



Transportation Improvement Board

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

May 28, 2021 – 9:00 am
 BOARD AGENDA

			Page
9:00 am	1. CALL TO ORDER & WELCOME	Chair Low	
9:05 am	2. GENERAL MATTERS		
	A. Approval of March 26, 2021 Minutes	Chair Low	2
	B. Lighting Round: COVID-19 Updates	Board members	
	C. Communications	Ashley Probart	
	1. APWA - Project of the Year Awards		27
	2. Lynden Tribune - City's Seventh Street project wins an award		28
	3. Camas-Washougal Post-Record - Camas traffic roundabout completed		29
	4. HeraldNet - As Amazon moves in, Arlington's roads are already strained		30
	5. Daily Record - Brooklin Shelley & her children designed the newest bus stop...		32
	6. Columbia Basin Herald - Warden to award bid for sidewalk, foot path		34
	7. Clark County Today - New pedestrian crossing in Battle Ground's Old Town...		35
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	9. goSkagit - Limestone Street Overlay Project, Concrete WA		38
	10. Chinook Observer - CALL FOR BIDS City of Long Beach Washington Avenue...		39
	11. Columbia Basin Herald - Legals for May, 7 2021		40
	12. The Courier-Herald - Buckley council OK's plan for 112th Street East overlay project		41
	13. Yakima Herald - Yakima County commissioners approve more than \$2 million in...		43
	14. The Daily World - Delayed US 101 paving project through Hoquiam & Aberdeen to...		45
	15. Bainbridge Island Review - Work continues on Highway 305 roundabout		47
	16. HeraldNet - Inslee wants one more thing An extra nickel at the gas pump		49
9:35 am	3. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Project Activity Report (3/1/21 - 4/30/21)	Chris Workman	12
	C. Delayed Projects Report	Chris Workman	19
	D. Financial Report/Budget Update	Vaughn Nelson	
10:15 am	4. ACTION ITEMS		
	A. 2021 Proposed Call Size Discussion & Approval	Vaughn Nelson	21
	B. Complete Streets Program Call Size Discussion & Approval	Ashley Probart	23
	C. Project Action: Chelan County Sidewalk Deviation Request	Chris Workman	25
	D. 2022 Meeting Locations	Kelsey Davis	26
11:00 am	5. ADJOURNMENT	Chair Low	
	FUTURE MEETINGS—On Location		
	September 23-24, 2021 (Yakima - 2020 location)		
	November 18-19, 2021 (Everett)		

Transportation Improvement Board
March 25, 2021
WebEx

TIB BOARD MEMBERS PRESENT

Councilmember Sam Low, Chair
Mayor Glenn Johnson, Vice-Chair
Ms. Amy Asher
Mr. Aaron Butters P.E.
Ms. Barb Chamberlain
Ms. Elizabeth Chamberlain
Mr. Chad Coles, P.E.
Mr. Mike Dahlem, P.E.
Ms. Sue Dreier

Commissioner Al French
Commissioner Scott Hutsell
Mr. John Klekotka, P.E.
Mr. David Ramsay
Mr. Steve Roark, P.E.
Mr. Pete Rogalsky, P.E.
Councilmember Jan Schuette
Ms. Jennifer Walker

TIB STAFF

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

1. CALL TO ORDER

Chair Sam Low called the meeting to order at 9:00 am.

Board members Mr. John Koster, Ms. Colleen Kuhn, and Ms. Ruth Roberson were excused.

A moment of silence was observed for Mayor Ron Lucas, former longtime mayor of Steilacoom and Transportation Improvement Board member.

2. GENERAL MATTERS

A. Approval of January 22, 2021 Minutes

MOTION: It was moved by Mayor Johnson and seconded by Councilmember Schuette to approve the minutes of the January 22, 2021 Board meeting.

Motion carried unanimously.

B. Lightning Round - Ashley Probart invited Board members to speak about how the coronavirus pandemic is affecting their respective business areas.

- Aaron Butters, P.E., Associate Vice-President HW Lochner, Inc.
- Steve Roark, P.E., State Design Engineer WSDOT
- Jan Schuette, Arlington City Council

C. Communications - Ashley Probart shared the following

- An aerial video from the City of Camas was played showing the progression of the NE Lake Road and NE Everett Street project.
- More items are available in the communications section of the March 2021 Board packet.

3. NON-ACTION ITEMS

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

- Staff update – A tentative return to office date is July 1, 2021. The return will continue to be fluid; staff is able to come in and out of the office based on individual need.

- Grant Applications – Our IT Manager, Gregg Plummer, is finalizing the digital application for the Small City Preservation Program so it will be ready for the 2021 application season. The Urban Arterial Program will be the last program to convert before all TIB programs have digital applications. It is scheduled for 2022.
- Legislative Update – Mr. Probart has followed a number of bills closely over the course of the legislative session. As the end of the legislative session approaches, the remaining items of interest are:

- Senate Bill 5444:

This bill continues the Washington state transition to a road user charge. At the September 2017 TIB meeting, Transportation Commission Director Reema Griffith spoke with the Board about their multi-year study working to determine the best way to structure the road user charge and make this transition from traditional gas tax collections. Senate Bill 5444 would take the next step in that process. From now to 2025 it would change at least 500 state vehicles over to this method and allow citizens to opt in. After this trial period, a review will be conducted, and the next steps are to determine a roll out for the general public.

In the first draft of the bill, the electric vehicle fee was waived for those who opted into the road users charge system. The road users charge funds would then go to the motor vehicle fund rather than be replaced into the accounts generated from the electric vehicle fees. This would effectively shut out TIB and the County Road Administration Board (CRAB) from collecting the current allotted shares of the electric vehicle fee. Currently, after the first \$1 million is collected in electric vehicle fees, all additional dollars collected are distributed as follows: 70 cents to the Washington State Department of Transportation, 15 cents to the CRAB and 15 cents to TIB. At the current rate of growth, TIB would expect this share of these funds to be \$2-3 million within the next biennium or two. Mr. Probart testified with these concerns. It appears as though he was heard.

The substitute bill was amended to hold TIB and CRAB harmless during this period and further stated that there will be a reset at the conclusion of the time period. Recommendations will be made at that time for the future of the program funding.

- 2021-2023 Budget Proposals:

Last week, the House and Senate have both presented their respective budget proposals for the 2021-2023 biennium.

At the beginning of the session, the budget was in a deficit position due to COVID-19 related revenue shortfalls. For example, gas tax receipts are still far below normal. According to the revenue forecast, it is expected to take approximately 10 years to return to pre-COVID levels. TIB is experiencing collections at about 90% of average at this time. As a result, TIB staff was told there was an \$800 million hole in the \$10 billion biennial budget and to expect cuts in the overall budget.

This all changed three weeks ago with federal COVID-19 recovery funding for the operating budget and transportation budget. Approximately \$600 million of the original \$800 million shortfall has been recuperated.

Mr. Probart testified to the House and Senate reporting TIB is currently behind \$28 - \$29 million on payments to agencies. The House and Senate

have heard this need and both have allocated \$29 million to TIB as a one-time transfer in the current law, 2019-21 budgets.

Both the House and Senate have increased Connecting Washington funds from \$9.67 million to \$18.69 million for the 2021-23 budget.

The House budget increases the Relight Washington funding with a requirement that eligibility be expanded.

Funding for the Complete Streets Program previously suspended last year is also reinstated.

At this time, both Senate and House staff warn they have yet to receive firm federal guidelines on the eligibility of these funds. Currently, everyone is assuming the funds will be able to be used for these purposes.

- New Law Revenue:
 - In January, the House Transportation Committee introduced a 16 year proposal as a one page expenditure sheet and a one page balance sheet. It is a bold proposal. The proposal included indexing for inflation. For TIB, it would be \$800 million or a 50% increase in program funding over the timeframe stated. The Complete Streets Program increases \$4 million annually.
 - On the Senate side, their proposal is consistent with the 2015 Connecting Washington package. TIB would see about a 6% or \$6 million increase per year. It also includes a doubling of the Complete Streets Program.
 - However, neither a revenue bill nor an expenditure bill has been officially introduced. The session is down to about three to four weeks remaining to get something passed. Ultimately, Mr. Probart said he would be surprised to see a new revenue package this year. Next year is an election year and therefore it is likely to be two years before something new is passed.

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

- As he has presented over the last few meetings, Mr. Nelson showed a chart of TIB Gas Tax Revenue for the Transportation Improvement Account showing the four year average income (2016-2019) as compared to the actual revenue from months 2020 and 2021.
- Income has improved since the start of the pandemic lockdowns in 2020.
- Over the last 4 months, income has been down just over 10% compared to the previous year's average.
- Staff is expecting income to be down about 10% at least over the next several months.
- Staff anticipates needing to adjust plans as needed as the year progresses and more consistent revenue data is available.
- Mr. Nelson showed the list of agencies owed funds by TIB as of March 1, 2021.
- All agencies listed are currently on payment plans, and depending on revenue and other invoices, each of these agencies get paid somewhere between \$150,000 and \$300,000 for each project.
- Some projects with lower balances are easily paid off over the course of the regular payment plan although they may end up with higher balances or back on the list as they submit more invoices.
- Other projects are much larger and will take longer to pay off.
- If TIB gets the \$29 million currently in the House and Senate budgets, the first thing to do is to pay off all of these agencies.

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

- Typically the call size is \$100 million or more. However, with the 10% decrease in gas tax revenues, staff is proposing a call size of \$90 million.
- The breakdown of the proposed 2021 call is as follows:
 - Urban Programs
 - Urban Arterial Program (UAP) \$60 million
 - Arterial Preservation Program (APP) \$ 8 million
 - Urban Sidewalk Program (SP) \$ 5 million
 - Small City Programs
 - Small City Arterial Program (SCAP) \$10 million
 - Small City Preservation Program (SCPP) \$ 4 million
 - Small City Sidewalk Program (SP) \$ 3 million
- Items of note:
 - The Sidewalk Program is reinstated after being suspended in 2020. Funding is at the same 2019 funding levels. Staff thinks it may be better to wait on any program increases until the new Active Transportation Program is in place due to the difficulty in years past of finding enough sidewalk projects at this level.
 - Small City programs are at the same levels as in 2020.
- No action is required today. In May, there will be a Board vote to open the call and approve the programs. In November, the Board will vote for the actual project selections and final call size.
- Mr. Ramsay stated he was pleased to see the Sidewalk Program back in.
- Mr. Probart said he wanted to note that the current program proposal is independent of the possibility of receiving the \$29 million discussed earlier and the proposed \$9 million increase to Connecting Washington. Even if TIB receives either or both of these increases, staff would not suggest changing the size of this call but rather use it as an opportunity to be able to reimburse our customers that are on payment plans. In the future, this is an opportunity to build the fund balance back up to more sustainable levels. Things that could change the call size are if the gas tax suddenly recovers to pre-COVID levels or conversely if it drops again.

D. Project Activity Report 1/1/2021 – 2/28/2021) – Chris Workman reported on the following:

- After the November Board awards, the majority of the Design Approvals for the year typically happen from December through about March.
- From the November 2020 awards, there is only one project that has not yet been approved by the agency. Airway Heights is the only project remaining and it should be approved by the next Board meeting.
- Mr. Workman stated that he brought up a concern at the last Board meeting regarding Bid Authorizations and Construction Approvals being down from previous years. Staff suspected this decrease was COVID related. This trend will likely remain this year due to the smaller program size awarded in 2020.
- There were more of these actions in March which is good; however staff saw some bid prices and asphalt prices coming in higher this week than in the January and February bids. Staff will keep an eye on these prices and will stop allowing bid authorizations at some point. Typically this happens in late June and depends on the bid environment and making sure there is enough of the construction season remaining to finish the project before the winter months.
- Staff will continue to monitor bids and Mr. Workman will provide updates to the Board in May.

E. Preservation Update – Chris Workman reported on the following:

- Typically staff gives updates on preservation every other year or so or when a Board member requests and update.
- In 2008, TIB made a goal to improve all the Washington small city streets that were below a 70 Pavement Condition Rating (PCR) to above 70 PCR.
- TIB engineers go out every year to review and record pavement conditions of a portion of all the Washington State small city streets. Each street is reviewed on a four year rotation.
- TIB staff keeps a map of these conditions that is available to TIB but also to agencies and the public on our Dashboard.
- Staff also tracks the percent of small city streets with an average PCR score of 70+.
- Last year, this rating percentage was trending down, but not to the point of concern.
- Mr. Workman showed examples of streets in different PCR rating categories.
- Mr. Workman also provided graphs comparing the number of small cities with average PCR ratings from 0-59, 60-69, 70-79 and 80-100 moving forward in time from 2008 to 2016, and then to 2020. It illustrates how improvements to city streets has moved more cities into the categories of 70 and above.
- There are no longer any cities with average PCR ratings from 0-49 and only 3 with ratings from 50-59.
- However, these ratings represent millions of dollars in needed improvements and it remains a large task.
- Overall, things are trending in the right direction and the progression shows how important the preservation programs are to small cities.
- Mr. Workman then showed a series of maps from the TIB Dashboard over the years.
- This showed both the change in average PCR overall and how the total small city miles can change. When cities go over 5,000 in population and are removed from this category, both the number of cities and the number of miles go down. If a city TIB has previously have worked hard on to improve and moves out of this category, the overall rating goes down.
- Newly annexed areas add new streets not previously eligible to the mileage and can be a lower PCR, which also lowers the overall PCR rating.
- Ultimately, the whole system is in a constant state of flux and it takes a lot of time and a lot of money but improvements are being made and the statewide average is slowly going up overall.
- Over the years, TIB Staff has worked very hard to do improvements all over the state but to also be aware of the cities in the worst shape and make sure they get attention.
- Staff pays attention to projects these cities have applied for and makes sure it is the most beneficial for the city in terms of improving pavement ratings and balancing pavement repair and reconstruction costs. If a city has not recently applied for a TIB grant, staff makes contact with them to educate city crews, mayors, and other personnel about our programs and how TIB can help identify good projects and start improving their roads.
- The next chart Mr. Workman showed gave a picture of the amount of money awarded in TIB programs and the state average PCR.
- The average PCR tends to follow the amount of money awarded, typically lagging one year behind. Mr. Workman said he would expect with the lower than average call in 2020 that the average PCR is likely to go down and the negative trend would continue if lower call sizes are awarded in coming years. He is encouraged with the current projected call for this year being \$14 million and that the PCR dip may be corrected quickly.

- Ms. B. Chamberlain noted that sidewalk conditions are not included in the road PCR and asked what if anything is being done to track sidewalk conditions. Mr. Workman responded that for a few years, TIB engineers were doing a kind of rating tracking of sidewalks while they were doing the PCR street reviews; noting if the sidewalk on the left or right was in good, fair, or poor condition. Ultimately it was abandoned due to the increase in workload during the pavement rating process. Often the sidewalk condition is known and rated to about the same degree of accuracy, good, fair, poor. However, this rating is not represented on the PCR map.
- Mr. Rogalsky asked if it was safe to assume that the small cities will be responsive to TIB staff and returning applications. Mr. Workman said that in general they are responsive. Small cities tend to work with consultants who are very aware of TIB programs. The things to catch are cities that have fallen through the cracks. Perhaps they are not working with a consultant or TIB staff might see that for whatever reason the city has not put in an application or a strong application. When this happens, staff meets with the city and talks to them about TIB projects. This is especially true if the city has a new mayor or other new management. TIB staff shows them the Dashboard and how they may want to use it for their internal use. Staff also does annual training workshops in June where staff talks about the programs and about the Dashboard and how valuable it may be.
- Chair Low stated the Dashboard is a great source of information. He has directed members of the press, cities, and counties to the Dashboard and would encourage others to do the same.
- Mr. Probart also said staff is constantly looking for opportunities to have low unit costs and maximize investments in the local community. For example, partnerships with county chip seal projects on the same corridor may steer TIB to give a city a grant a little sooner or ask them to wait a year or two to align with a good opportunity and save overall taxpayer funding.

4. ACTION ITEMS

A. Criteria – Update and Adoption

Over the past few Board meetings, TIB staff has updated the Board on anticipated program revisions and updates concerning the Small City Preservation (SCPP), Sidewalk (SCSP/SP), and the Small City Arterial (SCAP) programs.

Chris Workman walked the Board through the overview of the changes staff would like to make to the following programs and WACs.

Small City Preservation Program (SCPP)

This is a continuous effort to improve and make our preservation funding efficient and effective. For the 2021 grant cycle, we plan to “soft launch” grants to allow lower cost, earlier treatments. This will include crack seal, pavement repair, fog seal, etc. We will analyze the response from agencies and report the conclusions in our annual Priority Array presentation in November.

No Board action needed at this time.

Small City and Urban Sidewalk Program (SCSP/SP)

We continue to work on a wholesale revision to this program and transitioning to “Active Transportation”. This is a yearlong effort that requires WAC revisions and will have regular updates to the Board. At the January Board meeting, we identified types of projects and a revision timeline to ensure the new program is ready for the 2022 grant cycle.

Board action requested.

Mr. Ramsay stated he appreciates attention being given to this program and likes the renaming to the Active Transportation program. Regarding the term “mobility band,” Mr. Ramsay wondered if connectivity can be added or replace mobility to illustrate that the importance of the mobility is the connection of facilities. He would also like some items added to the list of public facilities such as libraries and transit. Pedestrian and bike connection to transit is a very important issue and he would like to incentivize that or even require it. He said he likes the sustainability theme and wonders if it could be a requirement or a bonus in the Complete Streets Ordinance. Along with those comments, he wanted to tell the staff well done.

Mr. Probart responded that regarding mobility, the current program has criteria about network continuity and extending connections. Regarding the list of public facilities, this is an early list that will never be all-inclusive of all facilities that would count for the category. Mr. Probart said to think of these as prompts rather than a definitive list of important facilities. With each community being unique, it would be nearly impossible to make a list of all possible facilities that are important without inadvertently leaving something out. As a general statement, Mr. Ramsay you are correct as for sustainability; we have to incentivize that behavior.

Mr. Workman requested if any Board members have a comment or topic they specifically would like addressed to please send those comments to him in an email so staff can better address those things.

Ms. B. Chamberlain wanted to clarify the purpose of the motion is to give approval to move forward with the banding structure rather than approve this exact set of criteria. Further stating she and Mr. Butters have both sent comments to the staff regarding further shaping. Mr. Workman confirmed, yes, to approve use of the banding structure from this preliminary version to be further developed.

Mr. Rogalsky, as he said in the last meeting, he fully endorses and is excited to see the Active Transportation program move forward. As a general comment he stated it may be worth considering reducing the emphasis on physical condition in this particular program since communities who have pathways or trail systems should continue to maintain those and he hopes TIB is not getting into a preservation role for those kinds of facilities.

Councilmember Schuette commented that a big focus in PSRC has been equity, and was wondering if that will be brought into the TIB criteria.

Mr. Probart stated he did not address that in the director’s report yet, due to the house transportation committee’s revenue proposal, several outstanding legislative draft ideas, and various bills that are focused on environmental justice, social equity, and a few other things. Some of the bills are not consistent with each other. To date, staff has been told if there is a new House Transportation revenue package, there will also be direction on social policies. One example from the Department of Health is their Washington Environmental Health Disparities Map. It is census tract based and identifies disproportional diesel pollution, lead exposure, etc. From a transportation perspective, some of the map layers are in conflict. When or if official legislative direction comes out, TIB will provide the Board with an update and what program changes may be required.

Ms. B. Chamberlain thanked Councilmember Schuette for asking that question and that she would like to encourage the TIB as a Board to have this conversation for ourselves with or

without direction from legislature. For example, statewide crash data shows a disproportionate number of serious and fatal crashes in census tracts that are either low income or have a higher proportion of Black, indigenous, or people of color. There are just more there, so if you use that data you can almost use it as a proxy for equity but not completely because you are waiting for people to die and it's not my favorite safety outcome measurement.

She said she would also like to keep that in mind when discussing specific criteria regarding WSDOT facilities. In this structure dealing with WSDOT facilities, it is given negative points but with the WSDOT work around the active transportation plan and working to identify where there should be better connections for walking and biking she would hope WSDOT could be approached as a partner and that cooperation might be seen as a plus in some places rather than a minus. So if that could be seen as a factor but not always a bad one that would be good for the future.

Mr. Coles, as a follow up on Ms. B. Chamberlain's comments, he knows federal funding can be a burden on a project however it can also be a great way to leverage funds and putting negative points to it may be a bad thing.

Mr. Workman said he wanted to note that there are not negative points for work with either WSDOT or with federal funding, but that agencies can get positive points for not having that. Also projects do get funded with them. Most TIB sidewalk projects are on WSDOT facilities. The fact of the matter is that they are a lot more complicated and if you look at the delayed list, most of them are on WSDOT facilities. So, constructability points are structured to evaluate how easy a project is to construct; if it is federally funded or a WSDOT facility it is more difficult. That is not to say we do not think sidewalks should be federally funded or on WSDOT facilities, it is just that they are more complicated.

MOTION: It was moved by Ms. B. Chamberlain with a second by Mr. Ramsay **to authorize staff to move forward with changes to the Small City and Urban Sidewalk Program (SCSP/SP), creating the "Active Transportation Program", using draft criteria and banding structure for continuing program revisions as presented.**

Motion carried unanimously.

Small City Arterial Program (SCAP)

Staff identified a need to add criteria within the current banding structure for new streets that will benefit a small city network. Recommended draft criteria are added to the attached SCAP criteria under the Physical Condition band. Board action of draft criteria is requested.

MOTION: It was moved by Mr. Rogalsky with a second by Mayor Johnson **to adopt changes to the Small City Arterial Program (SCAP) - Revised criteria adding new streets to the physical condition band as presented.**

Motion carried unanimously.

B. Springdale – Scope Change

In 2017, the Town of Springdale, population 320, received \$311,400 of Small City Sidewalk Program funding for multiple sidewalk installation and repair areas throughout the main street. This is also a state route. The original scope as awarded is as follows:

The project installs curb and sidewalk on the east side of SR 231 from Shaffer Avenue across the railroad tracks and the intersection of SR 292 and extends south to Aspen Avenue. Near the town hall, it provides a crossing with handicap ramps on the west side of SR 231 at Aspen Avenue, installs 300 L.F. of sidewalk with curb and gutter from the newly located crosswalk

on Shaffer Avenue to W School Avenue. Repair of cracks and buckling on the existing Shaffer Avenue sidewalk is included in the scope.

In July 2020, the bids came in about \$8,000 over the approved grant amount. Without the knowledge of TIB staff, the town awarded the contract based on reducing the scope to get back within the approved TIB funding.

During the review of the closeout of the project, TIB staff reviewed an increase of \$5,498 for change orders that were performed during construction. TIB staff also discovered the original scope was revised without prior Board approval.

Staff recommends approval of the post construction scope change with an increase of \$3,000 to the currently approved TIB funding, leaving the town to fund the remaining \$2,498.

Mr. Klekotka noted that this seems like a small amount and wanted to confirm that the director has the authority to make changes up to \$50,000, so is this being brought to the Board because of the scope of work changes.

Mr. Probart confirmed that because the city radically changed the scope it elevated the issue to the Board.

Mr. Klekotka asked what would be considered minor enough or what made this into a Board action.

Mr. Probart said the fundamental trigger in this case was moving the sidewalk from the east to the west side and that there is a legal threshold in WAC that was exceeded and triggered bringing the change to the Board.

Mr. Workman stated that was small segment and it was not such a big switch, but it was removing the other sidewalk near Town Hall that was a pretty major change and that looking at the TIB approved project description, you would think work got done that did not get done.

Mr. Ramsay asked if there was a policy or an ability to prevent or educate folks about this in the future and asked if staff sends out regular reminders to agencies about scope changes or other issues like this.

Mr. Probart stated that staff addresses this in workshops annually. Last year there was a blend of things, for one that TIB did not have funds to be as flexible with overages and the other was to educate our customers that when there is going to be a scope change, when in doubt to call and make sure the change is within TIB rules. There was an increase in calls from various consultants and cities to ask about changes. We are already preparing materials for the next workshop that includes a “dos and don’ts” list to share. With 300+ active projects, it is inevitable that sooner or later we will see something like this.

Mr. Workman stated most do know they need to talk to us about changes and it is very rare that it is constructed without TIB staff knowledge.

MOTION: It was moved by Mr. Klekotka with a second by Commissioner Hutsell to **approve post construction scope change with an increase of \$3,000 to currently approved TIB funding.**

Motion carried unanimously.

C. Langley – Project Termination

The city received Small City Arterial Program (SCAP) funding for the reconstruction of Saratoga Road between Tompkins Road and DeBruyn Avenue in November 2018. The roadway has significant pavement failures and a Full Depth Reclamation was planned for the entire length of the road. The city has a match of \$27,200 and the project goes on delay status on July 1, 2021.

This project went to advertisement in June 2020 and bids were opened in July, coming in about \$30,000 above the Engineer's estimate. The project was not awarded as the city is currently experiencing cash flow issues related to the pandemic. The city has stated that re-advertisement of the project would be delayed until 2022 or beyond, without being able to give a firm date.

Staff recommends canceling the construction phase of the project since the city cannot provide an acceptable timeline or required matching funding and requiring the city to submit this project as a construction only project for their next TIB application.

MOTION: It was moved by Mayor Johnson with a second by Councilmember Schuette **to cancel the construction phase of the Langley Saratoga Road project and require the city to submit this project as a construction only project as their next TIB application.**
Motion carried unanimously.

5. ADJOURNMENT

The meeting adjourned at 10:41 am



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-W-189(007)-1	ABERDEEN	FY 2021 Overlay Project	Construction	CN	44,791	0	Director
3-W-159(008)-1	BURLINGTON	FY 2022 Overlay Project	Bid Award	CN BA	382,068	-67,932	Director
3-W-193(003)-1	CHEHALIS	FY 2021 Overlay Project	Bid Award	CN BA	537,348	-170,187	Director
3-P-124(009)-1	ENUMCLAW	FY 2022 Overlay Project	Bid Award	BA	146,089	-91,914	Director
3-E-164(005)-1	EPHRATA	FY 2020 Overlay Project	Bid Award	BA	1,123,867	-201,928	Director
3-E-183(009)-1	GRANDVIEW	FY 2022 Overlay Project	Construction	CN	29,070	0	Director
3-E-988(003)-1	LIBERTY LAKE	FY 2021 Overlay Project	Audit	FV AD	274,961	0	Director
3-W-839(003)-1	LYNDEN	FY 2019 Rehabilitation Project	Audit	FV AD	750,000	0	Director
3-P-112(005)-1	NORMANDY PARK	FY 2019 Overlay Project - 4th Avenue S	Audit	FV AD	315,552	0	Director
3-P-117(007)-1	PACIFIC	FY 2020 Rehabilitation Project	Contract Completion	CC	347,626	-136,483	Director
3-P-823(007)-1	STANWOOD	FY 2022 Overlay Project	Bid Award	CN BA	238,697	-25,682	Director
3-E-181(003)-1	UNION GAP	FY 2022 Overlay Project	Construction	CN	31,554	0	Director
3-E-172(004)-1	WEST RICHLAND	FY 2022 Overlay Project	Construction	CN	6,800	0	Director
Total APP Change						-694,126	



Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
LED Program							
S-P-804(001)-1	NORTH BEND	LED Streetlight Conversion	Contract Completion	CC	72,629	2,629	Director
S-W-158(001)-1	POULSBO	LED Streetlight Conversion	Bid Award	DE CN BA	175,000	0	Director
						Total LED Change	2,629
SCAP Program							
6-E-901(007)-1	CHEWELAH	Lincoln Avenue	Bid Award	CN BA	359,768	-44,932	Director
6-E-902(010)-1	COLVILLE	7th Street Cedar to Madison	Construction	CN	77,036	0	Director
6-W-838(105)-1	EVERSON	Lincoln Street Improvements, Phase 1	Audit	CC FV AD	273,944	0	Director
6-W-838(107)-1	EVERSON	Lincoln Street Improvements, Phase 2	Audit	CC FV AD	201,531	0	Director
6-E-858(004)-1	GEORGE	Washington Way	Construction	CN	75,050	0	Director
6-W-828(007)-1	LANGLEY	Saratoga Road	Withdrawn	WD	40,554	-475,346	Director
6-W-970(005)-1	LONG BEACH	Washington Avenue	Construction	CN	46,154	0	Director
6-W-956(104)-1	MCCLEARY	South 3rd Street Improvements	Audit	FV AD	283,731	0	Director
6-E-166(002)-1	MILLWOOD	E Buckeye Avenue	Bid Award	CN BA	332,300	0	Director
6-E-845(007)-1	RITZVILLE	Weber Road and Galbreath Way	Construction	CN	79,574	0	Director
6-E-845(008)-1	RITZVILLE	Main Avenue	Construction	CN	9,500	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 03/01/2021 to 04/30/2021

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-917(003)-1	ROSALIA	Whitman Avenue	Construction	CN	28,561	0	Director
6-P-135(004)-1	RUSTON	53rd St Improvement Project	Bid Award	CN BA	644,504	0	Director
6-E-919(007)-1	TEKOA	Crosby Street and Park Street	Audit	CC FV AD	764,812	0	Director
6-E-938(007)-1	WAITSBURG	Taggart Road	Audit	CC FV AD	135,500	0	Director
6-E-854(004)-1	WATERVILLE	Walnut Street	Contract Completion	CC	640,742	-20,039	Director
Total SCAP Change						-540,317	

SCPP Program

2-P-800(010)-1	BLACK DIAMOND	FY 2022 Overlay Project	Bid Award	CN BA	92,234	-37,315	Director
2-P-808(006)-1	BUCKLEY	FY 2020 Overlay Project	Contract Completion	CC	183,703	-58,480	Director
2-W-832(007)-1	CONCRETE	FY 2022 Overlay Project	Construction	CN	7,599	0	Director
2-E-870(004)-1	DAVENPORT	FY 2022 Seal Coat Project	Bid Award	DE CN BA	12,284	0	Director
2-E-924(007)-1	DAYTON	FY 2021 Seal Coat Project	Bid Award	CN BA	121,600	0	Director
2-P-819(004)-1	GOLD BAR	FY 2022 Overlay Project	Construction	CN	16,025	0	Director
2-E-912(005)-1	LACROSSE	FY 2021 Seal Coat Project	Bid Award	BA	93,879	-60,596	Director
2-E-942(004)-1	MABTON	FY 2021 Overlay Project	Bid Award	CN BA	326,407	-33	Director
2-E-914(003)-1	MALDEN	FY 2020 Overlay Project	Audit	CC FV AD	107,964	-13,061	Director
2-W-964(005)-1	PE ELL	FY 2021 Overlay Project	Bid Award	CN BA	79,066	-24,934	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 03/01/2021 to 04/30/2021

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-976(002)-1	RAINIER	FY 2021 Overlay Project	Construction	CN	18,340	0	Director
2-E-898(003)-1	ROCKFORD	FY 2020 Seal Coat Project	Audit	CC FV AD	85,231	-13,497	Director
2-E-864(004)-1	ROYAL CITY	FY 2020 Rehabilitation Project	Audit	FV AD	133,003	0	Director
2-E-933(003)-1	SOUTH CLE ELUM	FY 2022 Seal Coat Project	Bid Award	CN BA	30,893	3,505	Director
2-W-965(004)-1	TOLEDO	FY 2020 Rehabilitation Project	Contract Completion	CC	128,312	-3,548	Director
2-E-875(006)-1	WILBUR	FY 2022 Seal Coat Project	Construction	DE CN	0	0	Director
2-E-867(006)-1	WILSON CREEK	FY 2019 Seal Coat Project	Contract Completion	CC	171,199	-30,696	Director
2-E-867(007)-1	WILSON CREEK	FY 2022 Seal Coat Project	Bid Award	CN BA	96,025	0	Director
2-E-887(002)-1	WINTHROP	FY 2020 Seal Coat Project	Audit	CC FV AD	108,681	4,001	Director
2-E-947(003)-1	ZILLAH	FY 2022 Overlay Project	Bid Award	BA	193,963	-54,519	Director
Total SCPP Change						-289,173	

SP Program

P-P-105(P04)-1	AUBURN	M Street SE	Construction	CN	30,020	0	Director
P-P-204(P04)-1	COVINGTON	164th Avenue SE	Audit	CC FV AD	173,721	0	Director
P-P-113(P02)-1	FEDERAL WAY	Lakota MS - SW Dash Point Road	Construction	CN	51,515	0	Director
P-E-862(P02)-1	MATTAWA	Government Road	Bid Award	BA	266,865	31,005	Director
P-P-145(P02)-1	MUKILTEO	Mukilteo Speedway (SR 525)	Construction	CN	15,096	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 03/01/2021 to 04/30/2021

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-964(P05)-1	PE ELL	Main Street (SR 6)	Bid Award	CN BA	86,211	14,711	Director
P-W-976(P04)-1	RAINIER	Third Street West	Contract Completion	CC	157,362	4,500	Director
P-E-208(P07)-1	SPOKANE VALLEY	Park Road	Bid Award	BA	248,736	-191,064	Director
P-E-906(P03)-1	SPRINGDALE	SR 231	Contract Completion	CC	314,400	3,000	Director
P-W-965(P06)-1	TOLEDO	Washington Street	Contract Completion	CC	135,604	-2,033	Director
P-E-866(P01)-1	WARDEN	E 1st Street	Construction	CN	29,410	0	Director
Total SP Change						-139,881	

UAP Program

8-1-105(036)-1	AUBURN	2nd Street SE	Construction	CN	69,000	0	Director
8-2-156(040)-1	BELLINGHAM	Mahogany Avenue/Artic Avenue	Audit	CC FV AD	1,574,056	-44,719	Director
8-3-161(013)-1	EAST WENATCHEE	10th Street NE	Bid Award	BA	1,126,608	0	Director
8-1-138(035)-1	EVERETT	Rucker Avenue	Audit	FV AD	4,103,982	0	Director
8-1-134(015)-1	FIFE	Port of Tacoma Road Interchange with I-5	Contract Completion	CC	7,600,000	0	Director
8-1-106(031)-1	KENT	S 224th Street	Contract Completion	CC	5,000,000	0	Director
8-2-018(008)-1	KITSAP COUNTY	Jackson Avenue SE	Contract Completion	CC	1,420,000	0	Director
8-1-146(001)-1	LAKE STEVENS	20th Street SE	Contract Completion	CC	4,376,842	200,000	Director
8-1-146(002)-1	LAKE STEVENS	91st Avenue SE / 24th Street SE / S Lake Stevens Road	Bid Award	BA	3,000,000	0	Director



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 03/01/2021 to 04/30/2021

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-199(015)-1	LAKEWOOD	Gravelly Lake Drive and Washington Boulevard SW	Bid Award	BA	2,693,979	-306,021	Director
8-3-988(004)-1	LIBERTY LAKE	E Appleway Avenue	Audit	FV AD	282,930	0	Director
8-4-174(020)-1	PASCO	Lewis Street	Bid Award	BA	5,000,000	0	Director
8-2-153(002)-1	PORT ORCHARD	Tremont Street	Audit	FV AD	8,000,000	0	Director
8-2-158(009)-1	POULSBO	Noll Road - Segment 3A	Design	DE	150,000	0	Director
8-4-923(005)-1	PROSSER	Bennett Avenue	Contract Completion	CC	248,569	7,874	Director
8-1-207(002)-1	SAMMAMISH	SE 4th Street	Audit	FV AD	4,000,000	0	Director
8-1-121(009)-1	SEATAC	34th Avenue S	Construction	CN	0	0	Director
8-2-826(005)-1	SEQUIM	West Fir Street	Contract Completion	CC	3,097,836	0	Director
8-3-208(011)-1	SPOKANE VALLEY	N Argonne Road	Construction	CN	89,640	0	Director
8-1-133(004)-1	STEILACOOM	Union Avenue Roundabout	Construction	CN	0	0	Director
8-5-184(039)-1	VANCOUVER	SE 1st Street	Construction	CN	0	0	Director
8-4-176(027)-1	WALLA WALLA	Poplar Street / Alder Street	Design	DE	0	0	Director
8-4-946(003)-1	WAPATO	S Camas Avenue	Construction	CN	0	0	Board
8-3-160(030)-1	WENATCHEE	Tacoma Avenue	Bid Award	BA	1,005,844	-270,504	Director

Total UAP Change

-413,370



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 03/01/2021 to 04/30/2021

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					Total Change	-2,074,237	

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



Delayed Projects Report

May 28, 2021

BACKGROUND

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

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

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

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

TIB currently has 299 active projects; 97% of these projects are within targets established by the Board.

Of the 9 delayed projects this year:

- 7 projects are being reported to the Board for the first time and will receive a letter from the Executive Director.
- 1 project (Morton) was reported to the Board last year and is being held in Stage 1 and is anticipating an advertisement date late spring/early summer. If this project is not advertised before July 1, 2021, it will be converted to contingency immediately.
- 1 project (Richland) moved to contingency status in 2012 and is working through the last of the right of way acquisitions before advertising. The Board has been regularly updated on the status of this project.

STATUS


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

RECOMMENDATION

No Board action is required.

Delayed Projects

Agency	Project Number	Year Selected	Project Name	Projected Delay Stage	Total TIB Remaining TIB Total Project Cost (\$)
Airway Heights	P-E-893(P03)-1	2018	SR 2- Hayford Rd to Deer Heights Rd	1	97,269 97,269 346,777
Kittitas	6-E-931(I05)-1	2018	E 1 st Avenue- Main St to East C/L	1	87,751 81,492 650,002
Omak	6-E-987(I07)-1	2018	Engh Road- Omache Dr to Omak River Rd	1	113,482 113,482 840,607
Oroville	6-E-882(I09)-1	2018	Central Ave W- W C/L to Main St (SR 97)	1	73,827 65,134 546,865
Shelton	3-W-194(004)-1	2018	FY 2020 Overlay Project	1	410,400 376,200 456,000
Shelton	P-W-194(P01)-1	2018	Railroad Avenue- 8th Street to City Limits	1	350,000 350,000 894,000
Yakima County	8-4-039(026)-1	2016	Ahtanum Road- Yakima C/L to S 52nd Ave	1	2,500,000 2,203,549 6,558,976
Morton	P-W-961(P06)	2017	Main Avenue- Elementary school to Backstrom Park	Pending Contingency	85,000 85,000 387,203
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



2021 Program Call Size and Schedule Preview

May 28, 2021

BACKGROUND

At the March Board meeting, a preliminary call size was presented. Since then, the legislature has enacted the Washington State 2019-21 Supplemental Transportation Budget and the 2021-23 Biennial Transportation Budget. These budgets give TIB a clearer picture of available revenue. Included in the 2019-21 supplemental budget is a one-time \$29 Million transfer to help backfill lost gas tax revenue from the inception of the Covid-19 pandemic. Included in the 2021-23 biennial budget is a one-time \$15 million transfer to help offset future gas tax related revenue losses. These transfers are in addition to all revenue sources previously included in past TIB budgets.

Relight Washington projects and Complete Streets awards are separate programs and are not administered or considered as the normal call for projects. Both programs are fully funded and will be administered in their own time frames. Relight Washington accepts applications as cities become ready. Subject to Board approval, the Complete Streets program will have an open call in Summer of 2021 with awards in 2022.

STATUS

Typical assumptions and considerations made in the calculation for call size include:

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

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

The proposed call size recommends reinstating the sidewalk programs that were suspended in 2020.

Proposed 2021 Program Size

Program	Proposed 2021 Call Size	2020 Approved Amounts
<i>Urban Programs</i> <ul style="list-style-type: none"> • Urban Arterial Program (UAP)/ Arterial Preservation Program (APP) • Urban Sidewalk Program (SP) 	\$68 Million \$5 Million	\$45.6 Million \$3.42 Million SUSPENDED
<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) 	\$19 Million \$3 Million	\$6.89 Million \$2.81 Million SUSPENDED
TOTAL	\$95 Million	\$58.71 Million

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

Proposed Schedule

Date	Milestone
May 28, 2021	Preliminary program call size presented to board for approval
June 1, 2021	Applications posted and are available to agencies
June 19, 2021	Online workshops offered for Urban and Small Cities
August 13, 2021	Grant applications due
November 18, 2021	Staff recommendation presented to the board
November 19, 2021	Recommended adoption of new projects

RECOMMENDATION

Approve the call size and open the 2021 call for projects.



2021 Proposed Complete Streets Award

May 28, 2021

Background

The Washington State Legislature created the Complete Streets Award Program as an incentive to encourage city and county governments to adopt a complete streets policy; these policies mandate that cities and counties plan, design, operate, and maintain their streets while considering all transportation users and modes.

A city or county becomes eligible for a Complete Streets Award when they adopt a system-wide complete streets policy. Currently, 123 cities and four counties have adopted complete streets ordinances.

A unique feature of the Complete Streets Program is that cities and counties are “nominated” by organizations or state agencies. (In contrast, all other TIB funded programs are a competitive grant process.) Once nominated, TIB staff works with the nominated city or county, develops a work plan, and then TIB staff recommends an award to the Board. Note: The Board reserves the right to award cities or counties that did not receive a nomination.

Upon the award date, a city or county is required to complete the projects identified in their work plan within three years or the agency must return the remaining money that has not been expended. Cities and counties are not eligible for future Complete Streets Awards until their current work plan is complete.

In January 2017, the TIB provided 39 awards totaling \$10.5M. In March 2019, the TIB provided 49 awards totaling \$17M. The program was suspended in 2020 due to Initiative 976.

Status

The Washington State Legislature has reinstated \$14.67M in Complete Streets Program funding as part of the 2021-23 state transportation budget. The Governor’s budget also included Complete Streets funding.

Nomination Allocation

TIB limits the number of nominations based on the number of eligible agencies, the amount of funding, and the size of the nominating organization.

Nominators	Nominations
<u>Tier 1</u> Department of Transportation Department of Health	12 each
<u>Tier 2</u> Cascade Bike Club Futurewise Department of Commerce Dept. of Archaeology and Historic Preservation	10 each
<u>Tier 3</u> Community Transportation Association-NW Feet First	8 each
TOTAL	80

Award levels

In the first award cycle, TIB provided awards between \$125K-\$250K to agencies that were considered “Initiators,” those that were starting to implement complete streets ethic. Those that had a strong ethic were considered “Implementers,” and awarded up to \$500K.

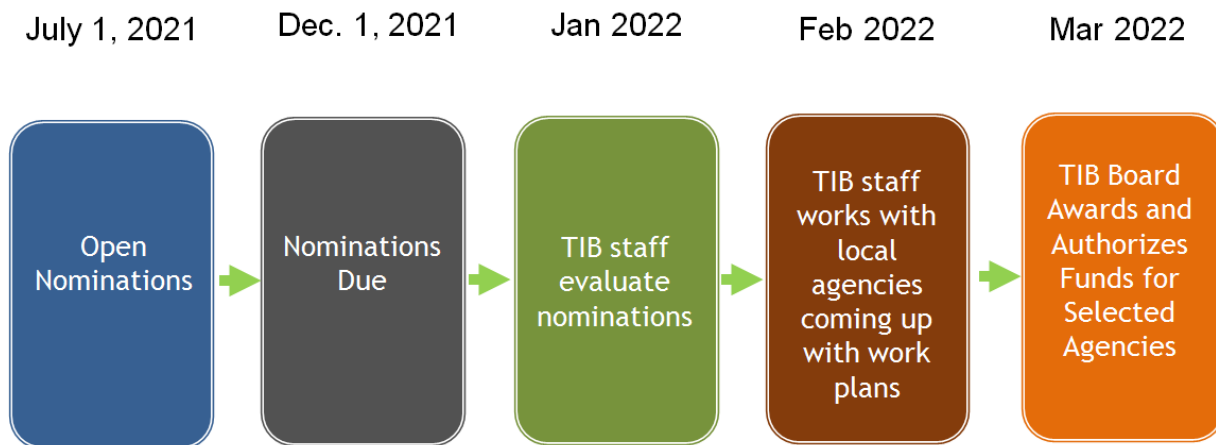
Some smaller agencies have expressed concern of the ability to spend all of their award money on eligible complete streets type of projects within the required three year time frame. Some of the bigger urban areas felt \$500,000 could be spent easily and that small grant awards are not enough incentive to encourage a complete streets ordinance as the program intended. As a result, the 2019 Complete Streets Program was modified to provide awards from \$100,000 to one million dollars. However, TIB staff and our small communities struggled to identify \$100,000 in improvements.

For the above reasons, TIB staff is recommending no minimum award level and a maximum award level of one million dollars.

Funding

TIB currently has \$14.67M available for the 2021-2023 biennium and it is anticipated that we will recommend the full amount to be either nominated or awarded.

Proposed Schedule



Recommendation

Staff recommends the Board approve the presented schedule, proposed level of 80 nominations, and maximum award level limit of up to \$1M and program level up to \$14.67M.



Sidewalk Deviation Request Chelan County – Knowles Road

May 28, 2021

LOCATION

Within the Chelan County urban area, adjacent to the northern Wenatchee city limits, is the Sunnyslope area, which encompasses this project along Knowles Road.

BACKGROUND

The county received \$1,397,007 in TIB funding for the Knowles Road project in November 2018. The following is the project description as received in the original application and ultimately forwarded to the Board for recommended approval:

The project constructs a 32-foot wide roadway with 11-foot wide lanes and 5-foot wide shoulders. The shoulders are intended to serve as a Type 2 Bikeway as identified in the Greater Wenatchee Bicycle Master. In addition, the county plans to install curb, gutter and five-foot wide sidewalk on both sides of the roadway. Additional stormwater facilities will be installed where new curb and gutter is proposed to correct drainage issues and prevent damage to the roadway surface and shoulders.

During the jury process of project review, there was discussion with TIB and county staff regarding the need for sidewalks to be constructed on both sides of the road as the Urban Arterial Program requires. Because of the rural nature and the reality that existing developed areas were mostly on the westerly side, staff agreed that a sidewalk deviation would be requested for this project. The county submitted a revised estimate with costs for sidewalk on one side and the Board approved TIB funds based on this revised estimate.

However, TIB staff neglected to revise the project description and identify this project as having a sidewalk deviation before sending the Priority Array to the Board for approval. Therefore, the current project description (therefore scope) includes sidewalk on both sides.

STATUS

As the design is being finalized, the county realized the project description still included sidewalk on both sides. However, they have proceeded with design on one side assuming the sidewalk deviation was approved since their approved funding matched the revised estimate.

The county contacted TIB staff to request a copy of the approval document memorializing the revised scope. This request identified the error.

Per WAC 479-14-200, the Board must approve sidewalk deviation requests of this nature.

RECOMMENDATION

Staff recommends approving the sidewalk deviation and revising the scope of this project to construct sidewalk only on the westerly side of the road.



2022 TIB Meeting Schedule

DATE	CITY
January 27-28	Olympia
March 24-25	Vancouver (2020 obligation)
May 19-20* ¹	Tri Cities
September 22-23	Spokane
November 17-18* ²	Bellingham/Mt. Vernon

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

*² Meeting date moved to THIRD Thursday & Friday of month due to Thanksgiving

The PROJECT OF THE YEAR *Awards*

The APWA Washington Chapter displayed an amazing range of projects yesterday on May 13, 2021 during their Project of the Year Awards which were awarded virtually. Awards were given in a variety of categories for projects with different levels of budget. "Each project shows amazing coordination, planning, and ingenuity — advancing public works and improving lives throughout the region," said Kristina (Tina) Nelson, APWA-WA Award Committee Co-Chair from Kitsap County.

Watch the Awards Video with the Project Overviews!

<http://washington.apwa.net/PageDetails/10593>

The Chapter will be highlighting the winners for the next 8 weeks.

- **City of Spokane**, University District Gateway Bridge,
 - Washington Chapter: Structures, \$5M - \$25M,
 - APWA National Winner: Transportation, \$5M - \$25M
- **King County**, 356th Emergency Slide Repair, Emergency / Disaster, <\$5M
- **City of Snoqualmie**, Water Reclamation Facility Phase II, Environment, \$5M - \$25M
- **City of Kirkland**, Juanita Bath House Replacement, Structures, < \$5M
- **City of Bellevue**, NE Spring Boulevard, Transportation, \$25M - \$75M
- **Snohomish County**, Machias Intersection Improvements, Transportation, <\$5M
- **City of Lynden**, 7th Street Reclamation, Transportation (Small Agency), <\$5M
- **City of Walla Walla**, Isaacs Ave Reconstruction Phase I & II, Transportation, \$5M - \$25M
- **City of Port Orchard**, Tremont Street Widening Project, Transportation (Small Agency), \$5M - \$25M

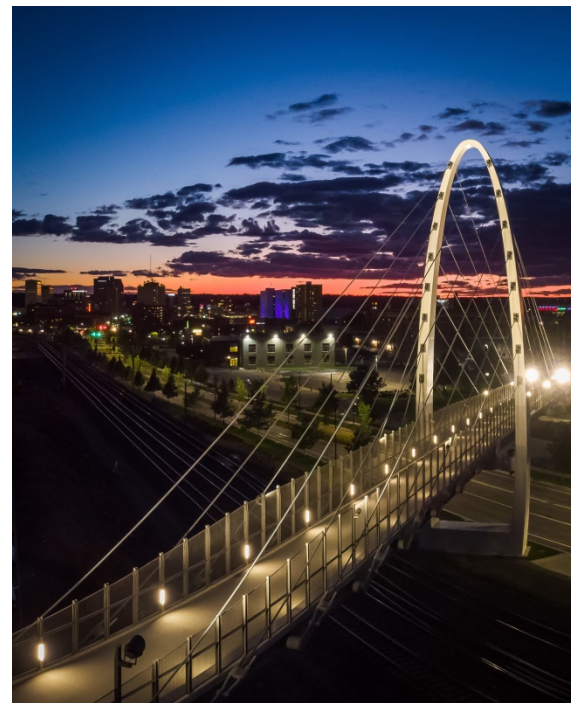


Image courtesy of KPFF Consulting Engineers.

City's Seventh Street project wins an award

It is one of 9 state Projects of Year

by Calvin Bratt

May 19, 2021

LYNDEN — The City of Lynden has received a Project of the Year award for its Seventh Street reclamation project.

The honor received last week is one of nine given out by the Washington chapter of the American Public Works Association, city Public Works Director Steven Banham told the Tribune.

It was in the competition category of Small Agency and a project of less than \$5 million.

The timing coincides nicely with National Public Works Week this week, Banham said.

Plaques were given to the city, primary consultant Reichardt & Ebe Engineers and primary contractor DeKoster Excavating.

In all, nine projects of various sizes received awards. Other recipients were: the cities of Spokane, Snoqualmie, Kirkland, Bellevue, WallaWalla and Port Orchard; and Snohomish and King counties. The City of Spokane's University District Gateway Bridge was an APWA national award winner for Transportation of \$5-\$25 million scale.

This is description of the winning project:

Seventh Street serves as a boundary of Lynden's downtown Historic Business District and, with a city parking lot nearby, is a hub of gathering and activity during festivals and special events. While being a pedestrian area, Front Street is also a major arterial and functions as an entrance to the downtown area. The city received a Transportation Improvement Board grant in 2018 and was finally in position to fix and improve two blocks of the much-worn Seventh Street.

To maintain unimpeded traffic flowing along Front Street and minimize the disruption of construction to local businesses and public events, the project was originally sequenced in four phases, with construction beginning in October 2019. That was modified in the spring 2020 as the COVID-19 virus erupted and stay-at-home orders were mandated for Washington state.

Because the project included replacing water and sanitary sewer facilities, the city deemed the project essential and the contractor chose to proceed with COVID-19 safety protocols in place and successfully completed the project without injury or illness.

The project promotes pedestrian and multimodal transportation by providing a central location for lighted parking. From the enhanced parking lot, pedestrians can safely and freely reach downtown shops and public services or the surrounding residential neighborhoods and churches via wide sidewalks with low flush curb bulbs and ADA-compliant ramps. Other accomplishments include: rehabilitating aging infrastructure, adding a water main, coordinating construction activities with concurrent adjacent private development, safe removal and disposal of buried petroleum tanks, and adapting to COVID-19 protocols.



acknowledged the varied funding sources and work put in to make the city's reclamation project there a reality. Mayor Scott Korthis speaks, and state officials attended. (File photo)

Camas traffic roundabout completed

City's \$6.9 million intersection project at NW Lake Road and NE Everett Street finished on time, under budget
by staff

March 25, 2021

What started as a community discussion about "intersection improvements" more than two years ago is now a wrap. The road work at Camas' Lake Road and Everett Street intersection is now complete, and the community has a fully functioning traffic roundabout connecting its north and south shores.

"From the start, the primary goal was to improve safety and efficiency for all users and modes of travel. The previous intersection was causing significant delays in all directions, and pedestrians and cyclists had limited options for crossing," said Camas Project Manager Jim Hodges. "We now have an intersection free from frustrating traffic backups that offers safe crossing options, beautiful landscaping, and access to local homes, businesses and recreation."

Highlights of the roundabout include a reduction in traffic congestion and an increase in operational safety. The design and function of the new Lake-Everett intersection was guided by extensive public involvement, including stakeholder interviews, Project Advisory Committee meetings, online community surveys, public open houses and participation invitations mailed to all Camas residents' homes.

Shaped in part by the community's feedback, the Camas City Council selected a roundabout design, to be anchored by a historic American chestnut tree identified as a community priority. A sapling was also discovered during the landscaping process and has been moved nearby for continued health and growth.

"We could not be more pleased with the number of community members who turned out to take part in different ways," said Camas Mayor Barry McDonnell. "I felt our collaboration was cordial and productive, with longstanding community members working hand in hand with those new to our community. For me, this roundabout signifies a true community effort."

Although the project experienced a brief delay in the spring of 2020 due to COVID-19 restrictions, it finished on schedule and under budget. The total project cost was estimated to be \$8.1 million, including a significant contingency for unexpected expenses. The city said last week that final costs will be less than \$6.9 million.

The roundabout's construction was fully funded through a combination of sources, including a state grant for \$2.8 million and a low-interest state loan for \$4.1 million.



Traffic moves through the newly completed roundabout at Everett Street and Lake Road in Camas on Friday, March 19, 2021.

(Kelly Moyer/Post-Record)

As Amazon moves in, Arlington's roads are already strained

The city and state are spending millions to improve traffic flow with more lanes and roundabouts.

by Ben Watanabe

April 19, 2021

The old two-lane roads cutting east and west through Arlington are getting crowded, and that's probably going to be their daytime condition in the years ahead.

Population growth estimates, soaring housing costs closer to Seattle and employment surges caused by the likes of Amazon moving in are creating busy roads. Highways 530 and 531 are prime examples of the commute clogs.



Drivers circle a roundabout at 204th Street NE and 77th Avenue NE in Arlington. It's the latest traffic control in a series of major transportation projects in the city. (Andy Bronson / The Herald)

Both highways averaged over 20,000 vehicles per day a couple of years ago. Amazon's planned distribution facility at 4620 172nd Street NE, south of Arlington Municipal Airport, is projected to add between 4,000 and 4,500 daily trips, a Washington State Department of Transportation spokesperson said.

Traffic and transportation projects abound in Arlington, a city of about 20,500 residents, according to U.S. Census data. Roundabouts are being installed and planned, and the city plans to install a traffic signal at a busy intersection.

A recently built \$2.48 million roundabout at 204th Street and 77th Avenue NE/Olympic Place caught the attention of nearby resident Floyd Ply, who was worried about speeding through the area. Ply said he has noticed more drivers going "way too fast" on Jensen Farm Lane, which connects 204th/207th Street NE with Olympic Place north of the roundabout.

"There has never been any kind of speed enforcement, even those (temporary) 'your speed is' devices," Ply wrote to The Daily Herald. "Smokey Point has permanent devices of this sort just a couple of miles away on Cemetery Road. Just want to know if a child must die or maybe just a serious accident before this end of town is considered."

Drivers speeding through that area was not on the radar for Arlington Public Works director Jim Kelly. But the city is bolstering a traffic-calming program.

"We are continuing to develop the program as Arlington grows and travel patterns change with the growth," Kelly wrote in an email.

The city's police and public works departments review speed and traffic volume data collected by radar monitors across Arlington's roads, Kelly said. If speeds exceed the limit, the city can increase enforcement and patrols or install a digital speed detector that flashes vehicle speed at drivers going too fast.

Roundabouts are the traffic control infrastructure of choice in Arlington, where the state plans to install four on Highway 531 intersections at 43rd, 51st, 59th and 67th avenues northeast.

“Roundabouts have improved safety and managed congestion,” WSDOT spokesperson Kris Olsen said. “They are safer than traditional stop signs or signalized intersections.”

The state also intends to double the highway’s lanes to two in each direction to help address employment and population growth projections.

“This is an area that is continuing to develop and increase the annual amount of traffic,” Olsen said. “The highway needs to keep pace with it.”

WSDOT’s project has a \$39.3 million budget funded by the state’s previous Connecting Washington transportation package. But work on it is expected to be delayed until 2023 because of interruptions to other state transportation work caused by the COVID-19 pandemic, Olsen said.

Widening the highway will require a lot of right-of-way acquisition and road building in an area where Arlington Municipal Airport, farms and fields line the shoulders.

It’s a complicated project. The state has to coordinate with the Federal Aviation Administration about relocating lights south of the airport. The flatness of the land there, which makes for great agricultural and air travel uses, also causes problems when it rains on the highway.

“The corridor is very flat, which means water does not drain well,” Olsen said.

West of the state’s projects, the city is planning a traffic signal at Highway 531 and 40th Avenue NE. That project is estimated to cost \$1.4 million and was slated to begin later this year or in early 2022.

Just north, Arlington is planning a new two-lane road, 173rd Street NE, between Smokey Point Boulevard and Airport Road. The project is set for phases, with the first connecting from Smokey Point Boulevard to 40th Avenue NE. The city’s goal for the new street is to alleviate some traffic on 172nd Street NE. Work could start this summer.

Brooklin Shelley and her children designed the newest bus stop artwork

by Rodney Harwood

April 8, 2021

The Ellensburg Public Library has always been a special place for 2006 Ellensburg graduate Brooklin Shelley and her three children. It's a place of learning, a place of wonder and a place to turn loose the creative juices.

Now she will have a chance to cultivate her artistic ambitions with an art project with the design and creation on glass. Her art will be installed on the bus shelter in front of the library on Third Avenue.

Since her three young children contributed to various aspects of the design and development of the piece, the bus stop project, the 11th shelter around town, is a family affair.

"I'm really excited to be able collaborate on this project in that specific spot because it's special to me and my family," she said. "I hope because we did this as a family that's what the selection committee saw in the work."

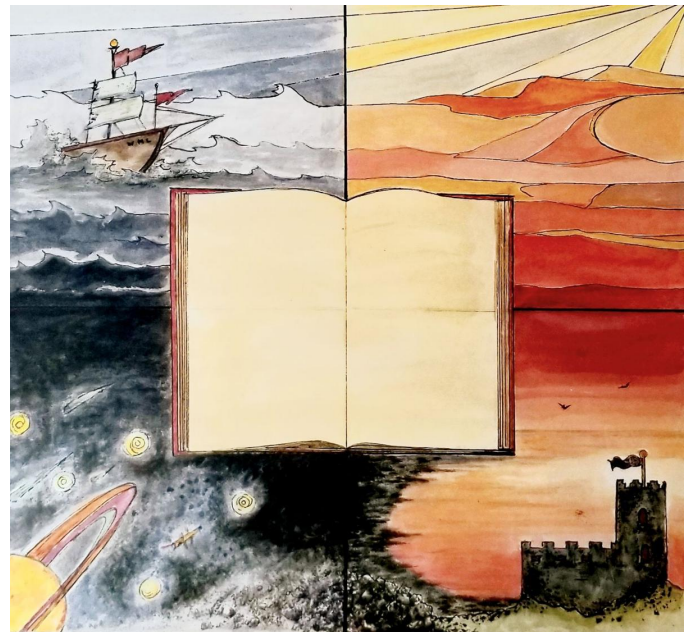
"We're still putting the finishing touches on it, but we're really happy with it."

Growing up in the Kittitas Valley, she always felt that the most beautiful art occurs all around her in the greens of the rolling hay fields; the waving grasses during notorious spring zephyrs; or the brilliant snow coating the surrounding hills in winter, creating a breathtaking contrast to the deep navy trees of the hillside and yellows of the sleeping pastures, Shelley said.

"I've been busy raising three kids, so I haven't been as active with my art recently. But I've done a little drawing and some metal work. I weld, so I've done a few pieces," she said. "I like the colors and being able to paint nature or something around me in a unique way."

"Having received my degree with an emphasis in literature, and a minor in art and design, I cannot imagine a more exciting place to design an installment than in front of our town's library."

The city received a Transportation Improvement Board (TIB) Complete Streets award last year.



Local artist Brooklin Shelley created and designed the newest bus stop artwork, which will go in on Third Avenue near the Ellensburg Public Library. Courtesy photo



Brooklin Shelley and her children William (10), from left, Madeline (7), and Leila (5) created and designed the 11th bus stop artwork, which will be installed at the bus shelter on Third Ave. near the Ellensburg Public Library. Courtesy photo

The Arts Commission was tasked with supporting an art project with the design and creation of glass similar to the previous 10 shelters. Shelley was selected from the four finalists to follow the theme reflecting the year 2020 on the newest bus top project.

“There will be four pieces fabricated onto the glass,” she said. “The process is like stained glass and printed onto the glass. One of the challenges is the fabrication process, because I don’t know exactly how it works.

“But it’s a great project and we’re honored to be a part of creating something special for our community.”

Warden to award bid for sidewalk, foot path

by Cheryl Schweizer

May 17, 2021

WARDEN — A Warden street with heavy foot traffic, but not many sidewalks, will get a pedestrian upgrade.

A project will build an asphalt path at Sandy Way to the Pine Avenue-First Street intersection. Sidewalks also will be installed from Pine Avenue to Oak Avenue and an asphalt path from Oak Avenue to South County Road.

“There’s a lot of pedestrian traffic,” said Warden city clerk Kristine Shuler

Shuler said the Warden City Council is scheduled to consider awarding a contract for the project at its May 25 meeting. Total project cost is \$300,000. The city received a \$255,000 grant from the state Transportation Improvement Board, and will add \$45,000 as its portion.

City officials will apply for additional funds to pay for extending the walking path down First Street, planning to end at Industrial Way, Shuler said.

Shuler said the project is about 3,900 feet long, a mix of asphalt walking trail and concrete sidewalk. She estimated the project would start within 60 days of the bid award. The contractor has 35 days to reach substantial completion.

It’s a popular route, both for people just out for a walk and for those walking to work on First Street. The street is the location of many of Warden’s major employers.

But there’s also a lot of car and truck traffic along First Street. It’s on a main access route to the Warden School District campus, and South County Road is a major intersection on the route to Interstate 90.

“That road has a lot of truck traffic too,” Shuler said.

Cheryl Schweizer can be reached via email at cschweizer@columbiabasinherald.com.

New pedestrian crossing in Battle Ground’s Old Town District open and activated **The crossing includes a signal – a flashing light referred to as a Rectangular Rapid Flashing Beacon – that is activated by pedestrians preparing to cross the street**

by Clark County Today
April 22, 2021

BATTLE GROUND — Installation of a new mid-block pedestrian crossing on East Main Street in Battle Ground’s Old Town district is complete and the crosswalk is open for use. Located between Clark and 4th Avenues, the crossing serves one of the most pedestrian-active sections of the street.

The crossing includes a signal – a flashing light referred to as a Rectangular Rapid Flashing Beacon – that is activated by pedestrians preparing to cross the street. Its bright yellow flashing light serves as a warning to motorists to stop for pedestrians.

“State traffic laws are clear that any vehicle approaching this crosswalk from either direction must stop when someone is in the crosswalk”, said Battle Ground Police Traffic Officer Julia MacPhee, referring to RCW 46.61.261, “and vehicles must remain stopped until the person has made it safely across the roadway and out of the crosswalk.”

Officer MacPhee explains that pedestrian and other use of the crosswalk is also defined in state law, “No pedestrian, bicyclist, or other crosswalk user is to suddenly leave the curb and move into the path of a vehicle when it is impossible or unreasonable for that vehicle to stop.

“The new signaled crosswalk will make pedestrians and others crossing the roadway more visible to oncoming traffic, providing a safer solution for everyone using the roadway. Battle Ground Police Officers regularly patrol the area and may enforce violations of crosswalk laws through education and issuance of infraction when deemed necessary.”

Grant funding, in the amount of \$50,000 from the Transportation Improvement Board Complete Streets program, covered 95 percent of the total project cost of \$53,000.

Information provided by city of Battle Ground.



The crossing includes a signal – a flashing light referred to as a Rectangular Rapid Flashing Beacon – that is activated by pedestrians preparing to cross the street. Its bright yellow flashing light serves as a warning to motorists to stop for pedestrians.

Photo courtesy of city of Battle Ground

Port Townsend City Council members agree on several projects

LED lights, smoking ban in parks, road work get nods

by Diane Urbani de la Paz

May 19, 2021

PORT TOWNSEND — Street lighting, council members' salaries, a new design for Discovery Road and smoking in city parks all landed on the Port Townsend City Council agenda, and council members voted unanimously for the variety of projects.

First up on Monday night was establishment of a salary commission: five city residents to be appointed by Mayor Michelle Sandoval. These volunteers will make a recommendation, perhaps by this fall, on an increase or decrease in the pay council members receive.

Currently that's \$750 per month for the mayor and \$500 for the rest, an amount the members have said doesn't match the work load. Their time is undervalued, Council member Amy Howard has said, and the low pay deters people from considering a run for office.

City residents — who aren't related to city council members or employees — will be able to apply for seats on the salary commission soon, said Nora Mitchell, city finance and administrative services director.

The process will be similar to that of applying for other advisory board positions, she said. Information can be found at cityofpt.us under "Government" and "Boards & Commissions."

In other action Monday, the council supported a prohibition on smoking and vaping in city parks.

The ordinance is not designed to increase the number of contacts between police and smokers, city Public Works Director Steve King said.

Instead, park maintenance workers are more likely to speak to vapers and smokers, and ask them to step outside park boundaries.

"I heartily agree with this change," said Council member Pam Adams, noting it will benefit children who come to the park to play.

City attorney Heidi Greenwood added that the smoking ban includes substances other than tobacco.

"It's still against state code for people to use marijuana in any public place. That is a civil infraction," she said.

LED lights

The much-discussed LED street lights issue also won approval from the council. The members voted to accept a \$177,460 state grant to replace hundreds of high-pressure sodium lights with efficient LEDs.

King emphasized that the new lights — back-ordered, so not to be delivered for another 10 weeks — will be warm, low-wattage bulbs that can be dimmed according to neighborhood preferences.

In the recent past, King said, "very blue, very bright, very high-wattage" LED street lights have been tested in the city.

“That is not what we’re putting in,” in the future, he said, adding he has consulted with experts on dark-sky initiatives.

During the public comment period, city resident Scott Walker called the LED plan an exciting one — and he added the next step is to “get on the private lights that are spilling over everywhere.”

Discovery Road

Street lights will be part of the new Discovery Road design concept, also approved during Monday’s council meeting.

Capping a long period of public input-gathering, city civil engineer Laura Parsons presented the design for the busy road.

It includes new wide sidewalks flanking both sides of the street, a two-way bikeway on the south side of the road and narrower lanes to calm car traffic.

The project, with a budget of nearly \$5.4 million, will reconstruct Discovery Road between the Rainier Street roundabout and McClellan Street at Salish Coast Elementary School.

The plan is to award the construction contract by March and finish by late fall 2022.

Sandoval, before asking the council for a motion, acknowledged the long struggle over how to accommodate everybody who uses this stretch of concrete and asphalt.

People who use wheelchairs — such as her husband — need those wide sidewalks, she added.

Instead of giving some people everything they desire, a good design means “a whole lot of people get some of what they want,” the mayor said.

“It’s unfortunate that we will not be able to satisfy everybody ... but I’m grateful we’re moving forward.”

Jefferson County senior reporter Diane Urbani de la Paz can be reached at 360-417-3509 or durbanidelapaz@peninsuladailynews.com.



Limestone Street Overlay Project, Concrete WA

INVITATION FOR BID

TOWN OF CONCRETE

LIMESTONE STREET OVERLAY PROJECT

Sealed bid proposals will be received by the Town of Concrete, at Town of Concrete Town Hall, 45672 Main Street, Concrete, Washington, 98237, (360) 853-8401, until 2:00 p.m. on April 28, 2021, and will then and there be opened and publicly read for the road overlay along Limestone Street in the Town of Concrete, within Skagit County, WA. Proposed improvements include: ACP Saw-cut, Removal of Structures and Obstructions, HMA Pavement Repair, Paving Fabric, HMA Overlay, Traffic Control, Erosion Control, and other work, all in accordance with the Contract Plans, Contract Provisions, and the Standard Specifications. This project is being funded with local Town funds and Transportation Improvement Board funds. The total Engineer's estimate for this project is approximately \$175,000.

All bid proposals shall be accompanied by a bid proposal deposit in cash, certified check, cashier's check, or surety bond in an amount equal to five percent (5%) of the amount of such bid proposal. Should the successful bidder fail to enter into such contract and furnish satisfactory performance bond and payment bond both in an amount of 100 percent (100%) of the contract price within the time stated in the specifications, the bid proposal deposit shall be forfeited to the Town of Concrete. All bidders and subcontractors shall have a contractor's license to work in the State of Washington.

Contract Documents may be viewed free of charge by going to www.bxwa.com and clicking on Posted Projects, Public Works, and Town of Concrete. Bidding documents may be obtained from the Town of Concrete Town Hall, 45672 Main Street Concrete, WA 98237 upon payment of the amount of \$35.00 per set, payable to "Town of Concrete" plus a non-refundable shipping charge. If shipping is requested, an additional \$15.00 is required to cover shipping costs. Plans and Specifications will be available on April 7, 2021. Informational copies of maps, plans and specifications are also on file for inspection at the Town of Concrete Town Hall and the office of CRH Engineering at 817 Metcalf Street, Ste. 207, Sedro-Woolley, WA 98284.

The Town of Concrete is an equal opportunity employer and does not discriminate against individuals because of race, color, religion, sex, disability, familial status or national origin. Small businesses and businesses owned by women and minorities are encouraged to bid.

The Town of Concrete reserves the right to accept a proposal of the bidder submitting the lowest responsible bid, to reject any or all bids, revise or cancel the work to be performed, or do the work otherwise, if the best interest of the Town is served thereby. The Town also reserves the right to postpone the bid award for a period of thirty (30) calendar days after bid opening.

Jason Miller, Mayor
Town of Concrete

Published April 7, 2021 and April 14, 2021 and April 21, 2021
Closing Date: Wednesday, April 28, 2021



CALL FOR BIDS CITY OF LONG BEACH WASHINGTON AVENUE RECONSTRUCTION

by Chinook Observer

April 20, 2021

CALL FOR BIDS
CITY OF LONG BEACH

WASHINGTON AVENUE RECONSTRUCTION (51ST STREET TO SID SNYDER DRIVE)

Sealed Proposals will be received by the undersigned at the City of Long Beach, 115 Bolstad Avenue West, Long Beach, Washington 98631, up to 3:00 p.m.; local time on Wednesday, May 5, 2021, for furnishing the necessary labor, materials, equipment, tools, and guarantees thereof to construct the Washington Avenue Reconstruction (51st Street to Sid Snyder Drive). Bidders will need to knock on the door of City Hall to submit their bids.

This contract provides for the rehabilitation of Washington Avenue (51st Street to Sid Snyder Drive). Improvements include, but are not specifically limited to, cement treated base, storm drainage improvements, water system improvements, cement concrete curbs, asphalt paving, channelization, signing, traffic control, and other miscellaneous items as further shown, described, and indicated in the Contract Documents.

The Work shall be substantially complete within 100 working days after the commencement date stated in the Notice to Proceed. All bidding and construction is to be performed in compliance with the Contract Provisions and Contract Plans for this project and any addenda issued thereto that are on file at the office of the City Clerk, City Hall, Long Beach, Washington.

The Proposals will be publicly opened and read aloud on the front steps of City Hall shortly after the time and date stated above. Proposals are to be submitted only on the form provided with the Bid Documents. All Proposals must be accompanied by a certified check, postal money order, cashiers check, or Proposal bond payable to the "City of Long Beach" and in an amount of not less than five percent (5%) of the total Proposal amount.

Bid Documents for this project are available free-of-charge at the following website: <http://gobids.grayandosborne.com>. Bidders are encouraged to register in order to receive automatic email notification of future addenda and to be placed on the Bidders List. For assistance, please call (206) 284 0860. Contract questions shall be directed only to the office of the Project Engineer.

Financing of the Project has been provided by City of Long Beach, Washington and the Washington State Transportation Improvement Board. The City of Long Beach expressly reserves the right to reject any or all Proposals and to waive minor irregularities or informalities in any Proposal.

Helen Bell, City Clerk

Published April 21 and April 28, 2021

Legal No. 105-21

Legals for May, 7 2021

May 7, 2021

CALL FOR BIDS CITY OF WARDEN EAST 1ST STREET PEDESTRIAN IMPROVEMENTS

Sealed Proposals will be received by the undersigned at the Sealed Proposals will be received by the undersigned at the City of Warden, 121 South Main Street, Warden, Washington 98857 up to 11:00 a.m.; local time on Thursday, May 20, 2021, for furnishing the necessary labor, materials, equipment, tools, and guarantees thereof to construct East 1st Street Pedestrian Improvements. This Contract provides for pedestrian improvements along 1st Street, including the construction of approximately 900 linear feet of asphalt pavement pathway from County Road to Oak Avenue, approximately 280 linear feet of sidewalk from Oak Avenue to Main Avenue, ADA compliant curb ramp upgrades from Main Avenue to Pine Avenue, and construction of approximately 1,050 linear feet of asphalt pavement pathway from Pine Avenue to Sandy Way. The Work includes, but is not limited to, excavation, grading, subgrade preparation, cement concrete curb, gutters, ADA compliant curb ramps, sidewalks, hot mix asphalt pavement, crushed surfacing aggregate courses, rapid rectangular flashing beacon installation, electrical system installation, miscellaneous surface restoration, permanent signing, traffic control and all other appurtenances required to complete the work. The Work shall be substantially complete within 35 working days after the commencement date stated in the Notice to Proceed. All bidding and construction is to be performed in compliance with the Contract Provisions and Contract Plans for this project and any addenda issued thereto that are on file at the office of the City Clerk, City Hall, Warden, Washington. The proposals will be publicly read aloud by conference call only, shortly after the time and date stated above. Call Zoom Conference Call Number 1-253-215-8782 and enter Meeting ID Number 987 6870 2961. Proposals are to be submitted only on the form provided with the Bid Documents. All Proposals must be accompanied by a certified check, postal money order, cashiers check, or Proposal bond payable to the "City of Warden" and in an amount of not less than five percent (5%) of the total Proposal amount. Bid Documents for this project are available free-of-charge at the following website: "<http://gobids.grayandosborne.com>". Bidders are encouraged to "Register" as a planholder in order to receive automatic email notification of applicable addenda and to be placed on the "Planholder List". For assistance, please call (509) 453 4833. Contract questions shall be directed only to the office of the Project Engineer. Financing of the Project has been provided by the City, and the Washington State Transportation Improvement Board. The City expressly reserves the right to reject any or all Proposals and to waive minor irregularities or informalities and to Award the Project to the lowest responsive, responsible bidder as it best serves the interests of the City. (Signed) KRISTINE SHULER CITY ADMINISTRATOR/ CLERK-TREASURER #05019/455713 Pub: May 7, 13, 2021

Buckley council OK's plan for 112th Street East overlay project **Council also approved a stormwater ordinance, and discussed skatepark safety efforts.**

by Alex Bruell
March 18, 2021

A popular Buckley road is set to get a facelift come this year or next, likely limiting access to local commuters.

The City Council voted unanimously Tuesday, March 9 to approve an engineering proposal to replace about a mile of pavement on 112th Street East. This could be one of the city's last road projects to receive plentiful and relatively less competitive transportation grants due to Buckley's status as a growing town.

The work involves grinding out the road's top two inches of pavement and overlaying new asphalt for nearly a mile of roadway on 112th Street East from Mundy Loss Road to SR 165.

The road had its last resurfacing about two decades ago and it's in need of another, Mayor Pat Johnson said. Crocodile cracks criss-cross the road, which handles traffic from commuters, industrial and agricultural businesses, residents and school busses bound toward Mountain Meadow Elementary.

Currently, the project is slated to start construction in 2022, according to a memo from the Public Works Department to the city.

"It's going to start deteriorating quite rapidly, especially when we get rain and freezing," Johnson said. "The ice expands and just tears it up more."

But the city is crossing its fingers that weather and other conditions will allow them to break ground — or more accurately, asphalt — on the project this summer, Johnson said. That would avoid putting the road through another winter and allow construction crews to work on it while Mountain Meadow students are on summer break.

Johnson said that the project will generally turn the road into a one-way but won't require shutting the whole street down. It's also possible that the construction could be done mostly at night, she said, further reducing traffic impacts.

Seattle engineering firm Gray & Osborne, which the city often contracts with for projects, prepared the proposal at a cost of about \$66,900, roughly \$10,000 of which came from the City roads fund.

The lion's share of the proposal was paid by a state Transportation Improvement Board (TIB) grant available to Buckley under the state's Small City program, designed for cities with populations under 5,000 people. A separate program oversees grants for larger cities.

About \$720,000 of the roughly \$845,800 overall cost for project comes from the TIB, while the remainder comes from several city sources including the general fund, road budget and gas tax money.



Looking east on March 9 from Mundy Loss Road, the years of wear-and-tear on 112th Street East in Buckley are apparent. The city aims to grind and repave nearly a mile of the road from its intersection at Mundy Loss Road to Highway 165.

Photo by Alex Bruell

The city has been aggressive in pursuing those grants and lucky in receiving them, Johnson said. But Buckley will soon have to start competing in the major leagues: The city's population was 4,354 at the 2010 census, and a 2019 estimate put the city at 5,058 people.

"This'll be one of the last things we get under the small cities category," Johnson said. "We're sure when the census comes out that we'll have gone over 5,000 people."

Also on Tuesday, the council: Approved an ordinance to adopt the city's 2021 Stormwater Management Program. All but council member Sundstrom voted to approve the ordinance.

Unanimously approved an agreement with the Buckley Chamber of Commerce to lease a City reader board to the Chamber for a fee of \$250 per year.

Unanimously approved an agreement naming Dr. Paul Satterlee as the advising physician for the City of Buckley Fire Department. Satterlee replaces Dr. Jeffrey Morse, who after nearly 15 years in the role announced late last year that he was looking to retire once a suitable replacement was found.

Discussed drafting an ordinance for the next council meeting (March 23) to amend the municipal code to require helmets at the Buckley skatepark.

Heard a report from Mayor Johnson on two successful COVID-19 vaccination clinics over the previous weekend that saw about 1,000 people get their second COVID-19 vaccine doses.

Yakima County commissioners approve more than \$2 million in funding to help keep East-West Corridor work going

by Phil Ferolito

March 3, 2021 Updated May 5, 2021

Yakima County Commissioners recently approved nearly \$2.3 million in supplemental funding agreements with the city of Yakima to continue work on a massive, long-awaited transportation corridor across the city.

The county will tap grants and loans to help pay for the cleanup and the project design of what once was a landfill at the former Boise Cascade Mill where the corridor will pass through.

Known as the East-West Corridor, the project will see a thoroughfare spanning from Terrace Heights to 40th Avenue. There is now only one route from Terrace Heights into Yakima, and traffic often bottlenecks during peak hours.

A second arterial from Terrace Heights to 40th would relieve traffic along Terrace Heights Boulevard and Yakima Avenue as well as U.S. Highway 12. Often motorists from the west side of the city use Highway 12 to access the east side of town, and traffic backs up at the First Street and Yakima Avenue exits as a result.

Commissioners said they looked forward to the project's completion, stating the transportation upgrade will improve the economic value of the city and county.

Ron Anderson said similar funding agreements will continue throughout the project. A definitive completion date has yet to be determined.

"Adjustments have and are continuing to be made as it all moves along, nothing different than any other project," Anderson said. "But I am happy it is going so well in all areas."

The county and city are partners in the project. The county is in charge of the project from Terrace Heights and over the Yakima River, while the city takes over from there to 40th Avenue.

A second bridge over the river will be built, as well as an underpass that will route the corridor under I-82, said County Engineer Matt Pietrusiewicz.

During Tuesday's regular business meeting, commissioners approved a \$1.5 million grant from its Supporting Investments in Economic Diversification program that will help pay for the \$13 million project to clean up a landfill that once was part of the Boise Cascade Mill just north of Fair Avenue near I-82.

"So we've got to get the garbage out so we can get the road on top," Pietrusiewicz said of the 28-acre mill site.



FILE – Evening rush hour traffic moves along East Yakima Avenue on May 31, 2019, in Yakima. The East-West Corridor, a county road expansion project, will provide a second connection linking the Terrace Heights neighborhood to Yakima

The SIED program is funded by retail tax revenue that the Legislature annually returns to counties.

Commissioners also approved a \$778,000 loan to help pay for the project design of the former mill site, which will become a roundabout that ties into the corridor.

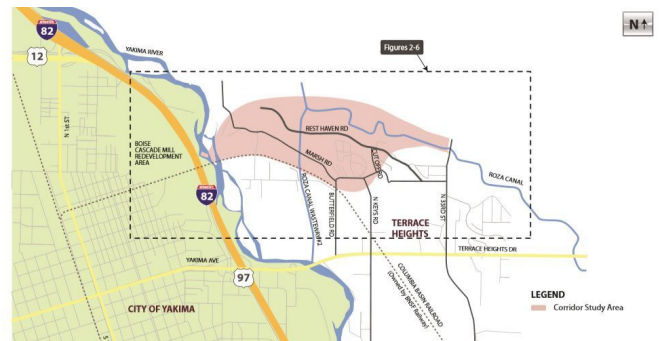
The city will reimburse the county for half the amount.

Work is underway on a roundabout in Terrace Heights that will connect Butterfield and Keys roads, where the corridor begins on its east end. From that roundabout, the corridor will extend west over the river, under I-82 and into the city.

Construction of the bridge and underpass won't begin until 2023, when funds will be available from the \$15 billion state transportation package lawmakers approved in 2015. Lawmakers earmarked \$50 million of that for the East-West Corridor.

“That’s when the construction on that will be hot and heavy,” Pietrusiewicz said.

In other business, commissioners also approved \$2 million in SIED money — half a grant and half a loan — to the city for frontage improvements to Spring Creek Road near Soza Sports Complex.



A map showing the vicinity of the proposed East-West Corridor, from the 2011 Berger ABAM report. Berger ABAM 2011 report

Delayed US 101 paving project through Hoquiam and Aberdeen to begin May 3

by Dan Hammock

April 23, 2021

Delayed for a year by COVID-19, a 4-plus-mile state Department of Transportation paving project on eastbound Highway 101 from Central School in Hoquiam to the eastern edge of downtown Aberdeen will get underway Monday, May 3.

“The state’s paving project along Highway 101 will provide much-needed preservation of the roadway surface,” said Aberdeen City Engineer Kris Koski. “Besides the direct benefit of putting down new asphalt, in 2020 the project also rebuilt all sidewalk curb ramps along the route that were not ADA compliant.”



Rognlin’s Construction finished the replacement of about 150 sidewalk ramps last spring. The City of Hoquiam at the same time spent \$800,000 to replace city sidewalks through downtown and farther down to Myrtle Street. The city also made some major water and storm system improvements so they wouldn’t have to tear up the streets for them after the state paving project.

“When the city learned of this planned project back in 2016, well over \$1 million was allocated to replace aging water mains on Simpson Avenue in the historic downtown and on the east side of the Simpson Avenue Bridge before the paving,” said Hoquiam City Administrator Brian Shay. “The city also installed a major storm system improvement at Simpson and Ontario and replaced several blocks of sidewalks on the east side of town.”

The work will go much like the sidewalk ramp construction went last year, starting at Fifth Street and State Route 109 in Hoquiam and progressing to H Street in Aberdeen. Work is expected to be complete by July, according to the Department of Transportation. Funding for the project comes from state pre-existing funds of just over \$7.5 million and state Connecting Washington Account funds in the amount of \$136,000.

Rognlin’s crews also did some pavement repairs since the spring of 2020 to make the roadway a little more drivable, with the paving itself pushed back a year because of construction limitations early in the pandemic. Last fall, Department of Transportation crews also replaced worn expansion joints on the Hoquiam River bridge.

For this final phase, the Department of Transportation said there will be overnight lane closures with flaggers for the grinding and paving activities. The weather-dependent work will be done primarily during overnight hours to minimize traffic impacts; neighbors to the roadway will notice increased overnight noise during the project.

“Once the new pavement is installed, the state’s contractor will apply new lane striping. The new striping will include vehicle travel lanes that are 11 feet wide, down from current lane widths of 11.5 to 12 feet along Simpson Avenue and Park Street, and down from 12 feet or higher along Heron Street,” said Koski. Lanes 11 feet wide still accommodate large semi trucks and RVs while providing a little extra space for street parking.”

The narrower lanes could also provide a minor “speed-calming effect,” said Koski. “A speed study performed in 2019 showed that 90% of vehicles exceeded the posted speed limit of 30 mph along Simpson Avenue. A simple and low-cost measure to discourage excessive speeding is by providing lane widths that are appropriate for the roadway’s function and design speed.”

The project will have economic and community benefits as well, said Shay.

“Having this rejuvenated road system with smooth asphalt from downtown Hoquiam to east Aberdeen will enhance our community and economic development efforts, particularly for those homes and businesses along the route,” said Shay. “While it has been five years in the making, the cumulative efforts of (the State Department of Transportation), the cities of Hoquiam and Aberdeen, and the Washington Transportation Improvement Board has made a significant long-term positive impact on our community.”

BAINBRIDGE ISLAND REVIEW

Work continues on Highway 305 roundabout

by Rodney Harwood
April 1, 2021

Wonder why your wait at Highway 305 at Johnson Road was a little longer than usual last week? Or did the large crane give it away?

The crane was used to set tunnel segments, leading to the longer delays. The contractor also is installing stormwater infrastructure.



A pipeline goes through the project.

A roundabout is being constructed there to improve traffic flow and to provide safer access to Highway 305.

Also included is construction of a tunnel crossing to provide the only separated pedestrian and bicycle crossing of Highway 305. The tunnel will provide a connection between two major non-motorized routes that will provide over seven miles of safe, comfortable, ADA accessible and anxiety free bicycling, walking and running opportunities.

Upgraded transit stops near the roundabout and Rectangular Flashing Beacons will also provide safer transit access. A newly constructed road called Johnson Parkway will connect South Noll Road to the roundabout. Johnson Parkway will provide a safe connection between east and west for schools, neighborhoods and regional non-motorized networks.

A 14-foot wide shared use path is being built alongside Johnson Parkway, extending from Lemolo Shore Drive to the intersection of Noll Road. This path will provide a safe connection to schools, Lemolo Shore Drive and future regional Sound to Olympics trail.

Many people choose to live close to Poulsbo because of less expensive and more accessible housing that is also close to commercial and recreation amenities. This shared use path will provide improved connectivity for housing located in the area near the North Kitsap School District campus. It will also improve mobility options by providing a safe, all weather, illuminated bike and pedestrian path that connects to transit and other local centers.

Replacement of the final fish barrier on Bjorgen Creek with a 14-foot wide fish friendly box culvert will improve fish passage for a variety of salmon in North Kitsap County. Removing fish-passage blockages will restore the connectivity of Bjorgen Creek within its watershed. This will allow fish access to areas critical for fulfilling their life history requirements, especially foraging, spawning and rearing. Approximately 2,500 feet of stream habitat are potentially available upstream once the fish-passage blockage has been replaced.

The project also includes new roadside landscaping and public art that will welcome residents and visitors to the city of Poulsbo.

While construction is going on, the contractor is continuously maintaining two lanes of traffic on Highway 305. Delays caused by occasional periods of flagged traffic control should be expected. The construction zone will have a temporary speed reduction to 35 mph along Highway 305.

A roundabout was chosen because it reduces the potential for severe collisions, while improving connectivity and economic development opportunities along the corridor. Studies show they are safer than traditional stop sign or

signal-controlled intersections. The Federal Highway Administration has determined that roundabouts increase traffic capacity by 30 percent to 50 percent compared with traditional intersections.

Construction on the \$15.32 million project started in January and is expected to take 1 1/2 years. About \$5 million comes from a Connecting Washington grant, \$3.4 million in federal transportation funds; \$2.2 million from an Surface Transportation Block grant, \$1.5 million from a Transportation Improvement Board grant and another \$1.35 million grant.



Rendition of the Highway 305 roundabout.

Inslee wants one more thing: An extra nickel at the gas pump

He's ready to call lawmakers back for a special session to get money for the new climate change bills.

by Jerry Cornfield

April 27, 2021

OLYMPIA — Gov Jay Inslee on Monday celebrated lawmakers' passage of two major climate change bills he's pursued for years.

Now, to carry them out, he's got to get them to do one more thing — agree on a transportation package with a nickel hike in the gas tax.

And if it means summoning lawmakers into special session, he's ready.

"If there's progress, you bet, we're prepared to call people back," he told reporters at a news conference. "There's no reason to wait. We've got things to build. We've got bridges we've got to fix and I would look forward to that."



Washington Gov. Jay Inslee speaks during a news conference in March at the Capitol in Olympia.
(AP Photo/Ted S. Warren)

State lawmakers approved a cap-and-trade system that will put a price on carbon emissions and a low carbon fuel standard, which aims to reduce vehicle tailpipe emissions by requiring production of cleaner burning fuels.

But to corral enough votes for each measure, Democratic sponsors had to insert provisions making implementation of each program contingent on approval of a new revenue package for highway projects by Jan. 1, 2023, when enforcement of the climate change programs is supposed to kick in.

Packages were crafted in each chamber during the session that ended Sunday, but neither advanced far.

Sen. Steve Hobbs, D-Lake Stevens, chair of the Senate Transportation Committee, drew up a 16-year, \$17.8 billion "Forward Washington" plan. It counted on \$5.2 billion generated by the cap-and-trade program and a roughly equal amount from a proposed 9.8-cent gas tax increase. The plan contained two dozen other fees and taxes.

Democrats on the committee approved it over Republican dissent. It died in the Rules Committee, but it is likely to be the blueprint for future conversations.

While Inslee said Monday that he wants a transportation package, he also made clear he opposed the legislative linkage. He left the door open to finding a way to decouple the two, including a veto.

"We are reviewing all the laws," he said. "We are not prepared to make decisions about vetoes today."

During the same news conference, the three-term governor encouraged legislators to hunker down and get it done.

"We do need a transportation package that will allow our state to go forward," he said. "We will be working on those issues while we are not technically in session."

Republicans opposed the carbon pricing and clean-fuels bills, arguing they will drive up the cost of gasoline by more than a dollar a gallon without producing any measurable decline in greenhouse gas emissions associated with climate change.

While they aren't outright opposed to a package, they disagreed with knotting a specific gas tax hike with the climate change policies.

"It keeps getting called a 'grand bargain' but I am not sure who it's a grand bargain for. Certainly not for any of my constituents," Rep. Drew Stokesbary, R-Auburn, said at a Republican news conference Monday. "I'd be extremely disappointed, to put it mildly, if for the last year Democrats said we couldn't come back for special session to address some of the urgent circumstances created by the coronavirus but now they want to come back for special session to raise a regressive tax by a dollar."

House Minority Leader J.T. Wilcox, R-Yelm, cautioned Democrats against excluding them from the conversation, noting such packages typically include a bond bill, and those require 60% support in both chambers to pass.

"It is going to take Republican votes if they are going to do a bond," he said.