEWOOD	Lakewood Drive	Construction	CN	83,077	0	Director
P-E-852(P05)-1	MANSFIELD	5th Avenue/Main Street (SR 172)	Audit	CC FV AD	482,241	-23,547	Director
P-P-109(P03)-1	MEDINA	NE 8th Street	Audit	CC FV AD	241,000	0	Director
P-W-957(P01)-1	MONTESANO	E Pioneer Avenue	Audit	CC	152,576	-9,424	Director
P-E-881(P04)-1	OKANOGAN	Second Avenue S (SR 215)	Bid Award	BA	347,881	-21,119	Director
P-P-806(P03)-1	SNOQUALMIE	SR 202 Pedestrian Signals	Bid Award	BA	95,024	-54,976	Director
P-E-208(P05)-1	SPOKANE VALLEY	Mission Avenue	Audit	FV AD	314,080	0	Director
P-E-208(P06)-1	SPOKANE VALLEY	Adams Road	Audit	CC	298,994	-14,765	Director
Total SP Change						-123,831	
UAP Program							
8-1-125(003)-1	BURIEN	S 144th Way	Audit	CC	2,943,270	0	Director
8-3-161(012)-1	EAST WENATCHEE	Highline Drive	Audit	FV AD	715,458	0	Director
8-5-188(017)-1	KELSO	Catlin Street	Bid Award	CN	3,817,818	0	Director
8-3-988(005)-1	LIBERTY LAKE	County Vista Drive	Bid Award	BA	268,084	-77,821	Director
8-1-140(020)-1	LYNNWOOD	36th Avenue W	Audit	CC	3,973,604	0	Director
Total UAP Change						-77,821	



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 09/01/2020 to 10/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					Total Change	-332,329	

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



Project Selection Summary

November 20, 2020

BACKGROUND

The preliminary target size for project selection approved at the May 2020 board meeting was \$70 million. This reflected preliminary COVID-19 revenue reductions, and a \$5M reduction in funds due to the legislative response to I-976. At the September 2020 Board meeting, staff communicated a \$60 million call size is the most that can be awarded due to continued COVID-19 related revenue reductions. Both the urban and small city sidewalk programs are suspended for 2020.

Following the Board opening the call in May, TIB staff held webinar workshops for agencies and consultants on programs and criteria. Project applications were due August 14th, 2020. TIB received 177 applications requesting approximately \$189.1 million. Details of specific program requests are shown in the table below:

SUMMARY OF APPLICATIONS RECEIVED

Program	Applications	Funds Requested
Urban Arterial Program	68	\$150,581,992
Arterial Preservation Program	27	\$11,004,623
Small City Arterial Program	38	\$19,960,852
Small City Preservation Program	44	\$7,506,265
TOTAL	177	\$189,053,732

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

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

SUMMARY OF RECOMMENDED FUNDING

Program	Board Proposed Funding Level	Number of Recommended Projects	Recommended TIB Funds	Total Project Cost
Urban Arterial Program	\$50,000,000	24	\$45,597,161	\$322,235,156
Arterial Preservation Program		11	\$3,420,011	\$12,889,753
Small City Arterial Program	\$10,000,000	14	\$6,888,230	\$26,967,060
Small City Preservation Program		22	\$2,808,563	\$7,921,708
TOTAL	\$60,000,000	71	\$58,713,965	\$370,013,677

RECOMMENDATION

TIB staff recommends Board adoption of the project selection as presented in the November 2020 Priority Array.



Obsolete State Reporting Requirements

November 20, 2020

BACKGROUND

Prior to each legislative session, it is common for the Governor's Office, the respective transportation committees, or individual legislators to request information on obsolete, redundant, or administratively burdensome state laws.

The Governor's Office has already sent a broad request to all state transportation agencies with a request to identify redundant or obsolete reporting requirements with the important caveat that any gained efficiencies cannot be at the expense of transparency in reporting.

IDENTIFIED REDUNDANT OR OBSOLETE REPORTING REQUIREMENTS

Staff has identified two state laws that have become redundant or obsolete:

1. RCW 47.26.170 Long-range arterial construction planning—Arterial inventory data.

Each county having within its boundaries an urban area and cities and towns shall prepare and submit to the transportation improvement board arterial inventory data required to determine the long-range arterial construction needs. The counties, cities, and towns shall revise the arterial inventory data every four years to show the current arterial construction needs through the advanced planning period, and as revised shall submit them to the transportation improvement board during the first week of January every four years beginning in 1996. The inventory data shall be prepared pursuant to guidelines established by the transportation improvement board. As information is updated, it shall be made available to the commission. [2005 c 319 § 131; 1994 c 179 § 16; 1988 c 167 § 19; 1984 c 7 § 156; 1971 ex.s. c 291 § 2; 1967 ex.s. c 83 § 23.]

TIB staff analysis: This RCW was originally established to provide a proxy for long range, city and county arterial needs to the legislature and transportation commission. TIB has not received a report of this kind for at least one or two decades. At a city and county level, developing, maintaining, and reporting this information to a state agency is costly. Similar street network reporting requirements for cities was repealed in 2019. Currently, TIB has considered the criteria to be met when submitting a grant application that includes 1) verification the arterial project is included in the agency's transportation improvement plan and 2) the level of service will remain the same or improve as a result of receiving TIB grant funding.

2. RCW 35.58.2795 Public transportation systems—Six-year transit plans.

By September 1st of each year, the legislative authority of each municipality, as defined in RCW 35.58.272, and each regional transit authority shall prepare a six-year transit development plan for that calendar year and the ensuing five years. The program shall be consistent with the comprehensive plans adopted by counties, cities, and towns, pursuant to chapter 35.63, 35A.63, or 36.70 RCW, the inherent authority of a first-class city or charter county derived from its charter, or chapter 36.70A RCW. The program shall contain information as to how the municipality intends to meet state and local long-range priorities for public transportation, capital improvements, significant operating changes planned for the system, and how the municipality intends to fund program needs. The six-year plan for each municipality and regional transit authority shall specifically set forth those projects of regional significance for inclusion in the transportation improvement program within that region. Each municipality and regional transit authority shall file the six-year program with the state department of transportation, the **transportation improvement board**, and cities, counties, and regional planning councils within which the municipality is located.

In developing its program, the municipality and the regional transit authority shall consider those policy recommendations affecting public transportation contained in the state transportation policy plan approved by the state transportation commission and, where appropriate, adopted by the legislature. The municipality shall conduct one or more public hearings while developing its program and for each annual update. [2011 c 371 § 1; 1994 c 158 § 6; 1990 1st ex.s. c 17 § 60; 1989 c 396 § 1.]

TIB staff analysis: This reporting requirement was established as part of the enabling legislation in 1989. It was intended to ensure state agencies were informed of potential transit projects that could impact the state system and/or become eligible for state grant agencies.

Besides “checking the box as received”, TIB does not make investment decisions based on transit agency plans. Under state law, transit agencies are ineligible to receive TIB grant funding. As part of TIB’s overall mission, staff works closely with cities and counties to ensure projects include a transit element where identified.

As a practical matter, TIB staff receives a handful of transit plans each year. TIB staff also receives calls each year from transit agencies on who to send them to, how will they be used, etc.

It should be noted that since 1989, WSDOT-Public Transportation Division also receives these plans. WSDOT currently uses this information for its annual Washington State Summary of Public Transportation report, asset management planning, and to ensure the respective plans are consistent with state policy goals.

Outreach: The TIB Executive Director has contacted the Washington State Transit Association and the WSDOT-Public Transportation Division about this possible change. Both are neutral on this proposal if it were to become state law.

RECOMMENDATION

1. Repeal RCW 47.26.170: Long-range arterial construction planning—Arterial inventory data.
2. Repeal “transportation improvement board” from RCW 35.58.2795: Public transportation systems—Six-year transit plans.

Traffic projects for Airport Road, more slated in Pullman

City officials eyeing multiple upgrades in transportation improvement program

by Anthony Kuipers

September 23, 2020

Street projects being considered in Pullman include making Airport Road bike-friendly, adding a traffic signal to the Center Street-Grand Avenue intersection and widening sidewalks leading to the WSU campus.

The city's six-year transportation improvement program includes a list of various projects intended to enhance Pullman's streets and sidewalks.

During the Sept. 15 City Council meeting, Public Works Director Kevin Gardes spoke about the city's intent to add multi-modal features to Airport Road.

He said the portion of Airport Road that lies within Pullman could have a separate biking and walking path like the one along the adjacent Terre View Drive.

He said Whitman County, which is responsible for the other half of Airport Road, is looking at adding a three-lane section with a center turn lane as well as a wide shoulder that bicyclists could use.

He said Whitman County has applied for grant funding to make improvements to Airport Road but has discussed applying for a federal grant with Pullman for a joint project to improve the whole road.

Gardes said Pullman has allocated \$50,000 to develop the conceptual design of Airport Road in 2021. Construction could start in 2024.

According to the project description provided online, the city said it is important to improve Airport Road to address increases in traffic as the Pullman-Moscow Regional Airport continues to grow and add flights.

Pullman is also planning to install a traffic signal on the busy Center Street-Grand Avenue intersection. According to the project description provided online, the city is seeking \$879,750 in grant money from Washington's Transportation Improvement Board to help pay for the project.

Construction for the traffic signal is expected to begin in 2022.

Pullman is aiming to construct a roundabout at the intersection of Terre View Drive and North Fairway.

Gardes told the council last week that Pullman submitted a grant application to the Transportation Improvement Board in August and will learn in November if it was successful. Gardes said Pullman will only move forward if it does receive the grant that will pay for 85 percent of the total \$840,000 cost.

If Pullman does receive the grant, it will likely begin construction in 2022.

Washington State University and Washington Department of Transportation are paying for a project to make part of State Route 270 safer for pedestrians and bicyclists traveling to the WSU campus.

The project would widen the sidewalk on the north side of SR 270 between Bishop Boulevard and Stadium way to a 10- or 12-foot wide shared use path.

According to the project details on the city's website, this is intended to improve safety for walkers and bicyclists while encouraging nonvehicular use.

Construction is expected to begin in 2022 and the project is estimated to cost \$965,000.

The list of projects can be found at <https://go.boarddocs.com/wa/pullman/Board.nsf/Public>.

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

Kelso West Main project set to start construction this month

by Marissa Heffernan
November 10, 2020

After months of sitting empty, the boarded-up houses along Catlin Street will soon be demolished as Kelso's West Main project moves into the final phase of construction.

The second phase of the project will widen Catlin Street through the Cowlitz Way intersection to five lanes with an additional turn lane at the Cowlitz intersection.

It will also add sidewalks, bicycle lanes, roadway illumination, storm water management and landscaping. The traffic signals at Fifth Avenue and Cowlitz Way will also be upgraded, city documents said.



A boarded-up house, which will be demolished as part of the Catlin Street widening project, sits empty on the corner of Catlin Street and 6th Avenue in Kelso July 9.

That will require demolishing about 15 buildings along Catlin Street, which have already been acquired by the city, though it's unclear for how much.

Midway Underground, based in Toutle, will handle the second phase, after the Kelso City Council awarded the firm the \$4.5 million bid Tuesday. That bid was about \$592,000 below the city's estimate.

The overall project will realign West Main Street from the Allen Street Bridge to Catlin Street to improve safety, reduce congestion and beautify the section. It will also add a noise wall between Fourth and Fifth Avenues, which is required by Federal Highway Administration.

The city began designing the project in 2009, and finished the first phase from the west side of the Allen Street Bridge through the crossover to Catlin at Fourth Avenue in 2013.

The \$11.45 million phase two is funded by a combination federal, state and city funds. That includes: \$3 million from the state transportation budget; \$3 million from the federal surface transportation program; \$4.5 million from the transportation improvement board; and \$950,000 from the city's arterial street and utility fund.

Construction is expected to start by the end of November and finish by August 2021, city documents said.

During construction, there will be two lanes open in each direction for most of the construction schedule, according to city documents. At times, there will be limited one-lane closures with flagging for utility work, and periods of full closure for the final paving.

Access to all the businesses will be maintained, and the city will try to detour people around the construction, the city said. People who live in the West Kelso residential area will be able to use First Avenue and cross streets for access.

There will also be limited work on side streets to transition the new road grades to the existing pavement and sidewalks, and some utility will have to be relocated, including older sewer mains, according to city documents.

Work hours are anticipated to be from 7 a.m. to 6 p.m. weekdays.

KENT REPORTER

Riverbend Driving Range reopens temporarily in Kent

Two phases of renovation complete; one remains

by Steve Hunter

September 24, 2020

The city of Kent has reopened its Riverbend Golf Complex Driving Range for a limited time after the completion of the first two phases of three-phase renovation.

The first two phases of construction included replacing the artificial turf with natural grass, reshaping and leveling the range field, as well as expanding it out to Russell Road, installing new poles and nets, installing a new parking lot and putting in a raised crosswalk across Meeker Street.

The final phase of the renovation will include building renovations and the addition of 14 driving range stalls. Construction kicks off in a few weeks, but the driving range will remain open daily from 8 a.m. to 8 p.m. until that work begins, according to the City of Kent Parks Department.

In February, the Kent City Council awarded a \$2.3 million bid to Pacific-based ICON Materials for the Meet Me on Meeker Sidewalk and Riverbend Driving Range improvements, which is a combined project for Parks and Public Works.

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



Courtesy Photo, City of Kent

LakePointe Urban Village in Covington to feature 1,500 homes

Street construction to kick off project

by Steve Hunter

October 14, 2020

Oakpointe Communities, a real estate and community development company in the Puget Sound region, announced last week the official start of work on its LakePointe Urban Village in Covington as crews break ground on the Covington Connector transit route.

Planned as a future hotspot for those who want to work, live, play and vacation in Covington, the LakePointe residential and retail community and mixed-use development center will showcase a vibrant mix of culinary, retail and entertainment experiences, providing a social hub and gathering spot for Covington residents and visitors alike, according to an Oakpointe press release.

“We’re excited to share all that LakePointe will have to offer with the rapidly growing Covington community,” said Brian Ross, CEO of Bellevue-based Oakpointe Communities. “We’re thrilled to be creating another future home for Puget Sound residents, with access to outdoor spaces and trails, shopping, restaurants, entertainment venues and more.”



A conceptual design of the LakePointe Urban Village development coming to Covington.

COURTESY GRAPHIC, Oakpointe Communities

Centered around a 20-acre lake, LakePointe consists of 214 acres of lakefront property and will eventually offer 1,500 new homes and about 850,000 square feet of retail, hospitality and office space. A construction start date for the development has not been released.

“It’s an honor to partner with Oakpointe Communities and the state of Washington to finally get the Covington Connector moving forward,” said Covington Mayor Jeff Wagner. “It’s been a long time coming, but we’ve finally arrived at the beginning of a new chapter with the future of the LakePointe development and Covington ‘Growing Toward Greatness’ together.”

Kicking off the first phase of construction on the Covington Connector, which will comprise about 2.6 miles of existing road improvement and new road extensions, is the first step toward breaking ground on LakePointe itself. The start of work on the new transit route was celebrated Oct. 13 by a small group of city representatives and Oakpointe team members.

The Covington Connector will start at the intersection of State Route 516 and Southeast 272nd Street and run along 204th Avenue SE, connecting to the State Route 18 and SE 256th Street interchange. Planned improvements include a signalized intersection at SE 272nd Street and 204th Avenue SE, new turn and bike lanes, landscape planter strips, sidewalks, storm drainage improvements and two new roundabouts at State Route 18 and SE 256th Street.

The much-needed new transit route will provide area residents with a more convenient and safe option for easy access to Washington State Route 18 and will be especially beneficial for individuals living near, or directly off of State Route 516. The new roadway is expected to alleviate long commutes for thousands of Covington residents.

Beginning work on the Covington Connector was briefly placed on hold after the passing of Initiative 976 in November 2019 — which reduced car tab fees to only \$30 — to ensure funding would be available. But it was given the green light to move forward in March 2020 when the state allocated \$24 million toward the project. Additional funding is provided via a private-public partnership between Oakpointe, the city of Covington and Washington State Department of Transportation (WSDOT).

Phase one of work on the Covington Connector is expected to take about one year and will focus on the 204th Avenue SE portion of the project, with the signalized intersection being completed near the end of 2021. Phase two will include the SE 256th Street roundabouts at State Route 18, and phase three will be dedicated to the LakePointe Boulevard portion of the project.

The Covington City Council approved the LakePointe project in 2017. Planning for the development began in 2013. The 212 acres previously known as the Hawk family property, was home to the Lakeside gravel mine and an asphalt batch plant.

To learn more about the Covington Connector project visit covingtonwa.gov/update204th/.

To learn more about LakePointe visit shoplakepointe.com.

City partners with WSDOT on roundabout construction

by Ken Park

November 9, 2020

The city of Poulsbo approved a construction administration agreement with the state Department of Transportation to construct the Johnson Road/ SR305 roundabout.

The city formed a blended team with WSDOT, which will administer construction at the intersection of Johnson Road and Highway 305, in addition to pedestrian tunnel under the highway.

“They (WSDOT) will be responsible for project management, inspection and documentation review,” said Josh Raney, Poulsbo’s civil engineer.

The project will cost \$18.5 million, with roughly \$11 million coming from state and federal grants.

“As we move forward with construction and really move away from the roundabout I think what we are planning on doing is the city will take on an even greater role, and we will hopefully be reducing some of their (WSDOT’s) role as we move up and away from the highway. They (WSDOT) will be involved with the project all the way through and supporting it,” Raney said.

About four people from Poulsbo will make up the city’s representation of the blended team including Raney, who will act as construction manager for the city. Diane Lenius will maintain her role as director of engineering, Joe Smith will be one of the inspectors and April Ziemann a contract administrator.



Artist rendering of the roundabout.



Brewster adopts online invoice payment program

by Mike Maltais

October 20, 2020

BREWSTER – Within the next 90 days, Brewster residents will be able to pay their utility bills and similar city invoices online thanks to a new program approved by the city council at its regular monthly GoTo meeting last Wednesday, Oct. 14.

At the urging of Mayor Art Smyth and two council members the city ratified the new Invoice Cloud Contract as both a convenience and added health safety measure by allowing an option to paying invoices in person at city hall or by mail.

In other council business, two public hearings were scheduled for the next regular council meetings in November and December. November's meeting will include a public hearing on the Emergency Medical Services (EMS) levy. December will include a public hearing concerning the construction of two additional farmworker housing units on Indian Avenue.

The city also ratified an additional services contract for city engineering firm J-U-B Engineers in Spokane for a six-year street plan.

"We already have a contract with them," said city clerk/treasurer Misty Ruiz of J-U-B Engineers. "But the council has to approve every project we ask them to do for us."

The council also approved an additional budget authorization requested by the FCS Group of Redmond for the city water and sewer rate study. The authorization is for \$3,200 to address issues at the treatment plant.

Ruiz said the city also submitted a grant request to the state Department of Ecology for water and sewer work.

Application was also made to the Transportation Improvement Board (TIB) for funds to complete additional street surface work on Main Street, Bridge Street, and a portion of old highway 97.

"We haven't received any money from them yet," said Ruiz, "but we keep applying."

City of Ellensburg completes plan for non-motorized transportation

Two phases of renovation complete; one remains

by David Hartless, Staff Reporter

September 27, 2020

The City of Ellensburg released a report by Fehr & Peers, a transportation consulting firm out of Seattle, to implement a plan called The Active Transportation Plan (ATP) on Sept. 8.

The ATP was revised from a 2008 city plan called the Non-Motorized Transportation Plan, Josh Mattson, Ellensburg assistant city engineer, said.

“The plan gets updated about every 10 years,” Mattson said.

When asked how the city got the funding for sidewalks around Ellensburg, Mattson said the city won an award from the Transportation Improvement Board for \$50,000 that went towards the ATP.

Through interactive web maps, people in the community were able to submit suggestions on how the city could make things such as sidewalks, streetlights and pedestrian traffic safer for the people to use also adding sidewalks and bike lanes in areas around the city.

“The ATP is a follow up from the original 2017.” Mattson said.

About 700 comments were tracked on the web page offered to the community to use, which processed the data as a heat map that showed the biggest areas of concern. The heat maps showed that the survey showed participation from more areas of families and fewer areas where college students live. Most of the areas were south of campus in areas such as South Willow Street and Capital Street,

“We had signs up on campus on flyer boards and sidewalk signs, but the feedback was not great,” Mattson said.

When asked about why the bike lane in town was put on Seventh Avenue, Mattson said it was intended to keep bike traffic away from University Way because when it was put in, University Way was still only four lanes, not the five that it is today, as well as the less amount of motorized traffic the street has.

According to the report that was done by the firm Fehr & Peers, “Ellensburg has approximately 109 miles of sidewalks. Almost 79% of city streets have sidewalks on one or both sides. As of 2017, the City of Ellensburg offered 8.3 miles of bicycle lanes, 1.3 miles of bicycle boulevards, 2.3 miles of shared pedestrian paths, and 22.4 miles of bicycle routes along low-speed, low-volume residential streets without designated bicycle infrastructure. The Transportation Element identified an additional 2.1 miles in future connections to the bicycle network.”



The city of Ellensburg has updated their transportation plan to ensure residents have more options besides motorized vehicles. The city updates this plan roughly every 10 years.

The ATP held an open house forum on Dec. 9, 2019 on CWU's campus in coalition with the Washington State Department of Transportation (WSDOT). The state was involved in the city plans to use other data from cities around Washington to help with Ellensburg

On the topic of the meeting time chosen for the town hall potentially being more difficult for college students to attend, Mattson said, "[WSDOT] picked the time, and we joined with them to have an open town hall about it."

Mattson also said the city is working on furthering some of the streets that lack lighting in certain areas.

"Some streets in town are just older, and it is difficult to put in lights, and some residents don't want their streets to light up. But when new streets come in, the lighting for those streets is addressed," Mattson said.

Areas such as Airport Road and Helena Avenue have gotten new sidewalks in the last 10 years with improved lighting, but according to Mattson, some areas on Helena Avenue could not get new sidewalks due to the canal.

When asked about sidewalks around campus, Mattson said those sidewalks and lighting were the responsibility of the university, not the city, but if they intersect with each other, both parties work on it.

Port Townsend officials seek input on Discovery Road project

Sidewalks, bike lanes planned for key thoroughfare

by Nicholas Johnson

October 16, 2020

PORT TOWNSEND — What infrastructure would allow you to feel comfortable about riding a bicycle on a busy street?

This is the kind of information a city of Port Townsend survey aims to collect. The answers will inform the design of pedestrian and bicycle improvements planned for a roughly half-mile stretch of Discovery Road from Salish Coast Elementary to the roundabout at Rainier Street.

The survey, which closes Nov. 15, presents respondents with potential designs for bike lanes — whether directly adjacent to the street or separated by some type of buffer.

Support Local Journalism

“We really want to strive to accommodate as many types of bicyclists as possible, and there are certain types of facilities that do a better job of that,” said David Sexon, a landscape architect with MacLeod Reckord, a consultant on the project, during a Sept. 16 transportation committee meeting.

“We now know in the bicycle-planning profession that there is a wide swath of the population that is interested in cycling but will not try it because they perceive it as being dangerous.”

More than 50 percent of the population fits into that category, Sexon said, and it’s because “people are afraid of traffic, which is pretty intuitive.”

The roadway — which serves as one of two main routes into and out of the city, with the other being the state highway — has relatively narrow, banked lanes with no sidewalks and few intersections. Though the speed limit is 25 mph, the average speed is closer 35 mph, said Laura Parsons, a city engineer serving as project manager for these improvements.

“This project is going to serve commuters and adjacent residences, school children and their families, and recreational [bicycle] riders,” Parsons said, noting the road currently handles about 5,200 vehicles per day, and that’s expected to rise as the area is further developed.

“Right now, it’s not very safe to use your bike or walk along there,” she said.

At the moment, the mostly grant-funded project is estimated to cost about \$2.5 million and be completed by October 2022, but city staff are hoping to land another grant on Nov. 20 from the state Transportation Improvement Board.

That would double the project’s total funding and expand its scope, allowing for the road to be repaved and for sidewalks and bikeways to be constructed on both sides of the road rather than just one, which is currently the plan.

The city’s contribution comes to \$250,000 in matching funds for the grants, plus a couple hundred thousand dollars in utility revenues to improve water lines and stormwater drainage, Parsons said.

Besides the survey, which can be found at the city's Engage PT webpage, staff have created an interactive online story map that walks viewers through the project and offers some broader context.

With all this, Public Works Director Steve King said he's heard concerns that the project is already designed, but that process won't begin until next spring, he said.

"I can understand why it might have appeared that way," he told the city's transportation committee in September. "When we do grants, you have to do drawings, and that makes it look like the design is figured out. We have a long ways to go before this project is figured out."

Pedestrian safety upgrades continue along Northeast 112th Avenue

Two phases of renovation complete; one remains

by Calley Hair

September 29, 2020

A new sidewalk installed along Northeast 112th Avenue in east Vancouver marks the latest step in improving safety along a notoriously dangerous road for pedestrians.

However, there's still more work to be done, said Loretta Callahan, spokesperson for the Vancouver Public Works Department.

The new sidewalk along the east side of the north-south arterial stretches from Southeast Chkalov Drive to Northeast Ninth Street. Construction on the sidewalk wrapped up over the summer, on-schedule despite COVID-19 delaying other projects around the city, Callahan said. In all, the infrastructure upgrade cost just under \$270,000.

"It was a grant-funded project to improve pedestrian safety," Callahan said.

The half-mile stretch of fresh sidewalk is one of a few chunks of designated pedestrian walkways along 112th Avenue. Yet it stops nearly a mile south from where two teenage boys — Taylor Crepeau, 14, and Andrew Friedt, 17 — were struck and killed by a pickup truck while trying to cross the five-lane arterial in the early hours of Jan. 21.

According to a release from the Vancouver Police Department, the driver had reported he didn't see the boys in time to stop. The intersection is illuminated by streetlights, but there's no marked crosswalk or traffic signal. There weren't — and still aren't — sidewalks along the east side of the road where Crepeau and Friedt died.

The crash was the latest in a long line of incidents along the arterial, which the Washington State Corridor Safety Program identified in 2009 as a safety corridor project. Signs still posted along the side of the road indicate the designation.

Work to improve the arterial's safety is ongoing, Callahan said, with staff "pursuing grant funding for sidewalks, ADA-compliant ramps and hybrid pedestrian signal crossings" along the corridor.

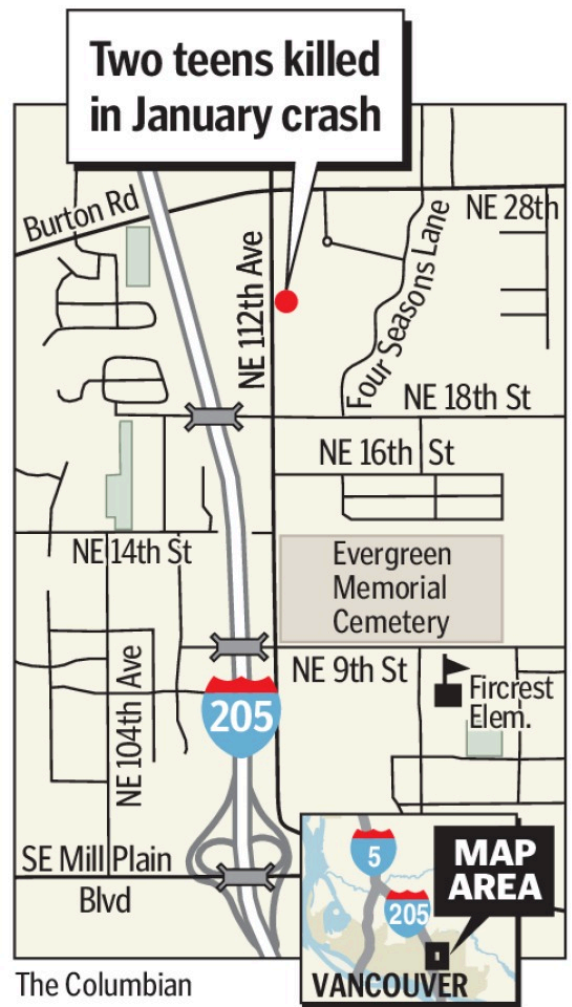
So far, the city's work has focused primarily on sidewalks. Public works personnel are working with property owners along the corridor to install and upgrade pedestrian walkways, Callahan said.



Motorists drive past a small memorial for two boys who died in January, as seen near the intersection Northeast 23rd Street and Northeast 112th Avenue. The kids -- Taylor Crepeau, 14, and Andrew Friedt, 17 -- were hit by a car while trying to cross Northeast 112th Avenue. Motorists drive past a small memorial for two boys who died in January, as seen near the intersection Northeast 23rd Street and Northeast 112th Avenue. The kids -- Taylor Crepeau, 14, and Andrew Friedt, 17 -- were hit by a car while trying to cross Northeast 112th Avenue. (Amanda Cowan/The Columbian) Photo Gallery

“Staff are also working with two proposed private developments for future sidewalk infill improvements along Northeast 112th Avenue, near Northeast 23rd Street,” Callahan said.

The southern half of the road, up to Northeast 28th Street, was highlighted as a priority in the city’s 2020-25 Transportation Improvement Program.



Lander Street Bridge opens, easing bottleneck on key Sodo freight route

Two phases of renovation complete; one remains

by Paxtyn Merten

October 6, 2020

The Seattle Department of Transportation (SDOT) announced Tuesday it completed the Lander Street Bridge, shifting vehicle traffic onto the Sodo street above the train tracks to avoid 4.5 hours of daily delays from train crossings.

It was scheduled to open at 6 a.m. Wednesday.

Lander Street, a key freight and maritime corridor, typically had to close more than 100 times a day for train crossings, halting traffic on either side and causing safety concerns, lost revenues and increased emissions from idling vehicles. The new bridge forges an east-west connection between First and Fourth avenues South that isn't hindered by train traffic.



Lander Street Bridge in the Sodo neighborhood of Seattle opens to traffic on Oct. 7, 2020.

"The Lander Street Bridge will literally unite the two sides of our district and improve the movement of people and goods throughout SODO and throughout the region," Sodo Business Improvement Area (BIA) Executive Director Erin Goodman said in a statement. "The SODO BIA strongly supported this project from its inception and we are excited to see the positive impacts this bridge will have in our district."

SDOT completed the project significantly under budget. The bridge cost about \$92 million to construct, down from an original cost estimate of \$131 million. SDOT spokesperson Dawn Schellenberg said the cost savings will go toward projects including the Northgate Bridge, East Marginal Way project, Northlake retaining wall, Madison Street bus rapid transit and Americans with Disabilities Act projects.

The Lander Street Bridge received funding from a number of sources, including the U.S. Department of Transportation, Washington State Department of Transportation, SDOT through the Levy to Move Seattle, the Port of Seattle, the Puget Sound Regional Council, BNSF Railway and the Washington State Transportation Improvement Board.

More than half the project funding came from federal sources, including \$45 million from the Fixing America's Surface Transportation (FAST) Act, which Sen. Maria Cantwell sponsored.

"Having this grade separation is going to increase safety, cut down on congestion, and improve freight mobility to help our Washington state products get to market," Cantwell said in a statement. "Because we know when it comes to freight, it can't wait if we're going to be competitive."

Lander Street served more than 13,000 vehicles prior to the pandemic, as well as 1,400 pedestrians and 100 cyclists. It also leads to the Sodo light rail station, which saw 2,500 boardings on a regular pre-pandemic weekday.

The bridge also marks the halfway point for the \$930 million Move Seattle Levy, a nine-year program voters approved in November 2015 to invest in the city's transportation infrastructure. The levy provides about 30% of

Seattle's transportation budget. Lander Street is the first of the levy's three major bridge projects, to be followed by projects in Northgate and Fairview.

"Above all, this is an example what SDOT can do, and the scale of projects we can deliver under budget, to build a safer, more livable and just city for all Seattleites," SDOT Director Sam Zimbabwe said in a statement.

My Ferndale News

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More flashing beacons scheduled to be installed at Ferndale crosswalks for pedestrian safety

by Joe Beaulaurier
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FERNDALE, Wash. — Work to install rectangular rapid flash beacons (RRFB) at 2 Ferndale crosswalks is scheduled to begin and be completed this month.

A crosswalk across Vista Drive at Seamount Drive and another across Thornton Street at Maureen Drive will have RRFBs installed by a contractor hired by City of Ferndale.

The crosswalk safety improvements are part of a larger City of Ferndale project that includes work at some of the sidewalk corners on Alder Street at 1st Avenue, 2nd Avenue and 3rd Avenue to include Americans with Disabilities Act (ADA) compliant ramps and improvements already completed at 1st Avenue and Main Street. Grant funding for the project has been provided by the Washington State Transportation Improvement Board through their Complete Streets Program.

Work began today to improve the Alder Street sidewalk corners. Once that work is complete, work is expected to begin on the RRFBs on Vista Drive and Thornton Street.

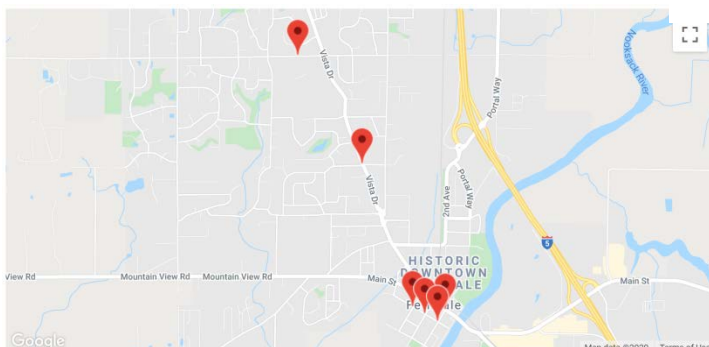


Activator button and instructions with a rectangular rapid flash beacon (RRFB) mounted on a light pole at 1st Avenue and Main Street (April 24, 2020).

Photo: My Ferndale News



Signs with a rectangular rapid flash beacon (RRFB) mounted on a light pole at 1st Avenue and Main Street (April 24, 2020).



Locations on Vista Drive and Thornton Street where RRFBs will be installed and locations on Alder Street where sidewalk improvements are to be made.



City Manager's Report for week ending Sept. 19, 2020

Sep 19, 2020

WSDOT Turnover Process for 1st Avenue/SR-509. Washington State's Gateway road project – the enhancing and realigning of SR-509 as a truck route, as well as build out of the long sought SR-167 out of the Port of Tacoma – is beginning the long process of turning over 1st Avenue to the City of Normandy Park. (To date, paving repairs on 1st Avenue (SR-509), but not improvements, have been paid by WSDOT.) This turnover process is called the “route transfer program.” Normandy Park may be involved in an “adjudication process” as part of this program that is up to two years in the future. What's the problem? The City of Normandy Park just replaced paving and installed ADA ramps for around \$1m on the north end of 1st Avenue, a portion of the overall road segment already controlled by Normandy Park. So, taking care of 1st Avenue is a very expensive proposition.

I have explained to Steve Gorcester, who ran the Transportation Improvement Board for decades, and who is managing the route transfer program for the Gateway Project, that Normandy Park needs pedestrian improvements for crossing and sidewalks north of Normandy Road, and also needs sidewalks and other improvements south of Normandy Road. I suggested that these needs be part of the ultimate adjudication process, and from a road design perspective, the City of Normandy Park is getting ready for this discussion.

Cities smaller than 5000 in population are eligible for paving and grant support from TIB. (Normandy Park is closer to 7000.) Consequently, Normandy Park is in a paving support program with large and medium sized cities with whom Normandy Park, historically, does not compete well based on engineering criteria, except for the last few years. This has been a problem for Normandy Park.

Fortunately for Normandy Park, TIB just established a paving assistance program state-wide for “turnover” cities that are more than 5000 and less than 20,000 in population. So the good news is that of all cities affected by the Gateway Project, the only city eligible for this 5-20K population program is...Normandy Park. As long as the fund exists, which will be a long, long time, the City of Normandy Park will be eligible for paving assistance based on engineering life cycle evaluation of road needs. This is very good news indeed for the City of Normandy Park.

Planning Commission Addresses 2020 Docket Items. The Planning Commission held a second public hearing on the 2020 Comprehensive Plan Amendment Docket on Thursday, September 17th. The outcome of the meeting led to five of seven items being recommended for approval as docketed and two items recommended for denial. Both the future land use map updates and concurrent rezones were given a recommendation of denial with 3 to 2 votes. The recommendations will be sent to the City Council at the October 13th meeting. Since I talked to neighborhood stakeholders at Empire Coffee last fall, only city vision language has changed from the original docket items sent to the Planning Commission for review.

Upcoming, the Planning Commission will address Enhanced Services Facilities regulations and a Sign Code Amendment, neither of which have anything to do with the City of Normandy Park Comprehensive Plan.

HD Channel 321. A new HD city channel on Channel 321 should be available September 25th. The SD Channel 21 will still be available. New materials that will be programmed over the next few months will be in HD. The Council and committee meetings streamed and recorded in the Council Chambers will still be SD on both channels due to the limited nature of recording equipment, but the picture should be improved somewhat. Over time, as budget allows, this recording equipment will be upgraded to HD.

CARES Act Funds. So far, opening just this week, the City of Normandy Park CARES Act business assistance program has received four applications and has scheduled two technical assistance appointments to help prospective applicants. Holly Keeton, Community Development Director and Andrea Reay, Chamber President and CEO, are coordinating to conduct the city's program through the Seattle Southside Chamber of Commerce.

Man Demolishes Derelict Boat. A property owner sought to use a small powerboat for a storage shed in a critical area near a bluff, violating the city critical areas ordinance. Eventually seeking to comply with a City of Normandy Park critical areas enforcement action, the property owner near Des Moines Creek Park unilaterally decided to demolish a boat with an excavator. Unfortunately, the boat had a fuel tank with fuel still inside, which ruptured and spilled. Then, seeking to remedy his mistake, the property owner treated the spill with household soap, and soap and fuel went down the stormwater drain toward the outfall at Des Moines Creek Park. The city crew notified the Department of Ecology, which sent a representative on site. The city is conducting cleanup, including the deployment of environmental boom to contain the suds and fuel from entering Puget Sound. It would have been best if the property owner had called the city once he ruptured the fuel tank. The city will bill its cleanup costs to the property owner, and such carelessness can result in a fine.

– Mark E. Hoppen, City Manager
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