



# Transportation Improvement Board September 21-22, 2023

Walla Walla Police Department ~ Fulton Community Room  
54 E Moore St  
Walla Walla, WA  
*Meeting Location updated 09/19/23*

**September 21, 2023  
2:00 p.m.**

## WORK SESSION AGENDA

	Page
2:00 p.m. 1. WELCOME from the City of Walla Walla	Mayor Tom Scribner
2. PROJECT MATTERS	
A. Delayed Project Updates	Chris Workman 8
B. Stage 2 Delay Reinstatement Requests	Chris Workman 10
1) City of Covington- <i>Lakepoint Blvd</i>	Bob Lindskov
2) City of Vancouver- <i>SE 1<sup>st</sup> Street</i>	Ryan Lopossa
C. Yakima County: Request for Scope Change	Matt Pietrusiewicz
TIB Staff Review	Chris Workman 11
3. TIB ENGINEERING ENTERPRISES	Chris Workman
4. 2023 APPLICATION SUMMARY	Vaughn Nelson 15
5. DRAFT COMPLETE STREETS WAC REVIEW	Ashley Probart 16
6. ADJOURNMENT	Chair Johnson
7. DOWNTOWN WALLA WALLA WALKING TOUR	Elizabeth Chamberlain



# Transportation Improvement Board

## September 21-22, 2023

Walla Walla Police Department ~ Fulton Community Room  
 54 E Moore St  
 Walla Walla, WA  
*Meeting Location updated 09/19/23*

**September 22, 2023**  
**9:00 a.m.**

### BOARD AGENDA

			Page
9:00 a.m.	1. CALL TO ORDER & WELCOME	Chair Johnson	
	2. PUBLIC COMMENT		
	3. GENERAL MATTERS		
	A. Local Agency Presenter	Adam Schmidtgall	
	B. Approval of May 19, 2023, Minutes	Chair Johnson	1
	C. Lightning Round: Board Updates	Board Members	
	D. Communications Report	Ashley Probart	35
	4. NON-ACTION ITEMS		
	A. Executive Director's Report	Ashley Probart	
	B. Financial Report	Vaughn Nelson	
	C. Engineering Report	Chris Workman	24
	5. ACTION ITEMS		
	A. Stage 2 Delay Reinstatement Requests	Chris Workman	10
	1) City of Covington- <i>Lakepoint Blvd</i>		
	2) City of Vancouver- <i>SE 1<sup>st</sup> Street</i>		
	B. Yakima County: Request for Scope Change	Chris Workman	11
	C. Draft Complete Streets WAC Adoption for Public Comment	Ashley Probart	16
	6. ADJOURNMENT	Chair Johnson	

#### FUTURE MEETINGS

*November 30-December 1, 2023: Hilton Garden Inn, Bellevue, WA*

*January 25-26, 2024: DoubleTree Downtown, Olympia, WA*

*March 21-22, 2024: Holiday Inn Express & Suites, Sequim, WA*

*May 16-17, 2024: Oxford Suites, Yakima, WA*

*September 26-27, 2024: TBD, Spokane, WA*

*November 21-22, 2024: AC Marriott Vancouver Waterfront, Vancouver, WA*

**Transportation Improvement Board**  
*Meeting Minutes*  
**May 19, 2023**  
**Wenatchee, Washington**

**TIB MEMBERS PRESENT**

Mayor Glenn Johnson, Chair  
Councilmember Sam Low, Vice Chair  
Amy Asher  
Aaron Butters  
Susan Carter  
Kent Cash  
Barb Chamberlain  
Elizabeth Chamberlain  
Dongho Chang

Vicky Clarke  
Commissioner Al French  
Councilmember Hilda González  
Commissioner Scott Hutsell  
Les Reardanz  
Mayor Kim Roscoe  
Jennifer Walker

**TIB MEMBERS EXCUSED**

Scott Chesney  
Mike Dahlem  
Pete Rogalsky  
Maria Thomas  
Jane Wall

**TIB STAFF**

Ashley Probart, Executive Director  
Chris Workman, PE, Engineering Manager  
Vaughn Nelson, Finance Manager  
Gena Workman, Executive Assistant

**1. CALL TO ORDER**

Chair Glenn Johnson called the meeting to order at 9 a.m.

**2. PUBLIC COMMENT**

None noted.

**3. GENERAL MATTERS**

**A. Local Agency Presenters**

- 1) City of Cashmere
- 2) Town of Twisp
- 3) Douglas County

**B. Board Member Attendance**

**MOTION:** Chair Johnson presented a motion to excuse attendance for Board members Scott Chesney, Mike Dahlem, Pete Rogalsky, Maria Thomas, and Jane Wall.

Vice Chair Low moved, and Commissioner French seconded the motion.

*Motion carried unanimously.*

**C. Approval of March 24, 2023, Minutes**

**MOTION:** Commissioner Hutsell moved to approve the March 24, 2023, Board meeting minutes as presented, and Councilmember González seconded.

*Motion carried unanimously.*

#### **D. Lightning Round: Board Member Updates**

The following Board members provided overviews and updates on their respective agency or organization:

- a. Vicky Clarke, Policy Director, Cascade Bicycle Club & Washington Bikes
- b. Scott Hutsell, Commissioner, Lincoln County
- c. Glenn Johnson, Mayor, City of Pullman
- d. Les Reardanz, General Manager, Whatcom Transportation Authority

**E. Communications Report** – Executive Director Probart highlighted the below news articles related to Board activities. Please see the meeting packet for the complete list of articles.

- a. Snohomish County Public Works wins APWA 2023 Project of the Year award (180<sup>th</sup> St. SE Phase 1). TIB awarded \$4 million. Also, the ribbon cutting for this project coincided with the November 2021 Board meeting.
- b. City of Sumner has its own nursery to grow saplings until ready for planting which saves taxpayers money. This article was highlighted due to its unique story of repurposing landscaping items.
- c. North Spokane Corridor funding appears safe in proposed transportation budgets. This is a follow-up from prior news articles and the concern that the North-Spokane Corridor was not in the Governor’s submitted budget to the Legislature.
- d. The Lewis Street Bridge in Pasco, budgeted for \$22M, is already \$2 million over budget. TIB awarded \$2 million and this a legacy project from the 2015 Transportation Partnership Act.
- e. City of Roy: Executive Director Probart shared how TIB evaluates a city’s ability to manage projects before recommending projects to the Board.

#### **4. NON-ACTION ITEMS**

**A. Executive Director’s Report** – Executive Director Probart reported on the following:

##### Staffing

TIB continues to be fully staffed. The Legislature and Governor are providing the below benefits for state employees, effective July 1, 2023:

- \$1,000 bonus for having a COVID-19 booster vaccine;
- \$1,000 retention bonus; and
- 4 percent Cost of Living Adjustment

##### Training

- Executive Director Probart required all TIB staff to take the new Diversity, Equity, and Inclusion (DEI) training available to state employees. Training was temporarily put on hold due to a lack of instructors.
- Program funding workshops begin May 22 and continue until early June. The only significant change from last year is that TIB is no longer reimbursing for crack seal across all programs. Small cities are being encouraged to apply for TIB’s maintenance program.

##### Events

APWA conference – attended in April.

Cascade Bicycle Club annual event – was on annual leave and not able to attend this year's event.

AWC June conference - will be attended by TIB staff Vaughn Nelson and Andrew Beagle.

County Engineers June annual retreat – planned attendance.

## Legislative

The Operating and Capital budgets were funded as requested.

*Operating Budget:* includes the below proviso allowing TIB to opt-in to the Healthy Environment for All Act (HEAL) program to report to the Legislature on the status of diversity, equity, and inclusion within the Board's jurisdiction:

“The board shall include in its 2023 and 2024 annual reports to the legislature a progress report on opting into the healthy environment for all act and a status report on diversity, equity, and inclusion within the board's jurisdiction.”

Executive Director Probart clarified that TIB does not have any statutory annual report requirement. The only exception is the original Complete Streets funding annual report submitted to the Legislature every December.

Discussion with legislators this session indicated there was buy-in that 1) the state leadership (Environmental Justice Council) needs to finish its work and 2) once they understood that we are a pass-through agency, there was buy-in for local agencies to self-identify their environmental justice actions versus a state board dictating terms.

### *Capital Budget:*

- The appropriation is identical to the Governor's budget of \$287 million.
- There were no provisos on our Capital Budget.
- Complete Streets does include the new Climate Commitment Act funding and the total program is nearly \$34 million.
- Additional funds of \$9.3 million from the 2022 Move Ahead Washington package is included. Last legislative session, there was a proviso to use these funds for city preservation only. This proviso did not carry forward; however, the proposed 2023 call for projects and future financial plans do include this funding for preservation purposes.

### *Other Transportation Budget Provisos of note:*

- TIB will be participating in an Association of Washington Cities led proviso related to WSDOT and partnering on preservation, maintenance, and construction projects.
- Joint Transportation Committee: Benchmarking Climate Commitment Act Funding due October 2024.
- Public Works Assistance Account (Public Works Board): almost fully funded for the first time in over a decade-diversions restored-but for the diversion to the transportation budget.

## Project Actions

Executive Director Probart plans to start suspending bid authorizations sometime between June and July. Bids are typically higher due to the already constrained workforce. In addition, this prevents overwintering, which almost always results in increased project cost, or paving in cold weather.

## Executive Director Administrative Increase

In March 2022, the Board adopted a temporary increase authority to the Executive Director during the summer months until the Board meeting in September. Executive Director Probart

requested the Board adopt the same temporary increase authority. (Motion noted under Action Items 5H below.)

Barb Chamberlain asked how to resolve the HEAL Act requirements and Complete Streets ordinances. Executive Director Probart noted it will be addressed in the Complete Streets Program. Vicky Clarke requested a HEAL Act 101 presentation at the September Board meeting.

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

No significant changes since the March board meeting. The remaining commitment for outstanding grants is just under \$300 million. Over the last nine months, TIB’s fund balance has leveled off; however, there should be a fund balance reduction with the 2023 call size and the adoption of out of call projects. The goal for TIB is to have a \$20-30 million fund balance. TIB retired a bond last year and will be retiring another bond for \$3.2 million, as well as looking at the possibility of retiring other bonds early. This helps to reduce the Boards fund balance and provides a redirect of retired bond payments back into the Transportation Improvement Account.

**C. Engineering Report** – Chris Workman, PE, reviewed the following:

Project Activity Report (PAR) (03/01/2023 – 04/30/2023)

During this PAR period, Newport withdrew their \$370,000 project. The County had committed to constructing the project but over committed their staff and will not be able to complete the project at this time. Stevenson also withdrew their \$500,000 project for similar reasons.

TIB Workshops

Starting May 22, TIB is conducting 24 workshops statewide. TIB has also started new quarterly Project Management training. The Project Management training has been well received with additional training requests.

Innovations

Previously, TIB partnered with WSU for using high recycled asphalt content for the hot mix design for a paving project in Pullman. The project turned out well and will continue to be monitored for success. The same group is now researching the use of waste plastics in asphalt, and TIB receives occasional updates and may consider a project in the future.

**5. ACTION ITEMS**

**A. City of Burlington: Stage 2 delay reinstatement**

**MOTION:** Vice Chair Low moved, and Jennifer Walker seconded the motion to adopt the TIB staff recommendation to approve the reinstatement of TIB funds and allow this project to be advertised for bids. Aaron Butters abstained.

***Motion carried unanimously.***

**B. Town of Winthrop: project scope change/increase request**

**MOTION:** Chair Johnson moved, and Commissioner Hutsell seconded the motion to adopt the TIB staff recommendation to approve the scope change and funding increase as presented.

***Motion carried unanimously.***

**C. City of Dayton: project increase request**

**MOTION:** Les Reardanz moved, and Kent Cash seconded the motion to adopt the TIB staff recommendation to approve the project cost increase requests as presented.

***Motion carried unanimously.***

**D. City of George: project increase request**

**MOTION:** Elizabeth Chamberlain moved and Les Reardanz seconded the motion to adopt the TIB staff recommendation to approve the project cost increase requests as presented.

***Motion carried unanimously.***

**E. Out of Call Project Requests-staff recommends adopting the below projects:**

<b>Agency</b>	<b>Scope</b>	<b>TIB Funding</b>	<b>Local Funding</b>	<b>Total</b>
Town of Ruston	Small works- crack seal	\$37,724	\$1,985	\$39,709*
City of Marysville	RRFB pilot	\$32,000	\$8,000	\$40,000
Town of Creston	Pilot-double chip gravel streets	\$650,000	\$0	\$650,000
Town of Uniontown	Pilot-double chip gravel streets	\$450,000	\$37,500	\$487,500
Total		\$1,177,724	\$49,485	\$1,227,209

\* Based on actual small works roster bid received

**MOTION:** Vice Chair Low moved, and Jennifer Walker seconded the motion to approve the out of call requests as presented.

***Motion carried unanimously.***

**F. 2023 Program Call Size and Schedule:**

<b>Program</b>	<b>Proposed 2023 Call Size</b>
<i>Urban Programs</i> <ul style="list-style-type: none"> <li>• Urban Arterial Program (UAP)/ Arterial Preservation Program (APP)</li> <li>• Active Transportation Program (ATP)</li> </ul>	\$92 Million  \$8 Million
<i>Small City Programs</i> <ul style="list-style-type: none"> <li>• Small City Arterial Program (SCAP)/ Small City Preservation Program (SCPP)/ Small City Maintenance Program (SCMP)</li> <li>• Active Transportation Program (ATP)</li> </ul>	\$25 Million  \$5 Million
<b>TOTAL</b>	<b>\$130 Million</b>

<b>Date</b>	<b>Milestone</b>
May 19, 2023	Preliminary program call size presented to Board for approval
May 22, 2023	Applications posted and are available to agencies
May to June, 2023	Online workshops offered for Urban and Small Cities
<b>August 11, 2023</b>	<b>Grant applications due</b>
November 30, 2023	Staff recommendation presented to the Board
December 1, 2023	Recommended adoption of new projects

**MOTION:** Kent Cash moved, and Susan Carter seconded the motion to adopt the TIB 2023 project call size and schedule as presented.  
***Motion carried unanimously.***

**G. 2024 Meeting Locations:**

<b>Date</b>	<b>City</b>	<b>Board Actions</b>
January 25 - 26	Olympia	Always in Olympia due to legislative session
March 21 - 22	Sequim	Board typically reviews and adopts new grant criteria
May 16 - 17*	Yakima	Board adopts preliminary grant sizes
September 26 - 27	Spokane	Board receives preliminary grant application information, may take action to remove delayed projects
November 21 - 22	Vancouver	Board adopts annual program

**MOTION:** Councilmember González moved, and Jennifer Walker seconded the motion to adopt the TIB 2024 meeting schedule as presented.  
***Motion carried unanimously.***



**H. Executive Director Administrative Increase Limits**

Mayor Johnson proposed a motion to “batch” Board cost increase requests for approval electronically with the following rules:

- a. Provisional approval by leadership team and one board engineer;
- b. Allows for up to 200% of current executive director authority; and
- c. Expires on September 30, 2023

**MOTION:** Commissioner Hutsell moved, and Mayor Roscoe seconded the motion to approve the Executive Director administrative increase limits as presented.

***Motion carried unanimously.***

**6. ADJOURNMENT**

**MOTION:** Chair Glenn Johnson made a motion to adjourn the meeting at 11:00 a.m. and Barb Chamberlain seconded.

***Motion carried unanimously.***

**Future Meetings**

September 21-22, 2023: The Marcus Whitman Hotel, Walla Walla, WA

November 30-December 1, 2023: Hilton Garden Inn, Bellevue, WA

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**GLENN JOHNSON, TIB CHAIR**

**ATTEST:**

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**ASHLEY PROBART, EXECUTIVE DIRECTOR**



## Delayed Projects Update

September 21, 2023

### BACKGROUND

Currently, TIB has 377 active projects; over 98% of these projects are within targets established by the Board.

At the May Board meeting, TIB staff reported 12 projects missed the performance standard for reaching bid award. The requirements defined in WAC 479-05-211 are:

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

Projects in Stage 1 delay are required to submit an implementation plan that includes a revised advertisement date and funding plan. If the agency does not meet the agreed upon date set in Stage 1, the project changes to Stage 2 and becomes a contingency project.

The agency must appear before the Board for reinstatement of construction funds for those listed as a contingency project. Grants are terminated for projects not reaching bid award within one year of moving to the contingency list.

### STATUS

Since the last report, five projects have moved to construction phase and are removed from the delay list. The following is a summary of the two Stage 1 delayed projects and the five Stage 2 delayed projects:

#### Stage 1

- ***Olympia- Fones Road SE***– *Right-of-way acquisition efforts have delayed the project. If this project is not advertised before October 1, 2023, it will change to Stage 2 delay with an October 1, 2024, termination date.*
- ***Lakewood- Steilacoom Blvd.***– *Requirements for DBE goals caused right-of-way acquisition to take longer than expected. If this project is not advertised before March 1, 2024, it will change to Stage 2 delay with a March 1, 2025, termination date.*

#### Stage 2

- ***Covington- Lakepointe Blvd.***– *This project is ready to advertise, and the city is requesting reinstatement of TIB funds and approval to advertise (see separate action item on agenda).*
- ***Vancouver- SE 1<sup>st</sup> Street*** – *This project is ready to advertise, and the city is requesting reinstatement of TIB funds and approval to advertise (see separate action item on agenda).*
- ***Port Orchard- Bethel Ave.*** – *This project is anticipated to request reinstatement of TIB funds and approval to advertise at the November, 2023, meeting.*
- ***Yakima County – Ahtanum Road*** – *Board approved contingency until January 2024.*
- ***Tacoma- E64th Street***– *Termination date scheduled for July 2024.*

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

**RECOMMENDATION**

Informational only- no action required.

**Current Delayed Projects List**

Agency	Program	Year Selected	Project Name	Projected Delay Stage	Total TIB Remaining TIB Total Project Cost (\$)
Covington	UAP (Const. only)	2019	Lakepointe Boulevard	Stage 2	3,500,000 3,500,000 23,669,751
Lakewood	SP (Const. only)		Steilacoom Boulevard	Stage 1	442,680 442,680 4,963,000
Olympia	UAP (Const. only)		Fones Road SE	Stage 1	2,000,000 2,000,000 14,215,487
Port Orchard	UAP (Const. only)		Bethel Avenue	Stage 2	1,170,000 1,170,000 3,011,000
Tacoma	UAP (Const. only)		E 64 <sup>th</sup> Street	Stage 2	4,000,000 4,000,000 8,169,000
Vancouver	UAP (Const. only)	2019	SE 1st Street	Stage 2	2,000,000 2,000,000 10,000,000
Yakima County	UAP	2016	Ahtanum Road-Yakima C/L to S 52nd Ave	Stage 2	2,500,000 2,163,910 6,558,976

 Indicates contingency project



**Stage 2 Delay- Request for Reinstatement**  
**City of Covington- Lakepointe Blvd.**  
**City of Vancouver- SE 1<sup>st</sup> Street**

September 22, 2023

**BACKGROUND**

These projects were both awarded in 2019 as construction only funding with expectations the projects will be advertised for construction within one year. The following year, COVID-19 impacted many schedules, including these two projects, and some delays were expected.

However, the delays on these projects were extended which caused them to be placed into Stage 2 delay. The following table provides a timeline of events and TIB grant amount award:

<b>Agency</b>	<b>Original bid date</b>	<b>Stage 1 delay</b>	<b>Stage 2 delay</b>	<b>Termination date</b>	<b>TIB Grant Amount</b>
Covington	4/1/2020	1/1/2021	1/1/2023	1/1/2024	\$3,500,000
Vancouver	3/1/2021	1/1/2021	11/30/2022	12/1/2023	\$2,000,000

**STATUS**

The cities will provide a presentation and request the Board to reinstate TIB funding to allow their respective projects to proceed to construction phase.

**RECOMMENDATION**

Staff recommends approval to reinstate TIB funds and allow both projects to be advertised for bids.

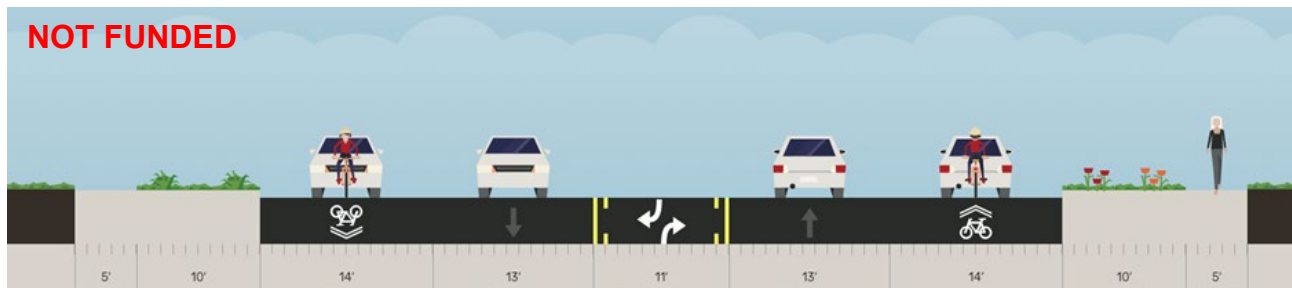
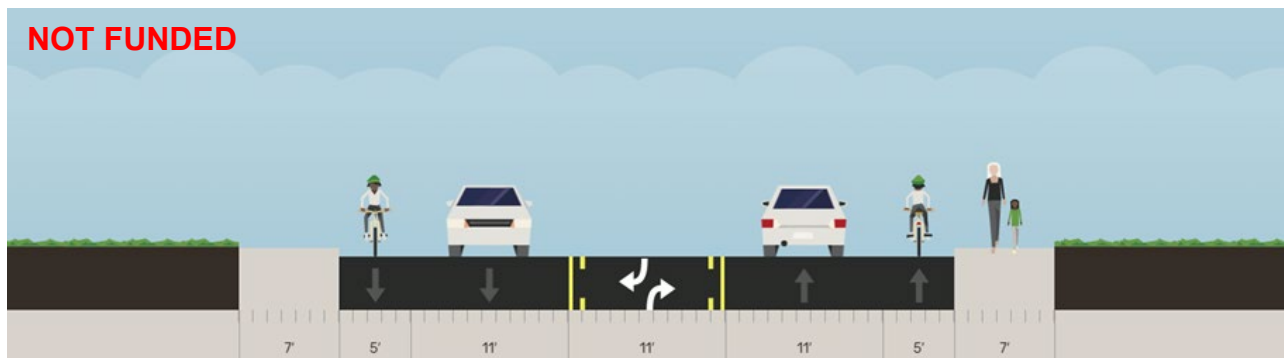


## Scope Change Request Yakima County – Ahtanum Road (Phase 2)

September 22, 2023

### BACKGROUND

Yakima County applied three years before this project was ultimately funded. The cross-sections applied each year varied. After the 2014 and 2015 unsuccessful applications, TIB staff recommended reducing the cross-section width and using a shared use path in lieu of sidewalks on both sides.



In 2016, the Board approved \$2,500,000 of a \$6,558,976 project which included reconstructing 1.62 miles of roadway from Yakima City limits (near S. 26<sup>th</sup> Ave.) to S 52<sup>nd</sup> Ave. with a cross-section as shown below. The Board also approved a sidewalk deviation since a 12-foot multi-use asphalt pathway on the north side was proposed.

The project generated the most points and was funded under the Urban Arterial Program Safety band based on several factors, including the number of crashes and two pedestrian fatalities. In addition, the county projected 25-30% average daily traffic increase from a new fruit packing facility and a 19-field soccer/athletic complex off 38<sup>th</sup> Ave., which has since been built.



Figure 3- Cross-section approved in 2016.

Improvements include roadside illumination, improved signage, a three-leg signal system at the 52<sup>nd</sup> Avenue intersection, and replacement of the Bachelor Creek bridge.

Since the grant was awarded, the project has been delayed multiple times for bridge design, right-of-way, and utility relocation delays. The project was moved to Stage 1 delay and reported to the Board in May 2021 for failing to advertise for bids within the required TIB timeline.

In May 2022, the project was moved to Stage 2 delay and the Board allowed the project to be phased. The phasing was to allow the portion that did not have associated delays to be built while the utility and right-of-way delays on the second section were being worked on.

At that time, the Board also approved a time extension for the project to be in Stage 2 delay no longer than the January 2024 Board meeting at which time the county is required to request reinstatement and proceed to advertising for bids on the second phase or the grant would be terminated.

## STATUS

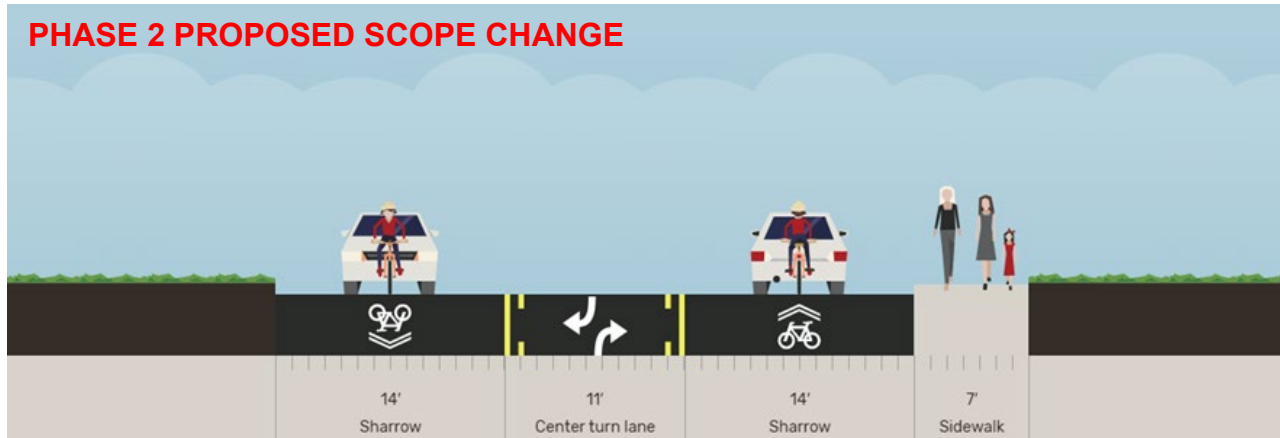
The first phase has been under construction for the past of couple years and now some nearby property owners have raised concerns about phase 2 property impacts and the new cross-section. Additionally, the cross-section built in the first phase does not match the TIB approved cross-section as shown in Figure 3. The cross-section that was completed has wider travel lanes, a wider swale, and narrower shared use path as shown in Figure 4.



Figure 4- Cross section built in Phase 1



The county anticipates difficulties in right-of-way acquisitions that could lead to the condemnation process for some property owners. Recently, the county contacted TIB requesting a scope change (approval of cross-section change) for the second section that is still under design and scheduled for January advertisement. The scope change proposes to eliminate the swale and install curb and a seven-foot sidewalk adjacent to the roadway, rather than the original separated, 12-foot shared-use path.



*Figure 5-Proposed new cross-section for Phase 2*

The revised section would decrease the amount of right-of-way required from several property owners and reduce the impact the project would have on them. With the proposed change, the county believes there is a possibility they could complete the right-of-way acquisition and bid the project pending board approval in January.

The county will present it to the Board and request a scope change.

### **RECOMMENDATION**

This project design has been worked on since 2017. In April 2020, TIB staff was notified that “Right of way is pretty much complete, currently working on getting utilities out of the way.” It was not until we requested a recent status update with the January 2024 deadline approaching soon that we learned of the current right-of-way concerns.

This project was primarily funded because of safety concerns, history of crashes (including pedestrians), and projected growth in the area. There was a history of cross-section revisions and discussions between 2014-2016, and there was plenty of opportunity for community engagement during the same time.

Staff recognizes the value and encourages community engagement while scoping and planning for projects. However, this project should have already completed the right-of-way process and solidified the design before the Phase 1 portion was advertised for construction. It was TIB’s understanding the county needed additional time for finalizing the right-of-way acquisitions and mostly, the utility relocation efforts, without design sections options still under consideration. It



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appears the right-of-way acquisition has not started on the Phase 2 portion which puts this project at high risk of missing the January deadline to keep TIB funding.

Staff recommendations are:

- Require the approved cross-section awarded in 2016 or match the Phase 1 cross-section built.
- Maintain the January 2024 advertisement requirement or the grant should be terminated for unreasonable delay.





## 2023 Application Summary

September 21, 2023

### BACKGROUND

The annual call for projects was announced to customers following the May Board meeting. The Board is responsible for approving the call size and eligibility for each program. After the Board approved the preliminary call size, agencies were notified, on-line applications were posted to the TIB website, small city and urban workshops were held throughout the state, and agency visits occurred during the summer. Applications were due to TIB on August 11<sup>th</sup>. The Board is scheduled to award grants December 1, 2023.

### STATUS

Desk reviews have been completed. Based on this information, staff assigns an initial score for every project application and then reviews it in the field during September and October. Field reviews further refine project scores and verify eligibility. Projects are then reviewed in the jury process with each engineer, engineering manager, finance manager, and executive director. Based on the jury process results, staff will present the recommended projects to the Board in December.

### APPLICATIONS RECEIVED

Program	2023 Proposed Call Size	Applications Received	Dollars Requested	Total Project Costs
Urban Programs				
• Urban Arterial Program (UAP)/ Arterial Preservation Program (APP)	\$92 M	65	\$144.2 M	\$379.3 M
• Urban Active Transportation (ATP)	\$8 M	35	\$11.5 M	\$40.2 M
Small City Programs				
• Small City Arterial Program (SCAP)/ Small City Preservation Program (SCPP)/ Small City Maintenance Program (SCMP)	\$25 M*	49	\$36.5 M	\$57.5 M
• Small City Active Transportation Program (ATP)	\$5 M	34	\$11.0 M	\$16.1 M
<b>TOTAL</b>	<b>\$130 M</b>	<b>314</b>	<b>\$244.1 M</b>	<b>\$539.6 M</b>

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

At the current proposed call size, the TIB will be able to fund approximately 53% of the requested dollars. The call size and program sizes may fluctuate depending on the quality of the proposals, regional allocations, and volume of requests by program, as well as future revenue collections and forecasts.

### RECOMMENDATION

No action needed. The Board will be presented with a staff recommendation for new grants in December 2023.



## Complete Streets Grant Program Chapter 479 Washington Administrative Code Proposed Revisions: 479-10-500 to 630

September 22, 2023

### BACKGROUND

The Complete Streets Grant Program was established in 2015 as part of the Connecting Washington transportation revenue package. Connecting Washington allocated \$14.67M a biennium for this program.

State law, RCW 47.04.320, requires cities and counties to adopt a complete streets ordinance to be eligible for grant funding. The ordinance should be, "designed to provide safe access to all users, including bicyclists, pedestrians, motorists, and public transportation users."

State law also required: "During program development, the board shall include, at a minimum, the department of archaeology and historic preservation, local governments, and other organizations or groups that are interested in the complete streets grant program."

When the program was enacted, the Board hired a consultant and TIB staff worked with local governments and organizations on how to incentivize the adoption of complete streets ordinances and distribute funding.

Key features of the new program are:

- Eight organizations/state agencies were requested to participate and "nominate" an agency that is actively showing the practice of planning and building streets to accommodate all users, including pedestrians, access to transit, cyclists, and motorists of all ages and abilities.
- TIB staff works with each agency to develop a work plan of proposed projects.
- An approved work plan must be completed in three years.
- The grant funding is advanced to the agency: the agency receives a direct deposit upon grant award. This contrasts with all of TIB's other programs that reimburse agencies after costs have occurred.
- Grants have typically been awarded once a biennium. (All of TIB's other programs are awarded annually.)

Complete streets grant funding has had the intended effect: Washington State has gone from 40 complete streets ordinances to 156 ordinances.

One hundred and thirty grants have been awarded over three Complete Streets Grant Program cycles.

The 2022 Move Ahead Washington transportation package doubles the program to over \$33M/biennium. This includes \$19.067M from the new Climate Active Transportation Account.

### 2023 COMPLETE STREETS GRANT PROGRAM REVIEW AND CHANGES

In January and March 2023, TIB staff presented to the Board an update on the current structure and challenges of administering the program. This included: cash flow challenges, project management, oversight, agency delivery of work plans, and the nomination process.

The objective is to transition the Complete Streets Program to the same structure as TIB's other programs.

Changes to the Complete Streets Grant Program will require updating and revising Washington Administrative Code (WAC) 479-10-500 to 630. This will include new WACs to enable Complete Streets Program delivery.

### RECOMMENDATION

Approve draft WACs for public comment.

**Draft Revised and New WAC Summary:**

479-10-500	<p><del>((What is the p))</del> Purpose and authority for the complete streets grant program<del>((?))</del>.</p> <ul style="list-style-type: none"> <li>• Authorizes the Board to adopt Complete Streets Program Rules</li> <li>• Encourages adoption of Complete Street Ordinances to incorporate access to all users of the transportation system.</li> </ul>
479-10-510	<p><del>((What local governments are))</del> Who is eligible for <del>((the))</del> complete streets grant program <u>funding</u><del>((?))</del>.</p> <ul style="list-style-type: none"> <li>• Cities and counties that adopt a jurisdiction wide complete streets ordinance.</li> </ul>
<p>WAC 479-10-570 (Title change only-eligibility is the same as original WAC)</p>	<p><del>((What p))</del> Projects <del>((are))</del> eligible <u>for complete streets funding</u><del>((?))</del>.</p> <ul style="list-style-type: none"> <li>• Pedestrian infrastructure;</li> <li>• Bicycle infrastructure;</li> <li>• Street or road systems modifications that provide or improve access to public transit;</li> <li>• Aesthetic improvements to the streetscape associated with the street or road system; and</li> <li>• Other activities consistent with RCW 47.04.320 may be authorized by the board on a case-by-case basis.</li> </ul>
<p>NEW WACs: (Consistent with existing TIB programs)</p>	<p><u>Identification of funding requests for the complete streets program.</u></p> <ul style="list-style-type: none"> <li>• An eligible agency may submit a funding application in response to either a standard TIB call for projects or identification and notification by TIB.</li> </ul>
<p>(Consistent with existing TIB programs)</p>	<p><u>Award criteria for the complete streets program.</u></p> <ul style="list-style-type: none"> <li>• Purpose and need of proposed complete street elements;</li> <li>• Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way, and reach construction within the timelines established in WAC <b>479-05-211</b></li> </ul>
<p>(Consistent with existing TIB programs)</p>	<p><u>Project phases for the complete streets program.</u></p> <ol style="list-style-type: none"> <li>(1) Application phase;</li> <li>(2) Design phase;</li> <li>(3) Bid authorization phase;</li> <li>(4) Bid Award phase; and</li> <li>(5) Project Closeout phase</li> </ol>
<p>(The same as existing TIB programs)</p>	<p><u>Matching requirement for the complete streets program.</u></p>
<p><b>Board discussion</b></p>	<p><u>Right-of-way eligibility</u></p>
<p><b>Board discussion</b></p>	<p><u>Grant Awards for the complete streets program</u></p>
<p><b>Board discussion</b></p>	<p><u>Director Authority</u></p>

**Repealed:**

479-10-520	How are local governments selected for complete streets grant funding?
479-10-530	Who can nominate?
479-10-540	How many nominations may each nominator submit?
479-10-550	The board may nominate eligible local governments.
479-10-560	How will nominated local governments be evaluated for the complete streets grant program?
479-10-580	How is the work plan determined?
479-10-590	How to make changes to the work plan.
479-10-600	When will the grant award payment be made?
479-10-610	How is the amount of the incentive payment determined?
479-10-620	What is required at grant award closeout?
479-10-630	When can eligible local governments who have already received an award, receive a new award?

## Draft Revised and new WAC

**WAC 479-10-500 ((What is the p))Purpose and authority for the complete streets grant program((?)).** The transportation improvement board (TIB) adopts reasonable rules necessary to implement the complete streets grant program authorized in RCW 47.04.320. The purpose of the program is to encourage local agencies to adopt ordinances ((calling)) for street and road designs that incorporate access to all users, including, bicyclists, pedestrians, motorists and public transportation riders ((by providing a financial incentive)).

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-500, filed 4/10/17, effective 5/11/17.]

**WAC 479-10-510 ((What local governments are)) Who is eligible for ((the)) complete streets grant program funding((?)).** A city or county is eligible to receive ((a grant award from the)) complete streets grant program funding when it has a jurisdiction-wide complete streets ordinance adopted by its council or commission.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-510, filed 4/10/17, effective 5/11/17.]

**WAC 479-10-570 ((What p))Projects ((are)) eligible for complete streets funding((?)).** The following types of improvements are permitted uses:

- (1) Pedestrian infrastructure;
- (2) Bicycle infrastructure;
- (3) Street or road systems modifications that provide or improve access to public transit;
- (4) Aesthetic improvements to the streetscape associated with the street or road system; and
- (5) Other activities consistent with RCW 47.04.320 may be authorized by the board on a case-by-case basis.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-570, filed 4/10/17, effective 5/11/17.]

### **NEW WAC: Identification of funding requests for the complete streets program.**

To be considered for a project under the complete streets program, an eligible agency may submit a funding application in response to either a standard TIB call for projects or identification and notification by TIB staff based on other opportunities available in the area to decrease material or labor costs associated with project delivery.

### **NEW WAC: Award criteria for the complete streets program.**

The board establishes the following criteria for use in evaluating complete streets program grant applications:

(1) Purpose and need of proposed complete street elements;

(2) Constructability - Demonstrates a strong likelihood to achieve full funding, obtain permits, acquire right of way,

and reach construction within the timelines established in WAC 479-05-211

**NEW WAC: Project phases for the complete streets program.**

Complete streets program projects will have five phases. Each phase will require specific documentation as described below and each phase must be approved before the applicant agency is eligible to receive the related funding:

(1) Application phase;

(2) Design phase;

(3) Bid authorization phase;

(4) Bid Award phase; and

(5) Project Closeout phase;

TIB will provide documents for the city or county to sign and return.

All necessary project cost documentation must be received prior to final payment.

**NEW WAC: Matching requirement for the complete streets program.**

The Complete Streets program provides funding for urban agencies which will be matched by other funds as follows:

(1) For cities:

(a) If the city valuation is under \$1.0 billion, the matching rate is ten percent of total project costs.

(b) If the city valuation is \$1.0 billion to \$2.5 billion, the rate is fifteen percent of total project costs.

(c) If the city valuation is over \$2.5 billion, the rate is twenty percent of total project costs.

(2) For counties:

(a) If the road levy valuation is under \$3.0 billion, the rate is ten percent of total project costs.

(b) If the road levy valuation is between \$3.0 billion to \$10.0 billion, the rate is fifteen percent of total project costs.

(c) If the road levy valuation is over \$10.0 billion, the rate is twenty percent of total project costs.

The Complete Streets program provides funding for small cities which will be matched by other funds as follows:

(1) If the city assessed valuation is greater than five hundred million, a match of ten percent will be contributed.

(2) If the city assessed valuation is from one hundred million to five hundred million, a five percent match will be contributed.

(3) If the city assessed valuation is under one hundred million, no cash match is necessary.

The board uses the current published valuation from the department of revenue.

[Statutory Authority: Chapter 47.26 RCW. WSR 12-08-060, § 479-14-161, filed 4/3/12, effective 5/4/12; WSR 07-18-050, § 479-14-161, filed 8/30/07, effective 9/30/07.]

[Statutory Authority: Chapter 47.26 RCW. WSR 15-22-052, § 479-14-261, filed 10/29/15, effective 11/29/15; WSR 12-08-060, § 479-14-261, filed 4/3/12, effective 5/4/12.]

## **Board discussion**

### **New WAC: Grant Awards for the complete streets program.**

The current Complete Streets Grant Program provided a direct grant to an awarded agency. Now that the Complete Streets Program is transitioning to the same structure as TIB's legacy programs, the Board will need to determine if the awards should be granted based on—EXAMPLES ONLY:

- Most qualified to least qualified;
- Regional distribution requirement;
- Urban and small distribution requirement; or
- Other

### **New WAC: Executive Director Authority for the complete streets program.**

The Executive Director has authority to grant increases in each of the programs TIB administers. Current WAC has not established this authority for the Complete Streets Program.

**Repealed:**

~~**WAC 479-10-520 How are local governments selected for complete streets grant funding?**~~ In order to be considered for funding, an eligible city or county must be nominated by an approved nominating organization. Complete streets grant funding is an incentive payment, recognizing local governments that plan, design, and build with consideration for all users, high continuity with existing infrastructure, and sound engineering principles based on peer-reviewed guides, reports and publications consistent with the purposes of the program. A nominating organization, keeping these guidelines in mind, may at its discretion nominate an eligible local government for a complete streets grant. The transportation improvement board will select the best nominated local government, within available funding. Funding associated with the a grant award may be used to complete projects or activities identified on an approved work plan.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-520, filed 4/10/17, effective 5/11/17.]

~~**WAC 479-10-530 Who can nominate?**~~ The board will approve nominating organizations. The board may add or eliminate nominating organizations in advance of each call for nominations. Nominating organizations must be:

- (1) Washington state government agencies that have an interest in transportation; or
- (2) Statewide nonprofit groups that have transportation as part of their organizational purpose.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-530, filed 4/10/17, effective 5/11/17.]

~~**WAC 479-10-540 How many nominations may each nominator submit?**~~ The board will set a limit on the number of nominations available to each nominating organization, based on the pool of eligible local governments and the relative size of the nominating organization compared to other nominators.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-540, filed 4/10/17, effective 5/11/17.]

~~**WAC 479-10-550 The board may nominate eligible local governments.**~~ The board may nominate eligible local governments if the nominating organizations do not provide sufficient nominations to utilize available funds or the nominations received do not reflect appropriate geographic or local government diversity.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-550, filed 4/10/17, effective 5/11/17.]

~~**WAC 479-10-560 How will nominated local governments be evaluated for the complete streets grant program?**~~ Nominated local governments may be selected for a grant award based on the following factors:

- (1) Quality of the adopted complete streets ordinance;
- (2) Level of integration of the complete streets ethic in planning documents;
- (3) Presence of community outreach and engagement in street or road plans and projects;
- (4) Past projects constructed for existing and expected users;
- (5) Future project designs or plans that adhere to complete streets guidelines;
- (6) Other factors as determined by the board.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-560, filed 4/10/17, effective 5/11/17.]

~~**WAC 479-10-580 How is the work plan determined?**~~ Staff will work with the local government to determine eligible items that may be approved on the work plan. Projects may include work that is contracted out or work that is performed by local government staff for construction, installation, and significant repair of street or road related infrastructure, and capital planning processes that include an implementation plan for such infrastructure work.



Automobile, freight access requirements, impact on sensitive environmental areas, and preserving the community character may also be taken into consideration.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-580, filed 4/10/17, effective 5/11/17.]

**WAC 479-10-590** ~~How to make changes to the work plan.~~ Work plans may be modified by request to the executive director within awarded funding. Savings from the approved work plan may be reprogrammed into additional work plan items.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-590, filed 4/10/17, effective 5/11/17.]

**WAC 479-10-600** ~~When will the grant award payment be made?~~ The grant award payment will be made after TIB approval of the eligible project work plan and a grant award agreement is fully executed. Funds shall be held by the local government in a separate and identifiable account and used only on the approved work plan. Funding not expended on a work plan item within three years of the grant award date shall be returned within ninety days after receipt of the transportation improvement board's written notification.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-600, filed 4/10/17, effective 5/11/17.]

**WAC 479-10-610** ~~How is the amount of the incentive payment determined?~~ The award amount for eligible project work plans will be based on the following factors:

- (1) Level of commitment to complete streets ethic;
- (2) Available funds;
- (3) Total number of eligible agencies nominated;
- (4) History of complete streets projects; and
- (5) Cost to implement the approved work plan.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-610, filed 4/10/17, effective 5/11/17.]

**WAC 479-10-620** ~~What is required at grant award closeout?~~ Within ninety days after the grant funds are fully expended or three years after the grant award date, whichever comes first, the local government shall provide an itemized list of expenditures and written certification that all grant funds were only expended on eligible work plan items. The board may require additional documentation of expenditures prior to closeout. If not all grant funds were expended, the local government shall return unused funds to the board along with the closeout materials. Should the board determine that some funding was not expended on eligible work plan items, the local government shall return such funds to the board within ninety days after receipt of the board's written notice.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-620, filed 4/10/17, effective 5/11/17.]

**WAC 479-10-630** ~~When can eligible local governments who have already received an award, receive a new award?~~ Eligible local governments may receive a grant award in subsequent years only after previously awarded funds are expended or returned as provided in WAC 479-10-620.

[Statutory Authority: Chapter 47.26 RCW. WSR 17-09-018, § 479-10-630, filed 4/10/17, effective 5/11/17.]



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-189(008)-1	ABERDEEN	2022 Overlay Award	Bid Award	CN BA	466,647	-8,353	Director
3-W-948(003)-1	BATTLE GROUND	2022 Overlay Award	Bid Award	BA	412,708	-55,449	Director
3-P-808(001)-1	BUCKLEY	Hinkleman Road Rehabilitation	Bid Award	BA	278,472	0	Director
3-W-159(010)-1	BURLINGTON	2023 Overlay Award	Bid Award	BA	617,675	25,676	Director
3-W-192(001)-1	CENTRALIA	Galvin Street Overlay	Bid Award	CN BA	829,784	-359,366	Director
3-W-193(004)-1	CHEHALIS	Main Street Overlay	Bid Award	BA	586,170	0	Director
3-P-204(007)-1	COVINGTON	SE 256th Street Overlay	Bid Award	CN BA	445,375	-247,461	Director
3-P-802(005)-1	DUVALL	2022 Overlay Award	Bid Award	CN BA	401,333	1,833	Director
3-E-175(004)-1	ELLENSBURG	Main Street Overlay	Bid Award	CN BA	259,979	-140,021	Director
3-P-124(010)-1	ENUMCLAW	244th Avenue Overlay	Bid Award	CN BA	141,168	-31,308	Director
3-E-183(010)-1	GRANDVIEW	West Fifth and Elm Street Overlay	Bid Award	CN BA	525,250	1,328	Director
3-W-188(004)-1	KELSO	Old Pacific Highway Overlay	Audit	CC FV AD	297,126	-12,568	Director
3-W-839(006)-1	LYNDEN	2022 Overlay Award	Bid Award	CN BA	201,890	-398,109	Director
3-P-804(006)-1	NORTH BEND	North Bend Way Overlay	Bid Award	BA	601,921	-55,907	Director
3-W-157(001)-1	OAK HARBOR	W Whidbey Avenue Overlay	Bid Award	BA	420,385	-64,912	Director



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3-W-153(001)-1	PORT ORCHARD	2022 Overlay Award	Bid Award	BA	325,976	-41,648	Director
3-E-167(003)-1	PULLMAN	Bishop Boulevard Overlay	Bid Award	BA	637,481	83,150	Director
3-W-126(009)-1	SEDRO WOOLLEY	Cook Road Overlay	Bid Award	CN BA	393,428	-58,681	Director
3-E-182(007)-1	SELAH	Fremont Avenue Overlay	Bid Award	CN BA	419,323	43,438	Director
3-W-194(004)-1	SHELTON	FY 2020 Overlay Project	Audit	CC FV AD	390,390	0	Director
3-P-142(008)-1	SNOHOMISH	Avenue D Overlay	Bid Award	CN BA	108,991	14,216	Director
3-E-179(003)-1	SUNNYSIDE	Yakima Valley Highway Overlay	Bid Award	CN BA	379,017	49,437	Director
					<b>Total APP Change</b>	<b>-1,254,705</b>	

### ATP Program

P-W-006(P11)-1	CLARK COUNTY	Truman School Sidewalk	Design	DE	46,512	0	Director
P-W-953(P09)-1	KALAMA	S 10th Street and Date Street Sidewalk	Bid Award	BA	222,589	-88,811	Director
P-P-199(P11)-1	LAKEWOOD	Union Avenue SW Sidewalk	Bid Award	CN BA	455,937	-44,063	Director
P-P-143(P04)-1	MARYSVILLE	RRFB Pilot Project	Bid Award	DE CN BA	32,000	0	Director
P-P-109(P04)-1	MEDINA	Medina Elementary School Sidewalks	Bid Award	CN BA	152,800	50,000	Director
P-W-957(P03)-1	MONTESANO	McBryde Avenue Sidewalk Phase 3	Bid Award	CN BA	238,000	50,000	Director
P-E-923(P01)-1	PROSSER	Old Inland Empire Highway Sidewalk	Bid Award	BA	168,425	-2,575	Director
P-E-208(P09)-1	SPOKANE VALLEY	8th Avenue Pedestrian and Bicycle	Bid Award	BA	424,158	733	Director



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P-P-885(P01)-1	TONASKET	4th Street Multimodal	Bid Award	CN BA	354,140	-41,137	Director
P-P-116(P02)-1	TUKWILA	S 119th Street Crossing	Bid Award	BA	174,999	0	Director
<b>Total ATP Change</b>						<b>-75,853</b>	
<b>CSP Program</b>							
C-E-848(001)-1	CHELAN	Complete Streets Award	Audit	CC AD	150,000	0	Director
C-E-886(002)-1	TWISP	Complete Streets Award	Audit	CC AD	50,000	0	Director
C-E-947(002)-1	ZILLAH	Complete Streets Award	Audit	CC AD	50,000	0	Director
<b>Total CSP Change</b>						<b>0</b>	
<b>LED Program</b>							
S-W-954(001)-1	WOODLAND	LED Streetlight Conversion	Bid Award	DE CN BA	40,000	0	Director
S-W-978(001)-1	YELM	LED Streetlight Conversion	Bid Award	DE CN BA	50,750	0	Director
<b>Total LED Change</b>						<b>0</b>	
<b>SCAP Program</b>							
6-E-876(I05)-1	BREWSTER	Old Hwy 97	Bid Award	CN BA	169,288	-13,232	Director
6-E-856(I04)-1	COULEE CITY	Walnut Street Overlay	Bid Award	CN BA	58,736	-2,015	Director
6-E-924(007)-1	DAYTON	N 3rd Street	Bid Award	BA	1,593,941	416,051	Board



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6-W-831(009)-1	FRIDAY HARBOR	Nash Street	Bid Award	CN BA	714,231	44,448	Director
6-E-858(005)-1	GEORGE	Washington Way N	Bid Award	BA	987,057	287,477	Board
6-E-940(005)-1	GRANGER	Main Street Phase 1	Bid Award	BA	1,061,439	125,000	Director
6-P-820(010)-1	GRANITE FALLS	Galena Street Extension	Bid Award	BA	690,000	90,000	Director
6-E-931(006)-1	KITTITAS	Pierce Street	Bid Award	BA	492,413	15,413	Director
6-E-942(004)-1	MABTON	Main Street Reconstruction Project	Bid Award	CN BA	295,963	-55,712	Director
6-W-957(012)-1	MONTESANO	W Pioneer Avenue	Bid Award	CN BA	632,181	-138,261	Director
6-E-943(006)-1	MOXEE	Morrier Lane Extension	Audit	CC FV AD	252,640	-18,405	Director
6-W-963(009)-1	NAPAVINE	2023 Rush Road Repairs	Bid Award	CN BA	294,930	32,356	Director
6-W-971(011)-1	RAYMOND	2021 Rehabilitation and Overlay	Audit	CC FV AD	1,027,620	-67,087	Director
6-W-972(010)-1	SOUTH BEND	Broadway Avenue	Bid Award	BA	619,225	76,063	Director
6-W-974(006)-1	STEVENSON	Loop Street	Withdrawn	WD	0	-523,929	Director
6-E-886(009)-1	TWISP	Cascade Drive	Audit	CC FV AD	275,060	4,435	Director

**Total SCAP Change 272,602**

### SCPP Program

2-E-922(001)-1	BENTON CITY	2022 Seal Coat Award	Withdrawn	WD	0	-401,901	Director
2-E-934(001)-1	BINGEN	2022 Overlay Award	Bid Award	BA	172,416	0	Director



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2-E-851(007)-1	BRIDGEPORT	16th Street Overlay	Bid Award	BA	235,001	-63,999	Director
2-W-975(002)-1	BUCODA	2023 Lewis and Thurston Bundle	Bid Award	BA	240,456	52,963	Director
2-P-801(003)-1	CARNATION	2021 Overlay	Bid Award	BA	190,906	14,846	Director
2-P-801(004)-1	CARNATION	Citywide Crack Seal	Bid Award	BA	46,637	-46,262	Director
2-E-908(004)-1	COLTON	2022 Chip Seal Award	Bid Award	CN BA	127,725	0	Director
2-W-827(011)-1	COUPEVILLE	2021 Overlay	Audit	CC FV AD	165,521	-25,007	Director
2-W-827(013)-1	COUPEVILLE	2022 Overlay Award	Construction	CN	11,523	0	Director
2-E-869(003)-1	CRESTON	City Wide Otta Seal	Bid Award	DE CN BA	688,404	38,404	Director
2-E-870(005)-1	DAVENPORT	2022 Seal Coat Award	Bid Award	CN	237,729	0	Director
2-E-924(008)-1	DAYTON	FY 2022 Overlay Project	Bid Award	BA	445,185	144,405	Board
2-W-825(003)-1	FORKS	Citywide Crack Seal Program	Audit	CC FV AD	109,462	0	Director
2-E-858(007)-1	GEORGE	2022 Overlay Award	Bid Award	BA	420,770	-65,930	Director
2-P-819(006)-1	GOLD BAR	2022 Overlay Award	Bid Award	BA	357,362	-47,769	Director
2-E-859(007)-1	GRAND COULEE	2022 Crack Seal	Bid Award	BA	84,280	7,280	Director
2-P-820(008)-1	GRANITE FALLS	N Alder Avenue Overlay	Bid Award	CN BA	350,783	-57,217	Director
2-E-927(004)-1	KAHLOTUS	2022 Crack Seal Award	Bid Award	CN BA	104,010	-44,018	Director
2-E-903(005)-1	KETTLE FALLS	2022 Seal Coat Award	Bid Award	CN BA	89,825	-148,171	Director



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2-E-912(006)-1	LACROSSE	2022 Scrub Seal	Audit	BA CC FV AD	49,929	0	Director
2-E-843(002)-1	LIND	2023 Crack Seal	Audit	DE CN BA CC FV AD	6,936	0	Director
2-W-970(004)-1	LONG BEACH	2023 Seal Coat Award	Construction	DE CN	0	0	Director
2-W-835(005)-1	LYMAN	2021 Overlay	Audit	CC FV AD	160,719	0	Director
2-E-942(005)-1	MABTON	S Main Street Overlay	Audit	CC FV AD	423,995	-56,034	Director
2-E-904(002)-1	MARCUS	2023 Citywide Maintenance	Bid Award	DE CN BA	5,193	-2,307	Director
2-W-956(005)-1	MCCLEARY	2023 Seal Coat Award	Bid Award	DE CN BA	100,000	0	Director
2-E-897(006)-1	MEDICAL LAKE	2022 Maintenance Project	Bid Award	CN BA	312,528	94,210	Director
2-P-109(005)-1	MEDINA	Upland Road Overlay	Bid Award	BA	233,351	1,691	Director
2-P-109(006)-1	MEDINA	Citywide Crack Seal	Audit	CC	54,360	0	Director
2-E-928(004)-1	MESA	2022 Crack Seal	Construction	CN	0	0	Director
2-W-957(011)-1	MONTESANO	2022 Overlay Award	Audit	CC FV AD	168,737	-16,557	Director
2-W-957(012)-1	MONTESANO	2022 Chip Seal Award	Withdrawn	WD	0	-99,500	Director
2-W-957(013)-1	MONTESANO	2022 Maintenance Project	Bid Award	CN BA	64,980	3,230	Director
2-W-962(005)-1	MOSSYROCK	Seal Coat Bundle	Audit	CC AD	25,000	0	Director
2-W-962(006)-1	MOSSYROCK	2023 Lewis and Thurston Bundle	Bid Award	BA	277,497	63,963	Director
2-E-943(006)-1	MOXEE	2022 Crack Seal	Audit	BA FV AD	64,913	-12,269	Director



# Washington State Transportation Improvement Board

## *Project Activity Report*

Reporting Period  
From 05/01/2023 to 08/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-963(005)-1	NAPAVINE	2023 Lewis and Thurston Bundle	Bid Award	BA	318,008	61,715	Director
2-E-892(006)-1	NEWPORT	Newport - 2023 Seal Coat	Bid Award	DE CN BA	59,939	0	Director
2-E-881(006)-1	OKANOGAN	2023 Maintenance Project	Bid Award	CN BA	200,884	-15,185	Director
2-E-987(008)-1	OMAK	2023 Maintenance Project	Bid Award	CN BA	243,615	-11,090	Director
2-E-882(003)-1	OROVILLE	2021 Seal Coat	Bid Award	BA	251,574	65,467	Director
2-W-976(003)-1	RAINIER	2023 Lewis and Thurston Bundle	Bid Award	BA	425,839	133,725	Director
2-W-971(001)-1	RAYMOND	Gerber Avenue/Elwood Street/Harvard Street Overlay	Bid Award	CN BA	374,811	-50,456	Director
2-W-971(002)-1	RAYMOND	Fowler Street Overlay	Bid Award	CN BA	727,025	-115,036	Director
2-E-873(006)-1	REARDAN	2021 Overlay	Bid Award	BA	353,513	57,767	Director
2-E-845(008)-1	RITZVILLE	2022 Crack Seal	Audit	CC FV AD	122,875	43,497	Director
2-P-814(004)-1	ROY	2021 Overlay	Bid Award	CN BA	105,573	-25,091	Director
2-P-135(003)-1	RUSTON	2021 Court Street Seal Coat	Bid Award	CN BA	59,850	5,327	Director
2-P-135(004)-1	RUSTON	Citywide Crack Seal	Bid Award	DE CN BA	37,724	0	Director
2-W-972(008)-1	SOUTH BEND	Broadway Avenue Overlay	Bid Award	BA	198,367	-86,590	Director
2-E-925(003)-1	STARBUCK	2022 Seal Coat Award	Bid Award	DE CN BA	127,005	0	Director
2-E-919(004)-1	TEKOA	2022 Seal Coat Award	Construction	CN	17,000	0	Director
2-W-977(001)-1	TENINO	2023 Lewis and Thurston Bundle	Bid Award	BA	365,340	89,455	Director





# Washington State Transportation Improvement Board

## Project Activity Report

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-W-965(005)-1	TOLEDO	2023 Lewis and Thurston Bundle	Bid Award	BA	121,355	11,463	Director
2-E-886(006)-1	TWISP	2022 Overlay Award	Bid Award	CN BA	407,433	32,323	Director
2-E-886(007)-1	TWISP	Citywide Crackseal	Audit	CC FV AD	32,681	8,072	Director
2-W-967(005)-1	VADER	2023 Lewis and Thurston Bundle	Bid Award	BA	173,288	-35,037	Director
2-W-968(005)-1	WINLOCK	2023 Lewis and Thurston Bundle	Bid Award	BA	358,666	83,375	Director
2-E-887(004)-1	WINTHROP	Crack Seal Project	Audit	CC	24,835	226	Director
<b>Total SCPP Change</b>						<b>-412,022</b>	

### SP Program

P-E-893(P03)-1	AIRWAY HEIGHTS	SR 2	Audit	CC FV AD	97,269	0	Director
P-W-827(P08)-1	COUPEVILLE	NW Coveland and 1st Street Sidewalk	Audit	CC FV AD	80,501	-9,392	Director
P-W-827(P09)-1	COUPEVILLE	NW 6th Street Trail	Audit	CC FV AD	40,442	-9,803	Director
P-W-953(P08)-1	KALAMA	Cedar Street and S 10th Street Sidewalk	Bid Award	BA	247,100	-112,910	Director
P-E-850(P06)-1	LEAVENWORTH	Ski Hill Drive Sidewalk	Bid Award	BA	383,965	50,000	Director
P-E-987(P04)-1	OMAK	5th Avenue	Audit	CC	294,150	0	Director
P-E-864(P01)-1	ROYAL CITY	Apple Avenue NE Sidewalks	Bid Award	CN BA	348,396	50,000	Director
P-W-194(P01)-1	SHELTON	Railroad Avenue	Audit	CC FV AD	370,010	0	Director
P-E-165(P09)-1	SPOKANE	North River Drive	Audit	CC FV AD	373,674	-26,326	Director



# Washington State Transportation Improvement Board

## Project Activity Report

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-E-208(P08)-1	SPOKANE VALLEY	8th Avenue	Bid Award	BA	310,700	50,000	Director
P-P-128(P07)-1	TACOMA	S Yakima Avenue Sidewalk	Bid Award	BA	242,483	22,626	Director
P-E-036(P02)-1	WALLA WALLA COUNTY	Abbott Road	Audit	CC FV AD	142,974	7,474	Director
P-W-186(P04)-1	WASHOUGAL	Evergreen Way Sidewalk	Bid Award	CN BA	142,068	-96,932	Director
P-P-816(P02)-1	WILKESON	Church Street (SR 165)	Audit	CC FV AD	366,921	-415	Director
P-E-887(P01)-1	WINTHROP	Castle Avenue Sidewalk	Bid Award	CN BA	621,402	50,000	Director
<b>Total SP Change</b>						<b>-25,678</b>	
<b>UAP Program</b>							
8-1-105(036)-1	AUBURN	2nd Street SE	Audit	CC FV AD	451,328	-1,448	Director
8-1-105(037)-1	AUBURN	4th Street SE	Audit	CC FV AD	1,658,580	-29,255	Director
8-1-103(031)-1	BELLEVUE	124th Avenue NE	Audit	CC FV AD	5,000,000	0	Director
8-2-156(044)-1	BELLINGHAM	Lincoln St/E Maple Street	Bid Award	CN BA	480,000	0	Director
8-2-152(028)-1	BREMERTON	Washington Avenue / 11th Street	Bid Award	BA	1,742,143	0	Director
8-2-159(015)-1	BURLINGTON	East-West Connector	Construction	CN	320,301	0	Board
8-1-110(009)-1	DES MOINES	24th Avenue S	Bid Award	CN BA	4,212,947	549,515	Director
8-4-175(020)-1	ELLENSBURG	Alder Street	Audit	CC FV AD	1,201,220	-2,427	Director
8-1-113(013)-2	FEDERAL WAY	S 288th Street	Bid Award	CN BA	0	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-4-173(030)-1	KENNEWICK	Columbia Center Boulevard	Bid Award	CN BA	1,472,000	192,000	Director
8-1-017(073)-1	KING COUNTY	Redmond Ridge Dr NE Roundabout	Bid Award	BA	907,859	-58,686	Director
8-2-018(011)-1	KITSAP COUNTY	Lund Avenue SE	Design	DE	234,974	0	Director
8-3-897(003)-1	MEDICAL LAKE	Barker Street	Bid Award	CN BA	750,841	70,927	Director
8-1-141(008)-1	MOUNTLAKE TERRACE	66th Avenue W	Bid Award	BA	2,503,000	150,000	Director
8-2-151(004)-1	PORT TOWNSEND	Discovery Road	Bid Award	BA	2,481,424	-148,194	Director
8-1-102(037)-1	RENTON	Duvall Avenue NE	Audit	CC FV AD	3,968,289	0	Director
8-5-950(002)-1	RIDGEFIELD	S Royle Road	Construction	CN	0	0	Director
8-2-826(006)-1	SEQUIM	N Sequim Avenue	Bid Award	CN BA	1,073,186	139,981	Director
8-1-031(015)-1	SNOHOMISH COUNTY	35th Avenue SE/39th Avenue SE	Audit	CC FV AD	5,000,000	0	Director
8-1-031(016)-1	SNOHOMISH COUNTY	35th Avenue W	Construction	CN	0	0	Director
8-3-032(074)-1	SPOKANE COUNTY	57th Avenue	Bid Award	BA	1,419,941	-146,459	Director
8-3-208(013)-1	SPOKANE VALLEY	Broadway Avenue Concrete Intersection	Bid Award	BA	1,655,420	-307,650	Director
8-5-184(041)-1	VANCOUVER	W Fourth Plain Boulevard	Bid Award	CN BA	540,176	0	Director
8-3-160(031)-1	WENATCHEE	Springwater Avenue	Bid Award	BA	2,185,000	285,000	Director
8-5-954(005)-1	WOODLAND	W Scott Avenue	Bid Award	CN BA	1,231,440	98,646	Director
8-5-954(006)-1	WOODLAND	Guild Road and W Scott Avenue	Bid Award	CN BA	1,243,885	114,993	Director



Washington State Transportation Improvement Board  
***Project Activity Report***

Reporting Period  
 From 05/01/2023 to 08/31/2023

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-4-180(025)-1	YAKIMA	N 1st Street	Bid Award	BA	1,500,000	0	Director
8-4-180(026)-1	YAKIMA	Nob Hill Boulevard Overlay	Bid Award	BA	1,337,216	2,216	Director
<b>Total UAP Change</b>						<b>909,159</b>	
<b>Total Change</b>						<b>-586,497</b>	

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

# City of Burlington moving forward on new road

- [BRANDON STONE @Brandon\\_SVH](#)
- 17 hrs ago



The city of Burlington will have a road built between South Burlington Boulevard and South Walnut Street.

City of Burlington

BURLINGTON — Taylor Excavators of Stanwood submitted the low bid to build a new arterial road in Burlington that will open up acres of land to new development.

The bid by Taylor Excavators was for about \$3.5 million, while the city estimate for the work was \$2.6 million.

City Public Works Director Marv Pulst said the bid is pending verification.

The east-west road, which has yet to be named, will be built from South Burlington Boulevard to South Walnut Street. It will meet up with South Burlington Boulevard at Costco Drive and with South Walnut Street at East McCorquedale Road.

The road will provide an alternate route for drivers shopping along George Hopper Road, Pulst said.

This will address traffic issues on Burlington Boulevard by offering another route to the stores along George Hopper, Mayor Steve Sexton said.

With recent growth in the area, more traffic capacity is needed, he said.

“We’ve got to look at more projects like that, diverting traffic to maintain a level of service on the Boulevard,” he said.

The new road will also provide access to about 9 acres of undeveloped or underused land in the middle of Burlington.

Taylor Excavators is also contracting with Sage Homes to prepare the site of a 120-unit apartment complex adjacent to the new road, Pulst said.

The Skagit Cycle Center, a bike shop that stands in the way of the proposed road along South Burlington Boulevard, will be rebuilt slightly to the south, he said.

Pulst said work on the new bike shop — and demolition of the old shop — will go out to bid in mid-July.

He said getting approval from the bike shop owners to move the business was necessary to align the new road with Costco Drive.

“We don’t like to take a business out of commission, so this is the best solution,” he said. “Fortunately, the owner has been very cooperative with us. We didn’t have to go through a process of eminent domain.”

The overall cost of what is known as the East-West Connector Project, including design, road construction and moving the bike shop is about \$4.7 million.

The project will also involve work on Walnut Pond, which is in the undeveloped area, as part of wetland mitigation for the road, Pulst said.

He said a timeline for the project will be set after a pre-construction meeting with Taylor Excavators, though he expects work to start this summer.

## Roundabout aims to help make streets safe in this part of Bellingham

BY ROBERT MITTENDORF APRIL 20, 2023 5:00 AM

Cars head north on Meridian Street past the West Illinois Street intersection on Thursday, March 23, in Bellingham. The city of Bellingham plans to build a roundabout at the intersection in the summer. A roundabout is planned for the intersection of Meridian and West Illinois streets, along with bike lanes, crosswalks and other safety measures for people walking, biking and driving in the Columbia neighborhood and Fountain District. Construction on the \$3.5 million project is slated to start this summer and last about six months, said Amy Cloud, spokeswoman for the Bellingham Public Works Department. Some of the funding will come from the city's transportation tax and some from a state grant, Cloud told The Bellingham Herald.

Detours during the project haven't been decided yet, she said in an email. Some 5,500 cars daily use West Illinois Street at Meridian Street, according to a 2018 traffic survey by the city of Bellingham. When the single-lane "mini" roundabout is installed at Meridian and Illinois streets, the traffic signal will be removed, said Chad Schulhauser, assistant director of Public Works, in a February presentation to the Bellingham City Council about summer road projects. "We also, with the roundabout, we'll move the crossings farther away from the intersection, reducing those conflicting turn movements (and) making safer crossings out there," Schulhauser said. That intersection is part of a commercial district that includes a Haggen supermarket and is a few blocks north of the Fountain District "urban village," which has seen several new apartment buildings and a commercial transformation in recent years. Daily traffic count is 9,500 cars on Meridian Street south of West Illinois Street and 11,400 cars daily north of the intersection, according to a 2018 survey by the city. West Illinois Street is shown looking west from Meridian Street on Thursday, March 23, in Bellingham. A summer project will add a sidewalk to the south side of the street and bike lanes to both sides. Parking will be removed on the north side of the street.

This summer's project will add sidewalks to the south side of West Illinois Street from Meridian to Lynn streets and bring corners and crossing ramps to Americans with Disabilities Act requirements, according to a project description at the city's website. Bike lanes will be added on Meridian Street north of West Illinois Street, and "sharrows" will be added south of the intersection because curbside parking for the commercial district will remain on Meridian Street. Sharrows are pavement markings indicating where cyclists and cars share a lane. Bike lanes will be added to both sides of West Illinois street, and parking will be removed on the north side of the street, Cloud said. In addition, pedestrian crossings with blinking yellow lights will be installed at the intersection of Meridian and West North streets, Meridian and Oregon streets and Girard and H streets.

Read more at: <https://www.bellinghamherald.com/news/local/article272904900.html#storylink=cpy>

# Wenatchee adds funds to nearly \$4 million in Springwater Avenue improvements

- By Libby Williams  
For The World
- May 12, 2023

A stretch of Springwater Avenue, between Woodward Drive and Western Avenue will have improvements.

Provided photo/Google Maps

WENATCHEE — The Wenatchee City Council on Thursday amended the budget for Springwater Avenue improvements by \$53,000 to help bridge the funding gap for the nearly \$4 million project.

“The city was awarded a TIB (state Transportation Improvement Board) grant in December of 2019 for about \$1.9 million to rebuild Springwater Avenue, between Woodward Drive and Western Avenue,” said Jacob Huylar, Wenatchee Public Works Department engineering services manager. Since then, the city has worked on designing the project and acquiring right-of-way.

The project includes a widened roadway with sidewalks on both sides, as well as bike lanes, new stormwater infrastructure, and other improvements, he said.

In April, the project received eight bids, Huylar said. KRCI LLC from East Wenatchee was the lowest responsive bidder at about \$2.7 million. The firm was selected pending TIB concurrence.

The current estimated project total is \$3,716,400, which doesn’t include contingency for unexpected changes during construction, according to city documents, and the design and construction engineering costs are expected to be more than anticipated.

Huylar said the project originally needed an additional \$365,830, but early last week, the TIB awarded an extra \$285,000.

“What the ask at this point is for an extra \$29,000 from our arterial streets fund and an extra \$24,000 from our stormwater fund,” he said.

Huylar said construction is set to start June 5 and run for 95 working days, wrapping up in October.

Council also approved a contract between public works and SCJ Alliance for design and public outreach services for the Red Apple Road project.



Project engineer Charlotte Mitchell said the city was awarded a TIB grant for \$1.9 million in December to make improvements on Red Apple Road, between Vista Place and Miller Street.

Mitchell said the team will approach council again once a design is more complete, and construction is scheduled to begin in 2025.

In other news, a lease agreement between the Wenatchee Valley YMCA and the city of Wenatchee was signed. A 20-year lease agreement between the YMCA and the city ended Nov. 30, 2022. Wenatchee executive services director Laura Gloria said the two parties agreed to continue the lease, which allows 17 stalls in a parking lot owned by the YMCA to be used for city employees.

“This is a 10-year lease, and then it also will end at the point in time that the Y sells that property,” Gloria said. “As many of you know, they are looking to relocate and to build a new facility, and so they will be putting that property on the market, so they wanted that flexibility.”

Gloria said the lease costs the city \$1 per year, and the city also perform snow removal and asphalt repair on the lot.

# At long last, Johnson Parkway Roundabout complete

By Staff report • June 17, 2023 1:30 am



After years of planning and work, the \$20.5 million Johnson Parkway roadway in Poulsbo linking Highway 305 to Noll Road officially opened to the public June 17.

There was a ribbon cutting that featured from Mayor Becky Erickson and Suquamish Tribe Chairman Leanord Forsman. The project team and local artists of newly installed artwork were also present.

Per a city news release, the project includes:

- A new roundabout on Highway 305, south of Poulsbo city limits.
- New and improved roadway that connects to Noll Road, shared use path and sidewalks.
- Non-motorized tunnel under Highway 305, connecting Lemolo Shore to the east side of the city for bikes, pedestrians and occasional wildlife.
- A newly constructed shared-use path that is a small segment of the future Sound to Olympics Trail and the nationwide Great American Rail-Trail.

- Removal of one fish barrier on Bjorgen Creek and culverts for two tributary streams.
- Construction, restoration, enhancement and maintenance of 2.5 acres of wetlands with 10 acres of natural wetlands and stream buffer adjoining the roadway.
- More than 7,500 trees (seedlings) that were planted as part of the project.

Johnson Parkway is the biggest transportation project the city has undertaken, the release states. The project started as early as 1992 as part of the Noll Road Corridor Transportation Study and was further developed in two more studies in 2008 and 2016. The project was designed to be inclusive of all users and prioritized fish and wildlife habitat.

Construction started in January 2021 and spans nearly a mile. The new roundabout and connection to Noll Road will provide safety improvements for motorists and non-motorized users. The project provides safer access to Highway 305 and is expected to reduce serious injury crashes there.

The shared use path will be safe for all non-motorized users, and it will provide safer access to transit stops.

The city engaged three locals to include public art, which reflects the native lands of the Suquamish, the importance of the environment, and the diversity of citizens, per the release.

They include Elijah Burnett, who designed “Peaceful Waters;” Kate Ahvakana, who designed “Traveling;” and Lisa Stirrett, who designed the art etched on the retaining wall on the perimeter of the roundabout titled, “In the Midst.”

The project was designed by Parametrix, Inc. and constructed by Active Construction Inc. of Puyallup. The lead agency was the city of Poulsbo, and construction administration was provided by state Department of Transportation.

The roundabout was funded by Connecting Washington Funds from the legislature, spearheaded by state Sen. Christine Rolfes, who recently was named interim Kitsap County commissioner. Other elements were funded by the city of Poulsbo, Transportation Improvement Board, Federal Highway Administration State Transportation Plan funds and city utility funds.

“The city of Poulsbo wishes to thank the community for their support of this project and their patience through construction. Additionally, we thank the many groups, citizens, agencies, and our City Council – all of whom made this project possible and demonstrated their commitment to this investment in our city,” the release says.

# Bremerton adding a second to the Manette Bridge with \$8M street project

David Nelson, Kitsap Sun

Sun, May 14, 2023 at 6:00 AM PDT · 3 min read



A US Postal worker walks along the sidewalk through the intersection of the Manette Bridge and Washington Avenue in Bremerton on April 24.

The wheels are in motion for a second roundabout entry to Bremerton's Manette Bridge, with a renovation at the west end of the span where it connects to Washington Avenue and 11th Street set to begin this summer.

Utility work around the short block known as Lower Washington Avenue, just north of the Manette Bridge on the downtown side, began this week to start prepping for a face lift that will rebuild sidewalks and retaining walls and add parking spaces in front of the row of view homes there. The city council awarded a bid for contract management of the project in May, and now the council is set to select a contractor's bid in early June. That timeline means work is likely to start in August, according to Nick Ataie, project manager for the city of Bremerton.

The nearly \$8 million project, that will add a roundabout at the west end of the bridge and rebuild Lower Washington Avenue and a portion of 11th Street up to Pacific Avenue, is estimated to last seven to eight months, according to the city. Ataie said traffic impacts should be minimal, outside of some one-day closures and lane detours when the roundabout is installed.

The roundabout is intended to improve traffic flows, said Ataie, and designers learned lessons from the past decade of drivers, bicyclists and pedestrians using the roundabout on the Manette side. The new roundabout will not have landscaping in the center, said Ataie, the apron is sized to accommodate larger vehicles like buses or fire trucks, and crosswalks were moved further away from the roundabout and will be equipped with flashing beacons to alert drivers of people crossing. It was a matter of "function over aesthetics," Ataie said, acknowledging the overall goal of improving traffic flow to and from downtown, a particular interest during the heavy shipyard commutes each weekday.

"The huge benefit of roundabouts ... is the majority of the time it will operate more efficiently and safely than a traffic signal," Ataie said.

About 1,000 vehicles enter the intersection each weekday afternoon, [according to Kitsap Sun archives](#), with the majority turning onto the Manette Bridge. Replacing the traffic signal with a roundabout will reduce the queue length on Washington by an estimated 75 percent and clip northbound delays by 70 seconds, the city stated during preliminary planning.

Washington Avenue from the bridge south toward downtown was already renovated with [a resurfacing and sidewalk expansion in 2015](#), and this project will focus on the block to the north. Lanes of traffic will be reduced from about 14.5-foot-wide to 11-foot-wide, accommodating a dedicated six-foot-wide bicycle lane on either side of the street plus wider sidewalks, including a sidewalk on the upper edge of Lower Washington Avenue, where none now exists.

The majority of the project's funding comes from a federal grant of more than \$4 million, nearly \$1 million in federal American Rescue Plan Act money, \$1.7 million from the Transportation Improvement Board and about \$1 million in matching city funds.

Ataie encouraged residents to sign up for project alerts at <https://www.bremertonwa.gov/1191/Alerts-News>.

## **Delays coming to Silverdale for roundabout work**

Drivers in Central Kitsap will soon be faced with a two-week road closure at Greaves Way NW and Old Frontier Road while crews complete a roundabout project there. The closure is planned for May 30 to June 13, according to an announcement from Kitsap County. Bicycles and pedestrians will still be allowed to cross through the area.

The roundabout comes from a 2019 traffic study that recommended a change from the former "T" intersection that was created when Greaves Way NW was built. The project will retain a single lane of traffic in each direction approaching the roundabout, add new sidewalks, curbs and

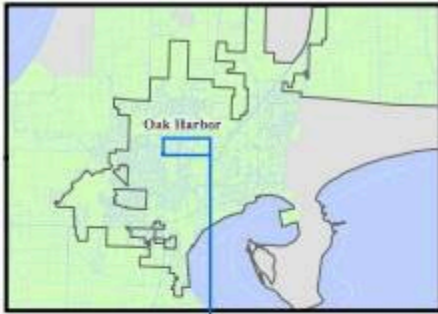
crosswalks, and new lighting fixtures. The budget, according to Kitsap County, is approximately \$2.5 million.

*This article originally appeared on Kitsap Sun: [Bremerton adding second roundabout to Manette Bridge in 2023](#)*

# West Whidbey Ave. project moves forward

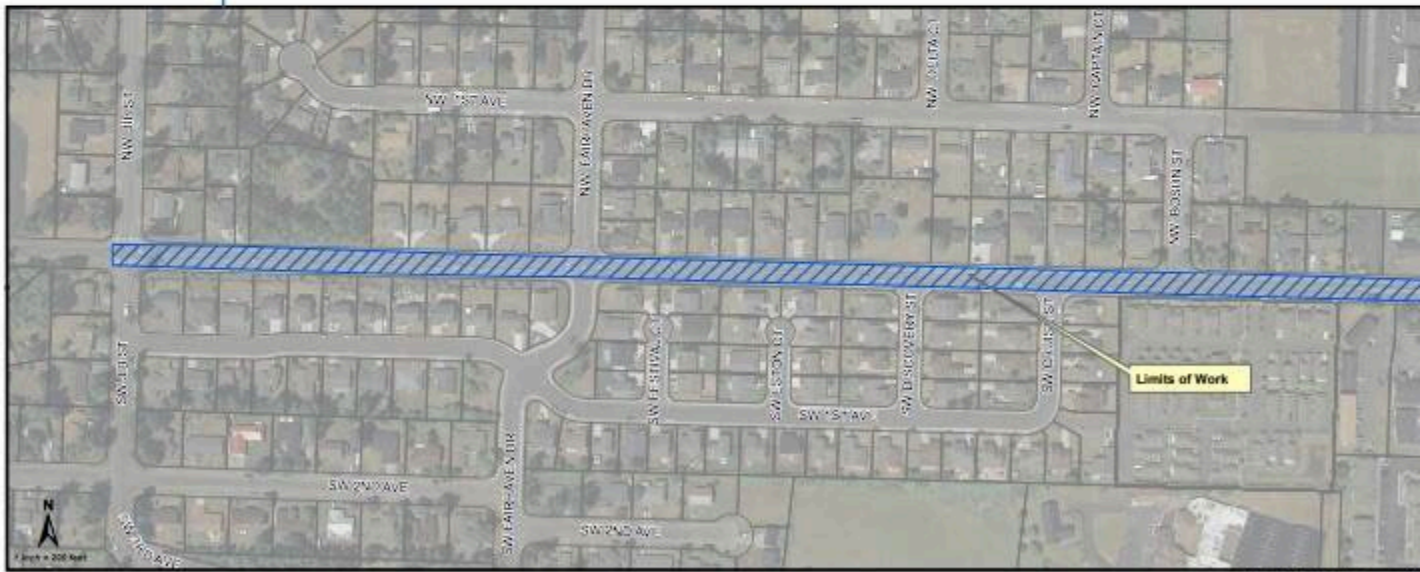
West Whidbey Avenue in Oak Harbor will undergo utility improvements and an overlay this summer.

By [Rachel Rosen](#) • May 23, 2023 1:30 am



## West Whidbey Avenue Utility Improvements (NW Jib Street to N Oak Harbor Street)

CITY OF  
**Oak**  
Whidbey



May 16, 2023 City Council Meeting

Image provided

West Whidbey Avenue in Oak Harbor will undergo utility improvements and an overlay this summer.

At a May 16 city council meeting, City Engineer Alex Warner said the project extends from Northwest Jib Street to Oak Harbor Street and is approximately half a mile in length.

“It’s really three capital projects turned into one contract,” he said.

The water main and storm water line will be replaced, along with a full overlay and re-striping of the roadway.

Warner said 85% of the overlay and striping costs will be covered by Washington's Transportation Improvement Board, a "source of funds that we haven't tapped into for quite some time."

He said the city's consulting engineer estimated the cost of the project would be \$2.9 million. The city received four bids and selected C. Johnson Construction, Inc. which was the lowest bidder at \$1.7 million.

The water main replacement will cost \$774,575 and the storm drain replacement will cost \$527,849. The overlay and striping will amount to \$527,849 with the Transportation Improvement Board to reimburse \$448,672.

Councilmember Bryan Stucky said he was glad to see this motion as people have asked him "over and over" when West Whidbey Avenue would be completed.

Mayor Pro Tem Tara Hizon asked if the project had to be done during the summer months due to traffic volume on the street and proximity to the high school. Warren answered that the project is scheduled to be done by the end of the summer, but he needed to get clarification from the contractor.

"That is entirely our goal, to have it wrapped up by the time school starts in the fall," he said, adding that he was aware the road was a vital connection for school buses and parents.

Councilmember Jim Woessner said he was excited to see some "normalcy" in construction costs.

"There was a point in time where we couldn't even get one person to bid a project, much less four contractors," he said. "I'm excited to see that we've got some local contractors that have bid this."

According to its website, C. Johnson Construction Inc. is a family-owned construction company based in Oak Harbor.

Councilmember Shane Hoffmire commended the cost of the project.

"To see something that we thought was going to \$2.9 million come in at \$1.7, that's incredible," he said.

The motion to award the contract passed unanimously.





Lynnwood Mayor Christine Frizzell, second from right, and Rep. Rick Larsen, right, cut a ribbon during a ceremony to celebrate the completion of the 196th Street SW Improvement Project near the 196th and 44th Ave West intersection in Lynnwood, Washington on Tuesday, Aug. 15, 2023. (Annie Barker / The Herald)

# Lynnwood celebrates nearly \$50 million project on 196th Street

Officials hope improvements will help turn the area into a hub for housing and businesses and solve traffic problems.

- by [Jordan Hansen](#)
- Wednesday, August 16, 2023 1:30am
- [Local News](#) [As seen on Instagram ...Lynnwood](#)

LYNNWOOD — A nearly \$50 million 1-mile stretch of road now runs through Lynnwood.

On Tuesday, local and federal officials cut the ribbon on the [196th Street SW project](#) that essentially widened the road and updated water, power and other infrastructure to make building in the area more appealing to developers. The stretch of rebuilt road sees 40,000 to 50,000 vehicles daily.

The updates are part of Lynnwood’s broader goals to turn the area into a hub for housing and businesses as part of its [City Center project](#). Lynnwood’s future light rail station will sit just south of 196th Street. Projections say Sound Transit’s Lynnwood Link could have around [47,000 riders by 2026](#).

Mayor Christine Frizzell said it’s a big change from the road she grew up knowing.

“One-ninety-sixth is a conduit that links and connects our city’s economic centers and will continue to serve as a hub for Lynnwood and our region as we grow and expand in the coming years,” she said Tuesday.



Lynnwood Mayor Christine Frizzell speaks during a ribbon cutting ceremony to celebrate the completion of the 196th Street SW Improvement Project near the 196th and 44th Ave West intersection in Lynnwood, Washington on Tuesday, Aug. 15, 2023. (Annie Barker / The Herald)

Beginning in 2020, construction on the road caused snarling backups. Work finished this year. There are [now seven lanes of traffic](#), up from the previous five. Two lanes are reserved for buses and making right turns on each side of the road.

Drivers will have four lanes to drive in. The road was widened up to 30 feet in some places, along with other improvements, like larger sidewalks and a planted roadway median.

City officials were excited about the center median they hope will prevent serious crashes and add some greenery in contrast with the asphalt. Drivers will also find they can no longer turn left across several lanes of traffic, which was also planned with the goal of reducing crashes.

Drivers will have to make a [U-turn to get to businesses](#) on the other side of the road.



People involved with the project raise their hands during a ribbon cutting ceremony to celebrate the completion of the 196th Street SW Improvement Project near the 196th and 44th Ave West intersection in Lynnwood, Washington on Tuesday, Aug. 15, 2023. (Annie Barker / The Herald)

The project was funded with local, state and federal funds. About \$20 million came from the city, another \$17 million from state grants and \$9 million from federal dollars.

U.S. Rep. Rick Larsen, D-Everett, pushed for the federal money as the lead Democrat on the House Transportation Committee.

“I’m focused on long-term federal investment that creates more jobs and builds a cleaner, greener, safer and more accessible transportation system and we’re not done,” Larsen said. “Every day, not just today, but every day is infrastructure day in Lynnwood.”

The improved road is expected to open up the area to further development. In 2019, [the expectation was](#) that 15,000 more jobs could be created by improving the street. An expensive part of the project was the Snohomish County Public Utility District burying electrical lines under the road. Sewer and water lines were replaced.

“When these properties redevelop and they go up to six, 10 stories, this will already all be in the ground waiting for them,” City Engineer David Mach said. “They will just tie into these connection points instead of having to upgrade up and down the road.”



People walk near the 196th and 44th Ave West intersection in Lynnwood, Washington on Tuesday, Aug. 15, 2023. (Annie Barker / The Herald)

To perform the work, the city also had to obtain easements up and down 196th Street. This included the [city using eminent domain](#) to obtain some of the property needed. Acquisitions ranged from 5 feet to up to 15 feet.

Planning for the project began around 2005, said Mach, with Tuesday representing the beginning of a new chapter for Lynnwood.

“You cannot have a big league economy with little league infrastructure,” Larsen said. “These investments are critical.”

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# Lake Forest Park neighbors denounce bus-lane plan that removes trees

May 15, 2023 at 6:00 am



1 of 7 | Sound Transit's design calls for excavating into the hillside at left to add road space. The sporadic short walls would be replaced by retaining walls up to 16 feet tall. (Daniel Kim / The Seattle Times)



By

[Mike Lindblom](#)

Seattle Times staff reporter

LAKE FOREST PARK — Neighbors along Bothell Way Northeast are making last-ditch attempts to protect their green hillsides from a Sound Transit bus lane project, which they say will make traffic even noisier.

The big agency will excavate a wider roadbed to support its [Stride S3 line](#) from Woodinville to Bothell, Kenmore and Lake Forest Park, connecting to light-rail next to I-5, at the Shoreline South/148th Station. The \$250 million project, approved by voters in 2016, is expected to open in 2027.

“This will remove 490 trees, deforesting Bothell Way in the city. Also it will widen the road, shifting it west, cutting into the properties of 110 residents,” [says the neighborhood group LFP CORE](#).

The exclusive 1.2-mile bus lane through Lake Forest Park should save two minutes and 20 seconds per northbound trip on average, and 10 minutes in severe congestion, transit staff say. A southbound bus lane already exists.

Transit board member David Baker of neighboring Kenmore considers the debate closed.

“There was full disclosure on this. I can’t tell you how many meetings Sound Transit has had with Lake Forest Park. And for a group of homeowners to now, this far in, to start with these complaints is pretty amazing,” Baker said.

Advertising

Residents say it was Sound Transit who changed the project midstream.

In late 2020, the agency flipped its land condemnation strategy. Instead of expanding the east lakefront side of the roadway, requiring nine full property buyouts, officials decided to carve the west uphill side of the highway. This takes narrow strips from many residential lots, which will be girded by concrete retaining walls.

# Sound Transit's S3 bus corridor

The future bus-rapid transit line would connect Woodinville, Bothell, Kenmore, Lake Forest Park and Shoreline by 2027. The widening of Bothell Way Northeast is completed in Bothell, but the work faces opposition in steeper, leafy Lake Forest Park.

**S3 Shoreline-Bothell rapid bus**

**S2 Lynnwood-Bellevue rapid bus**

○ Rapid bus stop

○ Rapid bus stop



“This will destroy the character of Lake Forest Park, turning our city entry into a concrete corridor,” said resident Vicki Scuri, a leading critic.

Neighbors picked an unlucky time to fight Sound Transit. Its [18-member governing board was lectured in March by outside experts](#) that they should reject requests by local cities more often in the interest of keeping megaprojects on time and on budget.

On the other hand, tree-protection is a celebrated cause as climate studies extol the health benefits of shade, and highlight its absence [within lower-income ethnic neighborhoods](#). Sound Transit withstood an uproar in 2019 over plans to fell 5,400 trees along the Northgate-Lynnwood light-rail corridor, to be replaced by 21,000 younger or smaller trees.

Sound Transit denied [Lake Forest Park’s request](#) in December for a 90-day pause to rethink the design. Yet in March, the board granted Seattle Mayor Bruce Harrell’s request for 60 days more to weigh South Lake Union train-station sites that would either block traffic, or encroach on buried fiber-optic lines.

Lake Forest Park Mayor Jeff Johnson said the so-called West Shift was unveiled during the pandemic, which hindered public knowledge and feedback until recently. “It’s finally hitting, that it does affect Lake Forest Park more than other communities. People get shocked.”

He said the city supports transit and the bus lane construction is inevitable. “Can we make it better? For everyone.”

## **Continuous bus lane**

Neighbors say Sound Transit should reduce its footprint by canceling the full bus lane along Bothell Way, also known as state Highway 522, in favor of short “queue jump” pockets, where buses leapfrog clogged intersections and get a green light before other traffic.

Delivered weekday mornings, this email provides a quick overview of top stories and need-to-know news, including the latest on the novel coronavirus.

Stride passengers would still reap two-thirds of the average 2.3-minute time savings of a full bus lane, the group says.

The agency replies the whole S3 project is projected to reduce transit travel times more than 15 minutes from Shoreline to Bothell. “Each improvement along the 9-mile corridor contributes to performance of this regional high capacity transit project,” said spokesperson John Gallagher.

Sound Transit isn’t pursuing any bus-lane widening on Northeast 145th Street, which runs east-west along the Seattle-Shoreline border, because that requires buying and demolishing too many houses, , Baker said.

In Lake Forest Park, where median [household incomes are near \\$140,000](#), detractors say the S3 plan is a breach of equity.



“It’s the only area that’s primarily single-family homes. That’s the big difference,” said Scuri. “If you go north to Kenmore and Bothell, it’s more commercial and retail. So they already have large parking lots, and there’s very little acquisition going on there.”

Paula Goode, owner of historic [Sheridan Market and Roadhouse](#), said though she’s on the lakeshore side, construction would block one of her two driveways. [She worries](#) that work along a potential 25-foot strip may cause catastrophic soil slides behind the building, where a ravine surrounds [Bsche’tla Creek, next to Lake Washington](#).

## Can’t drive 35 mph

A fallback option would be to lower the 40 mph speed limit to 35, neighborhood advocates say. Doing so might enable the Washington State Department of Transportation to approve 10-foot general traffic lanes instead of the planned 11-foot lanes, and maybe thinner shoulders.

“You’re saving about 4 feet,” said Phillip Hill, city administrator.

WSDOT did agree to 35 mph for Highway 522 in Kenmore, following a speed-data study in late 2022. Portions of Aurora Avenue North, another joint state-city thoroughfare, also operate at 35 mph or even 30 mph to carry out Seattle’s road-safety initiative.

Lake Forest Park hasn’t made a formal speed-lowering request. The corridor’s limited driveways and side streets, and high prevailing speeds, are factors that discourage changing the 40 mph limit, said WSDOT spokesperson James Poling.

## The wall

As Sound Transit approaches 90% design completion in June, the city is rushing to draft a retaining wall design ordinance to tame S3’s concrete slabs as high as 16 feet.

“This thing is going to have graffiti on it, by the time the concrete cures,” resident Al Horn said at a public hearing last week. For proof, look at the mess inside WSDOT’s exit tunnel from I-5 to Highway 522 a few miles away, he said.

One benefit of cutting the west hillside is it makes space for 10 feet of sidewalks and plantings on the northbound side of the road. The stroll will be noisy. During a midday walk, Goode’s sound meter flashed 80 decibels, and she says sometimes it hits 85 to 90 dB, an unhealthy level.

“The sound is awful,” Scuri said. “But what they’re doing with putting in the wall is make a big reflector, so there’s going to be more sound, for everybody.” A new noise study is needed, she said.

Scuri knows the territory. Her profession is to [artistically design transportation walls](#) across the country, including the rope motif and geometric patterns along [I-5 in Tacoma](#), as well as colorful panels to [dampen train noise](#) at Sound Transit’s elevated South Bellevue Station.

Lake Forest Park is now grasping at vines, hoping that a layer of foliage can deter sound waves and spray paint.

[The city asks for native, drought-tolerant species](#) that do not require irrigation, and climb fast enough to cover 30% of walls within three years.

[Sound Transit replies](#) that there is no Pacific Northwest vine species which can survive this “urban application” along the roadside, though Boston ivy or Carolina creeper may work.

# Projected Washington transportation revenues drop \$633 million over 6 months

By Timothy Schumann | The Center Square,

2 hours ago



(The Center Square) – Washington transportation funding is facing a revenue decline worth hundreds of millions of dollars, according to the most recent fiscal projections presented to the Washington State Transportation Commission.

Deputy Director Carl See shared details of the lowered revenue expectations, showing a theme of figures in red. In his [overview](#), the projected revenue drop for the ten year outlook fell \$633 million compared to projections made just 6 months ago in November of 2022.

According to See, the downward revisions are "largely being driven by lower motor vehicle fuel tax revenues." This could be explained by increased electric vehicle adoption, which has caused

some members of the state Legislature to [advocate](#) for a road usage tax based on miles driven, as opposed to a fuel tax.

It's not just the long term numbers that are on the downswing, numbers for the upcoming two bienniums are also in the red.

In the current 2021-2023 biennium, transportation revenues totaled a projected \$6.59 billion, with 52% of that coming from \$3.39 billion in motor vehicle fuel taxes. Motor fuel revenue forecasts for the 2021-2023 and 2023-2025 biennium dropped \$48.8 million and \$135.1 million respectively.

Totaling 27%, or \$1.78 billion, "Licenses, Permits, and Fees" also declined. The category was down \$8.85 million and \$1.38 million for the 2021-2023 and 2023-2025 bienniums respectively.

With almost 80% of revenues accounted for in those two categories, revenue numbers begin to fall off sharply.

Clustered in a group around 5% each of total revenues are Tolls, Ferries, and Driver Fees, coming in at \$392 million, \$349 million, and \$329 million respectively. Closing out the revenue sources were the miscellaneous "other" category for \$225 million, and the Vehicle Sales Tax at \$127 million.

That final and smallest slice of the pie was one of the few bright spots revised upward in this revised forecast of transportation revenues. The Vehicle Sales Tax portion of the forecast was increased by 0.51% and 0.66% for the 2021-2023 and 2023-2025 bienniums respectively, totaling around \$1.5 million over the 4 year period.

The 2023-2025 biennium general fund bore the brunt of this reduction in revenue forecasts decreasing by \$407.1 million. However, It should be noted that while this number seems large, it is only 0.6% of the total budget for the two year period.

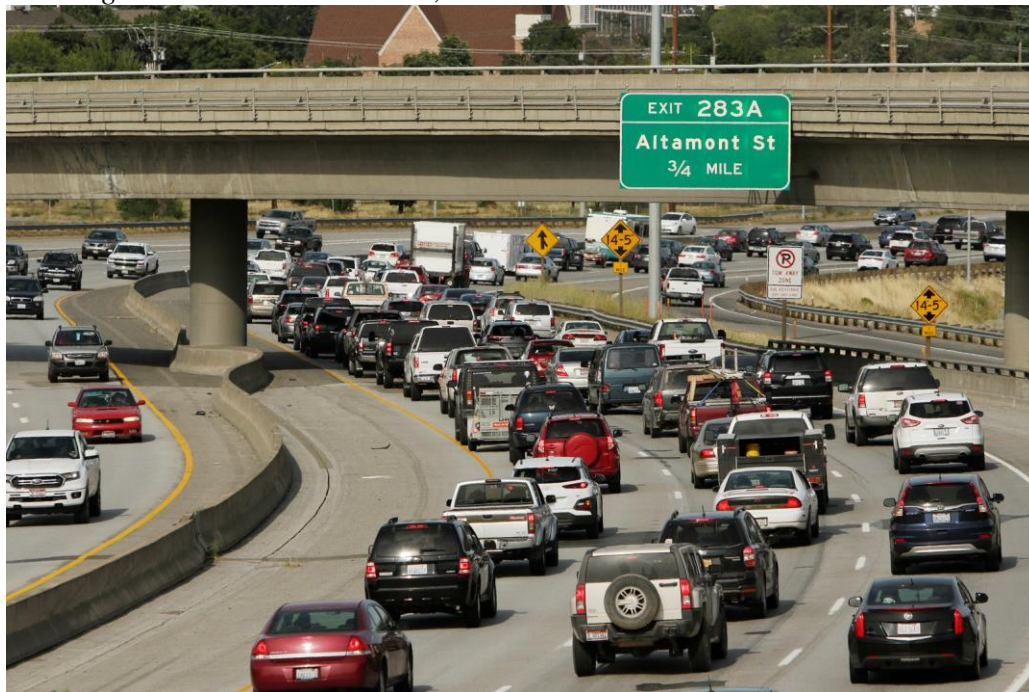
A worrying trend in the report saw every one of the last four revenue projections revised downwards, with the ten year forecast covering 2022-2031 dropping from a high of \$37 billion in June of 2022 down to just over \$36 billion in March of 2023.

The report ended on a brighter note, showcasing General Fund revenue which comes from a variety of sources including "retail sales and use, property, business and occupation, real estate, public utility, cigarette and tobacco taxes, and insurance premiums."

For the 2021-2023 biennium the actual collections numbers for that general fund were higher than forecast in November of 2022, increasing by \$198.6 million.

# Washington's governor and transportation director say lawmakers funded the wrong projects

*Washington State Standard Jun 1, 2023 1:30 AM*



Young Kwak photo

By [Jerry Cornfield](#) / [Crosscut.com](#) / May 22, 2023

Washington's roads czar is warning that the state transportation system is "on a glidepath to failure" after lawmakers put too much money into building new projects and not enough into upkeep.

Secretary of Transportation Roger Millar said this "misalignment" in the latest budget makes it likely the state will continue to fall behind on its highway maintenance responsibilities.

"I have carried the message for my tenure at WSDOT that our system is on a glidepath to failure, and while there have been some improvements on this front, the reality is that we are still on a downward trajectory," Millar wrote in a May 19 memo to department employees.

The letter went out three days after Gov. Jay Inslee signed the new state transportation budget containing money for agency operations from July 1 through June 30, 2025.

The two-year, \$13.4 billion budget pays for transportation projects, state ferries, highway maintenance and preservation, [court-ordered culvert replacements](#), and public transit. It also funds the Washington State Patrol and Department of Licensing.

It allots \$700 million each year for highway maintenance and preservation, about \$300 million less than Millar [has estimated](#) is needed.

## **GOOD NEWS, BAD NEWS**

No lawmakers attended the budget signing — which occurred the morning of the special session on overhauling how drug possession is handled by the state's criminal justice system.

The three-term Democratic governor applauded the "unprecedented" amount of funding for climate-related projects and inclusion of money to replace the Columbia River bridge on Interstate 5.

Inslee also argued the budget promises projects the state can't deliver, relying on money it won't have. He said lawmakers failed to account for declining gas tax revenues and increasing labor and material costs. He first raised such [concerns](#) last month.

The funding shortfall for maintenance and preservation, according to the governor, means "things as simple as litter clean-up or as crucial as bridge repairs" won't get done.

"This is a chronic problem of legislators wanting to have blue ribbon events for new projects instead of maintaining our bridges and maintaining our roads and not being eaten alive by potholes," he added.

The governor even quoted state Sen. Curtis King, R-Yakima, who, in a budget debate on the Senate floor, said the state is "going to be faced with some deep challenges" in the upkeep of the road system in the coming years.

"I will be signing this budget today out of necessity, but no one should interpret my signature as an endorsement," Inslee said.

## **AN INSIDE VIEW**

State Sen. Marko Liias, D-Everett, chair of the Senate Transportation Committee and an architect of the budget, called it "a little philosophical divide."

"He took a shot at us on maintenance and preservation. I get the governor isn't invested in all of the projects because he lives in one spot of the state," Liias said. "We have to reflect the needs and wants of a larger constituency to get bipartisan support."

The [final legislation](#) passed 98-0 in the House and 46-3 in the Senate.

"If he can find a way to get 145 votes with his priorities, show it to me," Liias added.

King, the ranking Republican on the Senate Transportation Committee, seemed amused Monday to learn he had been cited by the governor.

"I sure didn't hear a whole lot about that when he signed the Move Ahead Washington package," he said, referring to the \$17 billion spending bill passed in 2022. Democrats pushed it through with little input and [no votes](#) from GOP lawmakers.

"All four caucuses are working diligently on what we can do from this point forward," King said. "Promises have been made over the years on projects. Those promises need to be kept as well. We are trying to find a balance between maintenance and preservation and finishing the projects."

Millar joined the state Department of Transportation as deputy secretary in October 2015. Inslee appointed him secretary in August 2016, succeeding Lynn Peterson who was effectively fired when the Republican-controlled Senate failed to confirm her to the post.

In January, Millar stressed the importance of adequate maintenance and preservation dollars in [presentations to the transportation committees](#) in the House and Senate.

Echoing Inslee's beef with lawmakers over the budget, Millar in his letter also cited concern with the "misalignment between the projects the Legislature would like our agency and industry partners to deliver and what can realistically be completed."

And, he also expressed frustration with "the unprecedented pace and volume of work that is expected of our agency" and a lack of resources to ensure there is adequate staff to get it all done.

# New law allows local governments to invest in trails, pathways



People walk along the Birch Bay berm with their e-bikes.

Photo by Ian Haupt

Posted Wednesday, May 10, 2023 3:44 pm

By Ian Haupt

Local governments in Washington will soon be able to use revenue from new developments to build trails and pathways for bicyclists, pedestrians and other nonmotorized forms of transportation after Senate Bill 5452 was signed into law.

The bill, which state senator Sharon Shewmake (D-Bellingham) co-sponsored, allows local governments to use impact fee revenue to fund the construction of bicycle and pedestrian pathways. It goes into effect July 23.

Impact fees are local government-assessed charges on developers that are used to pay for the cost of providing public facilities – like roads, schools and parks – for the new development. Currently, impact fees can only be used to fund bicycle or pedestrian infrastructure that’s part of a street or road. This bill allows local governments to build and maintain infrastructure for nonmotorized vehicles with that money.

Shewmake said in a statement that she was excited to see what local governments choose to build now with the passing of the bill.



“Places for people to walk and bike are such an important part of a livable and vibrant community,” Shewmake said in the statement. “This bill will give cities and towns a new option for how they can fund this sort of good infrastructure for our growing communities. We can build better ways to get to work or school, run errands and safely get some exercise, without raising taxes or fees.”

The bill says such transportation and commuting options allows local governments to provide numerous benefits, including reducing greenhouse gas emissions and enhancing connection between communities and job centers.

To view the final bill, go to [bit.ly/3HXw1EF](https://bit.ly/3HXw1EF).

## State receives over \$132 million for infrastructure investments - with \$20 million for Shoreline projects

**Saturday, June 24, 2023**



Concept design for the 148th pedestrian bridge  
Courtesy City of Shoreline

WASHINGTON, D.C. – U.S. Senator Maria Cantwell (D-WA), chair of the Senate Committee on Commerce, Science, and Transportation, announced \$132,611,221 in grant funding for nine major infrastructure projects across the State of Washington.

The funding for these grants comes from the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program, which was originally created under the American Recovery and Reinvestment Act as TIGER grants.

This is the most Washington state has ever been awarded.

Washington state was awarded the most grants of any state and received the most in total funding. The state received 5.89% of the total RAISE funding available this year, compared to 4.35% received last year.

As Commerce chair, Sen. Cantwell authorized the RAISE grant program for the first time ever in the [Surface Transportation Investment Act](#), which was included in the Bipartisan Infrastructure Law (BIL). The BIL [provided](#) \$7.5 billion to the program over five years, a 50% increase in funding.

**The following RAISE grant was awarded to Shoreline.**

**West Side Transformation: Multimodal Connections to the Shoreline South Regional Transit Hub, City of Shoreline — \$20 million**

“The City of Shoreline is rapidly expanding – just the neighborhood surrounding the 148th Street Station is expected to add as many as 20,000 new housing units in the coming years. These new residents need safe, accessible transportation options,” said Sen. Cantwell.

“This transformative, multimodal transportation project will support resident safety while providing transit access to the community and traffic efficiency on the 145th Corridor.”

Sen. Cantwell [sent a letter of support](#) to Department of Transportation Secretary Pete Buttigieg for the City of Shoreline to receive this grant in March 2023.

This project is a combination of several elements that will complete multimodal connections from the west side of I-5 to a new Sound Transit light rail station on the east side, set to open in 2024.

**Project elements include:**

- 145th Corridor improvements, including ADA accessibility sidewalk enhancements and creating left turn lanes and medians to reduce collisions and improve flow.
- An off-corridor bike network parallel to 145th Street complete with pavement markings, intersection improvements, flashing beacons, speed cushions, signage, and connections to the 145th Corridor/148th Street bridge.
- A foot bridge at 148th Street to connect pedestrians and cyclists to the regional transit hub and light rail station.

This project is the remaining part of a larger \$80 million project funded by Connection Washington, State Legislative Funding, South Transit System Access Funds, King County funds, and City of Shoreline General Funds. The City of Shoreline will provide the local match for this portion of the project.

The project will substantially improve overall traffic flow and safety on the 145th Corridor, and improve access to the future light rail station. Currently, 80% of Shoreline residents commute outside of the city limits for work, with the majority traveling into Seattle.

This subarea, now known as the 148th Street Station Area growth center, will have nearly 4,000 housing units ready for occupancy in the next few years. This center has the capacity to build 20,000 housing units (due to mandatory inclusionary zoning requirements enacted by the City, nearly 20% of these units are anticipated to be affordable) and 9,000 new employees.

"The \$20 million RAISE grant is a game changer for us," said Shoreline Mayor Keith Scully.

"It will allow us to complete our vision for the 145th Corridor, creating safe, reliable multimodal connections to the Shoreline South/148th light rail station.

"We are extremely grateful for the tireless efforts of Senator Cantwell, Senator Murray, and Representative Jayapal in helping us to secure this vital funding and for their leadership in securing significant funding for transportation projects across the state."

# City of Washougal awarded ‘significant’ federal grant

## \$40.5M award will fund city's 32nd Street underpass project

By [Doug Flanagan](#) | June 8, 2023 12:22 pm | [comments](#)



The city of Washougal's planned 32nd Street underpass project would provide a grade-separated railroad crossing at 32nd Street, new connector streets in the Town Center, road improvements within the Port of Camas-Washougal's industrial park, a roundabout at 32nd and Main streets, a signal at 32nd Street and Evergreen Way, and a sidewalk and multi-use path. (Contributed illustration courtesy of the city of Washougal)

([Doug Flanagan](#)/Post-Record)



The city of Washougal's planned 32nd Street underpass project would provide a grade-separated railroad crossing at 32nd Street, new connector streets in the Town Center, road improvements within the Port of Camas-Washougal's industrial park, a roundabout at 32nd and Main streets, a signal at 32nd Street and Evergreen Way, and a sidewalk and multi-use path. (Contributed illustration courtesy of the city of Washougal)

The city of Washougal will receive a \$40.5 million federal grant to fund the design and construction of its 32nd Street underpass project.

“This is very significant and welcome news for Washougal,” Washougal City Manager David Scott said. “We are all very excited to receive this grant award. Our overall reaction is one of extreme gratitude and excitement. We are very appreciative of the support and leadership of our federal delegation on the issue of rail safety and on our project specifically.”

Washington’s two Democratic senators, U.S. Sens. Maria Cantwell and Patty Murray announced the grant Wednesday, May 31.

The City’s \$50 million underpass project will reconnect Washougal’s Addy Street neighborhood with its downtown and Port of Camas-Washougal areas by reconstructing five intersections along 32nd Street.

“I can now envision what that corridor is going to look like in five or six years from now. It’s going to be gorgeous,” Washougal City Councilwoman Molly Coston said. “It kind of puts us on the map again with all the other projects we’ve got going on. What I’m hoping will happen, and I’m sure it will, is that people will all of a sudden start to look at Washougal and say, ‘This little tiny community has got a lot going on. Maybe I want to have a business there.’ This could easily really spur another revitalization into our downtown core and some of our commercial corridors, and even out at the Port, for more business. I just can’t see that this is anything but a real celebration for us.”

The grant was awarded through the U.S. Department of Transportation’s (DOT) Railroad Crossing Elimination (RCE) Grant Program, which Cantwell authored and guided through the U.S. Congress as part of the Infrastructure Investment and Jobs Act President Joe Biden signed into law Nov. 15, 2021.

“This grade crossing is one of the busiest along the BNSF railroad line in the entire state of Washington, and it creates a real hardship for the Washougal community,” Cantwell stated in a news release. “When a train blocks the crossing, emergency vehicles can’t get through, and traffic backs up onto state Route 14 (Highway 14). Building a new railroad bridge and underpass structure between Main Street and ‘F’ Place will connect the two halves of Washougal while helping the entire transportation corridor — both road and rail — operate more efficiently.”

“This funding for Washougal is a really big deal, and it will be put to good use, helping reconnect neighborhoods and delivering all kinds of major infrastructure improvements,” Murray added. “This investment will help ensure that goods get to where they need to be on time and make sure this crossing is safer and more effective for everyone.”

Washougal received the second-largest amount of money from the program, which granted more than \$570 million to 63 projects across the U.S. The largest grant, for \$41 million, will fund a grade-crossing project in Alabama.

Coston said the city of Washougal's grant amount is "incredibly significant."

"We were asking for a pretty big number (and) thought we might get a few million," she said. "I never really thought I would see this. I thought we could inch closer year by year ... and the pot would grow."

The project will include a new railroad bridge and underpass structure between Main Street/"B" Street and Evergreen Way along the crossing, as well as new roundabouts, intersection improvements, better pedestrian and bike facilities and roadside stormwater management. The project will also help rail freight move more efficiently, according to the news release.

"I live off of 32nd Street, so I probably use that crossing almost every day. There are at least 40 trains (each day), maybe more," Coston said. "I've been backed up more than more than a dozen times on Highway 14 at 2 p.m. because it does not take that many cars to back all the way up from 32nd Street to Highway 14. The afternoon rush hour is always that way almost every day. ... Even though there are signs that warn against it, people will actually enter the intersection thinking that they might be able to just squeeze in and end up blocking westbound traffic as well. It's a mess.

"I know there are a lot of (vehicles) that will take the Washougal River Road exit in the afternoon, and they'll go down 'E' Street like maniacs, or they'll drive down Main Street to avert traffic," she continued. "I think (the underpass will) relieve congestion in a number of different areas around the city during certain times of the day."

The City has also received a \$5 million grant from state for the project.

"That was contingent upon receiving the federal RCE award," Scott said. "Not every state stepped up to assist directly in the funding of these RCE projects in this way. Our state's leadership in this regard is appreciated."

Scott thanked the entire Washington delegation, including Cantwell, Murray, and U.S. Rep. Marie Gluesenkamp Perez, D-Skamania, as well as the Clark County Regional Transportation Council, the Port of Camas-Washougal, the Washougal School District and the Camas-Washougal Chamber of Commerce, all of which wrote letters of support for the project.

"This project is a great example of how partnership between the local, state and federal government is critical to assisting communities like Washougal successfully address significant challenges," he said.

Scott said the City will be seeking "a bit more" funding for the project due to cost escalation, but still plans to complete the project in under five years.

“I’m hoping (the federal funding) will speed things up a little bit,” Coston said. “It’s not quite shovel ready, but we had already inched our way allocation-wise into design, so we were kind of there. We were right at that point where it was like, ‘We’re ready to put a shovel in the ground. Let’s get some funding,’ and it happened.”



# Transfer of Pioneer Street to Ridgefield under review



Posted Monday, June 5, 2023 3:54 pm  
The Reflector

The Washington State Transportation Commission is accepting comments from the public until June 30 on a proposal to transfer Pioneer Street from the Washington State Department of Transportation (WSDOT) to the City of Ridgefield.

If the transfer is approved, the roadway — also known as state Route 501 — will become a city street.

The commission is responsible for making decisions on route jurisdiction transfers based upon requests from either the state or a local jurisdiction, a news release stated. The City of Ridgefield submitted an application that meets state law criteria for transferring routes, according to the commission.

The change in ownership won't impact the function or access to the street, but will reassign who owns it and is responsible for its maintenance.

Following the public input period, the commission will make a final decision on the transfer this fall and will forward its decision to the Washington State Legislature for incorporation into state law, the release stated.

Comments regarding the transfer request must be received by the commission by June 30. Comments can be submitted via email at [transc@wstc.wa.gov](mailto:transc@wstc.wa.gov) or mailed to Washington State Transportation Commission, ATTN: SR 501 Transfer, P.O. Box 47308, Olympia, WA 98504.

More information on the transfer request can be found on the commission's website at [wstc.wa.gov/programs/route-jurisdiction-transfer/2023-route-jurisdiction-transfer-requests](http://wstc.wa.gov/programs/route-jurisdiction-transfer/2023-route-jurisdiction-transfer-requests).

## Snoqualmie Parkway decision expected later this year, repaving in July

The Snoqualmie Parkway Rehabilitation Project will start in July, repaving the heavily-used road.

By [Conor Wilson](#) • May 31, 2023 11:06 am



Photo by Conor Wilson/Valley Record A car turns on to Snoqualmie Parkway.

The Washington State Transportation Commission last week approved preliminary findings for Snoqualmie’s request to relinquish ownership of the Snoqualmie Parkway.

The approval allows commission staff to begin the public review process and hold public hearings prior to a final ruling later this year.

“Taking action on preliminary findings simply authorizes us to go out and collect public input,” said Paula Reeves, a senior policy analyst with the commission. It is not a stance on whether the switch should happen, she said.

Last year, City of Snoqualmie officials requested ownership of the parkway, which is currently under its jurisdiction, be given to the State Department of Transportation (WSDOT). They say the move could save city residents thousands of dollars in future taxes.

Because of its location, city officials argue the 3.5 mile parkway functions as a de-facto state highway — marked by heavy traffic and expensive, routine maintenance. As an extension of the highway system, improvements should be funded by state dollars, not city taxpayers, according to city officials.

“It’s a burden on our taxpayers for the degradation that they’re not causing,” Councilmember James Mayhew said last year. “If we transfer this to WSDOT, this is never our residents’ responsibility again.”

The parkway, which links the Ridge to Downtown, connects several well-traveled routes. The I-90 and State Route 18 interchange sits on its southern end, while State Route 202 is to the north.

As a result, freight trucks — as many as 1,500 a day by one state estimate — frequent the road, causing damage and eventually expensive repairs.

On the Pavement Condition Index, a measure of road quality where 100 is a brand new road and 55 or less is poor condition, the parkway was found to have an overall score of 59, according to prior Valley Record reporting. Nearly all of that damage can be attributed to pass-through truck traffic, according to a city-commissioned study.

Since at least 2017, the city has wanted to repave the road, according to prior reporting, but has faced challenges fronting the millions of dollars needed for repairs.

But that changed last year after the state Legislature stepped in, earmarking a \$5 million grant in the state’s Move Ahead Transportation Package to repave the road.

The Snoqualmie City Council put those funds to use on May 22, approving a \$3.7 million construction contract with CPM Development Corporation to repave the parkway. The project, which is 100% state funded, is expected to begin in July.

“This is a good thing to do to get the parkway fixed up and ready to transfer over,” Mayor Pro Tem Bryan Holloway said.

The repayment project, known as the Snoqualmie Parkway Rehabilitation, will happen regardless of the state transportation commission’s final ruling on the parkway’s jurisdiction. But the commission’s decision will determine who is on the hook for future improvements.

Ashley Probart, executive director of the state Transportation Improvement Board, said whether the parkway ends up being transferred hinges on two primary criteria outlined in the state’s municipal code. That includes, one, is it an urban extension of a rural state highway into or through an urban area and, two, is it necessary to form an integrated state highway system.

“Our assessment is yes,” Probart said last week. “In our review of the criteria this one does check those boxes.”

## WSDOT opposes Snoqualmie Parkway takeover proposal

Snoqualmie officials submitted a request for the 3.5-mile Parkway to be transferred over to the state last year.

By [Conor Wilson](#) • July 25, 2023 12:04 pm



A sunset from the north end of the Snoqualmie Parkway. Photo by Conor Wilson/Valley Record.

The Washington State Department of Transportation said they do not support a city request to take over jurisdiction and maintenance of the Snoqualmie Parkway.

During a July 19 meeting of the Washington State Transportation Commission, Brian Nielsen, a WSDOT representative, told commissioners the parkway does not meet the standards for a transfer to state ownership.

“It is WSDOT’s conclusion that the Snoqualmie Parkway does not meet any applicable criteria set forth in the [state code],” he said.

Snoqualmie officials submitted a request for the 3.5-mile Parkway to be transferred over to the state last year. Now the State Transportation Commission is tasked with deciding if the request meets criteria outlined in state code.

Whatever the seven-member commission decides, the final outcome will likely have major financial implications for the city — and its taxpayers — in coming decades.

Whoever ends up owning the Parkway will be also stuck with its ongoing maintenance and preservation, a financial burden often beyond what Snoqualmie can afford as a small city.

A prior engineering study has determined the parkway’s pavement to be in poor condition for years, and the city has cited a desire to repave the road since at least 2017.

But they had been unable to fund a repaving project until this summer, after receiving a \$5 million allocation in the 2022 state transportation budget for maintenance.

Because of its location, nestled between State Route 18, I-90 and State Route 202, the parkway functions as a de-facto state highway, Snoqualmie officials argue. Damage to the road, they said, is primarily the result of pass-through truck traffic, rather than city residents.

“A third of trucks are not associated with business in city limits, which creates significant financial challenges for us,” Snoqualmie Mayor Katherine Ross said, noting that number is expected to grow in coming years.

The city does not generate tax revenue for these pass-through trips, Ross said, placing an unfair burden on city taxpayers to front cost for the damages of regional commerce.

Nielsen, the WSDOT rep, argued one-third of truck trips being passed through does not represent a regional corridor, while noting WSDOT has not done an independent traffic analysis of the parkway. Most have some business in the city, he said.

“We don’t see this as regional in nature,” he said. “These trips benefit the city one way or another.”

The Transportation Commission will vote on the transfer in October. If approved, it will head to the state Legislature for adoption.