



## Transportation Improvement Board

March 24-25, 2022 – Vancouver, Washington  
Location: Hilton Vancouver Washington  
301 West 6<sup>th</sup> Street  
Vancouver, WA 98660  
360-993-4500

### March 24, 2022 – 2:00 p.m. WORK SESSION AGENDA

		Page
2:00 p.m.	A. Welcome from the City of Vancouver	Mayor Anne McEnery-Ogle
	<b>GENERAL MATTERS</b>	
2:05 p.m.	B. Local Agency Presenters	
	1. City of Vancouver	Ryan Lopossa
	2. City of Battleground	Ryan Jeynes
	3. Clark County	Rob Klug
	4. Regional Transportation Council	Matt Ransom
	<b>PROGRAM &amp; PROJECT MATTERS</b>	
2:40 p.m.	C. WSDOT Active Transportation Program Update	Barb Chamberlain
2:50 p.m.	D. Complete Streets Awards	Chris Workman 16
3:15 p.m.	E. UAP/APP Criteria Changes	Chris Workman 17
3:25 p.m.	F. Agencies Without Recent Funding	Chris Workman 25
3:35 p.m.	G. Arterial Preservation Program Eligibility Changes	Ashley Probart 26
3:45 p.m.	H. City of Pateros Increase Request	Chris Workman 27
3:55 p.m.	I. Executive Director Administrative Increase Limits	Ashley Probart 28
4:15 p.m.	J. Adjournment	



# Transportation Improvement Board

March 24-25, 2022 – Vancouver, Washington

Location: Hilton Vancouver Washington  
301 West 6<sup>th</sup> Street  
Vancouver, WA 98660  
(360) 993-4500

## March 25, 2022 – 9:00 a.m. BOARD AGENDA

		Page
9:00 a.m.	1. CALL TO ORDER & WELCOME	Chair Low
9:05 a.m.	2. GENERAL MATTERS	
	A. Approval of January 28, 2022, Minutes	Chair Low
	B. Lightening Round: Board Updates	Board Members
	C. Communications Update	Ashley Probart
	1. City of Arlington-As Amazon Moves In	29
	2. City of Chehalis-City Council Moves Forward on Road Improvement Projects	33
	3. City of Kirkland-Village at Totem Lake receives Smart Communities Award	35
	4. Chelan County-Knowles Rd Improvement Project Begins	37
	5. City of Shoreline-Moves Ahead with Highway Expansion	39
	6. City of Spokane-City to Embark on \$9M Rebuild of Thor & Freya Streets	41
	7. Spokesman Review-Bus Rapid Transit, Possible Acceleration of N Spokane Corridor	43
	8. Seattle Times-WA Democrats Agree on Funding for \$17B Transportation Pkg	46
	9. The Olympian- WA Democrats Agree on Funding for \$17B Transportation Pkg	49
	10. City of Walla Walla-Approves \$14.5M for Reconstruction on Adler & Poplar Streets	51
9:40 a.m.	3. NON-ACTION ITEMS	
	A. Executive Director’s Report	Ashley Probart
	B. Financial Report	Vaughn Nelson
	C. Project Activity Report (1/1/22 – 2/28/22)	Chris Workman
10:15 a.m.	4. ACTION ITEMS	
	A. Complete Streets Awards	Chris Workman 16
	B. UAP/APP Criteria Changes	Chris Workman 17
	C. Arterial Preservation Program Eligibility Changes	Ashley Probart 26
	D. City of Pateros Increase Request	Chris Workman 27
	E. Executive Director Administrative Increase Limits	Ashley Probart 28
11:00 a.m.	5. ADJOURNMENT	Chair Low
	FUTURE MEETINGS	
	May 19-20 Kennewick	
	September 22-23 Spokane	
	December 1-2 Bellingham or Mount Vernon	

**Transportation Improvement Board**  
**January 28, 2022**  
**WebEx**

**TIB BOARD MEMBERS PRESENT**

Councilmember Sam Low, Chair  
Mayor Glenn Johnson, Vice Chair  
Ms. Amy Asher  
Mr. Aaron Butters, P.E.  
Ms. Susan Carter  
Ms. Barb Chamberlain  
Ms. Elizabeth Chamberlain  
Mr. Chad Coles, P.E.  
Commissioner Al French  
Councilmember Hilda Guzmán

Commissioner Scott Hutsell  
Mr. John Klekotka, P.E.  
Mr. David Ramsay  
Mr. Les Reardanz  
Ms. Ruth Roberson  
Mr. Steve Roark, P.E.  
Mr. Pete Rogalsky, P.E.  
Councilmember Jan Schuette  
Ms. Jennifer Walker, PMP

**TIB STAFF**

Ashley Probart  
Chris Workman, P.E.  
Vaughn Nelson  
Christa Draggie, P.E.  
Jonathan Heusman, P.E.  
Andrew Beagle, P.E.  
Gregg Plummer  
Kelsey Davis/recorder

**1. CALL TO ORDER**

Chair Sam Low called the meeting to order at 9:00 am.  
Absent board member: Ms. Jane Wall was excused.

**2. GENERAL MATTERS**

**A. Approval of November 19, 2021, Minutes**

Correction to Agenda item 3. Board Member Lightning Round:

- John Klekotka, Chief of Engineering/Planning, Port of Everett

**MOTION:** It was moved by Mayor Johnson and seconded by Mr. Klekotka **to approve the minutes of the November 19, 2021, Board meeting.**

*Motion carried unanimously.*

**B. Lightning Round: Board Member Updates** Chair Low invited the following Board members to give updates on their respective agency or organization.

- Elizabeth Chamberlain, Deputy City Manager, City of Walla Walla
- Commissioner Scott Hutsell, Lincoln County
- Mayor Glenn Johnson, City of Pullman
- Pete Rogalsky, P.E., Public Works Director, City of Richland

**C. Communications** - Ashley Probart shared several articles from the Board packet. The packet reflects press releases related to the Board's grant awards last November.

- *County celebrates Phase I of its 180th St. SE road project.* Lynnwood Times  
TIB members attended this ribbon cutting just before the November Board meeting. This project is exciting both for the humans and salmon, the workers said the fish were ready to go and eagerly bumping up against the netting they had put up to catch debris.
- *Letter to the Editor: Former Mayor Mike Schaub's contributions to town considerable.* The Dispatch

In this letter, Councilmember Bill Dunn praised former Mayor Mike Schaub saying the work he and his team accomplished including partnering with groups like TIB was critical to funding infrastructure projects that greatly benefited the town.

- *New Federal Grant for East Marginal Way S Corridor Improvement Project to Significantly Improve Safety and Mobility in Key Industrial Corridor.* Seattle DOT Blog  
Congratulations to the city of Seattle for receiving the federal funding for this project. The city reached out to region engineer Greg Armstrong regarding funding for this corridor a few years ago. They were advised to look for the additional \$15-20 million that is needed for this project before coming to TIB. It is now likely TIB will be seeing the city seeking funds to complete this project and surrounding areas.
- *Lyman budgets grow because of grants, taxes.* go Skagit  
This is a good example of how TIB makes a big impact for our customers. Mayor Hills from the Town of Lyman called me within an hour of the Board awards in November. He had already been in touch with the other cities and towns in the area to compare notes on TIB awards.
- *Wenatchee Gets \$2.3 Million for McKittrick St. Improvements.* Newsradio 560 KPQ  
The article highlighted the new TIB grant, and Mayor Kuntz already was on record for what the City will request next from TIB. This announcement is even more proactive than the typical mayor or county public works director that will pull Mr. Probart aside after a ribbon cutting to show him another street or other project they are requesting.
- *Kirkland's Village at Totem Lake receives Governor's Smart Communities Award.* Kirkland Reporter  
Kirkland has received an award for this project due to how well it fits into the Growth Management Act. This TIB project was highlighted during the November Board meeting because it scored well in previous years. However, it could be overlooked if future HEAL Act criteria is weighted incorrectly.

### 3. NON-ACTION ITEMS

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

- Staff submitted the Relight Washington Report to the Legislature as requested; there has been no return correspondence to this point.
- For the first time in about a year TIB is fully staffed!
- The Complete Streets Nominators nominated a total of 43 communities for the Complete Streets Award; one of which was ineligible. All 42 eligible communities may be recommended for an award in amounts scaled according to agency size and ability to complete work plans in the 3-year timeframe. These agencies will be reporting back within a few weeks with their work plans. The Board will take action on staff recommendations at the March meeting.
- There are a few agencies working in the spirit of Complete Streets but did not receive a nomination. Staff will be working on possible options that may be used to recognize these agencies work.
- Some pilot projects are coming this summer.
  - “Bundling small cities” is a strategy which involves grouping work to be done from several small cities that are near each other. This work may be completed at a lower cost per volume, or savings in mobilization costs, etc.
  - Staff is also working on some potential projects that Counties are able to complete for small cities.

- Christa Draggie has returned from reserve active duty and is now working as the TIB Special Project Engineer, staff is excited to have her back.
- Mr. Probart testified at the Senate regarding bill SB 5510. This would authorize Transportation Benefit Districts to renew their voter approved sales tax authority every ten years. Current law sunsets this authority after two voter approved cycles.
- Staff is also watching HB 2026 closely. This bill would accelerate the move to the road user charge by transitioning the electric vehicle fee into the road user charge. Funds generated by the road user charge would go into a general fund instead of distributed to specific accounts. This could effectively sunset the Electric Vehicle Fee (EVF). TIB currently receives over \$1M/biennium from the EVF and the funds continue to increase.
- Previously, Mr. Probart had been skeptical a new revenue package would be introduced in 2022; however, it now appears there will be one. Mr. Probart said he has not seen anything like this mixture of funds sources (general fund transfer, oil tax redirects, Climate Commitment Act, etc.) in the 25 years he has worked with the Legislature.

**B. Bond Retirement Discussion and Analysis** – Ashley Probart reported on the following: About 15 months ago, TIB was in the peak of the financial crisis caused by COVID and had a serious cash flow problem. At the time, staff was working with the governor’s office and legislative staff to find ways to reduce the problem. The governor’s office asked if TIB had any bonds that could be bought out and if that would help the cash flow problem. The Treasurer’s Office determined there was a bond that could be retired in 2021, but TIB did not have the cash to buy it out. TIB is in a stronger financial position and has the opportunity to pay off two bonds, one in each of the next two years. The net savings for these would be \$440,950 for the first bond and \$546,350 for the second. Staff is asking the Board to approve both bonds to be retired in order to be proactive in the process.

- Councilmember Guzmán asked how many bonds would remain active after these two are retired? Mr. Probart said two or three remain.
- Mr. Rogalsky asked what the occasion was for the TIB to issue bonds originally? Mr. Probart responded about 10 years ago, the revenue forecast was incorrect and overstated available funds. This poor data led to TIB issuing too many grants and was overleveraged and had to issue a bond to cover cash flow needs. Mr. Rogalsky stated he would be in support of retiring these two bonds.

**C. Arterial Preservation Program (APP) Update** – Ashley Probart reported on the following: The Board instituted this program about 10-12 years ago to help small towns and cities who were experiencing anxiety as they were approaching the 5,000-population cut off. Medium sized cities over the small city cut off but with assessed values of \$2 billion or less also often have a difficult time maintaining their roads.

- In 2012 there were 62 eligible agencies with a combined 660,000 population. Since then, 18 have graduated out of the program and 9 have graduated in. Now in 2022 there are 53 eligible agencies with a combined 500,000 population.
- Staff looked at how the program would change if TIB decided to increase the assessed value cut off to \$2.5 billion or \$3 billion.
- At \$2.5 billion there would be 62 eligible agencies with a total population of 685,000.
- At \$3 billion there would be 66 eligible agencies with a total population of 771,000.
- In general, as an agency’s assessed value increases, it is also a proxy for their number of roadway miles. As a result, if agencies with higher assessed values are added, the number of roads would increase sharply with each agency added.

- Mr. Rogalsky asked if setting the limit at \$2.75 billion might to help agencies not graduate out of the program as quickly. Mr. Probart said staff would put together a mock-forecast to see how long it would be before various agencies would graduate out at different cut off amounts. The other thing to pay attention to is how many agencies will graduate into the program.
- Mayor Johnson asked when agencies will be eligible and when it will be funded. Mr. Probart responded, if the Board takes action in March, staff can notify customers during the May workshops.
- Mr. Reardanz asked how this affects the number of projects or the substance of the projects, assuming program funding stays at \$6-8 million. Mr. Probart said it would probably result in a more competitive pool. Right now, if a city applies for an arterial project and an APP project, we usually ask the city to self-evaluate which project they consider the more urgent project to prioritize.

**D. Annual Assessment** – Vaughn Nelson reported on the following:

This is an annual report given each January. In 2012, the Board developed the current strategic plan and determined 25 measures for staff to track. In the near future, staff will be asking the Board to reconsider the measures for the next iteration of the strategic plan.

- Yellow items
  - Miles of Urban Roadway Awarded with Bike Lanes Added - this is at the lowest number of bike lanes funded in a year to date. Internally, staff has looked into this, and it seems to be due to the number of spot improvements, such as intersections, which are very important but have no length.
  - Number of Projects not Billing in Last Calendar Year – the abnormally large number of these in 2021 was due to staff requesting agencies not bill to assist with cash flow.
  - Total Outstanding Obligation – this number is being pulled down due to the 2020 call having been significantly lower than usual.
- Mr. Ramsay noted he always likes this report. He thanked Mr. Nelson for the note about the measure Sidewalk added as part of projects, he is glad to see that measure up.
- Mr. Nelson added that one item of note is that these numbers do not include things built through the Complete Streets program as these are tracked differently than the normal TIB programs.
- Mr. Probart noted next year staff will be updating the TIB strategic plan and will be asking Board members for input to determine which measures are important to the Board. The current measures are on target with what legislators are interested in.
- Agencies Without Awards in the Past 7 Years – regarding this metric, Mr. Probart stated he wanted to point out that staff does contact agencies regularly to encourage them to apply for grants. Of the 29 agencies represented, about 20 often do get awards from TIB and have been contacted but said that for one reason or another they are not looking for funding at this time.
- Ms. Walker, regarding agencies who are not interested in a grant, are there common themes as to why? Are there barriers to submittal? Mr. Probart answered there are three or four agencies that do not answer calls from staff, and we are not sure why. There are a few who say they will apply but then do not end up putting in applications. There are a few others with high staff turnover; for these agencies TIB staff can and does reach out to find out how we could help. Ms. Walker said it may be beneficial to look and see if their streets are suffering.
- Ms. Barb Chamberlain stated that the Department of Transportation (WSDOT) has similar issues for SRTS/PBP--Legislature asked them to increase jurisdiction

participation. WSDOT reported on barriers and issues here [https://wsdot.wa.gov/sites/default/files/2021-11/2021-Bike-Ped-SRTS-Report\\_0.pdf](https://wsdot.wa.gov/sites/default/files/2021-11/2021-Bike-Ped-SRTS-Report_0.pdf). WSDOT did equity analysis to look for patterns and it was determined that areas with higher poverty had a lower rate of applying. WSDOT is focusing efforts on these agencies to help them be more successful in their efforts.

- Councilmember Guzmán asked how involved tribes are in this process and asked how often they submit for grants. Mr. Probart said by statute TIB serves cities and counties only however there are cities inside reservations and staff does try to make sure they are served.
- Mr. Nelson pointed out some of the 29 agencies from the above metric are counties that do not have eligible routes for the traditional TIB programs but could be eligible for the Complete Streets program.

**E. Financial Report** – Vaughn Nelson reported on the following:

- Currently TIB is at a very low remaining commitment. This is as low as it was during the recession 10 years ago which had to be corrected because the fund balance got too high. It is likely this scenario will happen again with this low commitment amount as well.
- Since TIB received the large cash deposit from the Legislature, the account balance has been growing.
- The Legislature can provide funding more quickly than TIB can issue grants. Grants awarded now will still take a few years before all the projects funds are spent. This scenario is one reason why paying off the bonds might be a good use of current funds. Our fund balance can absorb the payoff, but it also allows TIB to free up additional funds for future grant cycles.

**F. Project Activity Report (11/1/2021-12/31/2021)** – Chris Workman reported on the following:

- After having a smaller call in 2020, in addition to initial delays related to COVID-19, the project trendline seems to be returning to normal. There were no significant Project Activity Highlights during this time. Mr. Probart said staff is anxious for the first time in two to three years about future bids prices. To date, TIB has been very strict about not allowing increase requests.

**G. Active Transportation Criteria Review** – Chris Workman reported on the following:

The proposed changes to the criteria are available in the January 2022 board packet. Last March, staff received approval from the Board to move this program to a banding style for project evaluation similar to the Urban Arterial Program.

- Mr. Coles asked about the reduction in points for having projects involved with WSDOT. Mr. Workman stated that this is more of a bonus for not having federal funding or funding from WSDOT. It is widely known that if a project has funds from these sources, it will cost more and take longer to approve. This is not to say these projects are not good or that they will not get TIB funding; just that projects without these funding sources will get a few bonus points.
- Councilmember Guzmán asked if there any significant changes from the previous criteria. Mr. Workman explained this structure is completely different. The previous program was limited to sidewalk projects only. With this new structure, projects can be more inclusive by constructing other elements of active transportation such as sidewalks, bicycle lanes or facilities, shared paths, or others.

- Mr. Probart said staff recently completed the Washington Administrative Code (WAC) update to change to active transportation language allowing TIB to be broader minded in this program to assist all active transportation.
- Mr. Ramsay stated he wanted to confirm the mobility band identified community need and wanted to make sure TIB paid attention to poor and underserved communities; especially since they are often big users of these types of facilities. Mr. Workman stated context plays a big factor in all of this, when staff looks at a small city it will look very different than a large or medium size city. Staff goes out and looks at the project to determine when routes are used especially where there is not a formal path and how the community accesses public facilities. In residential areas TIB has stayed away from putting in sidewalks and instead put focus on getting residents to grocery stores or other facilities. Staff generally works with the city for this type of information. For example, in Richland there was one community located close to a school but separated from it by a railroad track. TIB funded the sidewalk facility to make it safer for kids to walk to school.
- Mr. Ramsay commented regarding agencies with Compete Streets Ordinances and struggles with sustainability, saying he would like to see Complete Streets be more elevated. Mr. Workman stated that we will be reviewing the sustainability criteria in all programs and will address this in the future.
- Ms. Barb Chamberlain said with the programs she oversees with WSDOT they bring in consultants to do independent analysis and say this is what you need to know about your community. Another point is the data specific to the location. Site reviews add context of a community in need that is adjacent to the project completing a network for them.

**4. WASHINGTON STATE ROAD USER CHARGE (RUC) ASSESSMENT PRESENTATION**  
Reema Griffith, Executive Director of the Washington State Transportation Commission, presented to the board.

- Councilmember Schuette said she asked Senator Liias recently if there was any discussion of an exemption for public transit and school busses. Ms. Griffith said currently they are only looking at passenger fleet. As far as the future exemptions go, it would be up to the Legislature. The transition will take 5-8 years and we would expect things to remain stable and then reassess as new cars come into the road user charge. The reason we left the heavy trucks out of the assessment is the Legislature has added pretty hefty increases on truck fees.
- Councilmember Guzmán stated she is optimistic that the agency is choosing to address inequities across the state. With the changes, inequities will still exist in small cities where public transportation infrastructure does not exist for individuals to utilize. Ms. Griffith stated public transportation is an ongoing policy debate.
- When the motor vehicle excise tax was repealed in 2000, it created a huge hole in funding for a lot of areas. The Legislature has spoken about it year after year, but the reality is this is not intended to replace all of these areas and they should be looking to a second dedicated fund for these other needs.
- Commissioner French said in many of the studies investigating how our road systems have been impacted over the last several years it is shown that semis usually do not have access to local roads in the same way other heavy vehicles such as trash collection and public transportation vehicles have access to these smaller roads.
- Commissioner French asked how RUC will reach out to users of the road system from out of state. Ms. Griffith said for the time being the gas tax will cover these vehicles; after the gas tax is removed this will need to be an effort between states that will especially be needed to



figure out how to work interstate travel. There is some cover with gas tax and working with national DOT.

- Mr. Klekotka said regarding revenue going to oil companies, there is still considerable federal tax per gallon, and asked if the Transportation Commission did you considered tax on electricity for electric vehicles. Would a user have the ability to submit odometer readings when they renew their vehicle tabs? Ms. Griffith said regarding the federal gas tax, we are assuming that will continue unless congress chooses to make a change. Odometer readings is likely the priority way of doing this; they will need potential for random audit. Mr. Klekotka stated it may not help if you live in Vancouver or Spokane and commute regularly over state lines.
- Mr. Probart stated most car manufacturers are expecting to be all electronic by 2030, and it is expected the overall fleet of vehicles will be mostly switched over to electric by 2040. These changes are likely to be fast, especially when ubiquitous charging becomes as easy to access as gas stations.
- Mr. Probart said within the \$225 electric vehicle fee there are actually two charges, one is \$75 that is being used to jumpstart electric vehicle infrastructure which may continue or may be sunsetted.
- Hypothetically if all cars turned electric overnight with electric vehicle fee in place but without RUC there would be a small increase in income for TIB. With RUC, but without dedicated allocation to us, TIB would have no funding.
- Ms. Griffith said the Transportation Commission is pitching revenue neutrality and is working to determine how to protect the revenue streams that exist now.
- Mr. Probart said he would prefer to jump to the new revenue stream now rather than trying to hang onto an old revenue stream.

## 5. ACTION ITEMS

### A. Active Transportation Criteria Approval

**MOTION:** It was moved by Mayor Johnson with a second by Ms. Walker to approve the Active Transportation criteria as presented.

*Motion carried unanimously.*

### B. Coulee Dam: Scope Change

#### I. FY 2022 Seal Coat Project

**MOTION:** It was moved by Commissioner Hutsell with a second by Mr. Klekotka to approve scope change to the FY2022 Seal Coat Project in Coulee Dam to complete crack sealing on all town streets as appropriate and funding allows.

*Motion carried unanimously.*

#### II. 6<sup>th</sup> Street – Aspen St. to Tulip St.

- Miscommunication between the engineer and the town caused incorrect scope and estimate to be submitted. This was caught before the agreement was signed and the town requested a scope change to the intentional project.
- TIB staff recommends the following revisions:
  - The scope will be to reconstruct the street at the current width from Aspen Street to Central Drive.
  - Upgrade 23 non-compliant ADA ramps for the sidewalk network connecting to 6<sup>th</sup> street. The previously approved sidewalk deviation still applies.

- Reduce TIB funding to \$782,510.

Mr. Rogalsky asked if staff is confident that the reduced cost estimate will survive the bidding climate this year. Mr. Workman said it looks reasonable, there is some risk but there is a larger contingency cost than there was in the first estimate and the engineering cost has come down some in the second estimate. The city still has a \$75,000 contingency amount. We would like to decrease the overall grant amount to remove the desire for scope creep.

**MOTION:** It was moved by Mr. Rogalsky with a second by Councilmember Guzmán **to approve scope change and grant reduction to the Coulee Dam 6<sup>th</sup> St. Project as presented.**

*Motion carried unanimously.*

### **C. Bond Retirement**

**MOTION:** It was moved by Mayor Johnson with a second by Ms. Walker **to allow staff to retire eligible TIB bond series for years 2022 and 2023.**

*Motion carried unanimously.*

### **D. November/December Board Meeting Date Change**

**MOTION:** It was moved by Mr. Hutsell with a second by Councilmember Schuette **to move November 17-18, 202, meeting to December 1-2, 2022 in Bellingham or Mount Vernon.**

*Motion carried unanimously.*

## **6. ADJOURNMENT**

The meeting adjourned at 11:56 am



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-189(007)-1	ABERDEEN	FY 2021 Overlay Project	Audit	CC AD	331,695	-61,611	Director
3-W-159(009)-1	BURLINGTON	2021 Overlay	Design	DE	39,583	0	Director
3-W-193(003)-1	CHEHALIS	FY 2021 Overlay Project	Audit	CC FV AD	557,348	20,000	Director
3-E-168(005)-1	CHENEY	2021 Overlay	Design	DE	43,742	0	Director
3-P-802(004)-1	DUVALL	FY 2022 Overlay Project	Audit	CC FV AD	221,163	6,499	Director
3-W-188(003)-1	KELSO	FY 2022 Overlay Project	Bid Award	BA	500,000	0	Director
3-P-804(006)-1	NORTH BEND	North Bend Way Overlay	Design	DE	69,949	0	Director
3-W-126(007)-1	SEDRO WOOLLEY	FY 2022 Overlay Project	Audit	CC FV AD	106,443	-4,049	Director
3-W-126(008)-1	SEDRO WOOLLEY	2021 Trail Road Overlay	Design	DE	8,500	0	Director
3-W-194(004)-1	SHELTON	FY 2020 Overlay Project	Construction	CN	34,200	0	Director
3-P-142(006)-1	SNOHOMISH	FY 2021 Overlay Project	Audit	CC FV AD	571,149	52,958	Director
3-P-142(008)-1	SNOHOMISH	Avenue D Overlay	Design	DE	4,250	0	Director
3-P-823(008)-1	STANWOOD	2021 Overlay	Bid Award	CN BA	330,034	-88,115	Director
<b>Total APP Change</b>						<b>-74,318</b>	



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>CSP Program</b>							
C-E-173(001)-1	KENNEWICK	Complete Streets Award	Audit	CC FV AD	500,000	0	Director
						<b>Total CSP Change</b>	<b>0</b>
<b>SCAP Program</b>							
6-P-808(016)-1	BUCKLEY	112th Street East Pavement Preservation	Construction	CN	56,839	0	Director
6-E-847(I09)-1	CASHMERE	Sunset Highway	Design	DE	0	0	Director
6-E-902(010)-1	COLVILLE	7th Street Cedar to Madison	Audit	CC FV AD	636,218	-31,423	Director
6-E-878(007)-1	COULEE DAM	6th Street	Design	DE	86,946	-110,101	Director
6-E-924(007)-1	DAYTON	N 3rd Street	Design	DE	123,500	0	Director
6-W-955(012)-1	ELMA	12th Street Improvements	Construction	CN	47,864	0	Director
6-W-831(008)-1	FRIDAY HARBOR	1st Street Overlay	Bid Award	CN BA	519,792	0	Director
6-E-859(002)-1	GRAND COULEE	Federal Avenue	Construction	CN	46,133	0	Director
6-E-850(012)-1	LEAVENWORTH	14th Street	Construction	CN	65,727	0	Director
6-E-881(010)-1	OKANOGAN	Lower Pine Street	Bid Award	BA	343,786	-3,614	Director
6-E-881(I11)-1	OKANOGAN	Oak Street	Design	DE	8,559	0	Director
6-E-882(I09)-1	OROVILLE	Central Avenue W	Bid Award	BA	73,827	0	Director



# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
6-E-865(006)-1	SOAP LAKE	Canna Street and 1st Avenue NE	Design	DE	100,250	0	Director
6-W-974(107)-1	STEVENSON	Russell Avenue	Contract Completion	CC	114,954	2,027	Director
6-E-886(009)-1	TWISP	Cascade Drive	Design	DE	24,646	0	Director
6-E-887(006)-1	WINTHROP	Horizon Flats Road	Design	DE	93,545	0	Director
<b>Total SCAP Change</b>						<b>-143,111</b>	

## SCPP Program

2-E-926(005)-1	CONNELL	FY 2022 Seal Coat Project	Audit	CC FV AD	66,085	-34,161	Director
2-W-827(008)-1	COUPEVILLE	FY 2020 Overlay Project	Contract Completion	CC	361,506	-247,273	Director
2-W-827(009)-1	COUPEVILLE	FY 2021 Overlay Project	Contract Completion	CC	69,182	-61,275	Director
2-W-827(010)-1	COUPEVILLE	FY 2022 Overlay Project	Bid Award	BA	140,599	-52,732	Director
2-W-827(011)-1	COUPEVILLE	2021 Overlay	Design	DE	11,042	0	Director
2-E-859(005)-1	GRAND COULEE	FY 2022 Seal Coat Project	Contract Completion	CC	30,955	-23,150	Director
2-E-871(002)-1	HARRINGTON	FY 2020 Seal Coat Project	Audit	CC FV AD	54,128	-11,199	Director
2-E-889(007)-1	IONE	FY 2021 Seal Coat Project	Audit	CC FV AD	197,260	0	Director
2-E-942(005)-1	MABTON	S Main Street Overlay	Design	DE	45,777	0	Director
2-P-109(002)-1	MEDINA	FY 2019 Overlay Project	Audit	CC FV AD	396,288	-47,612	Director
2-W-957(007)-1	MONTESANO	E Pioneer Avenue Overlay	Construction	CN	0	0	Director



Washington State Transportation Improvement Board

# Project Activity Report

**Reporting Period**

From 01/01/2022 to 02/28/2022

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-880(003)-1	NESPELEM	FY 2021 Seal Coat Project	Audit	CC FV AD	119,498	-23,143	Director
2-E-881(005)-1	OKANOGAN	2021 Chip Seal	Construction	DE CN	0	0	Director
2-E-883(007)-1	PATEROS	Warren Avenue Seal Coat	Design	DE	10,346	0	Director
<b>Total SCPP Change</b>						<b>-500,545</b>	
<b>SP Program</b>							
P-P-103(P04)-1	BELLEVUE	NE 8th Street	Design	DE	92,161	0	Director
P-W-006(P10)-1	CLARK COUNTY	NE 68th Street Sidewalk	Design	DE	0	0	Director
P-W-827(P08)-1	COUPEVILLE	NW Coveland and 1st Street Sidewalk	Design	DE	11,162	0	Director
P-W-827(P09)-1	COUPEVILLE	NW 6th Street Trail	Construction	DE CN	0	0	Director
P-P-113(P02)-1	FEDERAL WAY	Lakota MS - SW Dash Point Road	Bid Award	BA	500,000	0	Director
P-P-106(P05)-1	KENT	S 240th Street	Design	DE	26,000	0	Director
P-P-106(P06)-1	KENT	Russell Road	Design	DE	38,750	0	Board
P-P-111(P07)-1	KIRKLAND	132nd Avenue NE	Design	DE	25,280	0	Director
P-E-912(P03)-1	LACROSSE	Main Avenue and 2nd Street Sidewalk	Design	DE	32,273	0	Director
P-P-199(P09)-1	LAKEWOOD	59th Avenue SW	Bid Award	CN BA	58,107	-84,114	Director
P-E-850(P06)-1	LEAVENWORTH	Ski Hill Drive Sidewalk	Design	DE	38,505	0	Director
P-E-862(P02)-1	MATTAWA	Government Road	Audit	CC FV AD	255,907	-10,958	Director



Washington State Transportation Improvement Board

# Project Activity Report

**Reporting Period**

From 01/01/2022 to 02/28/2022

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-959(P05)-1	OCEAN SHORES	Point Brown Pedestrian Crossing	Design	DE	20,540	0	Director
P-P-027(P08)-1	PIERCE COUNTY	136th Street E	Bid Award	CN	381,581	0	Director
P-W-194(P01)-1	SHELTON	Railroad Avenue	Construction	CN	0	0	Director
P-E-208(P07)-1	SPOKANE VALLEY	Park Road	Audit	CC FV AD	242,775	-5,961	Director
P-E-919(P06)-1	TEKOA	Main Street Sidewalk	Design	DE	10,095	0	Director
P-W-965(P07)-1	TOLEDO	Kellogg Way (SR 505) Sidewalk	Design	DE	25,793	0	Director
P-W-186(P04)-1	WASHOUGAL	Evergreen Way Sidewalk	Design	DE	49,449	0	Director
P-P-816(P03)-1	WILKESON	Church Street (SR 165) Sidewalk Phase II	Withdrawn	DE WD	0	-294,102	Director
P-E-887(P01)-1	WINTHROP	Castle Avenue / Corral Street Sidewalk	Design	DE	43,548	0	Director
P-E-947(P05)-1	ZILLAH	Downtown Sidewalk	Design	DE	28,656	0	Director
<b>Total SP Change</b>						<b>-395,135</b>	

**UAP Program**

8-1-105(037)-1	AUBURN	4th Street SE	Bid Award	BA	1,687,835	-59,737	Director
8-2-830(007)-1	BAINBRIDGE ISLAND	Wyatt Way	Audit	CC FV AD	2,324,522	0	Director
8-5-948(006)-1	BATTLE GROUND	SE Grace Avenue - Phase II	Design	DE	500,000	0	Director
8-2-152(028)-1	BREMERTON	Washington Avenue / 11th Street	Design	DE	0	0	Director
8-5-185(009)-1	CAMAS	NE Everett Street (SR 500)	Audit	FV AD	2,605,374	0	Director



Washington State Transportation Improvement Board

# Project Activity Report

Reporting Period

From 01/01/2022 to 02/28/2022

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-201(003)-1	EDGEWOOD	Sumner Heights Drive E	Contract Completion	CC	270,765	-5,762	Director
8-4-175(020)-1	ELLENSBURG	Alder Street	Construction	CN	120,250	0	Director
8-1-124(005)-1	ENUMCLAW	Warner Avenue	Construction	CN	0	0	Director
8-1-113(014)-1	FEDERAL WAY	Pacific Highway S (SR 99)	Design	DE	596,816	0	Director
8-1-108(012)-1	ISSAQUAH	12th Avenue NW	Design	DE	0	0	Director
8-4-173(030)-1	KENNEWICK	Columbia Center Boulevard	Design	DE	0	0	Director
8-1-106(034)-1	KENT	Reith Road	Design	DE	132,917	0	Director
8-1-199(016)-1	LAKEWOOD	Washington Boulevard / Edgewood Avenue / North Gate Road	Construction	CN	0	0	Director
8-3-897(003)-1	MEDICAL LAKE	Barker Street	Design	DE	70,020	0	Director
8-1-027(070)-1	PIERCE COUNTY	Canyon Rd E	Bid Award	BA	4,000,000	0	Director
8-1-027(071)-1	PIERCE COUNTY	Canyon Road E	Design	DE	0	0	Director
8-2-153(003)-1	PORT ORCHARD	Bethel Avenue	Design	DE	0	0	Director
8-5-950(002)-1	RIDGEFIELD	S Royle Road	Design	DE	0	0	Director
8-2-126(013)-1	SEDRO WOOLLEY	Township Street (SR 9)	Design	DE	366,050	0	Director
8-1-202(008)-1	SHORELINE	145th Street (SR 523)	Design	DE	1,000,000	0	Director
8-3-165(091)-1	SPOKANE	Thor / Freya Couplet	Bid Award	BA	701,902	0	Director
8-3-032(071)-1	SPOKANE COUNTY	Geiger Boulevard	Audit	CC FV AD	1,193,501	0	Director





# Project Activity Report

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-032(072)-1	SPOKANE COUNTY	Bigelow Gulch Road	Bid Award	BA	2,065,000	0	Director
8-3-032(074)-1	SPOKANE COUNTY	57th Avenue	Design	DE	165,600	0	Director
8-3-208(012)-1	SPOKANE VALLEY	Sullivan Road	Design	DE	450,647	0	Director
8-4-178(006)-1	TOPPENISH	Jackson Street and Juniper Street	Design	DE	196,785	0	Director
8-4-176(027)-1	WALLA WALLA	Poplar Street / Alder Street	Construction	CN	0	0	Director
<b>Total UAP Change</b>						<b>-65,499</b>	
<b>Total Change</b>						<b>-1,178,607</b>	

---

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



## Complete Streets Award Selection

March 25, 2022

### BACKGROUND

The Complete Streets Program incentivizes both the adoption of complete streets ordinances and ethics by cities and counties throughout the state.

Four state agencies and four non-profit agencies provided TIB staff with 79 nominations which resulted in 42 unique agencies being eligible for Complete Streets awards.

Staff recognized with the limited number of nominations some small agencies may never be nominated. Therefore, staff recommends the highlighted agencies below are nominated and funded by the Board.

TIB Staff spent December and January evaluating the nominations and agencies for complete street elements and work plans submitted. Agencies were evaluated and assigned an award level based on the following factors:

- Quality of adopted complete streets ordinance;
- Level of integration of complete streets ethic in planning documents;
- Community outreach and engagement in street or road plans and projects;
- Past projects;
- Future projects; and
- Work plans submitted

### STATUS

A total of \$14,670,000 is recommended for funding awards. The following agencies with their award level are recommended for funding:

Anacortes	\$400,000
Bellingham	\$500,000
Clark County	\$750,000
Cle Elum	\$350,000
Dayton	\$80,000
Deer Park	\$139,000
East Wenatchee	\$300,000
Issaquah	\$500,000
Kent	\$750,000
Lakewood	\$746,000
Leavenworth	\$75,000
Long Beach	\$75,000
Longview	\$400,000
Mabton	\$75,000

Mattawa	\$100,000
Moses Lake	\$105,000
Mukilteo	\$200,000
North Bend	\$300,000
Olympia	\$300,000
Othello	\$400,000
Port Orchard	\$650,000
Poulsbo	\$600,000
Pullman	\$750,000
Richland	\$450,000
SeaTac	\$600,000
Sedro Woolley	\$500,000
Shoreline	\$600,000
Spokane	\$300,000

Spokane Valley	\$300,000
Tacoma	\$450,000
Thurston County	\$600,000
Tonasket	\$50,000
Tukwila	\$400,000
Twisp	\$50,000
Vancouver	\$500,000
Walla Walla	\$300,000
Wapato	\$50,000
Warden	\$75,000
Wenatchee	\$600,000
Yakima	\$250,000
Zillah	\$50,000

### RECOMMENDATION

TIB staff recommends that the board adopt the Complete Streets Award selection as presented.



## Criteria Updates March 25, 2022

### BACKGROUND

Each year program criteria are reviewed and, if needed, proposed changes are brought before the Board for consideration.

### STATUS

Staff is proposing updates to the Urban Arterial Program (UAP) and Arterial Preservation Program (APP) criteria for the 2022 Call for Projects. A detailed list of the entire criteria set follows on pages 18-24, with proposed changes noted. A description of recommended updates is below.

Program	Analysis	Recommendation
Urban Arterial Program (UAP)	Currently, an agency may receive points for providing additional match funding. Applications submitted as “Construction ready” would have costs for design already expended, but they do not receive point consideration for those costs already incurred.	<b>Constructability (Full funding section) (pg 22)</b> <ol style="list-style-type: none"> <li>1. Add “or Construction ready” with the points available for “Overmatch” within the Full Funding section allowing 0-5 points.</li> </ol>
Arterial Preservation Program (APP)	<p>Full Depth Reclamation (FDR) has been an accepted treatment within this program. This treatment is more of a rehabilitation treatment, generally costing more than a traditional preservation treatment such as an overlay. If proper geotechnical investigation is not completed before applying for this program, there is potential for higher cost treatments. Therefore, FDR aligns better for the Urban Arterial Program.</p> <p>Eligible work currently includes, “In pavement signal detection.” As technology improves, we are receiving requests to participate in converting from in pavement detection to video detection. TIB should consider the in pavement detection cost when considering video detection options.</p>	<b>Eligible Work (pg 23)</b> <ol style="list-style-type: none"> <li>1. Remove FDR treatment.</li> <li>2. Remove “In pavement” distinction for signal detection.</li> </ol> <b>Segment Rating (pg 24)</b> <ol style="list-style-type: none"> <li>1. Delete all reference and points for FDR.</li> </ol>

### RECOMMENDATION

Staff recommends adopting the updates to the Urban Arterial Program and Arterial Preservation Program.

---

# URBAN ARTERIAL PROGRAM

## Staff Rating Guidelines

---

### SAFETY (65 pt max)

*Improves unsafe conditions, prevents human injury and property damage.*

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

#### CRASH HISTORY (40 pt max)

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

#### COUNTERMEASURES (25 pt max)

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

### COMMERCIAL GROWTH & DEVELOPMENT (65 pt max)

*Maximizes commercial development potential and appropriate project locations.*

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

#### PUBLIC SUPPORT (10 pt max)

- Utilities onsite 0-10

#### PRIVATE SUPPORT (30 pt max)

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

#### PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

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

#### LOCATION (10 pt max)

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

---

# URBAN ARTERIAL PROGRAM

## Staff Rating Guidelines

---

### PHYSICAL CONDITION (65 pt max)

*Corrects physical and structural deficiencies and prevents failure.*

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

#### EXISTING CONDITION (30 pt max)

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

#### NON-PAVEMENT CONDITION (10 pt max)

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

#### EXISTING ATTRIBUTES (12 pt max)

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

#### LOADING (10 pt max)

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

#### SIDEWALK CONDITION (5 pt max)

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

---

# URBAN ARTERIAL PROGRAM

## Staff Rating Guidelines

---

### MOBILITY (65 pt max)

*Contributes to traffic and modal capacity and network connectivity.*

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

#### CONGESTION AND LEVEL OF SERVICE (35 pt max)

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

#### NETWORK CONNECTIVITY (10 pt max)

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

#### MODAL ACCESS (10 pt max)

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

#### FEATURES (10 pt max)

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

---

# URBAN ARTERIAL PROGRAM

## Staff Rating Guidelines

---

### SUSTAINABILITY (10 pt max)

*Improves project quality through a sustainable design.*

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

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

---

# URBAN ARTERIAL PROGRAM

## Staff Rating Guidelines

---

### CONSTRUCTABILITY (25 pt max)

*Provides a reasonable expectation of completion.*

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

#### FULL FUNDING (11 pt max)

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

#### CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (14 pt max)

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



---

# ARTERIAL PRESERVATION PROGRAM

## Staff Rating Guidelines

---

### ELIGIBLE WORK

- Overlay ~~or FDR~~
  - o Prep Work
  - o Striping
  - o Traffic Control
  - o ~~In-pavement s~~Signal Detection
  - o ADA Ramps

### AGENCY RATING (15 pt max)

Calculate Agency Rating **once** for each application

#### Economy of Scale (10 pt max)

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

#### Deliverability (5 pt max)

- Past performance of TIB projects 0-5

---

# ARTERIAL PRESERVATION PROGRAM

## Staff Rating Guidelines

---

### SEGMENT RATING (85 pt max)

Calculate Segment Rating for **each** segment submitted

Pavement Condition Rating 0-60

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

Route Classification

- Principal Arterial 15
- Minor Arterial 10
- Collector 5

Number of ADA ramps TIB is funding:

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



## **Agencies Without Recent Funding**

March 25, 2022

### **BACKGROUND**

TIB's target goal is that no more than 50 agencies are without an award during the past seven years.

During the January Board meeting, one of the annual assessments "**Agencies Without Awards in the Past 7 Years**" generated discussion and a request for additional analysis.

The assessment refers to the number of years between award dates and does not consider the time it may take the project to be complete, which may be several years. Therefore, the time between finishing one project and being awarded another is not reflected in this assessment.

TIB has several programs that each serve a different customer subset. By tracking the number of agencies without awards in the last five and ten years, TIB is better able to evaluate which agencies have not been served and why. This measure may drive a policy decision to create or expand new programs for various purposes.

### **STATUS**

For the past 10 years, the number of agencies that have not received an award in the previous seven years ranged from a low of 22 agencies to a high of 45 agencies. The most recent assessment reports 29 agencies.

Of the 29 agencies that were reported, 15 counties have little or no eligible roads that are federally classified in the urban area based on the WSDOT Federal Classification Map.

More details will be provided in the presentation.

### **RECOMMENDATION**

For information only.



## Arterial Preservation Program Eligibility

March 25, 2022

### BACKGROUND

In 2011, TIB established the Arterial Preservation Program (APP).

The APP provides preservation funding of federally classified arterial streets in cities with a population greater than 5,000 and an assessed valuation less than \$2 billion. By targeting high cost, federally classified arterials, it is intended to allow cities to concentrate limited resources on lower cost, preventative maintenance.

Funding for APP for the November 2021 awards was \$6.11M, or approximately six percent of the \$98.8M in total funding. Over the past decade, APP represents six to eight percent of total Board awards. Funds are distributed with the same allocation formula as the Urban Arterial Program.

APP has now been an active program for a decade. When established, there were 62 eligible cities that served a population of 660,000 city residents. There are currently 53 eligible cities that serve a population of 503,000 city residents. Eighteen of the original cities have “graduated” and now exceed the \$2B assessed valuation limit established by the Board. There are also nine cities that are now over 5,000 in population and are eligible for the APP. All APP cities continue to be eligible for the Urban Arterial Program.

At the January 2022 Board Meeting, staff gave a presentation and led a discussion regarding eligibility for the APP.

### CURRENT ELIGIBLE CITIES (Assessed value in millions)

Mattawa - \$58	Cheney - \$704	Black Diamond - \$1,003	West Richland - \$1,553
Wapato - \$200	College Place - \$734	Steilacoom - \$1,041	Burlington - \$1,666
Connell - \$213	Chehalis - \$770	Stanwood - \$1,045	Enumclaw - \$1,675
Medical Lake - \$322	Shelton - \$773	Aberdeen - \$1,083	Snohomish - \$1,676
Toppenish - \$325	Selah - \$813	Milton - \$1,093	North Bend - \$1,713
Ephrata - \$469	Orting - \$868	Blaine - \$1,106	Ridgefield - \$1,754
Hoquiam - \$497	Woodland - \$883	Sedro Woolley - \$1,132	Ellensburg - \$1,756
Clarkston - \$508	Union Gap - \$885	Sequim - \$1,196	Ferndale - \$1,765
Prosser - \$576	Pacific - \$905	Ocean Shores - \$1,334	Dupont - \$1,786
Sultan - \$600	Sunnyside - \$927	Centralia - \$1,427	Normandy Park - \$1,798
Grandview - \$603	Kelso - \$973	East Wenatchee - \$1,446	Liberty Lake - \$1,828
Othello - \$615	Fircrest - \$985	Duvall - \$1,467	Port Townsend - \$1,864
Airway Heights - \$678	Yelm - \$993	Brier - \$1,490	Edgewood - \$1,998
Buckley - \$695			

### ADDITIONAL CITIES ELIGIBLE AT \$2.5B LIMIT

Lynden - \$2,026	Oak Harbor - \$2,235
Poulsbo - \$2,031	Washougal - \$2,300
Port Angeles - \$2,058	Moses Lake - \$2,318
Port Orchard - \$2,073	Battle Ground - \$2,474
Pullman - \$2,091	

### RECOMMENDATION

Set the Arterial Preservation Program eligibility at \$2.5 Billion assessed value.



## City of Pateros Warren Avenue Sidewalk Project Increase Request

March 25, 2022

### **BACKGROUND**

The City of Pateros (population 653) is in Okanogan County. In 2019, the Board awarded a \$399,006 grant to construct curb, sidewalk, and curb ramps on the north side of Warren Avenue. The sidewalk will connect to the existing sidewalk constructed under Phase I & II, west of Chris St. and terminate at the sports courts/park/beach/kayak launch area. This project is the third and final phase of sidewalk constructed along Warren Avenue to connect this arterial to the commercial district and the school.

### **STATUS**

The project originally went out to bid in June of 2021, receiving just two bids, the lowest of which was \$70,000 over the funded contract amount. Due to the bidding climate and being a late bid project, it was decided the project would be readvertised in early 2022 in anticipation of lower bids. Three new bids were received with the lowest being approximately \$58,000 over the funded contract amount.

The City of Pateros requests TIB increase the grant amount in order to award the project. Without an increase, the City of Pateros would not be able to cover the funding shortfall and this final phase of sidewalk would not be constructed.

Per WAC 479-01-060(4)(d), the executive director has an administrative increase authority limit of \$50,000 for the sidewalk program.

### **JUSTIFICATION**

- This is the third and final phase of sidewalk along Warren Avenue.
- If the funding increase is not approved, the project will not be constructed.
- We are observing higher bids already this year and generally anticipate this trend to continue.

### **RECOMMENDATION**

TIB staff recommends a funding increase of \$57,830 for a total of \$456,836 in order to allow the project to be awarded.



## Executive Director Administrative Increase Limits

March 25, 2022

### BACKGROUND

The Executive Director has administrative increase authority under WAC 479-01-060. It was last updated in 2013.

The intent of the administrative increase authority is to strike the balance between authorizing projects to proceed or closeout without encumbering the Board on routine variations between original engineer estimates and the everchanging environment of delivering a project. However, if projects that have a significant change in scope, or exceed the director’s administrative authority, they are required to go to the Board for approval.

Program Name	Increase Percent	Not to Exceed
Urban Arterial Program	15% of Original TIB funds	\$750,000
Arterial Preservation Program	15% of Original TIB funds	
Sidewalk Program		\$50,000
City Hardship Assistance Program		\$75,000
Small City Arterial Program		\$125,000
Small City Preservation Program		\$200,000

TIB staff are experiencing a growing trend of bids coming in over the director’s administrative authority. Just after the January Board meeting, this was more acute in areas outside of Puget Sound. Staff is now seeing this trend in Puget Sound. Note: The respective agencies have been proactive in terms of going to bid early and following TIB recommendations.

Requesting our customers to reject all bids with the expectation of a better bidding climate is not realistic and may result in higher bids in the current climate of rising oil prices and supply chain uncertainty.

An additional concern is that the Board will not be available to address agencies that exceed the Executive Director’s administrative limits for nearly two months after the March meeting and then does not reconvene until September 2022.

### FOR DISCUSSION AND POSSIBLE ACTION:

Below are options for Board discussion:

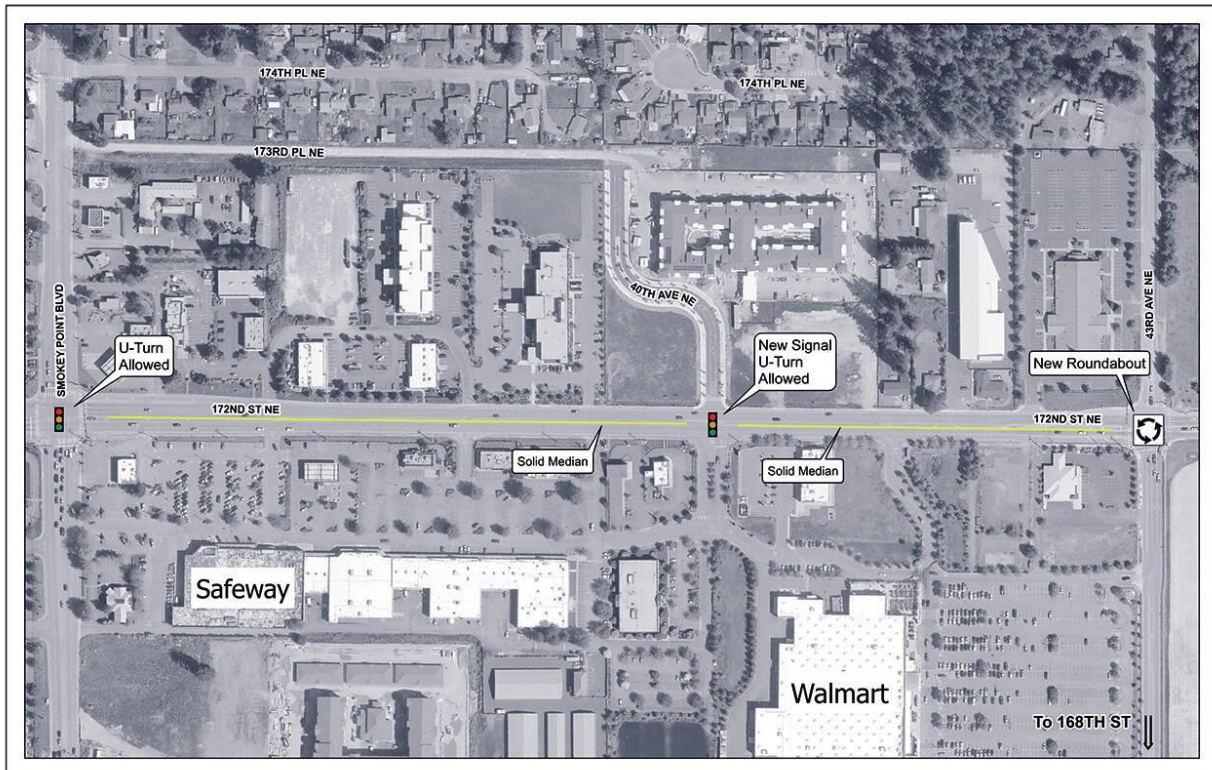
- Continue current practices under WAC 479-01-060;
- “Batch” Board cost increase requests for approval electronically; or
- Grant the Executive Director temporary increase authority.

## As Amazon moves in, Arlington road projects aim to ease traffic

Safety is also a priority for the first of many projects starting this spring on Highway 531, near the Cascade Industrial Center.

By Jacqueline Allison Herald Writer • March 7, 2022 1:30 am

Tags: [Arlington](#), [Marysville](#)



The plan for a new four-way signal the city of Arlington is building at 40th Ave NE and Highway 531 (172nd St. NE). (City of Arlington)

ARLINGTON — Two traffic projects are set to kick off on Highway 531 this spring near the growing Cascade Industrial Center, where an already badly congested area will get even more busy.

The road improvements — construction of a [four-way traffic signal](#) at 40th Avenue NE and a [roundabout](#) at 43rd Avenue NE — are just two of [many](#) planned over the next several years to ease congestion and improve safety for cars, bicycles and pedestrians.

“These roads projects will provide a safer corridor,” said Jim Kelly, director of public works for the city of Arlington. “They will take a little bit of work and we will try to our greatest extent to minimize any type of impacts to the community or public.”

[Amazon](#) is building a five-story, 635,000-square-foot fulfillment center in the Cascade Industrial Center at 51st Avenue NE, off Highway 531. And there will be parking for 1,250 cars and 314 trucks. Amazon plans to open the facility by late summer, city spokesperson Sarah Lopez said.

Longtime north Marysville resident Ron Friesen said more roundabouts should help keep traffic moving through the congested area. His gripe is that local leaders have allowed major new developments before infrastructure improvements.

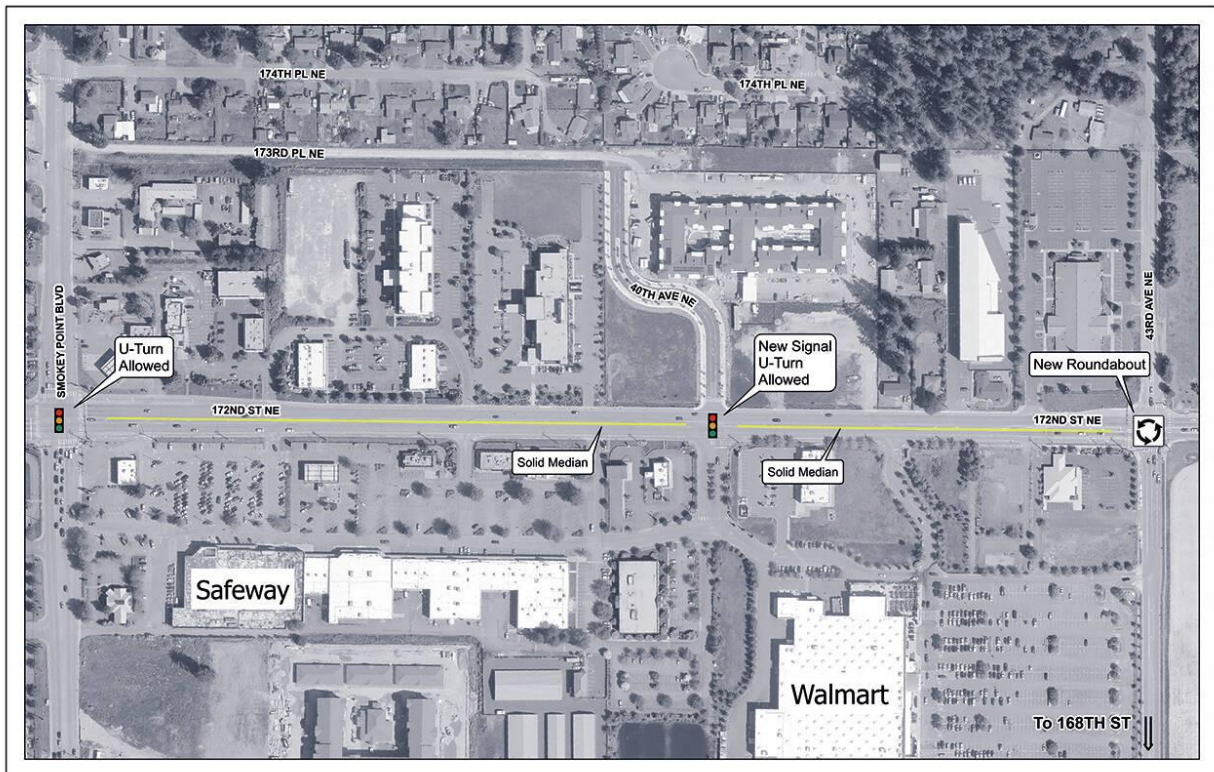
“It’s going to create a traffic nightmare right there,” he said of the Amazon facility.

Businesses at the Cascade Industrial Center, which covers 4,000 acres in Arlington and Marysville, are expected to generate more than 10,000 daily trips on neighboring roads.

Meanwhile, the state Department of Transportation does not expect to begin [road widening](#) until at least late 2023, adding to congestion concerns.

Amazon will pay for the roundabout at 43rd Avenue as it prepares to open the new fulfillment center.

Kelly said he expects roundabout construction to begin in March, after the state issues a final permit for the project.



The plan for a new four-way signal the city of Arlington is building at 40th Ave NE and Highway 531 (172nd St. NE). (City of Arlington)



The project will have two phases. During the first phase, traffic on Highway 531 will travel through the intersection on two interior lanes, according to the [city's website](#).

“Their goal is to build the outside lanes first and then the inside (lanes),” Kelly said. “There will be through-traffic at all times and no turning movements on 43rd Avenue. Alternate routes will be provided for the neighborhood and people wanting to access Walmart.”

In the second phase, traffic will travel on the completed outer lanes so the inner lanes and center island can be built. There may be two to four full intersection closures at night, according to the city.

If construction begins in March, the roundabout should be complete in June, Kelly said.

More roundabouts are in Arlington’s future. WSDOT plans to build three more roundabouts on Highway 531 when it widens the highway.

Arlington expects to begin work in April on the new traffic signal at 40th Avenue NE.

The city will install a solid center median on Highway 531 from Smokey Point Boulevard to 43rd Avenue NE and remove the center turn lane and turning pockets. U-turns will be allowed at the new signal. There will also be ADA-compliant sidewalks, new intersection lighting and bus pullouts for a future transit route.

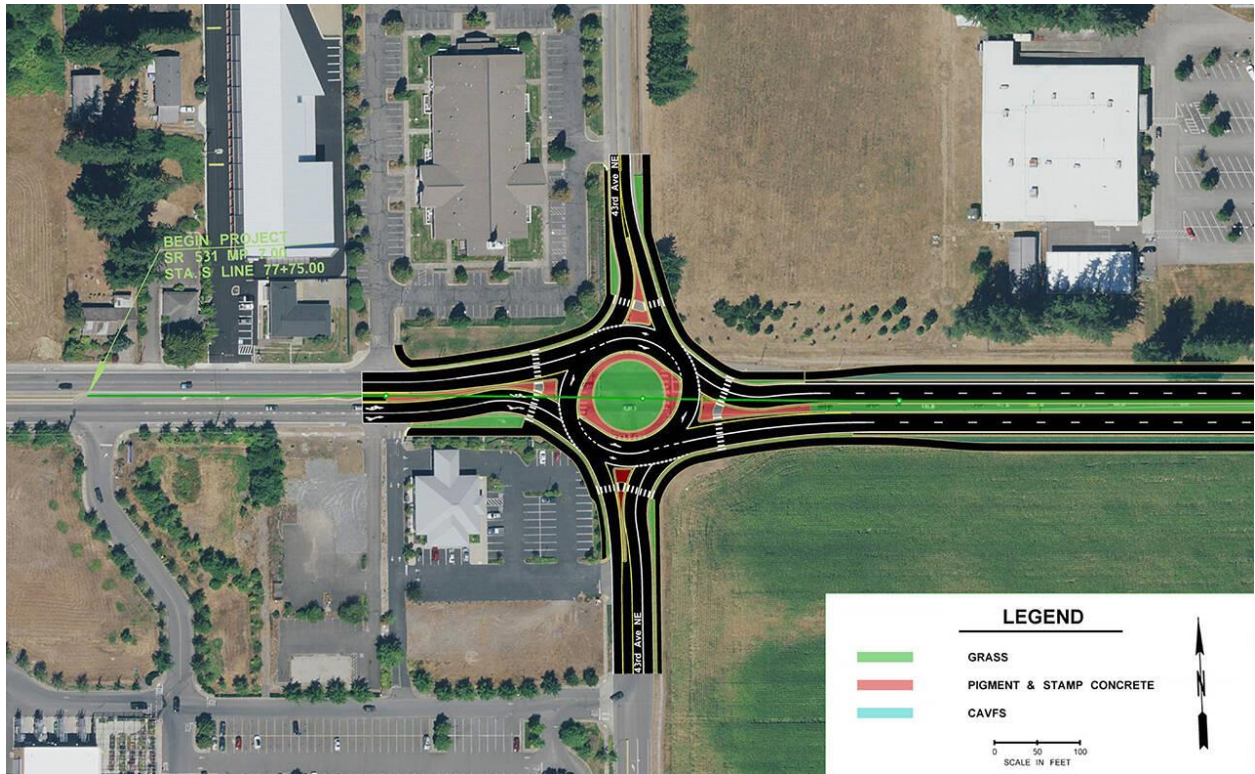
“Right now it’s extremely unsafe,” Kelly said. “You will see people running across the road because they want to get from one side to the other. There’s no safe place for them to cross.”

He said all road work will take place at night and include single-lane closures. He said the project should finish in about four to five months.

The \$1.8 million project includes a \$1.2 million grant from the state Transportation Improvement Board and about \$698,000 in city of Arlington transportation funds.

Despite the traffic challenges, local officials have touted the [new jobs](#) the Cascade Industrial Center will bring. The new Amazon fulfillment center is expected to employ 1,000. According to officials, the nearby industrial [NorthPoint Development](#) in Arlington and Marysville may employ between 3,980 to 4,857, depending on the businesses that open there.

*Jacqueline Allison: 425-339-3434; [jacqueline.allison@heraldnet.com](mailto:jacqueline.allison@heraldnet.com). Twitter: [@jacq\\_allison](#).*



Conceptual design for the new roundabout that will be built at 43rd Ave. NE and Highway 531. Amazon is building this new roundabout in preparation for opening a new fulfillment center this summer. (City of Arlington)

# Chehalis City Council Moves Forward on Road Improvement Projects on Main, National



Chehalis City Hall

Elizabeth Hill

Posted Wednesday, March 2, 2022 4:48 pm

By The Chronicle staff

The Chehalis City Council authorized City Manager Jill Anderson to sign a professional services agreement to make engineering firm Gibbs and Olson the city's interim city engineer at its council meeting on Monday, following the recent resignation of the city's engineer.

Gibbs and Olson had been filling the role of interim city engineer ever since the city engineer's resignation thanks to an on-call agreement that was brokered in January, and the council has decided to make the firm's efforts in the capacity of interim city engineer official.

The original contract that was approved in January includes a list of costs associated with the various professionals used to provide services needed by the city.

"The costs associated with any work performed will be charged to the appropriate division, including the work done as Interim City Engineer," the council agenda packet stated. "There have been no changes to the costs identified in the original contract."

Gibbs and Olson has already begun its work with Chehalis and was authorized by the council during Monday's meeting to complete the design and bidding processes for two road projects in the city.

The professional services for design and bidding Gibbs and Olson will perform include a Main Street resurfacing project from Interstate 5 to Burlington Northern Santa Fe for \$63,530, as well as a grind and inlay project on National Avenue from Chamber Way to Kresky Avenue for \$75,150.

Both contracts were afforded by grants from the Washington State Transportation Improvement Board (TIB) that required the city to match 10% of the projects' required funds.

For the Main Street project, the city accepted \$586,170 from TIB for a total project budget of \$651,300. And for the National Avenue effort, the city accepted \$495,504 for a total project budget of \$550,556.

# Kirklands’s Village at Totem Lake receives Governor’s Smart Communities Award

The award is granted to exemplary projects that demonstrate positive community collaboration.

- by [Cameron Sheppard](#)
- Tuesday, January 25, 2022 3:00pm
- [News](#)

As part of the Jan. 18 Kirkland City Council meeting, the City was awarded the Governor’s Smart Communities Award for the Village at Totem Lake. The Smart Communities Award recognizes local governments and their partners for exceptional work in implementing the state’s Growth Management Act. Kirkland received the Judge’s Merit Award.

The award is granted to projects that demonstrate creative leadership, constructive collaboration, and best practices for other communities to adopt. Judges noted they were extremely impressed with the Village at Totem Lake project for the substantial public-private investment partnership, its “transformation of a ‘70s era mall into a transit-oriented mixed-use village,” and the excellent example it sets in bringing a long-range community plan into fruition.

“The Village at Totem Lake Project is a testament to the bold vision of creating a vibrant, walkable community place championed by successive City Councils,” said Councilmember Kelli Curtis. “Through a robust community engagement process, partnerships with forward-thinking private developers, and an orchestrated city-wide department collaboration, this project exemplifies Kirkland’s priorities of community building, placemaking, and sustainability.”

The project evolved from the Totem Lake Plan that was adopted in 2002. Along with \$557 million in private investment, the City contributed \$15 million towards improvements to 120th Ave NE and the public plaza as part of a Redevelopment Agreement between the City and CenterCal Properties. In addition, the City has invested approximately \$34 million towards several projects near the Village at Totem Lake, including:

- Totem Lake Park
- Totem Lake Connector bicycle and pedestrian bridge
- Street improvements along Totem Lake Boulevard near Totem Lake Park
- Turn lane improvements at NE 116th Street and 124th Ave NE
- Drainage improvements near the Comfort Inn property

“The Village project was a great accomplishment toward the vision of the Totem Lake Business District which the City drafted with the community in 2015,” said Councilmember Curtis. “This project aligns with that vision to create a central core in Totem Lake that includes a dense mix of medical, retail, office,

and housing in architecturally attractive buildings, all with connections to the Cross Kirkland Corridor. Our diligent planning has led to this amazing place, a true village.”

The City produced a video featuring Mayor Penny Sweet, who discusses the history and vision behind the project. That video can be found on the [City's YouTube channel](#).

# Knowles Road improvement project began construction Monday

- [By Oscar Rodriguez](#)  
[World staff writer](#)
- Mar 8, 2022
- 

Construction on a portion of Knowles Road begins Monday on a project to rebuild the road to make it a consistent 32-foot width, including space on the shoulder for pedestrians and cyclists.

Provided photo/Chelan County

WENATCHEE — A construction project began Monday on a section of School Street, from Easy Street to Knowles Road and then to American Fruit Road, creating some traffic changes.

The road will be open to local traffic, but others will need to detour on Crestview Road and American Fruit Road.

The \$3.7 million project will rebuild and widen the roadway to 11-foot lanes and 5-foot wide multi-use shoulders for pedestrians and cyclists.

Chelan County PUD also will replace about 1,400 feet of the water main and 2,200 feet of a new iron main in the project area.

Four new fire hydrants also will be installed at the intersection of Knowles Road and American Fruit Road.

The closure at School Street will last a month, according to the Chelan County Public Works Facebook page. The entire project is expected to end sometime in early October.

A portion of Knowles Road in Sunnyslope will be reconstructed to make the road's width consistent throughout and make improvements to its shoulders for pedestrians and cyclists. The water main will also be replaced by the Chelan Public Utility District.

Provided graphic/Chelan County

The improvements are designed to meet the needs of the rapidly developing Sunnyslope area. Travel demands on Knowles Road are anticipated to double in the next 20 years, according to county forecasts.

Project funding comes from a \$1.4 million grant from a state Transportation Improvement Board's Urban Arterial Program and from the local county road fund, the Chelan County Stormwater Utility fund and a developer's voluntary mitigation agreement.

The county awarded the construction contract to J&K Earthworks Inc., a Rock Island contractor, according to the online Chelan County project page.

Find information about the project at [wwrld.us/roadproject](http://wwrld.us/roadproject).



# Shoreline Moves Ahead With Highway Expansion

March 10, 2022



*The new interchange at 145th Street and I-5 will add two roundabouts: to the west, you can see Shoreline's plans for the rest of the corridor that involve an expansion of 145th. (City of Shoreline)*

Big state projects are underway. One is the N 145th Street widening project which is being done in three phases. The first is the section of roadway between I-5 and Corliss Avenue N. with a plan to complete it in 2024. Phases 2 and 3 have been funded through design but not construction and will include property acquisition.

The excitement to some involves the remake of NE 145th Street and I-5 with a pair of twin roundabouts, paired with a widening of 145th Street. The City of Shoreline also has the arrival of Link light rail with Sound Transit looking to open two local stations in 2024. The major construction aspects are now coming upon the city – a time when more good paying jobs are needed.

Earlier this year, the Shoreline City Council approved funds for the remake of the 145th Street interchange at Interstate 5.

The existing squared intersections on both sides of the interstate will be replaced with roundabouts. Shoreline leaders state that the design as one that will “improve safety for pedestrians and bicyclists by separating them from vehicle traffic at well-marked and lighted

crosswalks and reducing crossing distances,” while also providing increased throughput for vehicles. The agency has installed a number of roundabouts in recent years around the state.

For bikers, the upgrades to the I-5 overpass include a 2-way protected bike lane next to the sidewalk along the north side. In addition, Shoreline is working on a separate project aimed at the larger 145th Street corridor between Aurora Avenue and I-5 which will include acquiring property. It will add a center turn lane along most of the corridor. The total number of travel lanes will go from four to five.

Bus service on the stretch between Aurora Avenue and I-5 only has peak hour bus service. Transit lanes are not included in the project design. Also no room will be provided along 145th Street for any dedicated bicycle facilities with this project. However, a new bicycle and pedestrian bridge, Shoreline’s counterpart to the John Lewis Memorial Bridge at Northgate Station, is also planned at 148th Street.

# Getting There: City to embark on \$9 million rebuild of Thor and Freya streets

Mon., Feb. 14, 2022

1 / 3

The section of Freya Avenue that carries traffic from Hartson Avenue to Sprague Avenue is seen Friday, Feb. 11, 2022 from the South Hill. The stretch of Freya will be rebuilt in 2022, one sever projects on the construction calendar. (Jesse Tinsley/THE SPOKESMAN-REVIEW)

First, the bad news: navigating Thor and Freya streets might take an extra bit of patience this summer.

But the good news?

Driving over the two east Spokane roads will no longer be a brain-rattling roller-coaster ride.

And after improvements to the moonscape-like road in 2022 – including a transition from asphalt to concrete – it could outlive us all.

“In essence, a concrete roadway has a much longer life than asphalt,” said Kyle Twohig, the city’s director of engineering services.

Freya and Thor streets will be completely rebuilt, headlining the city of Spokane’s plans for a constructive summer.

The project begins at Sprague Avenue and continues south, where it quickly splits into the separate one-way streets of Thor Street and Freya Street. The project will end at Hartson Avenue.

The soil beneath the road is among the most challenging the city faces, Twohig explained. Over geological ages, silt has tumbled down the hillside south of Interstate 90, resulting in a base atop which it is tricky to maintain a road.

Concrete has proven hardy when used elsewhere in the city, Twohig noted, such as at the corner of North Foothills Boulevard and Hamilton Street.

Of course, the material comes at a heavy upfront cost compared to an asphalt project. The estimated price tag of the city's plan is \$8.9 million.

But Twohig noted that the city is tapping into state and federal funds, totaling all but about \$1 million of the cost, to help offset that burden. The hope is also that a more stable road surface will require fewer costly repairs in the future.

The project is expected to last six months, during which motorists may be frustrated. Depending on which road is being worked on at any given time, all traffic will be routed to its counterpart, which will temporarily turn into a two-way street.

"It'll certainly be a real impact to the traveling public; that's such a high-volume pair of arterials," Twohig said.

Work at the intersections at Second and Third avenues will be delayed until 2023 in coordination with construction of the North Spokane Corridor.

### **Work to watch for**

The south lane of Spokane Falls Boulevard will be closed between Post and Monroe streets from Wednesday to March 18 for utility work.

Riverside Avenue in downtown Spokane between Division and Browne streets, and between Browne and Bernard streets, is limited to one lane in each direction for City Line construction.

# **Bus rapid transit, possible acceleration of North Spokane Corridor funded in legislative transportation package**

UPDATED: Wed., March 9, 2022

OLYMPIA – Legislative Democrats revealed their final proposal for a 16-year, \$17 billion transportation package that would fund transit, maintenance, a number of new projects in Spokane and possibly speed up completion of the North Spokane Corridor.

The proposal faced criticism in recent weeks after neighboring states opposed a proposed 6-cent tax on fuel produced in Washington and exported to other states. That tax has since been removed from the proposal and replaced with other state funds.

The proposal must pass the Legislature by Thursday, the end of the session.

In Spokane County, the package means \$50 million to start work on a bus rapid transit line on Division Street, \$4 million for the design of a land bridge over Interstate 90 connecting to Liberty Park, and funding for a number of bicycle and pedestrian projects in Spokane.

With these new projects, Spokane Democrat Rep. Marcus Riccelli said it's time for Spokane to embrace transit and all of its benefits.

“Spokane is the second largest city in the state,” Riccelli said. “We need to have a transit system that works for our community.”

The bus rapid transit line on Division Street will add stations every half-mile, with buses stopping every seven-and-a-half minutes. The route is currently in the planning phase, with engineering and environmental planning starting this year, according to a timeline for the project. It's estimated to cost between \$120 million and \$150 million. About \$75 million of that will come from federal grants. The \$50 million from the state will help match that, Riccelli said.

The project will coincide with the completion of the North Spokane Corridor, Riccelli said. As traffic leaves Division Street, more room can be made available for transit.

The proposal also includes enough funding to accelerate the construction of the North Spokane Corridor by 18 months. The corridor is currently set to be completed in 2029.

While the funding is there to accelerate it, Riccelli said how quickly construction ends will depend on the workforce and if there are enough people who can work to finish it in time.

“It won’t be for a lack of dollars,” said House transportation chair Rep. Jake Fey, D-Tacoma.

The package also has \$1.5 million to help fund a railroad freight loading facility at the Spokane International Airport.

The package does not use a gas tax to fund it, something Democrats said they wanted to avoid as the state continues to recover from the COVID-19 pandemic. Instead, it uses more than \$5 billion from the cap-and-trade plan, which puts a cap on emissions for the largest polluters in the state. Under the plan, the state keeps the revenue from allowances purchased by polluters that cannot clean up their work to meet the cap. It’s also funded with infrastructure funds and general fund money.

To make up for the \$2 billion lost from the export fuel tax, the package will take additional money from the state operating budget, as well as the Public Works Account.

The package also uses increases in fees. For example, the stolen vehicle check fee that applicants pay when registering a car in Washington from another state will be increased by \$15 to \$50 beginning July 1 and to \$75 to July 1, 2026. The enhanced driver’s license fee will also increase by \$24 to \$42 for a six-year license and to \$56 for an eight-year license, beginning Oct. 1.

Republicans criticized those increases. Sen. Curtis King, R-Yakima, said he couldn’t support the fee increases. With so much additional revenue coming into the state general fund, King and other Republicans have called for transfers of one-time funds from the operating budget to pay for these proposals instead.

About \$3 billion of the funding will go to preserving and maintaining existing roads. Another \$2.5 billion will go to replacing culverts across the state. More than \$1 billion will go to the state ferry system, and another \$1 billion will go to the Interstate 5 Columbia River bridge between Washington and Oregon. About \$3 billion will go to new transit programs and projects.

Because so much of the funding is tied to the cap-and-trade program, Fey said it was important that the revenue went toward transit as opposed to building new roads. This package funds fewer new projects than previous transportation packages.

It's also difficult to know yet how the demands for transportation will change as more people choose to work from home, Fey said. It's hard to add new lanes and interchanges when they don't know how many people will use them.

Republicans criticized the package, saying they did not have any input. The final package does not include any bonding, which would require a two-thirds vote. Because of that, the Democratic-led Legislature does not need Republican votes to pass the package.

"There was absolutely no input from my side of the aisle," King said. "That in my opinion shortchanges the citizens of the state of Washington."

# WA Democrats agree on funding for \$17B transportation package

March 9, 2022 at 12:08 pm Updated March 9, 2022 at 12:08 pm



The Interstate 5 bridge spans the Columbia River between Oregon and Washington, as seen from Vancouver. The legislative transportation bill would... (Don Ryan / The Associated Press, file)

[Skip Ad](#)

By

[David Kroman](#)

Seattle Times staff reporter

Democrats in the Washington state House and Senate have agreed on what will likely be the final framework for funding a bevy of major transportation projects over the next 16 years.

The overall [package will cost nearly \\$17 billion](#). While Democrats came to swift agreement early in the legislative session on funding the first \$15 billion, they've struggled in recent weeks to decide where to [pull the final \\$2 billion amid blowback](#) to their original proposal to tax exported fuel.

Negotiators have now landed on a mix of sources to fill the gap. An additional \$57 million a year for the next 15 years will come from the state's operating budget, said the chair of the Senate Transportation Committee, Sen. Marko Liias, D-Lynnwood. That's on top of \$2 billion already baked in to previous



transportation proposals. Historically, the state's general fund and transportation packages pulled from different pools of money. But the state's budget is seeing a [higher-than-expected inflow of cash](#) and lawmakers agree to lower the wall between the two.

## Related

[WA Democrats propose \\$17B for transportation, hoping to boost highways, transit and ferries](#)

Additionally, said Liias, the package would count on another \$57 million a year for the next 15 years from the state's public works account, which collects taxes to finance low-interest loans to local governments. The House originally proposed diverting \$100 million annually away from the account. Public Works Board chair Kathryn Gardow spoke out strongly against doing so, saying it would throttle an important source of financing for local governments.

Liias said they are writing the allocations into statute, meaning future Legislatures would have to proactively cancel the transfers if they disagreed.

Liias said they also intend to increase the fee collected to check that a vehicle was not stolen from \$15 to \$50 for the next four years and then up to \$75 after that. They've also revised upward their estimate of how much will be available in federal funding.

With just three days remaining in the Legislature's short 60-day session, Democrats are short on time to get the transportation package — one of their top priorities this year — to Gov. Jay Inslee's desk. Republicans say they've been sidelined throughout the process and have so far not supported the funding measure.

What initially looked like it would be a smooth victory for the Democrats has hit snags in recent weeks. Democrats initially proposed a new tax on fuel exported from Washington but dropped it following bipartisan [outcry from neighboring states](#). They then proposed funneling away tax dollars first from the state's public works account, then the Model Toxic Controls Act account. Those also ran into opposition.

Now Democrats are hoping they can push their ambitious suite of transportation projects across the finish line by with their new mix of funding.

If the package makes it to Inslee for his signature, it would be the fourth major transportation budget measure in Washington in the last 20 years. But while the previous three were passed with bipartisan support in odd years, when the Legislature is in session for longer, this year's was a largely Democratic effort. Rather than raise taxes on gas, as previous measures have done, Democrats are leaning on money from a new carbon pricing system in the state, federal investment and the flush general fund.

The bill would make major investments in new or ongoing highway projects, including the Interstate 5 crossing into Oregon, Highway 520 into Seattle, Highway 18 and more. Road maintenance, bike and pedestrian infrastructure, fish culverts, the ferry system and transit service would also see significant windfalls.

Republicans in both the House and the Senate proposed using taxes from the sales of motor vehicles to fund transportation long-term, but the Democrats have not taken up their proposal.

Democratic leadership is expected to announce a broader agreement on the supplemental budget later Wednesday.

# Washington state Democrats agree on \$17 billion in transportation funding

By Shauna Sowersby Updated March 10, 2022

12:45 PM Duration 1:26

By Akira Olivia Kumamoto | Julie Shirley House and Senate Democrats agreed Wednesday on a 16-year, nearly \$17 billion transportation package. The “Move Ahead Washington” package provides funding for four new ferries, maintenance and preservation projects, culvert removal, and free fares for those under 18 years old using public transportation. Rep. Jake Fey, D-Tacoma, who helped craft the bill, told McClatchy on Wednesday that an additional \$10 million will be dedicated to expanding Pierce Transit service. He noted too that \$20 million will go towards light rail expansion between the Tacoma Dome and Fife. Funding for street improvements near the Tacoma Dome also is included. “It’s pretty amazing to be able to get this done in such a short time,” Fey told McClatchy. “This is an historic investment in transit.” He said that the package is the largest transportation package in Washington’s history. It contains a one-time, \$2 billion allocation from the operating budget. State of real estate What 2021 meant for buyers and sellers. The proposal was heard and voted out of a conference committee on Wednesday. While Democrats voted to pass the transportation budget, Republicans Rep. Andrew Barkis of Olympia and Sen. Curtis King of Yakima voted against it. Barkis told the committee he knows the need exists for a transportation budget and that transportation has gone overlooked for “far too long.” He said the stress of the proposal could have been alleviated if Democrats had worked more with Republicans on the issue. “I think there could have been more compromise,” Barkis said. He said he supported the one-time transfer from the general fund, but had concerns with the revenue from the Climate Commitment Act, which establishes a comprehensive program to reduce carbon pollution and achieve the greenhouse gas limits set in state law. The program will start Jan. 1, 2023. Democrats had initially proposed an exported fuel tax that would have provided \$2 billion of the transportation funding for the package. However, other states including Oregon, Idaho and Alaska that would have been affected by the tax increase fiercely opposed the proposal, threatening potential lawsuits against the Washington Legislature if passed. Democrats eventually scrapped the proposal altogether. We're happy to help. Contact us Fey said that in retrospect it would have been “unthinkable” to increase taxes on exported fuel considering the circumstances worldwide now. To backfill the loss of those predicted funds for the year, Democrats instead chose to pull \$850 million from the Public Works Trust Fund, and \$850 million from the operating budget. Starting in 2024, \$57 million per year will be pulled from the Public Works Trust Fund, and \$57 million will be pulled annually from the operating budget to continue

funding the package. Stolen vehicle check fees also will be increased, as well as other licensing fees. An additional \$5.4 billion from the Climate Commitment Act will be used to fund the package. Also, \$3.4 billion will come from federal funding from the Federal Infrastructure Investment and Jobs Act, passed by Congress and signed into law by President Joe Biden last year. The package was to be voted on in both houses Thursday, the last day of the 2022 legislative session.

Read more at: <https://www.theolympian.com/news/politics-government/article259257715.html#storylink=cpy>

# Walla Walla approves \$14.5 million for reconstruction projects on Alder, Poplar streets

Thursday, Mar. 10, 2022.

[Greg Lehman, Walla Walla Union-Bulletin](#)

This portion of the project will replace traffic signals with roundabouts at three intersections:

- Alder, Poplar and Park streets
- Alder and Palouse streets
- Poplar and Palouse streets.

In addition, utilities along the roadway will be replaced, street lighting will be improved and flashing pedestrian-crossing beacons will be installed.

Pasco-based Culbert Construction Inc. was awarded the approximately \$6.8 million contract Wednesday for construction of the project between Merriam and Colville streets, while Anderson Perry & Associates Inc. received a nearly \$600,000 contract to manage that construction.

The city received around \$2.5 million in grant funds for this portion of the project from the state Transportation Improvement Board, Bealey said.

The City Council in early February also approved a nearly \$6.5 million contract with Kennewick-based Apollo Inc. for construction of the project between Colville Street and Fifth Avenue. David Evans & Associates Inc. were awarded a nearly \$600,000 contract to manage that portion of construction.

The city received three state and federal grants for this part of the project totaling nearly \$4 million, according to a staff report.

The project between Colville Street and Fifth Avenue will include a reconfiguration from four travel lanes to two travel lanes, a center turn lane and the addition of bike lanes.

In addition, traffic signals will be replaced with flashing pedestrian crossing beacons, sidewalk ramps compliant with Americans with Disabilities Act requirements will be installed, and some sidewalks will be replaced.

Sixty-seven new street trees will be planted, new streetlights will be installed and a stormwater system that discharges into Mill Creek will be replaced with an infiltration design.

In total, both projects will cost roughly the same as was spent reconstructing East Isaacs Avenue, Bealey said.

City Manager Nabil Shawa added that Walla Walla has been fortunate to receive as much grant funding as it has, which he credited to the Walla Walla Public Works Department's reputation for reliability and financial responsibility.

Appearing to address the concerns of some local residents, Bealey added that an empty lot at the southeast corner of Park and Crescent streets owned by the Walla Walla YMCA will not be used as a dumping, or "laydown," site for asphalt removed during construction.

That site, located in a residential neighborhood, was used for temporary storage and grinding of asphalt and concrete removed from previous construction projects for nearly two years before being emptied at the end of November 2021.

Use of the site drew fierce criticism from nearby residents due to dust, noise and alleged health concerns, among other reasons.