



Transportation Improvement Board

Location: Webinar

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

September 25, 2020 – 9:00 a.m.

BOARD AGENDA

		Page
9:00 am	1. CALL TO ORDER & WELCOME	Chair Stevens
9:10 am	2. GENERAL MATTERS	
	A. Approval of May 29, 2020 Minutes	Chair Stevens 2
	B. New Staff and Board Member Introduction	Chair Stevens
	C. COVID Updates	Lightning round
	D. Communications	Ashley Probart
	1. Columbia Basin Herald, Richard Stevens: The job is important, not the...	20
	2. The Daily News, Catlin Street widening project moves closer to the starting line	22
	3. The Ritzville Adams County Journal, Council approves street project grant	23
	4. The Ritzville Adams County Journal, Ritzville Council hopeful ADA ramp...	24
	5. 560 KPQ, Ephrata Receives Grant Funding for Division Street Work	25
	6. Union Bulletin, On the agenda - College Place City Council	26
	7. Wenatchee World, Woodin Avenue Bridge, Landing Park projects win awards	27
	8. Wenatchee World, Business Roundup for June: East Wenatchee street projects...	28
	9. The Daily Record, Second phase of Cle Elum downtown project expected to be...	29
	10. Sunnyside Sun, East Edison Avenue Public Work's project rolls forward	31
	11. The Daily World, \$1.6 million in grants awarded to Hoquiam for Broadway fix	32
	12. Chinook Observer, Long Beach to offer utility payment plan	33
	13. The Columbian, HP submits application for 1.5 million-sq-ft campus in east...	34
	14. Sequim Gazette, New Fir Street traffic signal goes live June 16	36
	15. Peninsula Daily News, Sequim caps street rehab project with wheeled ribbon-...	37
	16. Kitsap Daily News, Bremerton's Quincy Square project halted until city secures...	39
	17. Kitsap Sun, Construction on roundabout, bike lanes at Madison-Wyatt...	40
	18. Kitsap Daily News, Poulsbo to consider \$15.3 million construction bid for...	41
	19. Kitsap Daily News, Poulsbo council approves contract for phase one of the...	42
	20. Nisqually Valley News, Yelm Council Approves Bid for Mill Rd Sidewalk Project	43
	21. Kent Reporter, Sidewalk Improvements Turn Yelm Neighborhoods into Walkable	44
	22. Nisqually Valley News, Yelm Secures Funding to Finish Mossman-Longmire	45
	23. The Courier-Herald, Road improvement projects under way in Enumclaw, Buckley	46
	24. The Courier Herald, Council rejects Sheriff's Office ballot proposals promoted by...	48
	25. The Dispatch, Grant funding a critical part of Eatonville road projects	50
	26. The Suburban Times, Accessibility improvements coming to section of Gem...	52
	27. The Suburban Times, Project to increase pedestrian safety along 12th Ave. S and...	53
	28. The News Tribune, Pedestrian improvements coming to this Parkland...	54
	29. The Courier Herald, Black Diamond inches closer to 169 Roberts Dr. roundabout...	55
	30. Kent Reporter, Raising the road in Kent	57
	31. Kent Reporter, Kent's South 228th Street overpass could be done in early 2021	58
	32. Kirkland Reporter, Closures coming on 100th Ave NE for salmon habitat	60
	33. Herald Net, COVID and road closures have hampered Rucker Ave. businesses	61



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10:00 am	3.	NON-ACTION ITEMS		
		A. Executive Director's Report	Ashley Probart	
		B. Project Activity Report (5/1/20 -8/31/20)	Chris Workman	9
		C. Delayed Projects Report	Chris Workman	16
		D. TIB 101 Selection Overview	Chris Workman	
		E. Financial Report and Revenue Update	Vaughn Nelson	
		F. Applications Received Overview	Vaughn Nelson	18
10:35 am	4.	ACTION ITEMS		
		A. November Meeting Location	Ashley Probart	
11:00 am	5.	ADJOURNMENT	Chair Stevens	

FUTURE MEETINGS

November 19-20, 2020 (Issaquah/Ellensburg/WebEx)

January 21-22, 2021 (Olympia)

March 25-26, 2021 (Vancouver - 2020 obligation)

May 27-28, 2021 (Chelan)

September 23-24, 2021 (Yakima - 2020 obligation)

November 18-19, 2021 (Everett)

Transportation Improvement Board
May 29, 2020
WebEx

TIB BOARD MEMBERS PRESENT

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

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

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.

He welcomed the board to the electronic meeting format and welcomed Chad Coles to the board.

Board member Ms. Jennifer Walker was excused.

2. GENERAL MATTERS

A. Approval of March 27, 2020 Minutes

MOTION: It was moved by Commissioner Stevens and seconded by Ms. Kuhn **to approve the minutes of the March 29, 2020 board meeting.**

Motion carried unanimously.

B. COVID Updates

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

Colleen Kuhn - Human Services Council, Aaron Butters - HW Lochner Inc., Mike Dahlem - City of Sumner, Councilmember Sam Low - Snohomish County, John Klekotka - Port of Tacoma, Sue Drier - Pierce Transit, Amy Asher – RiverCities Transit, Barb Chamberlain – WSDOT, Steve Roark – WSDOT, Commissioner Stevens – Grant County, and Mayor Johnson – City of Pullman.

C. Communications - Ashley Probart shared some articles from the Board packet

- Lakepointe project in limbo.
- Johnson road, Kitsap Daily News and Kitsap Sun, moving ahead but in fits and starts due in part to COVID.
- Kent Reporter, Kent city council approves 76 Ave. S project, this is the last remaining low spot in Kent and constantly floods. The project is adjacent to the Bezos project. Because of TIB's current revenues the city has been notified they will be put on a repayment plan.

- Whitman County Gazette, Transportation Improvement Board projects continue. The cities in the county had a big sigh of relief when we confirmed we would continue to fund projects during this time.
- Lacamas Magazine articles, and The Columbian articles, regarding two roundabout projects. Kamas is eager for this roundabout, it is in a high traffic area, and the city has been advocating for this roundabout for several years.

3. NON-ACTION ITEMS

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

- He has had very little social contact outside of phone calls.
- He has been on multiple calls each week with various groups to keep up with them.
- Staffing and changes: most everyone is working remotely or coming in only as necessary.
- As a state agency, we are considered not allowed to fully return until Phase 3.
- We are getting ready for basics of office sanitation protocols; for example, we have assigned one staff member per vehicle.
- Pavement analysis, which usually happens later in the year, has been moved to June/July. This is due to limited on-site project visits and in-office restrictions.
- Alex Garate has been hired as our summer intern. He will assist in pavement ratings, and we intend to get him experience with our pilot projects in Sprague and Leavenworth.
- We are still in process of hiring a replacement for NE region. We intend to make an offer soon.
- Governor Inslee did put out hiring freeze. As a friendly reminder, TIB is not a cabinet agency. However, the expectation is that we follow to the extent it is possible for us.
- In review of the Governor Inslee hiring freeze, delaying or not hiring the Eastern Region position would not be practical.
- Governor Inslee has requested a 15% budget reduction scenario.
- The board can expect staff to work on multiple budget scenarios throughout summer and into fall.
- The annual Association of Washington Cities conference is paired with a Joint Transportation Committee (JTC) on the first day. Due to COVID-19, there will be a Zoom hearing with the theme of local agency stories. TIB is tentatively on the agenda as well.
- We have seen a 10-15% reduction in bids to date. This is some money savings. However, this does not benefit us in the short term because those bids will not result in lower than originally anticipated invoices until later this year or even next year.

B. Project Activity Report (3/1/2020 – 4/30/2020) – Chris Workman reported on the following:

- Seeing significantly less activity.
- However, engineers are continuing to process paperwork as it is received.
- Nearly everything awarded in November has been approved for design.

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

- Staff goes through any project in delayed status every May with the board.

- If any Board action is needed, it will be brought back to the Board in September
- There are 5 projects in delayed status:
 - Morton and Odessa have had minor delays and are expected to go to bid soon. We are currently not concerned.
 - Springdale and Okanogan are on state routes and this can be difficult for us sometimes due to DOT requirements. For example, Okanogan was connected to a DOT safe routes to school grant. They hope to be on Ad in next month or two.
 - Richland is our one unique situation. In 2013, the Board decided to allow a longer delay for this project and motioned to extend the project due to appeals in court with the railroad. They have settled with the railroad! Now they need to have 4-5 property acquisitions and will possibly get to construction in 2021. Staff will give a report in September regarding what they want to do. We knew they were an at risk project and they have not spent any money on the project.

D. Financial Report / Budget Update – Vaughn Nelson reported on the following:

- We expect a revenue reduction of about \$5 million per year due to legislative action.
- This is the first time in the 12 years that legislature has taken cash away from TIB.
- The deposit this month was almost 50% less than last year. Staff is unsure of lasting effects.
- In setting an appropriate budget and call size setting, we can assume about 16% will be spent in year 1 and the total call usually is paid over 7 year period.
- If we give out no more grants we would quickly run into trouble in later years.
- With I-976 we are dealing with a \$5 million reduction and an additional estimated \$15 million in COVID losses in 2020, we are currently over leveraged.
- We are unable to create more revenue and can only control expenditures.
- Possible Expenditure Dials:
 - Call sizes – not much help short term
 - Increase requests – approve or deny requests so surpluses can help with shortfalls
 - Project pay schedule – delay projects or ask to be billed last.
 - Cancelling projects – not anticipating needing to cancel any projects from the TIB side, however some may be cancelled from the local agency side
- First thing needed is reduce the call size for this year (current suggested call size is \$70 million)
- Due to being over leveraged in 2020, staff may ask agencies to move billing to later years
- Some payments will also need to be moved from 2021 since capacity will not truly be available until 2022

4. ACTION ITEMS

A. 2020 Proposed Call Size Discussion & Approval

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) 	\$60 Million SUSPENDED	\$68.9 Million \$7.6 Million \$5.2 Million
<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) 	\$10 Million SUSPENDED	\$11.9 Million \$4.1 Million \$2.6 Million
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 due to 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

Director Probart shared with the Board that the proposal to suspend the Urban and Small City Sidewalk programs was twofold:

- If there was a proportional reduction across all programs, this would likely result in very few funded sidewalks in the urban program, and partial to incomplete sidewalks in

the small city program. The concern is that it is a borderline false promise of a program; and

- Both the Urban and Small City Arterial Programs include sidewalks as part of the project.

Mr. Ramsay: Ashley called before the meeting to talk about the sidewalk issue. I have typically disliked the across the board cuts and I understand the difficulties staff is facing with the amount of funding available.

Mr. Todd: I appreciate we are not asking staff from agencies to jump through hoops that will have too little payout.

Ms. B. Chamberlain: While I appreciate the concern we are addressing, Mr. Probart says while doing a proportional cut there isn't enough for sidewalks. I am not comfortable with this. Would it be possible to do this in a different configuration, disproportionately weighted the other way to favor sidewalks?

Mr. Probart: It is a fair question. It is up to the Board to set program sizes. If the program size is approved as is, staff will continue to make sure multimodal is a real point of emphasis. The sidewalk program is expensive in terms of cost per mile of sidewalk. In the past, we have tried to use it strategically to complete gaps and then use other programs to fix longer lengths of sidewalk on roads that may need work anyway.

Ms. B. Chamberlain: they are expensive now because they weren't put in when the roads were originally built. They will always be expensive when adding them to a location without existing sidewalk. While I appreciate that it could be a weighted factor I am still not sure this is the right choice. I have an ongoing concern that this will incentivize the wrong things.

Mr. Workman: With the arterial programs, sidewalks are already required to be included as part of the project unless there is an alternative in place.

Ms. Dreier: Are sidewalks over-requested compared to how much funding is available?

Mr. Probart: The ratio of requested to available was about 3:1. If staff didn't manage expectations, this could be more like a 5 or 7 to 1.

Ms. Dreier: I am concerned that due to COVID we may be becoming more car centric.

MOTION: It was moved by Commissioner Stevens with a second by Mr. Klekotka to approve the 2020 project call size as presented.

Motion carried.

B. 2021 Meeting Locations

Proposed 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

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

MOTION: It was moved by Mr. Todd with a second by Ms. Dreier to approve 2021 meeting locations as presented.

Motion carried unanimously.

C. Chair & Vice Chair Elections

MOTION: It was moved by Mr. Todd with a second by Commissioner Stevens **to appoint Glenn Johnson as vice chair of the Transportation Improvement Board.**
Motion carried unanimously.

MOTION: It was moved by Mayor Johnson with a second by Mayor Lucas **to appoint Richard Stevens as chair of the Transportation Improvement Board.**
Motion carried unanimously.

5. ADJOURNMENT

The meeting adjourned at 11:08 am



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 05/01/2020 to 08/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-144(004)-1	BRIER	FY 2021 Overlay Project	Bid Award	CN BA	267,111	-135,106	Director
3-W-159(007)-1	BURLINGTON	FY 2021 Overlay Project	Audit	CN BA CC FV AD	184,659	-85,341	Director
3-E-177(004)-1	COLLEGE PLACE	FY 2020 Overlay Project	Audit	CC FV AD	221,117	-34,725	Director
3-P-124(007)-1	ENUMCLAW	FY 2020 Overlay Project	Contract Completion	CC	401,001	10,554	Director
3-P-124(008)-1	ENUMCLAW	FY 2021 Overlay Project	Audit	CC FV AD	99,223	-12,074	Director
3-P-130(003)-1	FIRCREST	FY 2021 Overlay Project	Bid Award	CN BA	291,448	-282,999	Director
3-E-988(002)-1	LIBERTY LAKE	FY 2019 Overlay Project	Audit	CC FV AD	279,302	-38,932	Director
3-E-988(003)-1	LIBERTY LAKE	FY 2021 Overlay Project	Bid Award	CN BA	322,411	-206,240	Director
3-W-839(004)-1	LYNDEN	FY 2021 Overlay Project	Bid Award	CN BA	333,088	-168,599	Director
3-P-112(006)-1	NORMANDY PARK	FY 2020 Overlay Project	Bid Award	BA	711,564	-38,436	Director
3-P-117(007)-1	PACIFIC	FY 2020 Rehabilitation Project	Bid Award	BA	484,109	-265,891	Director
3-W-126(006)-1	SEDRO WOOLLEY	FY 2021 Overlay Project	Bid Award	CN BA	308,407	-150,331	Director
3-E-182(005)-1	SELAH	FY 2021 Overlay Project	Bid Award	BA	228,929	4,469	Director
3-P-823(006)-1	STANWOOD	FY 2021 Overlay Project	Contract Completion	CC	273,958	-48,362	Director
3-P-824(001)-1	SULTAN	FY 2021 Overlay Project	Bid Award	CN BA	293,291	-140,445	Director



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Project Activity Report**Reporting Period**

From 05/01/2020 to 08/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-W-954(003)-1	WOODLAND	FY 2021 Overlay Project	Construction	CN	42,840	0	Director
Total APP Change						-1,592,458	
CSP Program							
C-E-893(002)-1	AIRWAY HEIGHTS	Complete Street Award	Bid Award	BA	5,000	5,000	Director
C-W-156(002)-1	BELLINGHAM	Complete Streets Award	Contract Completion	CC	500,000	0	Director
Total CSP Change						5,000	
LED Program							
S-P-806(001)-1	SNOQUALMIE	LED Streetlight Conversion	Audit	CC FV AD	460,169	209,519	Director
S-W-960(002)-1	WESTPORT	LED Streetlight Conversion	Bid Award	DE CN BA	9,874	0	Director
Total LED Change						209,519	
SCAP Program							
6-E-934(005)-1	BINGEN	Humboldt, Cedar and Cherry Streets	Bid Award	BA	587,192	-19,548	Director
6-E-848(006)-1	CHELAN	Woodin Avenue	Audit	CC FV AD	250,000	0	Director
6-E-856(003)-1	COULEE CITY	Main Street	Bid Award	BA	680,565	-87,755	Director
6-P-811(011)-1	EATONVILLE	Rainier Avenue and Pennsylvania Avenue	Audit	CC FV AD	420,934	0	Director
6-E-857(001)-1	ELECTRIC CITY	Western Avenue, Grand Avenue	Audit	CC FV AD	670,237	-8,187	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-P-819(004)-1	GOLD BAR	1st Street	Bid Award	CN BA	312,482	-172,688	Director
6-P-820(009)-1	GRANITE FALLS	Jordan Road and Galena Street	Bid Award	CN BA	424,512	-171,499	Director
6-W-949(005)-1	LA CENTER	Pacific Highway	Audit	CC FV AD	631,184	-49,746	Director
6-W-828(007)-1	LANGLEY	Saratoga Road	Construction	CN	51,581	0	Director
6-E-891(005)-1	METALINE FALLS	Pend Oreille Blvd and Lehigh Circle	Bid Award	CN BA	352,299	-472,701	Director
6-W-957(010)-1	MONTESANO	1st Street and Marcy Avenue	Bid Award	CN BA	451,316	-73,384	Director
6-E-987(006)-1	OMAK	Jasmine Street	Bid Award	BA	682,839	-14,661	Director
6-E-882(008)-1	OROVILLE	16th Avenue	Audit	CC FV AD	784,482	50,000	Director
6-E-882(010)-1	OROVILLE	Ironwood Street, 9th Avenue and Main Street	Withdrawn	WD	0	-598,535	Director
6-E-929(005)-1	POMEROY	Columbia Street and 5th Street	Bid Award	BA	386,108	-255,522	Director
6-P-135(003)-1	RUSTON	N 52nd Street	Bid Award	CN BA	459,404	-109,300	Director
6-E-865(004)-1	SOAP LAKE	Gingko Street and FEMA Repairs	Audit	CC FV AD	561,550	-9,333	Director
6-E-918(007)-1	ST. JOHN	Park Street and Nob Hill Street	Bid Award	CN BA	146,110	0	Director
6-E-938(007)-1	WAITSBURG	Taggart Road	Bid Award	CN BA	135,500	0	Director
6-W-960(004)-1	WESTPORT	North Wilson Avenue	Audit	CC FV AD	592,978	-12,574	Director
6-W-968(008)-1	WINLOCK	SE 1st Street	Bid Award	BA	471,476	-121,324	Director
6-W-968(009)-1	WINLOCK	SE 1st Street	Bid Award	BA	437,985	-219,815	Director



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					Total SCAP Change	-2,346,572	
SCPP Program							
2-P-119(004)-1	ALGONA	FY 2021 Overlay Project	Contract Completion	BA	130,703	-39,809	Director
2-P-800(008)-1	BLACK DIAMOND	FY 2021 Overlay Project	Audit	CC FV AD	79,633	-3,357	Director
2-P-800(009)-1	BLACK DIAMOND	FY 2021 Seal Coat Project	Audit	CC FV AD	103,084	6,957	Director
2-E-877(004)-1	CONCONULLY	FY 2020 Chip Seal	Contract Completion	DE CN BA	25,424	0	Director
2-P-811(002)-1	EATONVILLE	FY 2020 Seal Coat Project	Bid Award	BA	43,358	11,775	Director
2-E-895(003)-1	FAIRFIELD	FY 2019 Seal Coat Project	Construction	CN	4,641	0	Director
2-E-940(006)-1	GRANGER	FY 2020 Rehabilitation Project	Bid Award	BA	115,615	-55,178	Director
2-E-940(007)-1	GRANGER	FY 2021 Overlay Project	Bid Award	BA	272,844	-97,676	Director
2-E-927(003)-1	KAHLOTUS	FY 2021 Seal Coat Project	Bid Award	BA	63,034	0	Director
2-E-903(004)-1	KETTLE FALLS	FY 2021 Seal Coat Project	Audit	CC FV AD	43,464	-3,897	Director
2-E-850(004)-1	LEAVENWORTH	Pavement Pilot Project	Bid Award	CN BA	132,454	-152,546	Director
2-P-109(002)-1	MEDINA	FY 2019 Overlay Project	Bid Award	BA	443,900	200,000	Director
2-W-957(004)-1	MONTESANO	FY 2021 Overlay Project	Audit	BA CC FV AD	107,760	-17,240	Director
2-E-905(003)-1	NORTHPORT	FY 2021 Seal Coat Project	Audit	CC FV AD	132,707	3,904	Director
2-E-864(004)-1	ROYAL CITY	FY 2020 Rehabilitation Project	Bid Award	CN BA	136,512	-1,238	Director



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2-E-899(003)-1	SPANGLE	Crack Seal and Pavement Repair PILOT	Audit	CC FV AD	14,683	3,266	Director
2-E-874(007)-1	SPRAGUE	FY 2020 Rehabilitation Project	Audit	CN BA CC FV AD	21,672	0	Director
2-E-874(008)-1	SPRAGUE	Pavement Pilot Project	Contract Completion	CN BA	330,110	-288,539	Director
2-W-965(004)-1	TOLEDO	FY 2020 Rehabilitation Project	Bid Award	CN BA	131,859	-20,241	Director
2-E-885(003)-1	TONASKET	FY 2020 Rehabilitation Project	Bid Award	BA	231,046	-124,412	Director
2-E-846(004)-1	WASHTUCNA	FY 2021 Seal Coat Project	Bid Award	BA	81,106	0	Director
Total SCPP Change						-2,924,803	

SP Program

P-W-156(P09)-1	BELLINGHAM	Sunset Drive (SR 542)	Audit	CC FV AD	125,000	0	Director
P-E-009(P03)-1	DOUGLAS COUNTY	Clovis Point Sidewalk Improvements	Bid Award	BA	116,170	0	Director
P-E-857(P01)-1	ELECTRIC CITY	Coulee Boulevard	Audit	CC FV AD	318,061	-4,286	Director
P-W-955(P06)-1	ELMA	Young Street	Bid Award	CN BA	260,010	0	Director
P-P-130(P02)-1	FIRCREST	Emerson Street Sidewalk Extension	Bid Award	CN BA	374,066	-156,124	Director
P-W-957(P01)-1	MONTESANO	E Pioneer Avenue	Bid Award	CN BA	162,000	0	Director
P-E-881(P04)-1	OKANOGAN	Second Avenue S (SR 215)	Bid Award	CN	347,881	0	Director
P-W-158(001)-1	POULSBO	NW Finn Hill Road	Bid Award	BA	287,184	12,184	Director
P-W-976(P04)-1	RAINIER	Third Street West	Bid Award	CN BA	152,862	-22,508	Director



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P-P-121(P01)-1	SEATAC	S 200th Street	Bid Award	CN BA	400,000	0	Director
P-P-101(P07)-1	SEATTLE	Greenwood Avenue N	Contract Completion	CC	600,000	0	Director
P-E-182(P01)-1	SELAH	W Goodlander Road	Bid Award	BA	136,271	-50,101	Director
P-P-806(P03)-1	SNOQUALMIE	SR 202 Pedestrian Signals	Construction	CN	25,169	0	Director
P-E-208(P05)-1	SPOKANE VALLEY	Mission Avenue	Audit	CC	314,080	-21,544	Director
P-E-906(P03)-1	SPRINGDALE	SR 231	Bid Award	CN BA	311,400	0	Director
P-E-179(P03)-1	SUNNYSIDE	East Edison Avenue	Bid Award	BA	242,344	20,000	Director
P-W-965(P06)-1	TOLEDO	Washington Street	Bid Award	CN BA	137,637	2,737	Director
P-P-198(P01)-1	WOODINVILLE	124th Avenue NE	Bid Award	CN BA	343,238	-159,463	Director
P-W-978(P03)-1	YELM	Mill Road SE	Bid Award	BA	212,280	-87,720	Director
Total SP Change						-466,825	

UAP Program

8-1-817(007)-1	ARLINGTON	204th Street Roundabout	Bid Award	BA	1,617,000	0	Director
8-2-830(008)-1	BAINBRIDGE ISLAND	SR 305/Olympic Drive	Audit	CC FV AD	400,000	0	Director
8-1-103(031)-1	BELLEVUE	124th Avenue NE	Design	DE	0	0	Director
8-4-177(009)-1	COLLEGE PLACE	NE C Street	Audit	CC FV AD	1,658,719	0	Director
8-3-009(011)-1	DOUGLAS COUNTY	4th Street SE	Bid Award	BA	1,116,125	0	Director



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Project Activity Report

Reporting Period

From 05/01/2020 to 08/31/2020

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-161(012)-1	EAST WENATCHEE	Highline Drive	Contract Completion	CC	715,458	-28,292	Director
8-1-106(033)-1	KENT	76th Avenue S	Bid Award	BA	2,500,000	0	Director
8-2-018(008)-1	KITSAP COUNTY	Jackson Avenue SE	Bid Award	BA	1,420,000	0	Director
8-3-988(005)-1	LIBERTY LAKE	County Vista Drive	Construction	CN	32,550	0	Director
8-2-158(008)-1	POULSBO	Noll Road and Johnson Parkway	Bid Award	BA	1,500,000	0	Director
8-4-923(005)-1	PROSSER	Bennett Avenue	Bid Award	BA	240,695	-12,509	Director
8-2-126(012)-1	SEDRO WOOLLEY	Cascade Hwy (SR 20)	Bid Award	BA	280,012	-214,988	Director
8-4-178(005)-1	TOPPENISH	2nd Avenue	Audit	CC FV AD	1,199,868	30,000	Director
8-1-198(004)-1	WOODINVILLE	NE 171st Street	Audit	CC FV AD	2,959,922	0	Director
8-1-198(005)-1	WOODINVILLE	SR 202 (NE 175th Street)	Audit	CC FV AD	4,200,000	0	Director
8-4-180(024)-1	YAKIMA	N 1st Street	Audit	CC FV AD	1,000,000	25,532	Director
8-4-039(027)-1	YAKIMA COUNTY	East-West Corridor	Bid Award	BA	2,825,919	-174,081	Director

Total UAP Change

-374,338

Total Change

-5,143,905

PND - Pending DE - Design BA - Bid Award FV - Final Voucher WD - Withdrawn

PD - Predesign CN - Construction CC - Contract Completion AD - Audit



State of Washington
Transportation Improvement Board

Delayed Projects Response

September 25, 2020

BACKGROUND

Currently, TIB has 364 active projects; over 99% of these projects are within targets established by the Board.

TIB staff reported in the May 29, 2020 Board meeting, that five projects missed the performance standard for reaching bid award. The requirements defined in WAC 479-05-211 are:

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

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

STATUS

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

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

Stage 1

- **Morton – Main Avenue – Elementary to Backstrom** – Funded in 2017 as match for federal money, the original schedule provided stated the project would advertise for bids prior to the delay date (July 2020). However, the federal construction funds were not actually scheduled for obligation until 2021. The city has now received approval for intent to obligate federal funds in October 2020 assuming WSDOT plan review and approval. The revised schedule is to advertise no later than October 31, 2020 with contract award prior to January 31, 2021. Construction will start in late spring/early summer 2021, weather dependant.
- **Odessa– FY 2019 Rehabilitation**– In 2017, the town received Federal Emergency Management Agency (FEMA) funding to repair extensive street damage caused by winter weather. TIB provided a grant as match funding to assist the town. Prior to advertising this project, the town received additional funding to allow for more repairs. The additional funding caused further delays before formally being awarded. With all funding now obligated and a design consultant on contract, advertisement of this project is scheduled for December 2020 with construction in Spring 2021.

Stage 2

- **Richland - Gage Blvd/Center Parkway** –In May 2013, the Board 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 now settled their dispute. The city now needs to proceed with other required parcel acquisitions and design. Construction is now anticipated in 2022.

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

RECOMMENDATION

Informational only- no action required.

Delayed Projects List

Agency	Project Number	Year Funded	Project Name	Projected Delay Stage	Total TIB <i>Remaining TIB</i> 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
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 Application Summary and Project Call Update

September 25, 2020

BACKGROUND

The annual call for projects was announced to customers following the May Board meeting. The Board is responsible for approving the call size and eligibility for each program. After the Board approved the preliminary call size, agencies were notified, applications were posted to the TIB website, online funding workshops were held, and limited agency visits have occurred throughout the summer. Applications were due to TIB on August 14th. The Board is scheduled to award grants November 20th, 2020.

STATUS

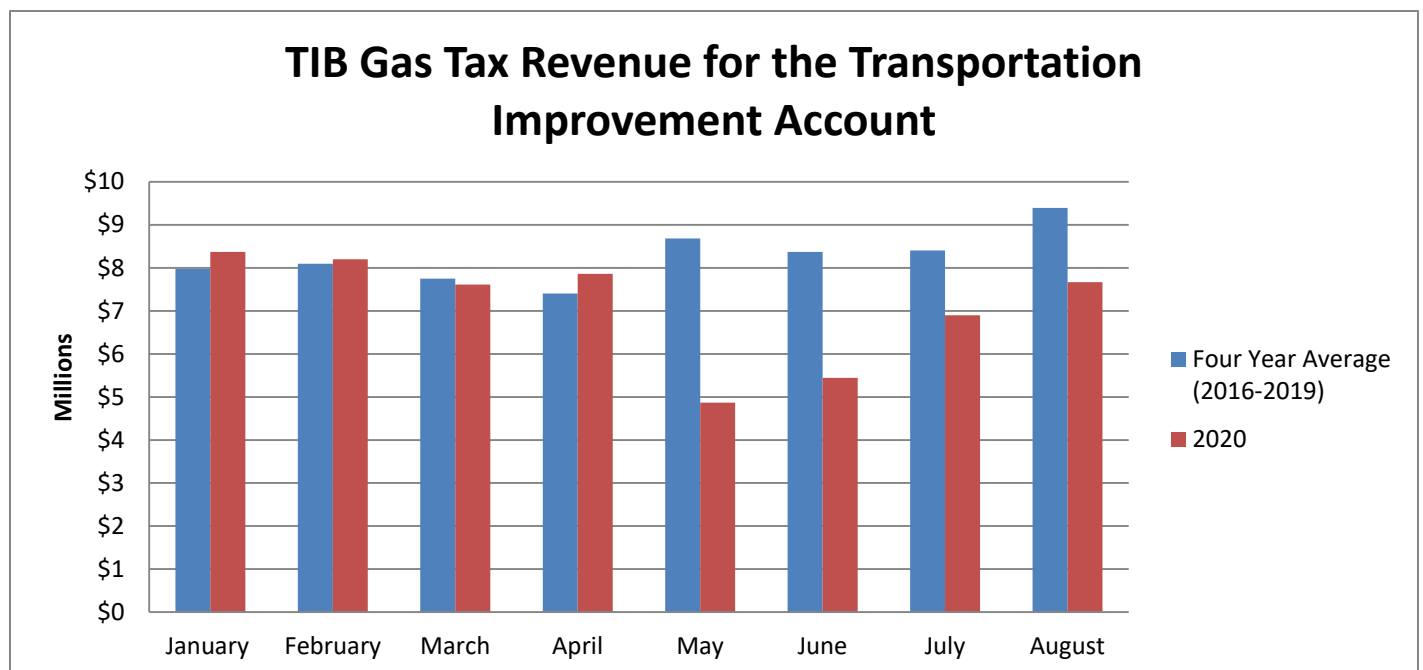
Data entry and desk reviews have been completed. Based on this information, staff assigns an initial score for each project and then reviews it in the field. Field reviews further refine project scores and verify eligibility. Projects are then reviewed in the jury process with each engineer, engineering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

Recent Revenue Collections

TIB receives approximately three cents for every gallon of gas sold in Washington State. Collections in any given month are deposited on the last business day of the month two months after collection. For example, March's gas tax was deposited on 29th of May.

Revenue collections have been significantly lower than normal or previously forecasted due to less consumption of gas during the COVID-19 pandemic. Revenue was also effected by the voter approved Initiative 976. After which the legislature approved a \$4.7 M reduction in TIB's revenue from a quarterly deposit that TIB receives from the Connecting Washington revenue package. TIB also receives a small portion of the electric vehicle fee, which is currently in a suspended account until the courts rule on Initiative 976.

Below is a chart comparing TIB's average gas tax revenue for a four year period previous and current revenue collections in 2020. Between May and August, TIB gas tax deposits were down approximately \$10 M.



Preliminary 2020 Program Size and Received Applications

TIB staff is now recommending a maximum call size of \$60 M instead of the \$70 M optimistic view that was presented to the board in May.

Program	Proposed Call Size	Applications Received	Dollars Requested	Total Project Costs
Urban Programs				
• Urban Arterial Program (UAP)	\$50 M	68	\$151.1 M	\$324.5 M
• Arterial Preservation Program (APP)		27	\$11.6 M	\$13.6 M
Small City Programs				
• Small City Arterial Program (SCAP)	\$10 M*	38	\$20.0 M	\$27.0 M
• Small City Preservation Program (SCPP)		44	\$7.4 M	\$7.7 M
TOTAL	\$60 M	177	\$190.1 M	\$372.8 M

*Up to 10% of final SCAP amount may be spent on Federal Match projects.

The TIB will be able to fund approximately 32% of the requested dollars. The call size and program sizes may fluctuate depending on the quality of the proposals, regional allocations, and volume of requests by program as well as future revenue collections and forecasts.

RECOMMENDATION

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

Richard Stevens: The job is important, not the commissioner

Girders placed for bridge to go over the Union Pacific Railroad tracks

by Cheryl Schweizer/Columbia Basin Herald

August 12, 2020

EPHRATA — Grant County commissioner Richard Stevens said it's the job that matters.

"I believe that the commission has an important job, but I never believed I'm an important person," Stevens said. He has been a commissioner since 2004, but did not file for reelection this year.

The commission's first job is to manage the county's money. "We're responsible for the budget. That's our main function, really, is the budget," he said.

Normally once the budget is done the rest of the year is spent managing the county's finances. But 2020 isn't a normal year, and among the many side effects of the COVID-19 outbreak is an anticipated drop in county revenue. Managing that shortfall will require a second look at the budget and spending, and possibly budget cuts. "Those are the hard parts, and the hard decisions," Stevens said.

Part of money management is managing the county's reserves. When Stevens took office Grant County had about \$3.1 million in reserves, he said. Reserves dipped to about \$300,000 in the financial crisis of 2008-09; commissioners have since rebuilt it to between \$11.5 million and \$14 million. Stevens said in his opinion it's one of the commission's major accomplishments during his tenure.

The upgrades at the Grant County Fairgrounds are another important accomplishment, he said. Some of the improvements were paid for with bond issues.

Originally the job of the commissioners was to oversee road construction and road budgets. "It's morphed into a lot more now," Stevens said.

Commissioners are responsible for 13 departments in Grant County government, ranging from planning and public works to mental health services. In addition to that, each commissioner is appointed to governing or advisory boards of various agencies. Among other responsibilities, Stevens is a member of the regional Transportation Improvement Board, and is the commission representative to the Grant County Health District.

To keep up with it all requires a lot of knowledge, sometimes specialized knowledge. "You have to become really well versed in three or four things, and just versed in other things," Stevens said.



After 16 years as a Grant County commissioner, Richard Stevens has decided to retire.

Cheryl Schweizer/Columbia Basin Herald



Richard Stevens is among those with personal experience of the coronavirus.

Cheryl Schweizer/Columbia Basin Herald

Stevens decided to run for commissioner back in 2004, due to a lawsuit that had been filed against Grant County by the American Civil Liberties Union. "I ran because it wasn't done," he said, and when he was elected he made it his job to learn about the case. Over time he became an expert, he said. He took the same approach to the appeal by REC Silicon of a property tax valuation.

But while commissioners oversee the county budget, they don't oversee other elected officials, such as the treasurer, sheriff or auditor. "We're just part of the pieces of the puzzle," he said. And the commissioners have no authority at all over towns and cities.

Stevens said the diffusion of power has caused some confusion during his time in office, such as the Soap Lake resident who wanted Stevens to do something about Soap Lake city officials.

"We get a lot of interesting calls," he said. Some callers are what he called over the top, while others just want someone to listen to their concerns.

Stevens said listening to county residents is part of his job as commissioner, and the commissioners try to return all the phone calls they receive. Stevens said if he listens to people with respect, most respect him in return, even if the response is to turn down their request.

Stevens' decision to run for commissioner came after he concluded the sitting commissioner wasn't doing the job very well. He was also looking for something new to do, having decided to pull back from his full-time job as a farmer and rent his land to a relative. (Not that he gave up farming completely – he still worked the farm for about eight years after he joined the commission, he said.)

"I think I can do this job better," he said of his pitch in his initial campaign. "And I think I did."

He joined the commission after more than three decades on the board of Quincy-Columbia Basin Irrigation district. In that position he learned that even if he thinks the solution to a problem is obvious, someone else might have a different opinion. The irrigation district board also taught him about personnel and managing the budgets of public agencies, he said.

The commissioner's job has been enjoyable – but then, every job he's had has been enjoyable. "I always enjoy everything I do," he said. "You have to enjoy work or you shouldn't be doing it."

Stevens and his fellow commissioners always have worked well together, he said. "We have a good time in our job," he said. Occasionally, "I used to break out in song," joining former commissioner Carolann Swartz for a duet.

But Stevens, now 73, said that while the job is still fulfilling, interesting and enjoyable, it's also wearing. He contracted coronavirus earlier this summer, and recovery took a while.

"I just thought it was time (to retire)," he said. In his opinion the ideal age for a county commissioner is 45 to 65 years of age, old enough to have experience but young enough to have the necessary energy. He was raised in Wilson Creek, he said. When he went into business for himself, buying his farm from an aunt and uncle, he stayed close to home. "I only made it 12 miles down the road," he said. Stevens and his wife recently moved to Ephrata from the family farm.

Catlin Street widening project moves closer to the starting line

by Claudia Yaw For The Daily News
July 25, 2020

Kelso officials say construction to widen Catlin Street may begin in the next few months because the old OfficeMax building — the last of 15 private properties needed — has been acquired.

However, it's still undetermined how much the city must pay the Florida real estate company that owns the building.

Due to strained negotiations last year, Kelso started the eminent domain process by declaring a public need for the property. The city's first offer, based on an appraisal, was just over \$700,000, but the owner countered with an offer more than double that, according to city officials.

Price negotiations are ongoing. If the two sides can't come to an agreement, the courts will decide how much the city must pay for the property. The Eminent Domain clause of the Fifth Amendment and the Washington State Constitution allow the government to forcibly take land for a public purpose.

"I believe that we've gotten pretty close in a back and forth, and those numbers are a lot different," Kelso City Manager Andrew Hamilton said this week.

Town hall previews Trump debate points on virus, racial injustice

City officials said they won't discuss price estimates during negotiations. Nor would they say what the city agreed to pay for the other 14 properties, though a TDN public records request for that information is pending.

Widening Catlin Street is the second phase of the larger West Main Realignment project, started in 2009 to address congestion and safety concerns, Catlin Street will be widened from Fourth Avenue to Cowlitz Way to include five lanes as well as sidewalks, bicycle lanes, and a one-block sound wall. Phase two also includes establishing a second left turn lane from Ocean Beach Highway to Cowlitz Way.

State and federal grants cover most of the \$11 million project, and so far the city is on-track with the schedule it put out last year. Kelso did not have to use eminent domain for any of the other properties acquired for the project. Those are boarded up and will be demolished.

"I realize people want it to go quicker, but COVID-19 has slowed some things a little," Hamilton said. "But we're still moving forward."



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 Thursday afternoon.

Courtney Talak



Council approves street project grant

by Katie Teachout

August 13, 2020

RITZVILLE – Council members approved a request for additional funds from the Transportation Improvement Board after City Engineer Scott Yeager presented changes needing to be made to the City Preservation Project, currently funded by the state agency.

Yeager said funding was received last year to remove and rebuild 22 ADA ramps between Palouse and Jackson Streets. Yeager said the ramps needed replaced due to the city putting in chip and slurry seal. The original request did not include costs for mobilization and traffic control, Yeager said, so the city has the choice of asking for additional funds or reducing the scope of the project down from five blocks to three blocks. Yeager said an additional option of re-applying for funds would include engineering costs of re-doing specifications, as well as the risk of ongoing increases in costs of ADA ramps.

Yeager said the request for an additional \$87,000 would look better if the city could provide \$20,000.

“It seems like doing as much as we can, especially with the ADA ramps, is not only great for the city – being able to do it through this avenue is an amazing opportunity – it is a lot of money, but an investment in our city and our downtown,” said Council Member Michelle Plumb.

City Clerk-Treasurer Julie Flyckt assured council members the city could cover the extra \$20,000.

“If we don’t do those ADA ramps with this project, I can guarantee you they’re never going to get done,” said Plumb. “Twenty thousand versus \$99,000 to do them on our own is a great deal.”

Council next passed a motion to request that if the funds could not be increased, to reduce the scope of the project to include only Palouse to Adams streets, in order to stay within the funding already awarded.

Council also voted in favor of applying for the Transportation Board 2020 SCAP grant. The SCAP, or Small City Arterial Program/Small City Preservation Program grants will be announced in November. Yeager said the project, the first priority on the city’s six-year street improvement plan, involves grinding existing pavement down three inches below the existing pavement and doing an asphalt inlay of those three inches plus an additional one inch over the top.

“Right now the pavement thickness varies from two inches to three inches, and that’s not enough in front of the Ritzville Warehouse,” Yeager said.

The city already received funding to do the project on First Street from Palouse to Cascade streets. Yeager said the total project cost is \$302,200, with the city providing \$15,000. Yeager said the Ritzville Warehouse was willing to commit to providing another \$15,000 towards the project.

“That’s why I’m so excited to move forward with this,” Yeager said. “It gives us a lot better opportunity to get this project done.”



Ritzville Council hopeful ADA ramp financing will be approved

by Katie Teachout

August 27, 2020

RITZVILLE – Council members passed a motion to withdraw the current application to the Transportation Improvement Board to fund improvements on Main Avenue, including ADA ramps, at their August 18 regular meeting. Council member and county engineer Scott Yeager said by resubmitting the application for 2020-21 funds, the project could be done in full rather than just partially.

"We reapply with no promise other than a promise from the director it would be high on their priority list on this selection," Yeager said. "Like (council member) Michelle (Plumb) said, if we don't do the full project, we will never do the ADA ramps."

The motion passed six to one, with Dennis Chamberlain voting against it.

Yeager and Chamberlain volunteered to be litigation designees for an August 24 mediation for litigation on the city's well number 9.

Leading the litigation for the city is attorney Milt Roland, who said he will be meeting with representatives from Kirby Hunt Construction, Ltd., who won the bid for the well pump station designed by the city's engineers, Varela and Associates. Roland said the pump, completed in December 2014, did not work.

In reports, Clerk-Treasurer Julie Flyckt said a community survey on budgeting priorities will go out in the next utility bill mailing. The draft budget is due to finance committee members September 1, and will be presented to council at their September 15 regular meeting.

Council member Dede Boyer reported the Ritzville Chamber of Commerce is planning a parade for September 5.



A contract crew with Avista Utilities finishes installing the second of two utilities poles in the 400 block of Main Street August 19. Brent Larkin said the poles needed to be moved from their location on the sidewalk to make room for the city's new ADA ramps. Pictured in the bucket are Kyle Holland and Randy Tapani. On the ground are Luke Turner (green shirt) and Larkin.



Ephrata Receives Grant Funding for Division Street Work

by Kalie Drago

August 20, 2020

Ephrata City Council approved an agreement for grant funding to put toward Division Street Wednesday night at the council meeting. The grant was from the Transportation Improvement Board and totaled to \$656,933. The funding will go toward roadway reconstruction on Division Street.

Union-Bulletin

On the agenda - College Place City Council - 8/11/20

by Chloe LeValley

August 8, 2020

College Place City Council's Tuesday meeting will be livestreamed at ubne.ws/cpmeeting. call this number to listen: 1-669-900-9128 / Meeting ID Number: 254 404 748.

Public comment can be made by either phone or virtual meeting. Contact the clerk at Ineissl@cpwa.us or by phone at 509-394-8511 no later than 4:30 p.m. on Tuesday with name and address included.

APPOINTMENTS: Present Diversity and Inclusion Advisory Board appointments.

YARD: Present Maria Garcia, at 530 S.E. 12th St., with Yard of the Month Award for July.

BUDGET: Finance Director Brian Carleton will explain the budget calendar for 2021 and City Administrator Mike Rizzitiello will explain the economic data and results of the recent city budget and services survey that was conducted.

FIRE DEPARTMENT: Vote on authorizing agreements with the city of Walla Walla and Walla Walla Fire District 4 for improvements to the fire training facility and maintenance agreement.

INFRASTRUCTURE REPAIR: Vote on proposed repairs at the non-pot pump at the Wastewater Treatment Plant at a cost of \$17,000.

COVID-19 RELIEF: Consider a contract with Blue Mountain Action Council for the city to provide \$20,000 in COVID-19 relief money in support of rental and utility assistance to residents of College Place.

AFFORDABLE HOUSING: Vote on an interlocal agreement with Walla Walla County and the cities of Walla Walla, Waitsburg and Prescott regarding the affordable housing sales tax credit.

PETITION: Consider a contract to assess Autumn Meadows Homeowners Association's petition for public assumption of private infrastructure.

TRANSPORTATION GRANT: Vote on an application for Transportation Improvement Board Urban Arterial Program grant funding.

PEDESTRIAN CROSSING: Discuss possible participation in a partnership with the city of Walla Walla on an improvement to the intersection of Myra Road and Garrison Village Way. College Place received several inquiries from residents of the Villages of Garrison Creek on construction of a signal/pedestrian crossing to provide access across Myra Road.

Woodin Avenue Bridge, Landing Park projects win awards

by Nevonne McDaniels

June 12, 2020



Chelan's new Woodin Avenue Bridge and Landing Park project earn "Project of the Year" from the Association of Public Works.

CHELAN — Chelan's Woodin Avenue Bridge and Landing Park projects have earned state recognition. The state Association of Public Works awarded "Project of the Year" to the Woodin Avenue Bridge restoration in the category of historic projects costing less than \$5 million. It was touted for the coordination, planning and ingenuity required.

The \$3.9 million project includes widening 1,900 feet of sidewalks, adding 1,200 feet of bike lanes, new streetscapes and lighting, and upgrading utilities to meet future needs. It also included improvements to the Woodin Avenue Landing Park, adjacent to the bridge, which connects the downtown from the water. The two projects, completed last year, create a new entrance into town.

The Washington State Main Street Program selected the Landing Park for an Excellence on Main Award in the "Outstanding Special Project" category.



Business Roundup for June

Compiled by Business World staff

June 1, 2020

East Wenatchee street projects underway

EAST WENATCHEE — City construction projects for a roundabout, sidewalk and crosswalks are underway.

KRCI is building the roundabout at the intersection of Highline Drive and Third Street SE. Construction is expected to finish June 19.

Pipkin Construction is working on sidewalks and crosswalks, part of the Transportation Improvement Board Construction Project that includes:

Installing sidewalk along the north side of Third Street NE, from the Wenatchee Reclamation District canal to about 150 feet east of North Georgia Avenue.

Upgrading the crosswalk at North Georgia Avenue and Grant Road and installing a crosswalk at North June Avenue and Grant Road.

That project also is expected to be complete in mid-June.

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

Second phase of Cle Elum downtown project expected to be complete by late June

by Karl Holappa – staff writer

May 27, 2020

Downtown Cle Elum is abuzz with improvement work, all of which will help First Street become more welcoming to pedestrians utilizing local businesses.

The second phase of the Cle Elum downtown revitalization project is in full swing, with construction crews pushing ahead to complete the project. Crews have recently completed stormwater system improvements in the corridor and are currently working on repairing sidewalks that needed to be removed to install the sewer infrastructure.

The project has been broken into three phases, the first of which was completed in November 2018. The first phase included improvements at the intersection of First Street and North Peoh Avenue, including new benches and garbage cans, curb extensions to improve pedestrian safety, a widened sidewalk and landscape improvements. The second phase stretches from North Peoh Avenue to Billings Avenue.

Cle Elum Public Works Director Mike Engelhart said work on phase two began in mid-March. He said the project, budgeted at approximately \$4.5 million was originally slated to wrap up by June 15, but delays related to the pandemic have caused the date to be pushed back.

“We had a 14-day shutdown for the contractor to do a quarantine period for their crew,” he said. “It got extended by two weeks, but they’re currently moving right along and they’re almost ahead of schedule.”

Engelhart said crews will continue to focus on repaving crossings and sidewalks in the Billings Avenue intersection, as well as installing new landscaping as part of the phase. Although state Route 903 was detoured at the intersection of First Street for a day for repaving work, no more road closures are anticipated during this phase, although Engelhart said pedestrians will need to be mindful the ongoing construction work.

“It should basically be sidewalks and some shoulder closures just to accommodate concrete trucks when they start pouring concrete at Billings and that type of stuff,” he said. “As far as closures, we should not have any more.”

As they work on finishing up phase two, Engelhart said his best advice to residents who travel through the construction area is to remain alert.

“Realize there is heavy equipment and things moving around and that there are workers on the ground working close to the shoulder closures,” he said. “Be courteous, slow down and pay attention. We still have a lot of drivers that are driving through town at excessive rates of speed that are putting some of the construction workers at risk. Imagine if it was one of your family members standing out there working.”



Construction on the second phase of the downtown revitalization project underway on May 21 in downtown Cle Elum.

Jacob Ford / Daily Record

Engelhart said the city is working on funding for phase three of the project, which will include further intersection, sidewalk, and landscape improvements throughout the corridor. Although the project was originally slated to begin this summer, he said the third phase is being pushed further out as funds are sought.

For those curious about how the third phase will look when completed, Engelhart said citizens should keep an eye on the north side of First Street between Billings and Oakes Avenues. He said that stretch will be a completed extension of what the third phase will look like.

“Everybody will have a visual taste of what the completed downtown revitalization project is going to look like,” he said. “We’re excited to see the completed project.”

[View on dailyrecordnews.com](http://dailyrecordnews.com)

East Edison Avenue Public Work's project rolls forward

Roadway improvements include sidewalks, curbs

by Julia Hart

July 29, 2020

SUNNYSIDE — After 10 years of City Council and public discussion which resulted in support for the East Edison Avenue and Yakima Valley Highway intersection in need of sidewalks, curbs, and gutters as far east as the Golob Landing, work is now underway.

Finally, the area will include several school bus stops. This will allow student to walk in safety on sidewalks—especially those to walk from the high school to Yakima Valley Technical Skills Center in the Golob Landing area, Councilman Dean Broersma announced when he learned work was beginning Monday, July 20.

The project which has been at the top of the city's Six-Year Transportation Improvement Program for several years, obtained all of the land easement agreements and other boundary issues cleared to begin widening of the street.

East Edison Avenue is an example of the city's continuing list of street programs, which requires an update every year, City Public Works Supervisor Shane Fisher explained.

The council reviewed and approved the 2021 Six-Year Transportation Improvement Plan during their July 13 meeting.

The annual review plan's major arterial infrastructure was in need of maintenance, he added.

The price tag for the nine projects currently earmarked for repairs and expansion is \$14,940,000, Fisher told Council.

The list which includes a Yakima Valley Highway overlay project between Lincoln Avenue to Edison Avenue and the projected Midvale Road reconstruction projects, received the council approval 7-0.

The city has roughly 12 projects on the current list, most all of which include city matching funds before state or federal dollars kick in Fisher told Council.

Other projects include South Sixth Street from Decatur to North Avenue, Scoon Road improvements, North Sixteenth Street from Sun Valley Elementary School to Sheller Road, Grandview Avenue improvements, Ninth Street Avenue Intersection improvements, Citywide ADA ramps, and South Sixth Street improvements from Grant Avenue to East Lincoln.



SMOOTHING THE BUMPS — Behind the local brewery, Varietal, the City of Sunnyside's road crew works on updating the asphalt while working under the scorching sun. The street upgrades are underway after 10 years of public and City Council discussions.

Patrick Shelby

\$1.6 million in grants awarded to Hoquiam for Broadway fix

by Dan Hannicj

July 15, 2020

A fix for Hoquiam's ongoing Broadway Avenue bank stabilization issues got a major shot in the arm. Federal block grants totaling just under \$1.6 million were awarded for the project in late June.

"To me this is phenomenal news," said Hoquiam City Administrator Brian Shay. "Just under \$1.6 million in federal transportation funds to fix Broadway, and it's absolutely going to have to be fixed with the condition it's in."

A short stretch of bank on the west side of the roadway, where it runs right along the Hoquiam River, has been eroding away for years. The project is designed to reverse the slant of the bank to the road and cover it with rock to prevent future erosion.

The city applied for federal Surface Transportation Project funds six weeks ago and was notified by the Grays Harbor Council of Governments — the funding authority for such grants — June 23 of the award.

"It provides funding for construction through Phase 1, farthest to the north just before the big dip," said Shay.

Phase 1 got was awarded \$1,271,600 and includes funding for engineering, right of way and construction. Previous funding has allowed for ongoing engineering and geotechnical analysis. Phase 1 includes the stretch of roadway and the new funding "addresses the area at the end of the curves along the (Hoquiam) river where a large culvert passes under Broadway," according to the report Shay provided the City Council on Monday.

An additional \$305,000 was awarded to begin Phase 2 engineering and right-of-way to address the problem area "where 16th becomes Broadway," said Shay, who noted in this stretch the river bank on the west side of the roadway has eroded right up to the guardrail.

The grants require a 13% match from the city. Shay said the city will pursue state Transportation Improvement Board and county funds. "In a perfect scenario no city funds" would be used for the project.

Councilman Steven Puvogel asked Shay if construction would create access issues for the residents north of the project area. Shay said the city would do what it could to keep one lane of traffic open with a flagger on each end and avoid shutting down the roadway completely.

Shay said it's most likely construction on Phase 1 will happen in 2022, with the goal to begin in the summer.

Long Beach to offer utility payment plan

by Brandon Cline

July 6, 2020

LONG BEACH — Help is on the way for city of Long Beach businesses and households that have had trouble paying bills due to the fallout of the covid-19 pandemic.

At its July 6 meeting, the Long Beach City Council unanimously approved a resolution to allow the city's utility billing department to offer low-interest payment plans to customers who have struggled or been unable to pay bills because of the economic impacts of covid-19. The payment plan comes after some merchants argued the city wasn't doing enough to provide financial relief.

Customers will be able to request a payment plan if they believe "reasonable hardship circumstances," such as the loss of employment due to a declared state of emergency or natural disaster, have affected their ability to pay their bill on-time. The city will determine whether to offer a payment plan on a case-by-case basis, and said customers who have failed to comply with previous payment plans or have a history of excessive delinquencies or shut-offs may be denied.

The city will offer payment plans up to a maximum of 12 months and will include a 1.5% interest fee. If a customer's request for a plan is approved, the payments will be billed as a line item on the monthly combined water/sewer/stormwater billing and due alongside the current bill by the 15th of each month.

Customers who fail to make payments on time for both current service and the monthly payment plan amount "shall be cause for termination of the service according to the regular termination procedures," according to the resolution.

Capital facilities, street plans updated

The council also approved resolutions updating its six-year capital facilities and transportation improvement plans at Tuesday's meeting. The plans are updated annually around mid-year.

Big-ticket projects in the capital facilities plan that is on the city's list to complete in 2020 or 2021 include: \$1 million for rebuilding the boardwalk, with funds coming from the state Recreation and Conservation Office and city lodging taxes; \$400,000 for the skate park, which is being privately funded; \$200,000 to purchase remote read meters for Long Beach and Seaview, funded by the city; and \$180,000 for purchasing and installing 60 new light poles, with funds coming from property taxes and the capital improvements fund.

The city has three transportation improvement projects on tap in 2021, totaling \$1.66 million. The bulk of the funds, \$1.45 million, are assigned to a single project that consists of asphalt, sidewalks and storm drainage improvement on South Washington Avenue from Sid Snyder Drive to 19th Street Southeast. Funding for the project comes via Transportation Improvement Board funds, property taxes and the stormwater fund.

HP submits application for 1.5 million-square-foot campus in east Vancouver

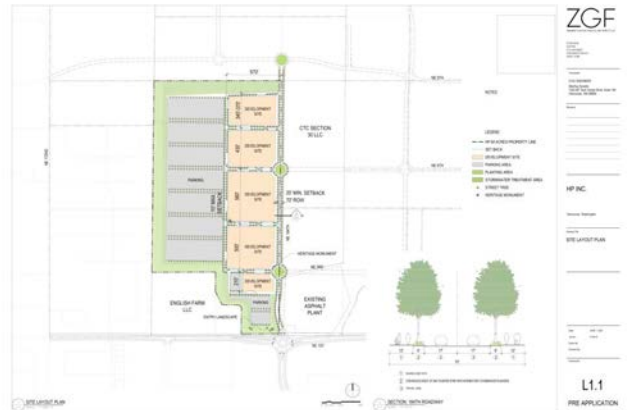
Deal with city was announced in December; application provides first look at plans for former English Pit site

by Anthony Macuk, Columbian business reporter

June 9, 2020

Printer and PC maker HP Inc. has submitted a preliminary application to the city of Vancouver detailing its plans for a new corporate campus at Section 30, the site of the former English Pit gravel mine. The site is directly north of the Columbia Tech Center, where HP's current Vancouver offices are located.

The city announced a deal in December that would see HP purchase and develop 68 acres. The city envisions the 553-acre Section 30 area as a future office and light industrial district, and HP's initial investment was seen as a potential catalyst for future development.



HP never directly confirmed its plans for the site, so the pre-application packet offers the first real glimpse at the future campus.

Site layout

The plans detail a contiguous 68-acre development area along a segment of Northeast 184th Avenue that would be extended north from the intersection with Southeast First Street. The extension would include roundabouts to connect to future extensions of Northeast Third, Sixth and Ninth streets inside Section 30.

The plan divides the HP area into five building development sites, lined up along the west side of the road from Southeast First Street to the future Northeast Ninth Street. A parking lot would span most of the length of the row on the west side of the buildings, stretching west to the edge of the Section 30 site, with a private access road running between the buildings and the lot.

The pre-app packet states that the parking lot would be buffered from the adjacent neighborhood by a large hill due to the fact that most of Section 30 is significantly below grade after years of mining activity. The existing English Estate Winery along First Street would remain in place, immediately south of the HP parking lot.

The Northeast 184th Avenue extension would be built to support bike and pedestrian traffic, and would include a shared-use path on the west side of the street. The company also proposes a monument to the pioneering English family in the form of benches and an informational sign near the intersection with Northeast Third Street.

The multibuilding development would be constructed in phases and would ultimately include up to 1.5 million square feet of building space, more space than there is in Vancouver Mall. The packet lists a wide range of possible uses including office, research and development, manufacturing and production, industrial services and light industrial uses, as well as possible supporting uses such as small-scale retail and restaurants.

Development plan

Crewmen with Olympic Electric continue work on new traffic lights at the intersection of North Fifth Avenue and West Fir Street this week to have the lights working by June 16. Sequim Gazette photo by Matthew Nash

The project's first phase would focus on the two southernmost buildings and the nearby sections of the parking lot, according to the packet. Phase One would include up to 330,000 gross square feet of building space. Work on the other buildings and parking lot extensions would progress north in phases, one site at a time.

According to the city's December announcement, Phase One will occupy about 28 acres, and will cost a minimum of \$50 million to \$80 million to develop. That would leave 40 acres for the future phases, and HP's deal with the city includes an option for the company to purchase another 30 acres for additional expansion, potentially bringing the total campus area to 98 acres.

The city would kick in about \$3.5 million worth of infrastructure improvements in the Section 30 area during the first phase of the project, according to the terms of the deal announced in December.

Chicago-based real estate and development firm JLL will serve as the project manager for the development through its Portland office, according to the packet. A site plan diagram also indicates that the Portland architecture firm ZGF — locally known for designing the Washington State University Vancouver campus — will be involved with the project.

In a letter included with the pre-application, JLL said it hoped to work with city staff to develop an updated master plan for the Section 30 site that will include more specific details about the HP campus.

A pre-application conference with the city has been scheduled for 1:30 p.m. June 25.

HP in Vancouver

HP is headquartered in Palo Alto, Calif., and has offices throughout the world, but its Vancouver facility is one of several offices that are at the heart of the company's 3D printing division, where much of its research and development takes place.

Hewlett-Packard Co., HP Inc.'s corporate predecessor, began operating in Vancouver in 1979. The local arm of the company at one time employed thousands of workers before the company outsourced its printer manufacturing. HP remains one of Clark County's largest employers today, with about 700 workers and another 400 full-time contractors, according to estimates from city staff.

HP currently operates out of two office buildings at the Columbia Tech Center — a main office building which it shares with PeaceHealth and a 58,000-square-foot expansion office which it opened in 2016.

Despite the pre-app filing, HP remained mum about its plans for the Section 30 site.

"We have a long history in Vancouver and are committed to our local business," a company spokesperson said in an email. "We continue to explore opportunities that support our long-term presence in the community. We have no immediate plans to change our existing real estate footprint or begin development of this new site."

New Fir Street traffic signal goes live June 16

by Matthew Nash

June 3, 2020

City staff are seeing a light at the end of Fir Street in the coming weeks.

A new traffic signal is being installed at the West Fir Street and North Fifth Avenue intersection as part of the West Fir Street Rehabilitation project. It's the final component of the approximate \$6.2 million road rehabilitation project to rebuild the five-block stretch near Sequim School District's main campus.

The traffic signal is slated to begin operation on Tuesday, June 16.

Support Local Journalism

City staff said they anticipate a change in traffic patterns and encourage pedestrians and drivers to pay attention because traffic volumes at the intersection are anticipated to increase.



Crewmen with Olympic Electric continue work on new traffic lights at the intersection of North Fifth Avenue and West Fir Street this week to have the lights working by June 16. Sequim Gazette photo by Matthew Nash

The new traffic signal ensures there are opportunities for vehicles to enter onto and exit from Fifth Avenue and Fir Street efficiently now and into the future, city engineer Matt Klontz said.

The signal includes new features, such as accessible push-button signals (APS) and countdown pedestrian signal heads that help improve the safety and experience of pedestrians and cyclists and users with disabilities.

City staff said APS offer a vibrating button during the walk signal, an LED light, sound and tactile bounce to confirm the button was pushed, and ambient self-adjustable sound options during the walk signal.

For the pedestrian signal, a flashing person signals when it is safe to enter the crosswalk, a countdown to cross and a flashing stop hand.

Work on the lights was finished by Interwest Construction and Olympic Electric.

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

Sequim caps street rehab project with wheeled ribbon-cutting

by Michael Dashiell

July 14, 2020

SEQUIM — A multi-partner Sequim street project nearly eight years in the making is complete and was feted with a unique ribbon cutting.

The City of Sequim celebrated the completion of the West Fir Street Rehabilitation Project on Thursday. It was a \$6.2 million effort that saw its final piece — a traffic light at North Fifth Avenue — installed in mid-June.

Following short speeches by Sequim mayor William Armacost, City Council member and former mayor Dennis Smith and Sequim school Superintendent Rob Clark, Armacost led a procession of city vehicles as they “cut” the ceremonial ribbon.

Armacost said the project is a boon to not only students at the nearby school campuses and the Boys & Girls Club but also local residents.

“They are loving the results of what we see today,” he said.

City officials also acknowledged city engineer Matt Klontz and partners in the effort — the Transportation Improvement Board, the state Department of Ecology, the state Department of Transportation and City of Sequim — along with local businesses who completed the work.

“We were able to accomplish this with local contractors,” Armacost noted. “These dollars and cents go back into our local economy.”

He added, “It really is a team project.”

The project rebuilt a five-block stretch near Sequim School District’s main campus and features paved eastbound and westbound lanes for vehicles and bike lanes for cyclists.

It also included pedestrian improvements with the addition of concrete sidewalks on both sides of the street and Americans with Disabilities Act (ADA)-compliant curb ramps at intersections, plus street lighting, landscaping and crossing enhancements at the Sequim Avenue intersection, a mid-block school crossing east of Second Avenue and at the North Fifth Avenue intersection.

The rehabilitation effort technically broke ground in May 2019, but Smith said the drive to fix Fir Street began for him in late 2012 and early 2013, when he joined the council.

“It takes time ... and it takes money (to get projects like this done),” Smith said.

“This is a benchmark for the rest of the city streets.”



Sequim Mayor Will Armacost cuts the ceremonial ribbon and leads a procession of City of Sequim Vehicles to fete completion the West Fir Street Rehabilitation Project on July 9, 2020.

(Michael Dashiell/Olympic Peninsula News Group)

Clark said the school district was happy to have an improved softball field on the north side of the street and a level field where the Sequim Community School once stood, done with separate projects.

He added that, while he appreciates city leaders referring to similar projects as “Complete Streets,” Clark added, half-jokingly, that “this is not a ‘Complete Street’; we need to add a new school on the field where the community school stood.”

Bremerton's Quincy Square project halted until city secures construction funding

Bremerton recently received grant from Department of Commerce, bringing design phase to 90 percent

By Tyler Shuey

June 18, 2020

The City of Bremerton's Quincy Square project has been put on hold until city officials can secure construction funding, this despite the city receiving a \$201,880 grant from the Department of Commerce and bringing the design level to 90 percent completion.

The Quincy Square project, named after renowned record producer and former Bremerton resident Quincy Jones, is an attempt to revitalize the area of 4th Street from Pacific Avenue to Washington Avenue in downtown Bremerton into an active, house-based day-to-night urban center with focused arts, entertainment and evening-centric retail spaces, according to city officials.



Per city council documents, pausing the project at 90 percent design should make the municipality eligible for future economic development grants, including stimulus grants that could be forthcoming.

"With the current public health crisis causing significant uncertainty for our budgets and state budgets, we decided to take a very close look at this project, our funding strategy, and our schedule for it," Quincy Square Project Manager Katie Ketterer said. "We don't believe that we'll be able to fully fund the construction for this project in 2021. That means if we complete the design phase this year as originally planned, we would be shelving the plans until the funding is actually available to build it."

Ketterer also feels that if they can use the recently approved commerce grant to bring the project design phase to 90 percent without using the Transportation Improvement Board (TIB) grant.

"90 percent design puts us at an excellent position to apply for future grants to construct Quincy Square and it also would allow us to direct the TIB grant to other priorities."

Councilman Kevin Gorman expressed his disappointment regarding the effects COVID-19 has had on city projects, especially one with Jones' namesake.

"It's really too bad that this is happening with this project at this time because there's a lot of private development that's really poised to come around this area. I think it'd be a shame if anything happened to this project specifically, especially with Quincy Jones' approval."

At this time, the current project funding is slated at \$542,500, comprising a previous Department of Commerce grant of \$242,500 and a TIB grant of \$98,120 along with the commerce grant that was just approved by city council.

Construction on roundabout, bike lanes at Madison-Wyatt intersection to begin next week

by Nathan Pilling

June 1, 2020

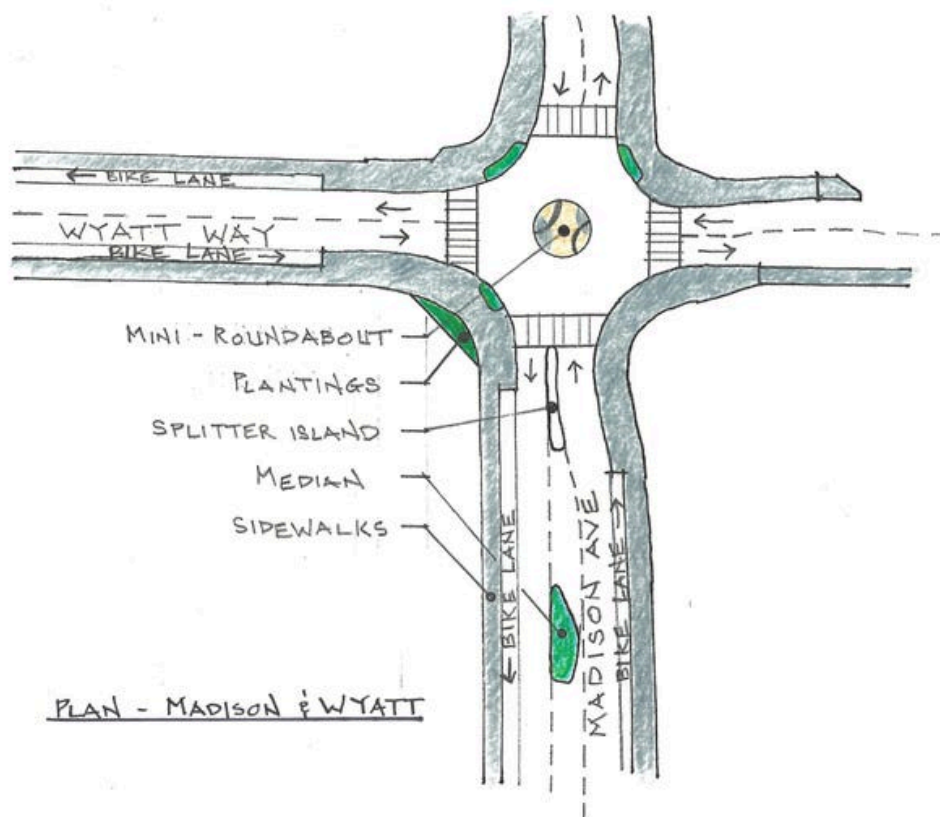
BAINBRIDGE ISLAND – Construction is expected to begin next week on a rebuild of the Wyatt Way-Madison Avenue intersection. The project will add a new roundabout with new sidewalks and bike lanes.

The city expects work to begin next week and be completed by fall. Pedestrians and drivers should expect detours during the work.

The project is expected to cost about \$4.3 million, with \$2.5 million coming from state grants, the city said in an announcement of the construction.

A "mini roundabout" designed to improve traffic flow and pedestrian safety at the intersection will go in alongside bike lanes and widened, multi-use sidewalks with ramp access for cyclists, according to the city. The project will add new sidewalks on both sides of Wyatt Way between Madison Avenue and Lovell Avenue, as well as improved ADA ramps and street crossings.

Large trees along Wyatt Way just west of the intersection will be preserved, the city noted in its project description.



An illustration of the upcoming changes to Wyatt Way-Madison Avenue intersection.

Contributed Photo / City of Bainbridge Island

Poulsbo to consider \$15.3 million construction bid for roundabout project

by Mark Krulish
June 10, 2020

The Poulsbo City Council will take up for consideration at Wednesday's council meeting a contract with Active Construction Inc. to complete the first phase of the Johnson Parkway Roundabout Project.

The city bid out the project, which officials estimated would cost between \$16 million and \$19 million, in early May and opened them on May 22.

The council will consider the bid from Active Construction, Inc., a Tacoma-based company, which provided the lowest responsive bid of \$15,323,323 out of a total of nine bids.

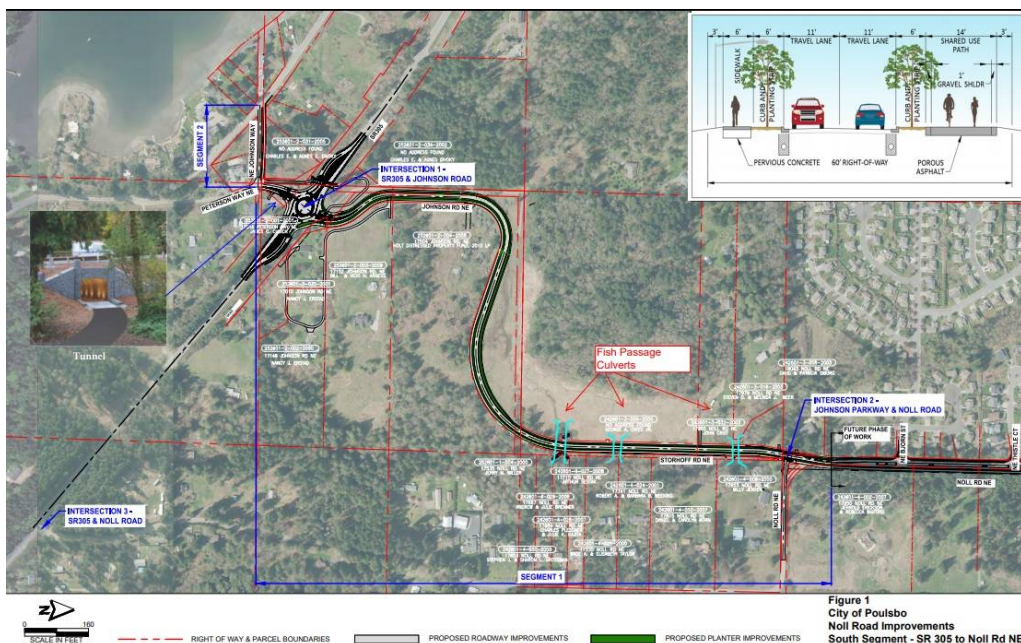
"We bid a little late in the season and we had the COVID issue to deal with," said city engineer Diane Lenius, "but overall the contractors seemed to be pretty aggressive and interested in getting some projects on their plate for next year."

The city opted to provide the flexibility of starting the project either later this summer or early next year, which likely helped in creating a competitive bid process. Of the nine bids received, three were under \$16 million and the highest was \$19.5 million.

The contract stipulates that work will begin within 14 days of the issuance of a Notice to Proceed and that all construction will be completed within 270 days after the Notice to Proceed date.

The entire Johnson Parkway project will be done in three phases, and once completed it will connect State Route 305 with Lincoln Road via Noll Road, Languanet Lane and Marantha Road, creating one continuous roadway.

Also to be discussed on Wednesday is a presentation from the engineering department about the city's need to develop a comprehensive sewer plan as the region continues to grow and sewage needs change.



Poulsbo council approves contract for phase one of the Johnson Parkway project

by Mark Krulish
June 17, 2020

The city council has approved the contract with Active Construction Inc. to begin the first phase of the Johnson Parkway project, which could begin as early as September 2020 or as late as March 2021.

Active Construction will be tasked with creating a roundabout at the intersection of Johnson Road NE and State Route 305, a non-motorized tunnel crossing for pedestrians and bicyclists, upgraded transit stops near the traffic circle and new rectangular flashing beacons.

A 14-foot wide shared use path will be built alongside the new Johnson Parkway, which will eventually extend from Lemolo Shore Drive to the intersection of Storhoff and Noll Road; there will also be a replacement of the fish barrier on Bjorgen Creek with a 14-foot wide fish-friendly culvert, which will improve fish passage for a variety of species.

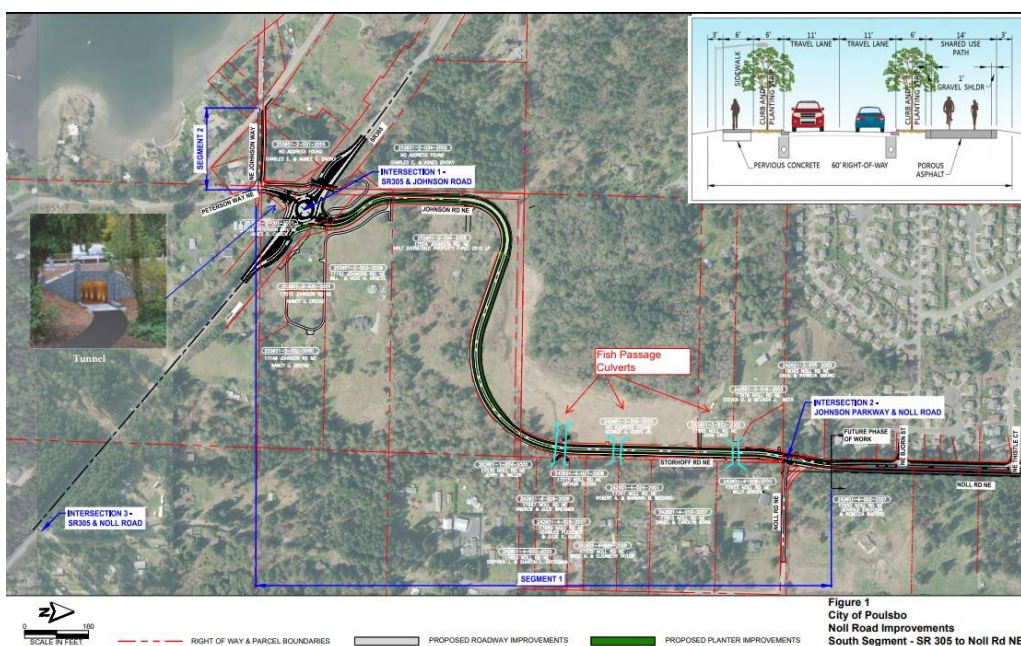
Johnson Parkway will extend the road north of State Route 305, now known as Johnson Road NE and weave through property acquired by the city over the course of a number of years before connecting with Storhoff Road NE.

Active Construction provided the lowest bid out of the nine received by the city at \$15,323,323. Bids were opened on May 22.

The city provided potential contractors with a flexible start date during the bidding process due to the COVID-19 pandemic. Outdoor projects tend to have an easier time dealing with state restrictions and guidelines. Whenever construction starts, two lanes of traffic will be maintained at all times, but motorists should still expect some delays and periods of flagged traffic control.

"It was a very competitive bidding climate," said city engineer Diane Lenius.

Once all three phases are complete, SR-305 will be connected to Lincoln Road at the north end of the city via one contiguous roadway.



Yelm Council Approves Bid for Mill Road Sidewalk Project

by Eric Rosane / erosane@yelmonline.com

June 1, 2020

By the time students at Mill Pond Elementary come back in the fall for school — assuming there are not additional delays due to COVID-19 — they'll likely be walking on a brand new sidewalk along Mill Road.

The Yelm City Council on Tuesday, May 26, unanimously approved a measure to have Mayor JW Foster enter into a \$412,850 contract with Barcott Construction to begin construction of the sidewalk the second week in June.

Pat Hughes, project manager of the city's Public Works Department, said a \$300,000 grant from the Washington State Transportation Improvement Board is expected to

pay for a majority of the sidewalk project.

The total cost of the project, including design costs, is expected to be at about \$710,000.

Back on April 24, the city opened 12 bids for the sidewalk project, Hughes said.



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

Eric Rosane / Nisqually Valley News

KENT REPORTER

Sidewalk Improvements Turn Yelm Neighborhoods into Walkable Communities

by Heidi Smith

August 12, 2020

Whenever it occurs, during the next Nisqually Party with a Purpose Pub Crawl in Yelm participants will have the benefit of beautiful wide sidewalks to help them traverse between watering holes. COVID-19 may have stopped events like the popular fundraiser from happening (for now) but it hasn't kept the City of Yelm from moving forward on its vision of safe, walkable neighborhoods. Over the past year, several key projects have been completed, others are in process and still more are in the preparatory phase.

The process began with the Community Development Department identifying priorities as part of its comprehensive plan. Those were then incorporated into a Capital Improvement Plan related to long-range transportation. In 2019, the city evaluated the condition of its sidewalks and created a program to provide repair and maintenance along with a plan to build wider sidewalks that would increase walkability and access for different modes of recreation such as walking, jogging and bicycling while remaining accessible for people of all abilities.



Sidewalk improvements not only create safer walkways, they also improve access and are aesthetically pleasing.

Photo courtesy: City of Yelm

One of the first projects was sidewalk and pavement repairs and improvements in the downtown core between 2nd and 4th streets, a section of town that includes frequently visited businesses like Gordon's Garden Center, Prairie Lanes Bowling Alley, the Yelm Food Co-op and Pizzeria La Gitana.

"We've increased the width of the sidewalks and we've also repaired or replaced a number of those that were aging and no longer level," says Patrick Hughes, the City's Public Works project manager. "The biggest benefits to the community are pedestrian mobility and aesthetics." Work on that section of town will be ongoing, with funding supplied through the city's Road and Street Construction Fund. Civil Engineer Derek McCoy served as project manager.

Another project recently completed at almost no cost to the city happened near Mill Pond Elementary School. A \$300,000 grant from the Transportation Improvement Board was supplemented by Yelm Community Schools to extend the sidewalk along the west side of Mill Road between 104th Ave and 107th Loop SE, with a goal of increasing safety for students and pedestrians. "It was basically a path through a meadow along a road where car speeds are generally higher than they need to be," says Hughes. "It was a dangerous area, and in addition to that, it was dark. We've upgraded it with a new sidewalk, an integral curb, new street lighting and a retaining wall to level it out. It's going to be much safer." Chehalis-based firm Barcott Construction was awarded the bid for the Mill Road Sidewalk project. Construction is expected to be complete by mid-August.

Near the Yelm Chamber of Commerce and across the street at Walt's Point S Tire Shop, the Public Works Department also patched up cracks and bumps in the sidewalk, using funds from the city's Road and Street Maintenance – Sidewalk Repair and Maintenance Fund. The entire cost was less than \$5,000.

Yelm Secures Funding to Finish Mossman-Longmire Connection

by Nisqually Valley News

August 25, 2020

The City of Yelm has recently secured \$580,000 from the Thurston Regional Planning Council to fund the completion of the Mossman Avenue improvement project, which includes connecting the road to Longmire Street.

In a post to the city's Facebook page, staff say these new funds will allow the city to finish the road and sidewalk to connect the two streets. Currently, Mossman Avenue curves north onto Solberg Street.

"It's actually going to traverse a portion of the existing golf course," Public Works project manager Patrick Hughes said in a sponsored article with Thurston Talk. "Construction could be underway by next spring."

The city also recently acquired the land necessary to finish the project from Tahoma Valley Golf Course.

The city also plans on utilizing the grant funds possibly as match money to secure more grants in the future, with hopes of finishing the project with little-to-no cost to the city.



Road improvement projects under way in Enumclaw, Buckley

A silver lining on the pandemic is that roads are clear to start construction projects faster than originally planned.

by Kevin Hanson

May 27, 2020

Many businesses remain shuttered and social interaction is limited, but the sounds of road construction echo through Enumclaw and Buckley.

It's a busy time in both communities, with major projects in various stages of completion, and residents can plan for more. Some projects are scheduled to last into the summer months.

In Enumclaw, a highly-visible project is in the works on Cole Street. The effort will see upgrades between Stevenson and Roosevelt avenues.

Crews are present daily, working on curb and sidewalk improvements and, eventually, work will turn to an entire overlay of the busy corridor.



In Enumclaw, road crews are busy helping navigate traffic on Cole St. and Warner Ave.

Photo by Ray Miller-Still

City Administrator Chris Searcy said work has started earlier than expected due to the COVID-19 crisis. Originally, work on Cole Street was planned for after the Fourth of July holiday and the community's annual parade. With holiday events cancelled, crews were able to get an early start.

Packaged with the Cole Street project was a call for improvements to Warner Avenue between Semanski Street and state Route 410. That, too, will get an early start; initial plans had the work waiting until the end of the school year, since the project extends to the Enumclaw High School campus.

Another Enumclaw project in the early stages is the two-part extension to the local trail system.

The popular Foothills Trail includes a stretch of city sidewalks that continue through town to Battersby Avenue. Now, the city is extending that trail from Battersby to the northern city limits; heading east, the city is providing a paved trail to Farman Road.

Funding for the twin trails has an interesting and lengthy history. The money was originally granted by the federal government for a welcome center planned by the city; that project dragged on and, eventually, was scrapped. The city lobbied the government and was successful in its effort to have the dollars diverted for trails.

The city had figured the 1.4 miles of paved trail would cost nearly \$950,000. However, the project was initially handed to Olson Brother Excavation, which submitted a bid of \$728,000.

Signs of early work, including a staging area at Ellenson Park, are now visible. The contract calls for the project to be completed in 90 working days.

BUSY IN BUCKLEY

This will be one of the busiest summers in recent Buckley history when it comes to infrastructure work, according to City Administrator Paul Weed.

A total overhaul of Cedar Street is already under way, as is a Naches Street project. And the city's long-anticipated 2020 Comprehensive Utilities Project launched last week.

Cedar Street is the most noticeable, with its downtown presence and detour signs along Main Street. Extending south from downtown, the road will not get a simple overlay; rather, it's due for reconstruction along with curbs and sidewalks. Below ground, water mains and other utilities will be upgraded.

The Naches Street project calls for an overlay of 1,400 linear\$2.15 million feet from Park to Mason Avenue.

The 2020 utilities project is something the city has been planning for, Weed said, adding that the plan will improve water mains and sewer lines, along with road surfaces. It's a three-month effort with a price tag of \$2.15 million. The city has been saving money for the wide-ranging project, which is fully funded by local dollars.

The Cedar and Naches projects are boosted by grants from the state's Transportation Improvement Board. The Cedar Street improvements carry a total cost of more than \$1.4 million; the TIB grant pays \$384,000 of that sum.



In Enumclaw, road crews are busy helping navigate traffic on Cole St. and Warner Ave.

Photo by Ray Miller-Still

Council rejects Sheriff's Office ballot proposals promoted by county leaders

The local council believes the power behind the sheriff should be the people, not the county council.

by Kevin Hanson

August 21, 2020

Enumclaw-area voters will be asked in November to help decide the fate of two measures that would, if passed, rock the King County Sheriff's Office to the core.

Members of the Enumclaw City Council were recently asked to weigh in, either lending support or rejecting the proposals. City leaders made their views crystal clear the evening of Aug. 10, unanimously rejecting both proposals.

The tandem ballot measures will be on the Nov. 3 general election ballot, placed there by the King County Council through the charter amendment process. The two measures related to law enforcement are among seven amendments – all originating with the County Council – that will appear on the November ballot.

The first item would eliminate the sheriff as an elected position, taking power from the electorate and handing it to county government. If passed, the sheriff would be selected by the county executive; confirmation would be required by a majority of the nine-member council.

The second ballot item would give the King County Council the authority to specify the duties of the sheriff. Presently, the sheriff's duties are spelled out in state law.

The concern in some circles is that the powers granted to the sheriff could be diminished.

The Enumclaw council was quick and concise in its rejection.

"I'm always in support of giving the vote to the people," Councilman Kyle Jacobson said.

"I don't want the King County Council to appoint the sheriff, no way," added Councilman Anthony Wright.

A motion was quickly made and unanimously passed, indicating the council's opposition to both proposals.

INSIDE THE COUNTY COUNCIL

These days, when everything is viewed through a partisan political lens, both council decisions appeared to follow party lines. Council seats are officially nonpartisan, but the Associated Press noted that the three dissenting votes came from those "who have previously identified as Republicans," referring to Kathy Lambert, Pete von Reichbauer and Reagan Dunn.

The six who passed the measures have identified as Democrats, per the AP. In the majority were Rod Dembowski, Jeanne Kohl-Welles, Girmay Zahilay, Joe McDermott, Dave Upthegrove and Claudia Balducci.

Dunn holds the District 9 seat on the council and represents the Enumclaw region.

While seemingly related, the two measures are independent. Voters could pass one and reject the other.

Control of the sheriff's office has shifted with the political winds through the years. The sheriff was elected by voters until 1969 when King County transitioned to a "home rule" form of government. The sheriff then became an appointed position, a practice that lasted until 1996. In '96, the King County Charter spelled out a return to an elected sheriff and elections have taken place every four years.

BACK TO ENUMCLAW

In other agenda items from their Aug. 10 meeting, members of the Enumclaw City Council:

- Agreed to a deal with King County that will allow access to Little Lake Forest Park, which will become the newest offering in the county's park portfolio.

The county, through its Department of Natural Resources and Parks, purchased 36.72 acres of land northeast of the county-operated transfer station on Battersby Avenue. Just north of the transfer station is the former city landfill, which has been closed for years but is still monitored.

The Enumclaw Council agreed to transfer an access easement along the eastern edge of the former landfill. The city concluded the move would present no danger to the continued monitoring of the landfill property.

King County purchased acreage that originally was farmland but eventually came to be known as a popular wedding destination. The county has touted the purchase as a way to provide recreational activities while protecting the environment.

- Agreed to start their regularly-scheduled October meetings an hour earlier than normal. Sessions on Oct. 12 and 26 will begin at 6 p.m. because discussions about the 2021 city budget will be on the agenda. These meetings follow a pair of budget workshops, set for Oct. 5 and 19.
- Appointed two citizens who will serve the community as volunteers. Paul Keith Megargle was named to the Civil Service Commission, filling the Position 1 seat with a term that expires at the close of 2025. William Thode was appointed to the Position 4 seat on the city's Park Board and will serve until the final day of 2022.
- Closed the books on a pair of major road upgrades, formally accepting the project that saw Cole Street improved between Roosevelt and Stevenson avenues and Warner Avenue improved between Semanski Street and state Route 410.

The work was completed by ICON Materials and the final bill was \$601,781, or 4 percent over budget (due to additional work for water service and additional asphalt). A grant from the state's Transportation Improvement Board paid more than \$500,000 of the cost, with most of the remainder coming from the city's Transportation Benefit District account; small contributions also came from the city's water and natural gas departments.

- Authorized the spending of \$77,000 that will bring repairs to a city-owned building on Railroad Avenue. The building (1,800 square feet) belongs to the natural gas operation and will be used to store light-sensitive polyethylene pipe and fittings.

A memo to the council noted the repairs could add another 10 to 20 years to the building's lifespan. The building has reportedly suffered extensive water damage, a condition that will be corrected.

Grant funding a critical part of Eatonville road projects

by Mike Schaub, Eatonville Mayor

May 27, 2020

Finally, two much-needed road improvement projects in Eatonville have been completed. The projects, on Rainier Avenue South and Pennsylvania Avenue North, included approximately 500 feet of asphalt laid on each street and some improved ADA sidewalk ramps.

The total cost, including engineering, project management and construction was \$486,358. A \$420,934 grant from the Washington State Transportation Improvement Board paid for 90 percent of the projects. The remaining 10 percent was paid for through the town's transportation benefit district funds. The TBD is funded by the \$20 fee collected with your annual car tabs. The TBD generates approximately \$50,000 annually and can only be used for road infrastructure improvements. The town has utilized these funds for small sidewalk and road improvements since the TBD was formed in 2012. The Town Council established a policy to set aside part of the collected fees specifically for grant-matching opportunities like the Rainier Avenue South and Pennsylvania Avenue North paving projects and for a chip seal project on Lynch Street between Orchard and Mashell avenues slated for later this year.

The last planned town road project scheduled is the second phase of the Washington Avenue streetscape project. This project started in 2006 with a grant to design the streetscape improvements on Washington Avenue from Center Street East to Lynch Creek East. It

included the new traffic light at Center Street East, 8-foot sidewalks, benches, street lighting and additional safety measures at school crossings. The town applied for two federally funded grants for construction of the project through the Puget Sound Regional Council and was awarded one in 2014 and the other in 2019. The total cost for the final phase of the project is \$2.48 million, with the town funding 13.5 percent.

Everyone in town is familiar with the first phase of the Washington Avenue project: the traffic light and the beginning of the sidewalk improvements going north on Washington. The second phase, slated to start in 2021, will complete the project to the Lynch Creek intersection. It will provide a beautiful gateway into town, allow for better pedestrian movement to businesses and offer better lighting and pedestrian safety to the downtown corridor and schools.

As we look into the future and plan for road projects, we are limited in our ability to provide matching grant funds. The town's limited street fund budget handles basic maintenance such as sweeping, pothole repair, purchasing of



Photo courtesy the Town of Eatonville: A sign on Rainier Avenue South lets drivers know road improvements on the street were made possible by the town's transportation benefit district, which is funded by the \$20 car tab fees the city collects. Eatonville paid for the road project on Rainier Avenue South and another on Pennsylvania Avenue North through a Transportation Improvement Board grant and used TBD funds to pay the town's match. With the passage of Initiative 976, which caps the cost of car tabs, the town's ability to match future road improvement grants will be limited.

signs, sidewalk crossing and other line painting, plowing and purchasing and applying road salt during the winter months. We receive approximately \$50,000 each year in gas tax to manage these items, and one hard winter can exhaust these funds before the year even gets started. This is why the \$20 car tab fee has been such an important revenue source for the town. The fee provides funds for basic road improvements throughout the town, but equally important have been the matching funds to apply for state and federal grants to improve our roads. With the passage of Initiative 976, the town will lose this source of funds, which will limit our ability to match funds for state and federal grant opportunities.

With the completion of our recent projects, we have seen how far our limited resources can go when matched with state grant dollars, and the town will continue to look for opportunities to improve the transportation infrastructure needs within Eatonville.

You must register to comment on our site. We do not EDIT your comments, but we do review them prior to allowing them to go live or not go live based upon that review.



Accessibility improvements coming to section of Gem Heights Drive East

by Ben Sclair

June 27, 2020

A project to improve accessibility and sidewalk connectivity along Gem Heights Drive East between 176th Street East and 168th Street East will begin June 29. The work is expected to be complete in early September.

The project area is located to the west of Brouillet Elementary School in South Hill. A map showing the project area is available at www.piercecountywa.gov/crp5904.

Work hours will be 7 a.m. to 3:30 p.m. Monday to Friday. Lane restrictions may be needed in work areas. Pedestrians may be detoured around work areas.

Crews will remove and reconstruct 28 existing curb ramps so they comply with current Americans with Disabilities Act (ADA) standards. They will also add seven new curb ramps and 60 feet of sidewalk where none exist.

Three existing pedestrian poles with pedestrian push buttons will be replaced and five new poles will be added at the Gem Heights Drive East and 168th Street East intersection. 1,140 feet of curbs and gutters will be installed.

The project's contractor is Sound Pacific Construction LLC. The construction cost is approximately \$514,000. This project is funded with a Washington State Transportation Improvement Board (TIB) Complete Streets Grant and County Road Funds.

Visit www.piercecountywa.gov/crp5904 for project updates.

Part of ADA Improvement Program

The Pierce County Council approved Pierce County's ADA Transition Plan for Public Rights-of-Way in early 2020. This plan will guide the county as it brings pedestrian facilities—including sidewalks, curb ramps, pedestrian push buttons and driveway entrances—located in the public right-of-way into compliance with the ADA.

This project is part of the ADA Improvement Program, which identifies projects to implement the ADA Transition Plan. More information is available at www.piercecountywa.gov/adatransition.



Project to increase pedestrian safety along 12th Avenue South and 124th Street South starts July 6

by PIERCE COUNTY NEWS

July 4, 2020

A project to increase pedestrian safety, mobility and accessibility along sections of 12th Avenue South and 124th Street South will begin July 6. The work is expected to be complete in late August.

The project area is located near Pacific Lutheran University in Parkland. A map showing the project area is available at www.piercecountywa.gov/crp5877.

Work hours will be 7 a.m. to 3:30 p.m. Monday to Friday. The roads may be reduced to one lane with alternating traffic during work hours.

About the project

Crews will install sidewalks on the north side of 124th Street South between 12th Avenue South and 10th Avenue South. Sidewalks will also be installed on the east side of 12th Avenue South between 123rd Street South and 124th Street South.

Street lights will be installed along 124th Street South and 12th Avenue South in the project area. A marked crosswalk with a pedestrian-activated flashing beacon will be installed across 12th Avenue South just north of 123rd Street South.

Construction timeline

Crews will remove vegetation and debris from the project site July 6-10. Utility relocation work will run from July 13-24.

From July 27 to Aug. 14, crews will install curb, gutter and sidewalk.

Crews will install the crosswalk markings and the flashing beacon and clean up the site in late August.

The project's contractor is Nordvind Company. The construction cost is approximately \$280,000. This project is funded with a combination of Washington State Transportation Improvement Board Sidewalk Program funds and County Road Funds.

Visit www.piercecountywa.gov/crp5877 for project updates.

Pedestrian improvements coming to this Parkland intersection near PLU

by Helena Lyng-Olsen

July 1, 2020

On July 6, Pierce County will begin constructing sidewalks, streetlights and a pedestrian crosswalk near Pacific Lutheran University, bringing a safer road to pedestrian students and residents.

Drivers can expect minor delays from construction from Monday to Friday, 7 a.m. to 3:30 p.m. The blocks north and east of the corner 12th Avenue South and 124th Street South will be reduced to one lane until the end of August.

Pierce County public information specialist Anne Radford said the project is “high-priority” and was developed in collaboration with the Franklin Pierce School District as part of Pierce County’s Safe Routes to School Plan, which entered the design phase in 2018.

A flashing stop light also will be installed at the crosswalk, which will be located on 12th Avenue South, between PLU and Keithley Middle School.

Radford wrote that there have been no pedestrian safety complaints in the area, but the additions will lead to safer walking conditions for students of nearby Keithley Middle School, Washington High School and PLU and their employees.

According to a 2016 Washington State Department of Transportation survey, 11.9 percent of Pacific Lutheran University employees commute by walking, biking or using public transportation. It will make the area more accessible as required by the American with Disabilities Act.

Other nearby areas frequented by pedestrians, such as Pacific Avenue to the east, are expected to receive similar accessibility and safety improvements as part of the 121st Street South Streetscape Improvements. Similar measures are also planned for the Bethel, Puyallup and Peninsula school districts.

The Auburn-based Nordvind Co. was awarded the \$280,000 contract for the construction this past April. The funds came from the Washington State Transportation Improvement Board Sidewalk Program and county road funds.

The project has not been delayed by COVID-19 concerns.

Black Diamond inches closer to 169/Roberts Drive roundabout project

The City Council recently passed its 2021-2026 Transportation Improvement Program plan.

by Ray Miller-Still

July 6, 2020

June is the wonderful time of the year when local cities take a look six years down the line and start planning for transportation improvement projects.

Black Diamond approved their Transportation Improvement Program for 2021-2026 during their June 18 meeting in time to meet the state's July 1 deadline.

The city's 31 proposed projects range from general street repair to major construction and improvements, with prices varying from \$100,000 to hitting eight-digits. However, the TIP isn't a binding document — more of a wish list — so price estimates and construction dates can and will change as projects come together.

"We know we're probably not going to get all these things completed in this timeframe, but we're going to do out best to get as many as we can done," said Public Works Director Seth Boettcher.

Although the TIP isn't set in stone, it helps the city be eligible for transportation improvement grants from the state and other funding organizations.

The largest and most expensive project on this year's list is the tearing up of the Roberts Drive/state Route 169/Black Diamond-Ravensdale Road intersection and installation of two one-lane roundabouts.

The plan presented to the council during the meeting incorrectly described the roundabout as having two lanes. Boettcher recommended the council fix this mistake when they adopted the TIP.

The city had included this project in last year's TIP with a price tag of \$12 million, although the vast majority of money needed is coming from Oakpointe, the developer in charge of the massive Ten Trails housing project. It was hoped the project would officially begin this year.

This year's TIP has some good news, and some bad: the estimated price of the project has fallen to \$10 million, but it now appears the city is pushing the project back to 2022, with a hopeful completion date of 2025.

Boettcher said the city isn't delaying this project, but just anticipating the time the state Department of Transportation will need to dot some "i"s and cross some "t"s.

Another roundabout, this time planned for the 216th Avenue Southeast and Southeast 288th Street intersection just northwest of Lake Sayer, is expected to cost around \$1.4 million, with Oakpointe again footing the bill. This project isn't expected to begin until 2025.



**Instead of replacing these culverts that run water under 224th Avenue Southeast, the city expects to build a bridge so water from Lake Sawyer can pass unimpeded.
Photo by Ray Miller-Still**

A project residents can likely look forward to in the nearer future includes a bridge being built over Covington Creek. The city was originally going to replace the culverts that the creek currently runs through to bypass 224th Avenue Southeast, but officials said the culverts are nearing the end of their usefulness, and opted to instead build a bridge.

This brought the price tag of the project up from an estimated \$525,000 to around \$2 million, though it should be noted that the bridge will allow water — and in turn, fish going to and from Lake Sawyer — to pass under 224th unimpeded.

Construction is estimated to begin in 2021.

Another project that is likely highly anticipated is the building of a new parking lot between Baker Street and Railroad Avenue.

The Courier-Herald reported earlier this year that construction was likely to begin in 2021, but it appears the \$145,000 project has been moved to 2022. Part of the project's cost includes performing a downtown study to find the best place to put this lot, Boettcher said.

Additional projects include:

- Perform a \$30,000 study to identify the best routes for pedestrians to bypass the highway to reach the downtown area. The city would like to complete this by 2022.
- Reconstructing Roberts Drive from the Black Diamond library to SR 169. The project, which includes widening the road, adding a sidewalk, street lighting, and stormwater improvements, is estimated to cost around \$1.75 million. The city plans to tackle this project in 2023. Boettcher said the city hopes that by this point, its population will have exceeded 5,000, giving it the opportunity to apply for larger grants from the state Transportation Improvement Board.
- Add a sidewalk to south side of Baker Street between Railroad Avenue and SR 169, as well as a sidewalk on the west side of the highway between Baker and Lawson Street. Aimed to begin in 2023, the project is expected to cost around \$700,000.
- Adding a sidewalk to the west side of SR 169 from Roberts Drive to James Street. The city would like to tackle this \$550,000 project in 2024.
- Add a 6-foot wide sidewalk to Lawson Street. The project, expected to cost around \$400,000, aims to begin in 2025.
- Extend the sidewalks and add bike lanes from James Street to Jones Lake Road. This project, estimated to cost \$440,000, is hoped to begin in 2025.
- Construct a new arterial from SR 169 to Lawson Street. This \$3.2 million project includes pedestrian facilities, bike lanes, and street lights. Construction is hoped to begin in 2026.
- New signals at both the Morgan Street and Roberts Drive and Baker Street and SR 169 intersections, estimated to cost \$350,000 and \$650,000 respectively, and are to start in 2026.
- Finally, the city would like to install a sidewalk on 288th Street to link to future trails and other sidewalks. While expected to cost around \$550,000, the city hasn't announced when it hopes this project would begin.

KENT REPORTER

Raising the road in Kent

by Steve Hunter

August 19, 2020

Crews continue to work on the raising of 76th Avenue South in Kent that serves about 5,800 businesses and more than 77,000 employees

The city has closed the northbound lanes to through traffic to raise the road by about 3 feet between South 212th Street and South 228th Street to eliminate the annual flooding problem. A one-way southbound lane remains open and traffic control is in place.

Crews, which started construction in June, will raise the roadway above the Federal Emergency Management Agency (FEMA) 100-year flood elevation, according to city staff. Crews also will add sidewalks with planter strips, new streetlights, new storm drainage and a new water line. 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 Council awarded a \$4.4 million contract in May to Puyallup-based Northwest Cascade Inc., to complete Phase 1 of the project, which is expected to be done by the end of the year. The city received a \$2.5 million grant from the state Transportation Improvement Board to help pay for the project. Additional funds are from the city B&O tax and utility funds.

The work is being done in three phases, with an estimated total cost of \$12 million, according to city staff. Phase 1 will go from the 22400 block to the 21700 block of 76th Avenue South. Phase 2 will go from the 21700 to 21400 block and Phase 3 from the 21400 to 21100 block.

Aerospace company Blue Origin opened a new headquarters along the road in January.



Crews work to raise 76th Avenue South by about 3 feet between South 212th Street and South 228th Street in Kent to stop the annual flooding problem along the road. Blue Origin's headquarters is on the right.

COURTESY PHOTO, City of Kent Public Works

KENT REPORTER

Kent's South 228th Street overpass could be done in early 2021

Project spans the Union Pacific Railroad tracks

by Steve Hunter

June 13, 2020

By early next year, drivers along South 228th Street in Kent should be able to use a new overpass to cross the Union Pacific Railroad tracks.

Crews continue to construct the approximately 1,400-foot long overpass between 72nd Avenue South and 76th Avenue South that will eliminate the need for vehicles to stop for trains. The project includes a 200-foot long bridge spanning the railroad and Interurban Trail.

"At this point we are looking at the first quarter of 2021," said Mike Madfai, city engineering supervisor, in a June 9 email about the completion date. "The contractor was delayed a few months due to a suspension because of COVID-19."

The estimated \$40 million project is in the fifth and final stage of construction, Madfai said. It is about 60% complete. State, city and federal funds have covered most of the costs.

The roadway will be four to five lanes wide with sidewalks on both sides. It will include new bicycle and pedestrian connections to the Interurban Trail.

When done, the overpass will look similar to the BNSF Railway overpass along South 228th Street that was completed in 2009.

The grade separation will help provide a regional connection between Kent's large warehouse district and industrial center with the Ports of Tacoma and Seattle and Sea-Tac Airport, according to city officials. It will also eliminate daily traffic delays and provide a safer route for freight haulers and commuters at the crossing.



Crews head up the South 228th Street overpass under construction on Monday. The project, when finished in early 2021, will allow vehicles to go over the Union Pacific Railroad tracks.

STEVE HUNTER, Kent Reporter

Sadly in light of the restrictions imposed due to COVID-19, one key part of the walkable communities plan is not currently in use: the improvements to Yelm City Park, including the 1,780-square-foot Splash Park. “Unfortunately, we haven’t been able to open it this year, but we got rave reviews from the community on that new addition,” says Hughes. “People told us it was a huge improvement to the city park. The majority of the comments from the community on all these projects have been overwhelmingly positive.”

Coming up, plans are in the works to extend Mosman Avenue SW to Longmire Street SE near the Tahoma Valley Golf Course. “It’s actually going to traverse a portion of the existing golf course,” says Hughes. “I’ve already secured two of the three grants that are going to be necessary for construction. Construction could be underway by next spring.”

While popular events that would showcase the improvements are on hold for this year, including Yelm Jazz in the Park, the Nisqually Valley Barbecue Rally, and Yelm Prairie Days, they will eventually return. When they do, thousands of people at once will get to enjoy the city’s newly walkable neighborhoods and visit local businesses along the way. That is a day we can all look forward to.

For more information visit the City of Yelm’s website.

KIRKLAND REPORTER

Closures coming on 100th Ave NE for salmon habitat

Closure allows City to install fish-friendly box culvert at Cedar Creek

July 9, 2020

A 30-year-old culvert is being replaced to improve salmon habitat on Cedar Creek. Kirkland commuters should prepare for detours on 100th Avenue Northeast.

A short section of 100th Avenue Northeast will close south of its intersection with Simonds Road for up to three weeks, starting July 22.

The all-day, all-night closure allows Kirkland's contractor to replace the Cedar Creek culvert with a new 10-foot-wide, by eight-foot-tall concrete box culvert. The new culvert will open nearly a mile of upstream habitat to trout, Coho and other salmon. It will also provide enough space for the 100th Avenue Northeast Roadway Improvement Project. This future project will add two more automotive lanes, sidewalks and sidewalk-level bicycle lanes on both sides of the street between Northeast 139th and 145th streets.



Courtesy photo / City of Kirkland

The City is strongly encouraging commuters to use the official detour route—Northeast 145th Street, Juanita-Woodinville Road—while 100th Avenue Northeast is closed.

Kirkland is promoting the detour route on the electronic reader boards, in the project flyer and on a pair of community signs its staff installed at the project's limits. Additionally, Kirkland's staff members will monitor the area during the closure, and if patrol emphasis is warranted, they will coordinate with the police department.

"The work being done on this project will help protect our native fish populations while giving us the ability to make transportation improvements that will benefit community members that walk, bicycle and drive," said Interim Public Works Director Julie Underwood. "However, we know that this work will create traffic complications for commuters and for neighboring residents. Please plan for extra time and utilize the detour route so that we can finish this work efficiently and with as minimal impact as possible on adjacent community members."

Kirkland's contractor, Interwest Construction, is currently preparing the site for the box culvert. The contractor's crews will primarily work from 6 a.m. to 5 p.m., Monday through Friday. To expedite the culvert's installation, and thus minimize the length of the road closure, its crews will work until 8 p.m. and on some weekends.

Later in the fall, the City will hire a contractor to build the sidewalks, bicycle lanes and the extra two vehicle lanes, as well as the rest of 100th Avenue Northeast's first phase elements. Those include increasing automotive capacity at 100th Avenue Northeast's intersection with Simonds Road.

For more information, visit kirklandwa.gov/100thavedesign.

COVID and road closures have hampered Rucker Ave. businesses

The streetscape looks better, but pedestrian traffic hasn't returned.

by Ian Davis-Leonard

August 4, 2020

EVERETT — The Rucker Renewal Project handcuffed businesses along one of Everett's main thoroughfares for more than a year. As the project began to wrap up, the pandemic hit, and now some businesses along the corridor are just trying to survive.

"All the uncertainty makes you feel shaken," said Maki Perry, owner of Body & Brain Yoga Tai-chi at 1319 Hewitt Ave. "You think, maybe it's a sign that I should just give up."

Perry said her business, teaching tai chi and meditation, has been hurt in the past year. She celebrated her eight-year anniversary in early July but said the business isn't where she wishes it was.

"It has been tough, but I think I am tougher," Perry said.

Construction on the project to give Rucker Avenue a facelift was completed last month — more than a year after it began and months behind the anticipated reopening this spring.

In December, a city engineer attributed delays to wet weather, abandoned underground utilities and unsuitable soil. Upon excavation, crews found an old wooden water line, voids, oil tanks and other problems that required more work and fill than expected.

"That is a 100-year-old roadway. Each of those presented a challenge," Tom Hood, a senior engineer working on the streetscape project, told The Daily Herald in December.

The work along the four blocks between Pacific and Everett avenues added a tree-lined median, improved lighting and replaced an aging water line. The \$9.6 million state- and city-funded project included removing one lane in each direction north of Hewitt Avenue.

The redevelopment was designed to make the environment more walkable with larger sidewalks, more street parking and landscaping. Businesses along Rucker Avenue said the improvements look great, but not all have seen results.

"It looks beautiful. Hopefully it does make a difference in pedestrian traffic and getting customers in, but we haven't noticed a huge difference yet," said Lynnette Smith, a longtime employee at Bargreen's Coffee Co., 2821 Rucker Ave.

On top of the months of torn-up streets and limited access, starting in March businesses were affected by closures and mandates instituted by Gov. Jay Inslee to quell the COVID-19 pandemic.



The Rucker Renewal Project is complete but the COVID closures still hamper businesses along the thoroughfare in Everett.

(Kevin Clark / The Herald)

Chris Covington, owner of Port Gardner Bay Winery and Structural Design Associates, in the same building at 3006 Rucker Ave., said he doesn't expect a return to normal for the winery side of his business until next year.

"For me it is real easy to see the science, if the graph flattens out he (Gov. Inslee) might consider opening us up, until that happens we are closed down," Covington said.

While the winery continues to sell wine by the bottle and case, tastings and events are shuttered for the foreseeable future. Covington said he is fortunate to have the engineering business to lean on but recognizes that isn't the situation for many others.

"There are coffee shops and restaurants that are just shut down. I feel real bad for them. They are good places, good hard-working people," he said.

Stylist Mindi Skidds works at Hairforce Salon and Color Studio at 2914 Rucker Ave. She said since reopening in June she's worked seven days a week to meet the needs of customers.

"I finally just got all my clients in this week," Skidds said. "I think I am booked into September, just because people are worried if we get shut down again they want to get in."

The coronavirus prevention measures are extensive, Skidds said, including no waiting room, customer temperature checks and staff changing masks and smocks after each client, but she'll do whatever is necessary to not jeopardize her license and stay open.

"I don't care what they ask us to do, I would do it just so we could work, because I don't want to get shut down again," she said.

This story has been modified to correct the original planned completion date of the Rucker Avenue project.