



Transportation Improvement Board
March 22-23, 2018 – Yakima, Washington
Location: Hilton Garden Inn
401 East Yakima Ave.
Yakima, WA 98901
509-454-1111

March 22, 2018 – 2:00 p.m.
WORK SESSION AGENDA

| | | | Page |
|---------|--|----------------|------|
| 2:00 pm | A. Welcome from the City of Yakima | | |
| | GENERAL MATTERS | | |
| 2:05 pm | B. Public Hearing and Overview WAC Chapters 479-05, 479-06, & 479-14 | Chair Stevens | 20 |
| 2:30 pm | C. WAC and Contract Examples | | |
| | 1. Town of Lyman slide update | Ashley Probart | |
| | 2. City of Castle Rock project funding status update | Ashley Probart | |
| 3:00 pm | D. Website Overview | Vaughn Nelson | |
| | PROGRAM & PROJECT MATTERS | | |
| 3:10 pm | E. Criteria Point Revision | Chris Workman | 27 |
| 3:25 pm | F. Call Size Preview | Vaughn Nelson | |
| 3:40 pm | G. Project Action | | |
| | Bid Award & Increase Request: City of Davenport – 7th & Park St. | Ashley Probart | 44 |
| 3:55 pm | H. Adjournment | Chair Stevens | |



Transportation Improvement Board
March 22-23, 2018 – Yakima, Washington
Location: Hilton Garden Inn
401 East Yakima Ave.
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March 23, 2018 – 9:00 a.m.
BOARD AGENDA

| | | | Page |
|-----------|---|----------------|------|
| 9:00 a.m. | 1. CALL TO ORDER | Chair Stevens | |
| 9:05 a.m. | 2. LOCAL PRESENTATIONS | Chair Stevens | |
| 9:40 a.m. | 3. GENERAL MATTERS | | |
| | A. Approval of January 26, 2018 Minutes | Chair Stevens | 4 |
| | B. Communications | Ashley Probart | |
| | 1. Watch Your Step: Walking 'auditors' find uneasy footing... – Methow Valley News | | 45 |
| | 2. Funding Secured for New West Sammamish River Bridge – Kenmore Quarterly | | 47 |
| | 3. LED streetlights: Coming to a neighborhood near you – The Wenatchee World | | 49 |
| | 4. Kent gets another grant to extend new 132 nd Ave. pedestrian path – Kent Reporter | | 50 |
| | 5. Peace Portal trail project receives new round of state funding – The Northern Light | | 52 |
| | 6. Kirkland ends use of rectangular rapid flashing beacons – Kirkland Reporter | | 54 |
| | 7. Grants fund cities' switch to LED bulbs – The Columbian | | 55 |
| | 8. Let there be light: Cheaper, brighter lights sight for College... – My Columbia Basin | | 57 |
| | 9. Fir Street construction pushed to early 2019, Lavender Festival... – Sequim Gazette | | 58 |
| | 10. Work to start on Sixth Street traffic control – Daily Sun News | | 60 |
| | 11. Bellevue completes first segment of Spring Boulevard – Bellevue Reporter | | 61 |
| | 12. Prevedell Road in Lyman closed indefinitely – goSkagit | | 62 |
| | 13. Skagit County declares flood emergency – goSkagit | | 63 |
| | 14. Heavy rains take toll on Lyman homes, road – goSkagit | | 64 |
| | 15. Elmer City gets bids on trail project – The Star | | 66 |
| | 16. Elmer City awards trail bid – The Star | | 67 |
| | 17. Left-hand turn pockets to be added to University Way intersection – Daily Record | | 68 |
| | 18. Leveraging of roads dollars lands city \$21 million in grants – Tacoma Weekly | | 70 |
| | 19. Snohomish County Public Works garners Project of... – Bothell-Kenmore Reporter | | 72 |
| | 20. Failing road rebuild top priority of Port Angeles... – Peninsula Daily News | | 73 |
| | 21. Pateros City Council approves \$25,000... – The Omak-Okanogan County Chronicle | | 75 |
| | 22. Some good news for city: five years of transportation projects... – my Edmonds News | | 78 |
| | 23. A Big Night of Approvals at City Council – The Woodinville Weekly | | 80 |
| | 24. City Ok \$608,000 sidewalk, street project – ptLeader | | 82 |
| | 25. Decision time for Puyallup – cost of troubled road project... – The News Tribune | | 84 |
| 9:50 a.m. | 4. NON-ACTION ITEMS | | |
| | A. Executive Director's Report | Ashley Probart | |
| | B. Financial Report | Vaughn Nelson | |
| | C. Project Activity Report (1/1/18 – 2/28/18) | Chris Workman | 10 |



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- 10:20 a.m. 5. ACTION ITEMS
- | | | |
|--|----------------|----|
| A. WAC Chapters 479-05, 479-06, & 479-14 | Ashley Probart | 20 |
| B. Criteria Point Revision | Chris Workman | 27 |
| C. Project Action | | |
| Bid Award & Increase Request: City of Davenport – 7th & Park St. | Ashley Probart | 44 |
- 10:50 a.m. 6. ADJOURNMENT
- Chair Stevens

FUTURE MEETINGS

May 17-18 (Bremerton)
September 27-28 (Pullman)
November 15-16 (SeaTac)

**Transportation Improvement Board
January 26, 2018
Ramada
Olympia, Washington**

NOTES

TIB BOARD MEMBERS PRESENT

Commissioner Richard Stevens, Chair
Ms. Amy Asher
Mr. Aaron Butters, P.E.
Mr. Jeff Carpenter, P.E.
Ms. Barbara Chamberlain
Ms. Elizabeth Chamberlain
Mr. Gary Ekstedt, P.E.
Mayor Glenn Johnson
Mr. John Klekotka, P.E.

Commissioner Bob Koch
Mr. John Koster
Ms. Colleen Kuhn
Mayor Ron Lucas
Mr. Mick Matheson, P.E.
Ms. E. Susan Meyer
Ms. Laura Philpot, P.E.
Mr. David Ramsay

TIB STAFF

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

TIB Member Commissioner Terri Drexler was excused and Ms. Alyssa Ball and Mr. Martin Snell were present at the Thursday Work Session.

1. CALL TO ORDER

Chair Stevens called the meeting to order at 9:00 a.m.

2. LOCAL PRESENTATIONS

Florendo Cabudol, SeaTac City Engineer and Brandon Carver, Des Moines Public Works Director, spoke to the board regarding the collaborative projects 28th/24th Avenue S and Des Moines Gateway. The projects provide better access to a new Sound Transit station, reduced traffic on Highway 99, and unlocks good economic opportunities along the corridor. They were able to reduce costs by utilizing local fill materials; it also used Connecting Washington bridge funds to build and accommodate SR-509 alignment eliminating the need to be shut down the road and eliminate the cost of rebuilding the roadway.

Erik Martin Director of Public Works for Lewis County spoke representing City of Centralia as the project he discussed bridges both county and city owned roadway. The project builds sidewalks on the main corridor road, between the high and middle schools, and is heavily used by students. The improvements were instigated by the High School ASB president who said she saw the walking routes as unsafe and lead the push to discuss safety and improvements for the roadway.

3. GENERAL MATTERS

A. Approval of November 17, 2017 Minutes

MOTION: It was moved by Mayor Johnson with a second by Commissioner Koch to approve the minutes of the November 17, 2017 board meeting.
Motion carried unanimously.

B. Communications

Ashley Probart discussed a few newspaper articles from the board packet as part of his Executive Director Report.

4. NON-ACTION ITEMS

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

- Gave a sample of a typical response from staff to an agency when a project submitted was not selected, referencing the West Seattle Blog, Highland Park Way article.
- Highlighted the Tri-City Herald article titled “Judge clears way for start of Duportail Bridge,” which is underway.
- A project from goSkagit about Sedro-Woolley talks about a high profile project we expect to be hearing about on multiple levels for the next several years.
- Mr. Probart has also been involved with the Statewide Active Transportation Plan, along with board member Barb Chamberlain.
- Ms. Barb Chamberlain spoke regarding the state Active Transportation program working to lessen the individual burden for agencies, and looking at transportation equity as those who walk and bike most are statistically those least able to financially afford other options and thus most likely to suffer negative consequences and safety concerns associated with facilities or lack of facilities.
- Has done some outreach including attending an AWC event.
- Staff has been focusing on project closeouts.
- TIB is required to report once a year on the Complete Streets Program to House and Senate Staff; a complimentary copy was also provided to Governor’s Office. TIB staff prepared a short letter and one page explanation of the program with eligibility and award. It has been well received.
- Mr. Probart worked on requesting codification of funding with a number of other agencies. This was introduced on January 22-23, 2018 to the House and Senate. The bill hearing in the Senate will take place on Monday, January 29. Currently there is reasonable support in the Senate and strong support in the House.
- There was a request to confirm the number of projects funded/not funded to look for possible correlation of projects which include bicycle and/or pedestrian facilities. Data shows some correlation with projects with those including bicycle and/or pedestrian facilities being more likely to receive funding.
- Mr. Ron Lucas, discussed PSRC, and stated that 3 year window projects moved into 3rd year have been told there is no remaining funding. Representatives Clibborn and Orcutt informed House members that there will be no additional funding in Connecting Washington they are not looking to accept any additional projects. This may bring more agencies to TIB if they are not able to get funding through capital funds.
- Ms. Colleen Kuhn requested staff send the Complete Streets Report to nominating agencies.

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

The following is based on information available on the TIB public dashboard.

- Typically January is when the funds balance is at the lowest point for the year. The TIA balance is currently \$28 million, and will increase through the spring and summer in preparation for fall billings.
- In 2017 the account hit a high point in July with a balance just above \$65 million and quickly decreased due to construction activity, the Relight Washington Program and

Emergency Pavement Repair billings. This brought the balance down to a planned level just above \$20 million.

- The balance is still high enough to comfortably allow the board to choose to assign funds into the Relight Washington Program if desired.
- Mr. Nelson highlighted the remaining commitment, the majority of which is in the Urban Arterial program and the other approximately one quarter in all of the remaining programs.
- Looking at commitment by phase; most projects are in design or application phase which is common for this time of year. TIB staff expects most to all of the current application phase projects to move to design phase by the next board meeting in March.

C. Project Activity Report – Chris Workman reported on the following:

The following activity took place in November through December 2017.

- There were no big surprises over this period and overall everything is as expected.
- There was one large withdrawal for an arterial preservation project which is tied to a project awarded in November. This will allow for a larger project to be built.
- Overall the increase was just under \$200,000 which is a fairly small change over the total number of projects.
- There were a large number of project completions and projects moving to design phase. We expect to see more design projects over the next two month period.
- Notable events
 - Pasco – Oregon Ave. (SR 397) - \$634,500 increase.
 - Seattle – S. Lander St. - \$1,382,223 surplus.
 - Tukwila – Interurban Ave. S. - \$750,000 increase.

5. ACTION ITEM

A. Bid Award Increase and Scope Change Request: City of Davenport – 7th Street and Park Street Sidewalk

Ms. Bennett presented the request for Davenport.

The city was awarded the sidewalk project in November 2016. The project removes and replaces the hazardous and failing stone retaining walls on both sides and deteriorated sidewalk along 7th Street. On Park Street, the project constructs sidewalk along the south side of the street. The city advertised the contract for the second time in December 2017 after unfavorable bids in August 2017. Three responsive bids were received. Again, all three bids are above the engineer's estimate. However, the costs were marginally lower than the first bid. Due to the high bids, the city requested amending the scope to exclude sidewalk on the South side of Park Street, sidewalk exists on the north side of Park Street.

Since the base bid includes ADA upgrades to the Park Street north side sidewalk, the reduced scope provides the same connectivity as the original scope.

MOTION: It was moved by Mr. Koster with a second by Mr. Ramsay to approve the scope change, \$74,580 increase, and approval to award the contract to the low bidder Wm. Winkler Company.

Discussion:

On Thursday Mr. Matheson stated he was concerned that there is no justification to fix the wall on the side of the road opposite the sidewalk. Ms. Kuhn asked if the board can approve to have the wall reconstructed without the sidewalk. Mr. Workman stated this is not typical for the program but there are no rules against it.

Mr. Matheson stated he is the representative for cities with a population of less than 20 thousand; he stated he has a strong philosophical issue with supporting funding for a retaining wall not connected to the sidewalk which composes the project.

Ms. Elizabeth Chamberlain asked if the walls were originally part of the project as approved by the board. TIB staff Ms. Bennett confirmed this was the case. Ms. Chamberlain stated she was in favor of staff recommendations as we had previously approved the wall before the scope change.

Mr. Ramsay indicated his support of the overall project, adding that he felt the opportunity for connectivity is not something we should pass up. He said he believed it was in the spirit of what we are trying to accomplish as an agency. However he did not want to minimize Mr. Matheson's concern.

Mr. Ekstedt spoke in opposition of the current motion. He stated he thought it should be split into one motion for the increase and one for the scope change. He also stated he thought the wall is outside the scope of the project.

Ms. Kuhn expressed concern that it may have been intentional on the behalf of the applicant to ask to remove the sidewalk after approval. Ms. Bennett stated a creek runs along the river to the South and the agency didn't realized how it would impact the project. There were alternative options discussed by the agency including running sidewalk through a museum parking lot. The agency went forward with a vision with sidewalks on both sides without initially realizing the ramifications. When the application came in, it was in the concept stage but not necessarily fully realized. After more planning and design the issue was discovered.

Mr. Klekotka stated he understood concerns from other board members with the change however he believes with a small city there will likely be very high costs associated with redesign, removing the wall, and is supportive of staff recommendation.

Ms. Barb Chamberlain stated she felt the relative difference was small, however she's worried the board may be setting a precedent that may be less desirable in the future. She stated she felt the city is prioritizing parking over the sidewalk and that she is not comfortable for the funds to come out of sidewalk program.

Mr. Probart stated the section of sidewalk the city is requesting be removed is not in the same section of the project with the retaining wall.

Ms. Kuhn asked if both sidewalks were included in the second bid. Ms. Bennett stated there were two options in the bid package.

Mr. Klekotka asked if there was sidewalk included in the second section of the project and how much was the retaining wall portion of the cost. Ms. Bennett stated the original application included sidewalk on only one side of 7th and the total cost of retaining wall is about \$90 thousand.

Mr. Ramsay stated that as a sidewalk fan his goal is making sure people can walk where they want to go. He said he is ok with the scope change as it seems to meet this goal.

Ms. Philpot stated she would support the scope change, but not the retaining wall on the side of the road without sidewalk.

Mr. Klekotka stated the agency would need to work with the contractor to see if they will allow the city to make this change. Ms. Kuhn said they may need to find another funding source. Mr. Klekotka said he was worried they will need to rebid.

It was moved by Mr. Ekstedt and Ms. Philpot to split the original motion.

MOTION: It was moved by Mr. Ekstedt with a second by Ms. Philpot to approve the scope change to omit the sidewalk on Park Street.
Motion carried.

MOTION: It was moved by Mr. Ekstedt with a second by Ms. Philpot to approve a \$74,580 increase, and approval to award the contract to the low bidder Wm. Winkler Company.
Motion failed.

Mr. Probart said staff will go back to the city and discuss options.

B. Review of Draft WAC Revisions

Mr. Probart presented the WAC update process and the proposed changes to the board. WAC revisions have been identified in several areas and the proposal is to adopt revisions and modifications that can be communicated in time for our summer workshops and annual call for projects. Five issue areas and nine WAC's will be discussed at the Board meeting:

- Recommending changes to the small city federal match program;
- There is an omission in the emergent nature definition of project submissions;
- The definition of eligible work within previously funded project termini has become a potential barrier to funding otherwise qualified projects;
- Award criteria for the sidewalk program could be enhanced; and
- Harmonizing matching requirements for the sidewalk program to be consistent with matching requirements for other TIB programs.

MOTION: It was moved by Mayor Johnson with a second by Mr. Koster to authorize TIB staff to complete the CR 102 and approve draft WAC edits for public comment.
Motion carried unanimously.

C. Relight Washington Program

Mr. Workman gave an update on the Relight Washington Program.

As of January 2018, TIB has funded over 33,000 streetlight conversions at a cost of \$13.6 million. There is currently approximately \$1 million in the 2017-2019 biennial budget with about \$3.5 million of known requests coming in 2018-2019. It is anticipated the 2019-21 biennial requests will be within forecasted funding. With more anticipated short term requests than allocated funding, TIB staff has reviewed several options:

1. Borrow up to \$3.0M from TIB's available fund balance;
2. Moratorium (no new contracts) after current funding is obligated until July 2019;
3. Reduce next preservation call with one of two options:
 - a. Complete program reduced and all applicable agencies eligible for preservation
 - b. Program reduced and any agency that receives LED funding will not be eligible this year for preservation funding.

There is about \$1 million left in the Relight Washington Program budget, the recommendation from staff that the board approve borrowing an additional \$3 million from current budget which will be replaced in 2019.

MOTION: It was moved by Ms. Philpot with a second by Mayor Johnson to borrow \$3.0 million from the Transportation Improvement Board available fund balance for the Relight Washington Program.

Motion carried unanimously.

D. Clark County

During the Thursday Work Session Mr. Probart and Mr. Snell talked about the Clark County GMA Hearing Board ruling. This ruling is an example of why one of the WAC changes is being made. The County is out of compliance with the growth management act, the RCW does not indicate cities, towns, or counties must be in compliance to receive funding but WAC 479-14-121 seems to state that counties only cannot receive funds if out of compliance, this appears to be an error with the initial drafting of the WAC.

Five projects in Clark County may have been affected but four of the five were grandfathered in as the projects were underway before the ruling that the county was out of compliance. Staff is suggesting the remaining project be put on hold until the eligibility restriction can be relaxed or the county can resolve the issue.

MOTION: It was moved by Mr. Koster with a second by Mayor Johnson to hold or suspend Highway 99 Kline Line Sidewalk until WACs are updated.

Motion carried unanimously.

6. ADJOURNMENT

The meeting adjourned at 11:00 a.m.

**Project Activity Report**

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------|----------------|--|---------------------|----------|-----------------|---------------------|----------|
| APP Program | | | | | | | |
| 3-W-159(005)-1 | BURLINGTON | FY 2019 Overlay Project | Design | DE | 8,487 | 0 | Director |
| 3-E-168(004)-1 | CHENEY | FY 2019 Overlay Project | Design | DE | 32,935 | 0 | Director |
| 3-P-204(006)-1 | COVINGTON | FY 2019 Rehabilitation Project | Design | DE | 105,437 | 0 | Director |
| 3-P-802(003)-1 | DUVALL | FY 2019 Rehabilitation Project | Design | DE | 8,982 | 0 | Director |
| 3-E-161(003)-1 | EAST WENATCHEE | FY 2019 Overlay Project | Design | DE | 53,087 | -145 | Director |
| 3-E-175(003)-1 | ELLENSBURG | FY 2019 Overlay Project | Bid Award | DE CN BA | 300,000 | 0 | Director |
| 3-P-124(006)-1 | ENUMCLAW | FY 2019 Overlay Project | Design | DE | 34,000 | 0 | Director |
| 3-E-164(004)-1 | EPHRATA | FY 2019 Overlay Project | Design | DE | 18,450 | 0 | Director |
| 3-E-183(007)-1 | GRANDVIEW | FY 2019 Overlay Project | Construction | DE CN | 29,349 | 0 | Director |
| 3-P-132(002)-1 | MILTON | FY 2019 Overlay Project | Design | DE | 49,881 | 0 | Director |
| 3-P-822(004)-1 | MONROE | FY 2018 Overlay Project | Audit | CC FV AD | 480,385 | 0 | Director |
| 3-P-822(006)-1 | MONROE | FY 2019 Overlay Project | Design | DE | 7,645 | 0 | Director |
| 3-P-112(005)-1 | NORMANDY PARK | FY 2019 Overlay Project - 4th Avenue S | Design | DE | 31,620 | 0 | Director |
| 3-P-804(003)-1 | NORTH BEND | FY 2018 Overlay Project | Audit | CC FV AD | 311,340 | -51,982 | Director |
| 3-P-142(003)-1 | SNOHOMISH | FY 2018 Overlay Project | Audit | CC FV AD | 534,281 | 15,024 | Director |
| 3-P-823(003)-1 | STANWOOD | FY 2018 Overlay Project | Audit | CC FV AD | 573,798 | -104,774 | Director |
| 3-E-178(005)-1 | TOPPENISH | FY 2019 Overlay Project | Design | DE | 44,561 | 0 | Director |
| 3-W-978(003)-1 | YELM | FY 2018 Overlay Project | Contract Completion | CC | 422,275 | -52,455 | Director |

**Project Activity Report**

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------|---------------|---|---------------------|----------|-------------------------|---------------------|----------|
| | | | | | Total APP Change | -194,332 | |
| CSP Program | | | | | | | |
| C-P-206(001)-1 | KENMORE | Complete Streets Award | Audit | CC FV AD | 500,000 | 0 | Director |
| | | | | | Total CSP Change | -194,332 | |
| LED Program | | | | | | | |
| S-E-170(002)-1 | CLARKSTON | LED Streetlight Conversion (City Owned) | Bid Award | DE CN BA | 7,150 | 0 | Director |
| S-E-177(001)-1 | COLLEGE PLACE | LED Streetlight Conversion | Bid Award | DE CN BA | 77,321 | 0 | Director |
| S-E-870(002)-1 | DAVENPORT | LED Streetlight Conversion | Withdrawn | WD | 0 | -3,600 | Director |
| S-E-849(001)-1 | ENTIAT | LED Streetlight Conversion | Bid Award | DE CN BA | 30,335 | 0 | Director |
| S-W-838(001)-1 | EVERSON | LED Streetlight Conversion | Audit | CC FV AD | 105,547 | 72,247 | Director |
| S-E-895(001)-1 | FAIRFIELD | LED Streetlight Conversion | Audit | CC | 27,900 | 450 | Director |
| S-E-183(002)-1 | GRANDVIEW | LED Streetlight Conversion | Bid Award | DE CN BA | 203,678 | 0 | Director |
| S-E-871(001)-1 | HARRINGTON | LED Streetlight Conversion | Contract Completion | CC | 26,550 | 900 | Director |
| S-E-850(001)-1 | LEAVENWORTH | LED Streetlight Conversion | Bid Award | DE CN BA | 83,553 | 0 | Director |
| S-P-109(001)-1 | MEDINA | LED Streetlight Conversion | Audit | CC FV AD | 118,315 | 91,715 | Director |
| S-W-963(001)-1 | NAPAVINE | LED Streetlight Conversion | Bid Award | DE CN BA | 29,649 | 0 | Director |
| S-P-200(001)-1 | NEWCASTLE | LED Streetlight Conversion | Bid Award | DE CN BA | 351,000 | 0 | Director |
| S-E-915(001)-1 | OAKESDALE | LED Streetlight Conversion | Audit | FV AD | 33,300 | 0 | Director |
| S-W-194(001)-1 | SHELTON | LED Streetlight Conversion | Bid Award | DE CN BA | 266,913 | 0 | Director |



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 01/01/2018 to 02/28/2018

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|----------------|---------|----------------------------|---------------|----------|-----------------|---------------------|----------|
| S-E-874(001)-1 | SPRAGUE | LED Streetlight Conversion | Audit | CC FV AD | 27,900 | -450 | Director |
| S-E-900(001)-1 | WAVERLY | LED Streetlight Conversion | Audit | CC | 8,550 | -17,100 | Director |

Total LED Change

144,162

RTP Program

| | | | | | | | |
|----------------|----------|-----------------|-------|----------|---------|---------|----------|
| 7-1-823(006)-1 | STANWOOD | Pioneer Highway | Audit | CC FV AD | 277,900 | -65,000 | Director |
|----------------|----------|-----------------|-------|----------|---------|---------|----------|

Total RTP Change

-65,000

SCAP Program

| | | | | | | | |
|----------------|---------------|--|--------------|----------|---------|----------|----------|
| 6-P-119(004)-1 | ALGONA | Pacific Avenue N | Bid Award | CN BA | 357,194 | -154,006 | Director |
| 6-W-837(015)-1 | BLAINE | H Street | Design | DE | 39,048 | 0 | Director |
| 6-P-808(013)-1 | BUCKLEY | River Avenue | Construction | CN | 63,720 | 0 | Director |
| 6-P-801(008)-1 | CARNATION | West Morrison Street | Design | DE | 98,724 | 0 | Director |
| 6-E-848(006)-1 | CHELAN | Woodin Avenue | Design | DE | 0 | 0 | Director |
| 6-P-115(002)-1 | CLYDE HILL | 84th Avenue NE | Bid Award | CN BA | 999,300 | 0 | Director |
| 6-E-878(006)-1 | COULEE DAM | Civic Way, Cedar Street, Tulip Street, Crest Drive | Bid Award | BA | 887,408 | 92,842 | Director |
| 6-E-924(006)-1 | DAYTON | S 1st Street | Audit | CC FV AD | 845,218 | 2,590 | Director |
| 6-E-857(001)-1 | ELECTRIC CITY | Western Avenue, Grand Avenue | Design | DE | 80,370 | 0 | Director |
| 6-E-849(006)-1 | ENTIAT | Lakeshore Drive | Construction | CN | 14,288 | 0 | Director |
| 6-E-903(003)-1 | KETTLE FALLS | E 10th Avenue | Design | DE | 27,384 | 0 | Director |
| 6-W-949(005)-1 | LA CENTER | Pacific Highway | Construction | CN | 0 | 0 | Director |



Washington State Transportation Improvement Board

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Reporting Period

From 01/01/2018 to 02/28/2018

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------------|------------------|-----------------------------------|---------------|----------|-----------------|---------------------|----------|
| 6-E-942(003)-1 | MABTON | B Street | Audit | CC FV AD | 1,162,190 | 84,845 | Director |
| 6-W-957(008)-1 | MONTESANO | Marcy Street | Design | DE | 63,675 | 0 | Director |
| 6-E-892(003)-1 | NEWPORT | Southeast Newport Improvements | Audit | CC FV AD | 775,154 | 61,980 | Director |
| 6-W-973(006)-1 | NORTH BONNEVILLE | Evergreen Drive and Cascade Drive | Audit | CC FV AD | 677,611 | -65,786 | Director |
| 6-E-987(006)-1 | OMAK | Jasmine Street | Design | DE | 80,460 | 0 | Director |
| 6-E-882(008)-1 | OROVILLE | 16th Avenue | Design | DE | 103,675 | 0 | Director |
| 6-E-916(004)-1 | PALOUSE | W Whitman Street | Audit | CC FV AD | 477,860 | 56,035 | Director |
| 6-E-917(002)-1 | ROSALIA | Whitman Avenue | Audit | CC FV AD | 783,722 | 62,525 | Director |
| 6-E-932(001)-1 | ROSLYN | Pennsylvania Avenue | Bid Award | CN BA | 773,141 | -67,859 | Director |
| 6-E-864(004)-1 | ROYAL CITY | Camelia Street | Construction | CN | 166,250 | 0 | Director |
| 6-P-824(014)-1 | SULTAN | 3rd Street | Design | DE | 97,167 | 0 | Director |
| 6-E-866(003)-1 | WARDEN | 8th Street | Design | DE | 32,670 | 0 | Director |
| 6-E-936(007)-1 | WHITE SALMON | SE 4th Avenue | Design | DE | 35,889 | 0 | Director |
| 6-E-875(006)-1 | WILBUR | Broadway Street, Railroad Avenue | Design | DE | 76,884 | 0 | Director |
| 6-E-947(014)-1 | ZILLAH | West Third Avenue/G Street | Design | DE | 62,215 | 0 | Director |
| Total SCAP Change | | | | | | 73,166 | |

SCPP Program

| | | | | | | | |
|----------------|---------------|--------------------------------|--------------|-------|-------|---|----------|
| 2-P-800(007)-1 | BLACK DIAMOND | FY 2019 Seal Coat Project | Construction | DE CN | 0 | 0 | Director |
| 2-P-809(002)-1 | CARBONADO | FY 2019 Rehabilitation Project | Design | DE | 8,200 | 0 | Director |



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 01/01/2018 to 02/28/2018

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|----------------|--------------|--|---------------|----------|-----------------|---------------------|----------|
| 2-P-801(002)-1 | CARNATION | FY 2017 Overlay Project | Audit | CC FV AD | 121,665 | -12,044 | Director |
| 2-E-930(005)-1 | CLE ELUM | FY 2019 Seal Coat Project | Design | DE | 0 | 0 | Director |
| 2-W-827(006)-1 | COUPEVILLE | FY 2019 Overlay Project | Bid Award | DE CN BA | 68,306 | 0 | Director |
| 2-W-827(007)-1 | COUPEVILLE | FY 2019 Rehabilitation Project | Bid Award | DE CN BA | 90,761 | 0 | Director |
| 2-E-924(006)-1 | DAYTON | FY 2019 Rehabilitation Project | Design | DE | 11,250 | 0 | Director |
| 2-E-859(003)-1 | GRAND COULEE | FY 2019 Seal Coat Project | Bid Award | DE CN BA | 187,074 | 6,003 | Director |
| 2-E-940(005)-1 | GRANGER | FY 2019 Seal Coat Project | Construction | DE CN | 0 | 0 | Director |
| 2-E-889(006)-1 | IONE | FY 2017 Seal Coat Project | Audit | CC | 240,309 | -40,691 | Director |
| 2-E-903(003)-1 | KETTLE FALLS | FY 2019 Seal Coat Project | Construction | DE CN | 10,000 | 0 | Director |
| 2-E-843(001)-2 | LIND | FY 2019 Rehabilitation Project | Construction | CN | 0 | 0 | Director |
| 2-W-835(004)-1 | LYMAN | FY 2019 Seal Coat Project | Bid Award | DE CN BA | 102,225 | 0 | Director |
| 2-E-942(003)-1 | MABTON | FY 2017 Overlay Project | Audit | FV AD | 315,208 | 0 | Director |
| 2-E-852(005)-1 | MANSFIELD | 2017 Emergency Pavement Repair Project | Audit | CC FV AD | 3,257 | 2,168 | Director |
| 2-E-904(001)-1 | MARCUS | FY 2019 Seal Coat Project | Construction | DE CN | 8,500 | 0 | Director |
| 2-E-862(010)-1 | MATTAWA | FY 2019 Rehabilitation Project | Design | DE | 44,700 | 0 | Director |
| 2-E-943(004)-1 | MOXEE | FY 2019 Overlay Project | Design | DE | 30,000 | 0 | Director |
| 2-W-963(003)-1 | NAPAVINE | FY 2019 Rehabilitation Project | Design | DE | 46,389 | 0 | Director |
| 2-E-905(002)-1 | NORTHPORT | FY 2019 Seal Coat Project | Construction | DE CN | 12,000 | 0 | Director |
| 2-E-872(003)-2 | ODESSA | FY 2019 Rehabilitation Project | Construction | CN | 0 | 0 | Director |
| 2-E-987(003)-1 | OMAK | FY 2019 Seal Coat Project | Construction | DE CN | 5,115 | 0 | Director |

**Project Activity Report**

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------------|--------------|--------------------------------|---------------|----------|-----------------|---------------------|----------|
| 2-E-883(005)-1 | PATEROS | FY 2019 Rehabilitation Project | Design | DE | 37,607 | 0 | Director |
| 2-E-873(004)-1 | REARDAN | FY 2019 Rehabilitation Project | Design | DE | 24,080 | 0 | Director |
| 2-E-873(005)-1 | REARDAN | FY 2019 Rehabilitation Project | Withdrawn | WD | 0 | 0 | Director |
| 2-E-855(002)-1 | REPUBLIC | FY 2017 Overlay Project | Construction | CN | 12,192 | 0 | Director |
| 2-E-845(005)-1 | RITZVILLE | FY 2018 Rehabilitation Project | Construction | CN | 42,750 | 0 | Director |
| 2-P-814(003)-1 | ROY | FY 2019 Rehabilitation Project | Design | DE | 9,671 | 0 | Director |
| 2-E-865(009)-1 | SOAP LAKE | FY 2019 Rehabilitation Project | Design | DE | 33,700 | 0 | Director |
| 2-E-899(002)-1 | SPANGLE | FY 2018 Rehabilitation Project | Bid Award | CN BA | 333,735 | 35,060 | Director |
| 2-E-866(004)-1 | WARDEN | FY 2019 Rehabilitation Project | Design | DE | 25,213 | 0 | Director |
| 2-E-936(004)-1 | WHITE SALMON | FY 2019 Seal Coat Project | Construction | DE CN | 0 | 0 | Director |
| 2-E-867(006)-1 | WILSON CREEK | FY 2019 Seal Coat Project | Bid Award | DE CN BA | 201,895 | 20,500 | Director |
| 2-E-887(001)-1 | WINTHROP | FY 2017 Overlay Project | Audit | CC FV AD | 183,961 | 10,451 | Director |
| Total SCPP Change | | | | | | 21,447 | |

SP Program

| | | | | | | | |
|----------------|------------|-----------------------------|-----------|-------|---------|--------|----------|
| P-P-105(P03)-1 | AUBURN | Auburn Way | Design | DE | 30,375 | 0 | Director |
| P-W-156(P08)-1 | BELLINGHAM | N Samish Way | Design | DE | 42,286 | 0 | Director |
| P-W-837(P09)-1 | BLAINE | Peace Portal Drive (SR 548) | Design | DE | 35,630 | 0 | Director |
| P-E-901(P03)-1 | CHEWELAH | US 395 and Main Avenue | Design | DE | 36,100 | 0 | Director |
| P-P-818(P02)-1 | DARRINGTON | Givens Avenue | Bid Award | CN BA | 305,593 | 13,093 | Director |



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 01/01/2018 to 02/28/2018

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|----------------|----------------|--|---------------------|----------|-----------------|---------------------|----------|
| P-E-924(P01)-1 | DAYTON | W Main St (SR 12) | Audit | CC FV AD | 253,268 | 1,103 | Director |
| P-E-009(P03)-1 | DOUGLAS COUNTY | Clovis Point Sidewalk Improvements | Design | DE | 13,404 | 0 | Director |
| P-P-139(P02)-1 | EDMONDS | 238th Street SW | Bid Award | BA | 410,949 | 38,649 | Director |
| P-P-113(P01)-1 | FEDERAL WAY | S Dash Point Road (SR 509) | Design | DE | 62,549 | 0 | Director |
| P-E-935(P06)-1 | GOLDENDALE | S Columbus Avenue ADA Ramps | Design | DE | 0 | 0 | Director |
| P-P-106(P03)-1 | KENT | 132nd Avenue SE | Contract Completion | CC | 473,784 | 0 | Director |
| P-P-106(P04)-1 | KENT | 132nd Avenue SE (North) | Design | DE | 73,920 | 0 | Director |
| P-P-111(P06)-1 | KIRKLAND | 124th Avenue NE | Design | DE | 0 | 0 | Director |
| P-W-828(P01)-1 | LANGLEY | De Bruyn Avenue to First Street | Bid Award | CN BA | 189,493 | -30,642 | Director |
| P-E-904(P01)-1 | MARCUS | Cider Street (SR 25) | Design | DE | 34,510 | 0 | Director |
| P-P-104(P03)-1 | MERCER ISLAND | SE 40th Street | Design | DE | 0 | 0 | Director |
| P-W-961(P06)-1 | MORTON | Main Avenue | Design | DE | 42,500 | 0 | Director |
| P-P-027(P07)-1 | PIERCE COUNTY | 12th Avenue S/124th Street S | Design | DE | 50,775 | 0 | Director |
| P-E-208(P05)-1 | SPOKANE VALLEY | Mission Avenue | Design | DE | 48,000 | 0 | Director |
| P-E-925(P01)-1 | STARBUCK | Main Street, Baxter Street, and Front Street | Bid Award | CN BA | 104,038 | 17,038 | Director |
| P-E-179(P03)-1 | SUNNYSIDE | East Edison Avenue | Design | DE | 13,120 | 0 | Director |
| P-P-128(P06)-1 | TACOMA | South 19th Street | Design | DE | 39,923 | 0 | Director |
| P-E-178(P03)-1 | TOPPENISH | Mural Route Sidewalk Improvements | Design | DE | 18,995 | 0 | Director |
| P-W-186(P03)-1 | WASHOUGAL | SE Evergreen Way | Construction | CN | 19,358 | 0 | Director |
| P-W-978(P02)-1 | YELM | SR 507 | Audit | CC FV AD | 317,079 | 11,144 | Director |

**Project Activity Report**

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|--------------------|-------------------|---|---------------|----------|------------------------|---------------------|----------|
| | | | | | Total SP Change | 50,385 | |
| UAP Program | | | | | | | |
| 8-3-893(004)-1 | AIRWAY HEIGHTS | Garfield, Russell, and Sprague, Phase 1 | Audit | CC | 1,665,920 | -34,760 | Director |
| 8-2-154(015)-1 | ANACORTES | D Avenue | Design | DE | 0 | 0 | Director |
| 8-1-817(006)-1 | ARLINGTON | Arlington Valley Road | Construction | CN | 0 | 0 | Director |
| 8-2-830(008)-1 | BAINBRIDGE ISLAND | SR 305/Olympic Drive | Design | DE | 0 | 0 | Director |
| 8-2-156(040)-1 | BELLINGHAM | Mahogany Avenue/Artic Avenue | Bid Award | BA | 1,618,775 | -631,225 | Director |
| 8-1-125(003)-1 | BURIEN | S 144th Way | Design | DE | 0 | 0 | Director |
| 8-2-159(015)-1 | BURLINGTON | East-West Connector | Design | DE | 320,301 | 0 | Director |
| 8-3-009(011)-1 | DOUGLAS COUNTY | 4th Street SE | Design | DE | 185,799 | 0 | Director |
| 8-4-175(019)-1 | ELLENSBURG | University Way | Design | DE | 121,750 | 0 | Director |
| 8-2-985(009)-1 | FERNDALE | Washington Street | Construction | CN | 137,000 | 0 | Director |
| 8-1-108(010)-1 | ISSAQUAH | E Lake Sammamish Parkway SE | Audit | CC | 3,424,037 | 0 | Director |
| 8-1-206(001)-1 | KENMORE | 68th Avenue NE Bridge | Design | DE | 0 | 0 | Director |
| 8-1-106(030)-1 | KENT | 72nd Avenue S | Audit | CC FV AD | 1,359,783 | 0 | Director |
| 8-1-111(019)-1 | KIRKLAND | 124th Avenue NE | Construction | CN | 107,888 | 0 | Director |
| 8-1-111(020)-1 | KIRKLAND | Totem Lake Boulevard | Design | DE | 424,738 | 0 | Director |
| 8-1-199(012)-1 | LAKEWOOD | South Tacoma Way | Audit | CC FV AD | 2,975,500 | 0 | Director |
| 8-5-021(001)-1 | LEWIS COUNTY | Borst Avenue | Design | DE | 447,300 | 0 | Director |



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 01/01/2018 to 02/28/2018

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|----------------|-------------------|--|---------------|----------|-----------------|---------------------|----------|
| 8-3-988(001)-1 | LIBERTY LAKE | Appleway Avenue | Audit | CC FV AD | 989,264 | 0 | Director |
| 8-3-162(013)-1 | MOSES LAKE | Lakeshore Drive | Design | DE | 119,647 | 0 | Director |
| 8-1-141(007)-1 | MOUNTLAKE TERRACE | 236th Street SW | Construction | CN | 0 | 0 | Director |
| 8-1-027(068)-1 | PIERCE COUNTY | Stone Drive NW/34th Avenue NW | Bid Award | BA | 1,904,861 | 248,460 | Director |
| 8-1-129(019)-1 | PUYALLUP | Shaw Road | Bid Award | BA | 5,500,000 | 500,000 | Director |
| 8-3-863(005)-1 | QUINCY | F Street SW (SR 28) | Design | DE | 0 | 0 | Director |
| 8-4-171(019)-1 | RICHLAND | Duportail Bridge | Bid Award | BA | 9,000,000 | 0 | Director |
| 8-1-207(002)-1 | SAMMAMISH | SE 4th Street | Construction | CN | 0 | 0 | Director |
| 8-2-126(011)-1 | SEDRO WOOLLEY | Fruitdale Road | Construction | CN | 0 | 0 | Director |
| 8-1-031(013)-1 | SNOHOMISH COUNTY | 35th Avenue SE | Construction | CN | 0 | 0 | Director |
| 8-3-032(070)-1 | SPOKANE COUNTY | Aero Road | Design | DE | 81,200 | 0 | Director |
| 8-3-208(005)-1 | SPOKANE VALLEY | Pines Road (SR 27) | Audit | CC FV AD | 333,822 | 32,737 | Director |
| 8-3-208(009)-1 | SPOKANE VALLEY | Broadway Avenue | Design | DE | 0 | 0 | Director |
| 8-4-179(010)-1 | SUNNYSIDE | Yakima Valley Highway | Bid Award | BA | 612,226 | 57,121 | Director |
| 8-1-128(095)-1 | TACOMA | East 64th Street | Design | DE | 634,549 | 0 | Director |
| 8-1-116(012)-1 | TUKWILA | 53rd Avenue S | Bid Award | CN BA | 2,341,400 | 200,000 | Director |
| 8-5-196(018)-1 | TUMWATER | Capitol Boulevard South, Trosper Road SE | Design | DE | 3,125,640 | 0 | Director |
| 8-4-181(006)-1 | UNION GAP | S 14th St | Audit | CC FV AD | 1,191,407 | 6,397 | Director |
| 8-1-203(005)-1 | UNIVERSITY PLACE | 27th Street W/Regents Boulevard | Audit | CC FV AD | 1,087,156 | 0 | Director |
| 8-4-176(025)-1 | WALLA WALLA | Isaacs Avenue | Design | DE | 0 | 0 | Director |



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period

From 01/01/2018 to 02/28/2018

| Project ID | Agency | Project Description | Current Phase | Phases | Total TIB Funds | Change in TIB Funds | Approval |
|------------------|---------------|--------------------------|---------------|----------|-----------------|---------------------|----------|
| 8-4-176(026)-1 | WALLA WALLA | 2nd Avenue | Design | DE | 20,000 | 0 | Director |
| 8-3-160(028)-1 | WENATCHEE | McKittrick Street | Construction | CN | 375,275 | 0 | Director |
| 8-3-160(029)-1 | WENATCHEE | Red Apple Road | Construction | CN | 167,136 | 0 | Director |
| 8-1-198(004)-1 | WOODINVILLE | NE 171st Street | Bid Award | BA | 2,959,922 | -40,078 | Director |
| 8-1-198(005)-1 | WOODINVILLE | SR 202 (NE 175th Street) | Bid Award | BA | 4,200,000 | 200,000 | Director |
| 8-4-039(025)-1 | YAKIMA COUNTY | Fort Road | Audit | CC FV AD | 2,020,550 | 54,348 | Director |
| Total UAP Change | | | | | | 643,385 | |
| Total Change | | | | | | 622,828 | |

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



State of Washington
Transportation Improvement Board

Chapter 479 Washington Administrative Code Proposed Revisions

March 23, 2018

BACKGROUND

Updating the Transportation Improvement Board's Washington Administrative Codes (WACs) typically results in a six month process if all filing dates are met. The WAC rule-making process requires filing a "CR-102," which identifies proposed WAC changes for public comment. Additional steps include publishing proposed WAC changes in a register, a Board hearing, adoption of proposed changes, and filing the changes with the Code Reviser's office.

WAC revisions have been identified in several areas and the proposal is to adopt revisions and modifications that can be communicated in time for our summer workshops and annual call for projects.

At the January 26th, 2018 Board meeting, the Board reviewed the proposed changes to the WACs, including a few minor edits, and approved TIB staff to file and publish these changes with the state registrar for public comment.

All current TIB WACs can be viewed at: <http://apps.leg.wa.gov/WAC/default.aspx?cite=479>

STATUS

Proposed WAC revisions to Chapters 479-05, 479-06, and 479-14 were filed on February 7th, 2018 and published on February 21st, 2018. This meets the rule making requirement of 34 to 222 days for public comment.

A summary of the proposed changes are identified below and can be found on page 21.

They were published in the Washington State Register #18-04-117 and on the TIB website: <http://www.tib.wa.gov/tibinfo/news/newsstory.cfm?stid=344>

| WAC | Description | Difference | Summary |
|------------|--|----------------|---|
| 479-05-012 | Emergent nature project submission and limitations | Revised | Technical correction and broadens definition to include federal/state/locally declared emergency eligibility. |
| 479-06-080 | Final Settlement | Revised | Facilitates project close-out when 95% of funds have been expended. |
| 479-14-006 | Previously funded projects | Revised | Clarifies the previously funded projects limitation applies to the small city and urban arterial programs; allows traffic demand, new technology to be eligible |
| 479-14-215 | Small city match funding allocation | Revised | Proposes that executive director will recommend annual federal funding match allocations to the board. |
| 479-14-270 | Small city federal match funding eligibility and application | Revised | Requires small cities to use small city arterial program application form. |
| 479-14-271 | Restriction on use of small city federal match funding | Partial Repeal | Repeals requirement that all other local funding sources must be sought before applying to TIB |
| 479-14-272 | Small city federal match funding priority | Repealed | Repeals the first-come, first funded priority. |
| 479-14-431 | Award criteria for the sidewalk program | Enhanced | Eligibility criteria would include latecomer agreement eligibility; sustainability criteria is updated. |
| 479-14-431 | Matching requirement for the sidewalk program | Updated | Matching requirements are updated and harmonized to be consistent with other TIB programs. |

RECOMMENDATION

The Board is requested to take action on March 23, to adopt proposed rule revisions in WAC Chapters 479-05, 479-06, and 479-14 as presented.

WAC 479-05-012 Emergent nature project submission and limitations. An eligible agency may request the transportation improvement board to consider a project for funding outside of the normal call for projects. To be considered as emergent nature, a project must demonstrate one or more of the following:

(1) There has been a significant change in the location or development of traffic generators in the area of the project.

(2) The work proposed is necessary to avoid or reduce serious traffic congestion in the area of the project in the near future.

(3) A partially funded project that, if completed, would enable a community to secure an unanticipated economic development opportunity.

(4) Other funding sources the local agency has applied for or secured for the project.

(5) ~~((The funding of the project would not adversely impact currently funded projects.))~~ The project request is a result of a federal, state, or locally declared emergency and must be funded prior to the normal call for projects.

In meeting one or more of the criteria, the project request may not adversely impact currently funded projects. The agency may be asked to make a presentation to the board on the project.

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

WAC 479-06-080 Final settlement. Up to five percent of total transportation improvement board funds may be retained until the agency submits final, complete, and accurate closeout documentation for a project.

A unilateral closeout of a project may be initiated by the board or executive director when an agency has not responded to requests for final documentation (~~(and all funds are expended)~~).

AMENDATORY SECTION (Amending WSR 07-18-050, filed 8/30/07, effective 9/30/07)

WAC 479-14-006 Previously funded projects. Projects are not eligible to compete for funding within the termini limits of a previously funded project for a period of ten years from contract completion. ~~((A project that is divided into multiple phases is not considered a previously funded project.))~~

Exceptions: The executive director may consider project applications during the normal call for projects that meet one or more of the following criteria:

(1) Installation of traffic demand or system management improvements based on updated warrants;

(2) New technology, standards, or FHWA approvals (such as LED technology) that was not available when the project was previously funded;

(3) Have previously received preservation program funding.

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-121 What projects are eligible for urban program funding. Eligible projects are:

(1) Improvements on federally classified arterials;

(2) Within a city qualifying for urban designation upon the next federal census as long as the project carries a federal arterial functional classification; or

(3) Within the urban growth area in counties ~~((which are in full compliance with Washington state's Growth Management Act))~~.

Any urban street that is not functionally classified at the time of award must obtain federal functional classification prior to approval to expend board funds.

Sidewalks with five feet minimum clear width are required on both sides of the arterial unless a deviation is granted under WAC 479-14-200.

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-215 Small city match funding allocation. Within the small city arterial program, up to ten percent of the annual allocation may be portioned as an amount available for small cities to match the minimum federal funding ~~((provided))~~ match required for local government federal aid ~~((of))~~ transportation ~~((, on a first come/first served basis))~~ projects.

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-270 Small city federal match funding eligibility and application. (1) Cities with a population under five thousand may request grant funds to match a federal grant as part of the normal call for projects. The project must ((meet TIB eligibility requirements for the small city arterial program described under WAC 479-14-221. A TIB funding application form must be submitted to apply for federal match funding.)):

(a) Meet TIB eligibility requirements for the small city arterial program described under WAC 479-14-221; and

(b) Submit a TIB funding small city arterial program application form to apply for federal match funding.

(2) Cities with a population under five thousand may request grant funds to match federal transportation funding for emergent federal match projects. The project must:

(a) Meet TIB eligibility requirements for the small city arterial program described under WAC 479-14-221; and

(b) Submit a TIB funding small city arterial program application form.

Projects may be selected until the funding allocation is expended.

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-271 Restriction on use of small city federal match funding. Federal match funds are only for transportation projects funded through federal transportation grants. ~~((All other local funding sources must be sought before applying for federal match funds from TIB.))~~

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-431 Award criteria for the sidewalk program. The board establishes the following criteria for use in evaluating sidewalk program grant applications for both urban and small city sidewalk projects:

(1) Safety improvement - Projects that address hazard mitigation and accident reduction.

(2) Pedestrian access - Projects that improve or provide access to facilities including:

(a) Schools;

(b) Public buildings;

(c) Central business districts;

(d) Medical facilities;

(e) Activity centers;

(f) High density housing (including senior housing);

(g) Transit facilities;

~~((h))~~ (3) Completes or extends existing sidewalks.

~~((3))~~ (4) Completes or extends sidewalks to facilities listed in subsection (2) of this section that are identified in local agency latecomer agreements. The local agency must agree to collect the latecomer fee at the time of development and place the fee in its transportation improvement program.

(5) Local support - Addresses local needs and is supported by the local community.

~~((4))~~ (6) Sustainability - ~~((Improves))~~ Right sizing sidewalk or shared use path width and material type, provides hardscaping and ((appropriate)) native plantings, addresses low impact development or natural drainage practices(, and encourages pervious surface use)).

AMENDATORY SECTION (Amending WSR 12-08-060, filed 4/3/12, effective 5/4/12)

WAC 479-14-461 Matching requirement for the sidewalk program.

The sidewalk program provides funding which will be matched by other funds as follows:

(1) The urban sidewalk program ((requires a match of at least twenty percent of total project costs.)) provides funding which will be matched by other funds as follows:

(a) For cities:

(i) If the city valuation is under one billion dollars, the matching rate is ten percent of total project costs.

(ii) If the city valuation is one billion dollars to two and one-half billion dollars, the rate is fifteen percent of total project costs.

(iii) If the city valuation is over two and one-half billion dollars, the rate is twenty percent of total project costs.

(b) For counties:

(i) If the road levy valuation is under three billion dollars, the rate is ten percent of total project costs.

(ii) If the road levy valuation is between three billion dollars to ten billion dollars, the rate is fifteen percent of total project costs.

(iii) If the road levy valuation is over ten billion dollars, the rate is twenty percent of total project costs.

(c) For transportation benefit districts, the match is based on the valuation of the city or county in which the project is located. If the project lies within more than one city or county, the match is determined by the city or county that has the greatest valuation.

(2) The small city sidewalk program ((matching rates are dependent on the city population)) provides funding which will be matched by other funds as follows:

(a) ((Cities with a population of one thousand and below are not required to provide matching funds.

(b) Cities with a population over one thousand but less than five thousand, require a match of at least five percent of the total project costs.)) If the city assessed valuation is under one hundred million dollars, no cash match is necessary.

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

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

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

REPEALER

The following section of the Washington Administrative Code is repealed:

| | |
|----------------|---|
| WAC 479-14-272 | Small city federal match funding priority. |
|----------------|---|



Criteria Updates March 23, 2018

BACKGROUND

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

STATUS

Staff is proposing updates to the Urban Arterial Program (UAP), Sidewalk Programs (SP), Small City Arterial Program (SCAP) criteria for the 2018 call for projects. A detailed list of the entire criteria set follows on pages 29-43, with proposed changes noted. A description of recommended updates is below.

| Program | Analysis | Recommendation |
|---------|---|---|
| UAP | Sustainability- The average sustainability points for the past five years is less than 10 pts. This is mostly due to having measures that are not part of most projects, or measures that have become standard practice and no longer scored as an incentive. | <ol style="list-style-type: none">1. Reduce the maximum available points from 15 to 10 and put more points toward constructability where projects tend to max out.2. Add one point for having a Complete Streets ordinance.3. Modal Measures: Remove points related to HOV; Revise promoting greater sidewalk and buffer to "Appropriate sidewalk cross-section."4. Environmental Measures: Remove elements for fish barrier removal, enhancing stream bank condition, and correcting sensitive area impacts as these would be required by permits and are not good elements as incentives for points; Remove the reduction of existing pavement and replace with "Appropriate roadway cross-section."5. Energy Measures: Reduce the maximum points from four to three; Remove elements for replacing or installing low energy street lighting since that is common practice now; Add points for converting warranted intersections to roundabouts. |
| | Constructability- The average constructability points for the past five years is 14.5 with many scoring the current maximum 20 points. The more points one receives in this category provides a stronger indication of the likelihood of a successful project. | <ol style="list-style-type: none">1. Increase the maximum available points from 20 to 25 to provide a better indication of successful projects.2. Full funding: Add one point for having an adopted Transportation Benefit District (TBD), or other locally dedicated transportation funding by ordinance.3. Construction Readiness: Under "No |

| | | |
|------|---|---|
| | | federal funding” element, delete “unless construction ready” and increase the point value from one to three. |
| SP | Local Support- Small amounts of federal funding in sidewalk projects tend to add costs to the overall project. | 1. Add 3 points for no federal funding. |
| | Sustainability- The average sustainability points for the past five years is less than 6. This is mostly due to having measures that are not part of most projects, or measures that have become standard practice and no longer scored as an incentive. | 1. Add one point for having a complete streets ordinance. 2. Delete “sidewalk width greater than TIB standard &/or planter strip”; remove “sidewalk network development”, and replace with “appropriate sidewalk cross-section.” 3. Delete “replace or install low energy street lighting.” 4. Delete “recycled material usage.” |
| SCAP | Safety- Very few projects obtain many safety points which is beyond the control of the city. | 1. Reduce the available points in the correctable crash history category from 15 to 10 points, and the overall maximum safety points from 40 to 35. 2. Change the incident descriptions to match similar to the urban program descriptions. |
| | Local Support- Cities can control or impact project scoring with this category. | 1. Increase the maximum points from 20 to 25. 2. Add two points for having an adopted Transportation Benefit District (TBD), or other locally dedicated transportation funding by ordinance. 3. Add 3 points for no federal funding. |
| | Sustainability- The average sustainability points for the past five years is less than 6. This is mostly due to having measures that are not part of most projects, or measures that have become standard practice and no longer scored as an incentive. | 1. Add one point for having a complete streets ordinance. 2. Delete “Sidewalk width greater than TIB standard &/or planter strip”; remove “sidewalk network development”, and replace with “appropriate sidewalk cross-section.” 3. Delete “replace or install low energy street lighting.” |

RECOMMENDATION

Staff recommends adopting the updates to the Urban Arterial Program, Sidewalk Programs, and Small City Arterial Program for the November 2018 project selection.

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

SAFETY (65 pt max)

Improves unsafe conditions, prevents human injury and property damage.

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

CRASH HISTORY (40 pt max)

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

COUNTERMEASURES (25 pt max)

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

GROWTH & DEVELOPMENT (65 pt max)

Maximizes development potential and appropriate project locations.

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

PUBLIC SUPPORT (20 pt max)

- Development fulfills the comprehensive plan 0-8
- Zoning in place for the development 0-5
- Water in place for the development 0-4
- Sewer in place for the development 0-4
- Power in place for the development 0-4

PRIVATE SUPPORT (20 pt max)

- Percent permits issued 0-15
- Development agreement status 0-5
- Private investment in public infrastructure 0-10

PERMITTED DEVELOPMENT ACTIVITY (15 pt max)

- Dwelling units constructed in the development 0-10
- Acreage of the development being developed 0-5
- Jobs created by the development based on square footage/type 0-10

LOCATION (10 pt max)

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

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

PHYSICAL CONDITION (65 pt max)

Corrects physical and structural deficiencies and prevents failure.

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

EXISTING CONDITION

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

NON PAVEMENT CONDITION (10 pt max)

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

EXISTING ATTRIBUTES (12 pt max)

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

LOADING (10 pt max)

- Volume 0-4
- Truck route classification 0-4
- Buses 0-4
- NHS Route 3

SIDEWALK CONDITION (5 pt max)

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

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

MOBILITY (65 pt max)

Contributes to traffic and modal capacity and network connectivity

Mobility criteria are based on the principles of TRB's Highway Capacity Manual 2010, Vols. 1-3. Projects will be scored based on current level of service compared to anticipated level of service post-project. The mobility criteria address current congestion problems, whereas future mobility issues will be addressed within the growth and development band.

CONGESTION AND LEVEL OF SERVICE (35 pt max)

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

NETWORK CONNECTIVITY (10 pt max)

- | | |
|---|-----|
| • Complete/extend corridor improvements | 0-6 |
| • Complete gap/extend improvements | 0-4 |
| • What does the project connect to? (<i>Highest classification</i>) | 0-4 |

MODAL ACCESS (10 pt max)

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

FEATURES (10 pt max)

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

SUSTAINABILITY (~~15~~ 10 pt max)

Improves project quality through a sustainable design.

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

| | |
|---|---|
| ADOPTED GREENHOUSE GAS EMISSIONS POLICY | 1 |
|---|---|

| | |
|---|----------|
| <u>ADOPTED COMPLETE STREETS ORDINANCE</u> | <u>1</u> |
|---|----------|

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

MODAL MEASURES (8 pt max)

- ~~Completes gap in HOV system~~ 3
- ~~Adds HOV lanes in each direction~~ 2
- Adds Queue Jump or Transit Only Lane 1
- Peak hour transit buses 0-3
- ~~Sidewalk width greater than TIB standard &/or planter strip (3 foot min width)~~ 0-3
- **Appropriate sidewalk cross-section** 0-3
- Bicycle facilities 0-3

ENVIRONMENTAL MEASURES (8 pt max)

- Adopted greenhouse gas emissions policy 1
- LID or enhanced treatment stormwater controls 2
- Use of non-potable water for irrigation or no permanent irrigation 1
- Hardscaping or native planting 1
- Project must not include permanent irrigation*
- ~~Correction of fish barrier~~ 0-3
- ~~Enhances stream bank condition~~ 1
- ~~Corrects existing sensitive area impacts~~ 2
- ~~Appropriate reduction in existing pavement width while still accommodating all roadway users~~ **Appropriate roadway cross-section** 0-3

ENERGY MEASURES (~~4-3~~ pt max)

- ~~Replace or install low energy street lighting~~ 3
- **Install roundabout verses warranted signal (new intersection)** 2
- **Convert signalized intersection to roundabout** 2
- **Convert stop controlled intersection to roundabout** 1
- Solar powered signage 1

PAVEMENT RECYCLING (4 pt max)

- In-place recycling 4

CONSTRUCTABILITY (~~20-25~~ pt max)

Provides a reasonable expectation of completion.

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

FULL FUNDING (10 pt max)

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

URBAN ARTERIAL PROGRAM

Criteria Rating Guidelines

CONSTRUCTION READINESS AND EASE OF IMPLEMENTATION (10 pt max)

- Plans, Specs, and Estimate finished 0-3
- Permits completed 0-2
- Cultural resources complete 2
- Right of way certified or not required at application 0-3
- No federal funding, ~~unless construction ready~~ 13
- No sensitive areas or issues pending 2
- Use of accelerated construction methods 0-2
- No railroad impact 1
- Utility upgrades not needed 0-2

SIDEWALK PROGRAM

Staff Rating Guidelines

NONELIGIBLE WORK

- Drainage for road
- Bike lanes
- Parking lane or street paving
- Non-sidewalk related signage or markings

PEDESTRIAN SAFETY (55 pt max)

EXISTING CONDITIONS (30 pt max)

- POSTED SPEED (10 pt max)
 - 25 mph 1
 - 30 mph 3
 - 35 mph 5
 - 40 mph 7
 - 45 mph 9
 - 50 mph or greater 10
- EXISTING PEDESTRIAN WALK ROUTE (20 pt max)

When parking is present, consider the options pedestrians have

If sidewalk exists on one side, review the application with existing sidewalk as the existing pedestrian walk route

- IN TRAVEL LANE
 - Pavement Width 20 ft or less 20
 - If Pavement Width > 20 ft ~ consider excess as Shoulder
(Pavement Width - 20 ft) / 2 = Shoulder Width

OR

- ON SHOULDER

| Shoulder Width in Feet | | | |
|------------------------|-----|----------------|-----|
| UNSURFACED | Pts | SURFACED | Pts |
| Less than 3 ft | 18 | Less than 3 ft | 15 |
| 3 ft | 16 | 3 ft | 10 |
| 4 ft | 14 | 4 ft | 8 |
| 5 ft | 12 | 5 ft | 6 |
| 6 ft | 10 | 6 ft | 4 |
| 7 ft | 5 | 7 ft | 2 |
| 8 ft | 5 | 8 ft | 0 |
| 9 ft + | 0 | | |

OR

SIDEWALK PROGRAM

Staff Rating Guidelines

- ON EXISTING SIDEWALK

If curb exists, consider the pedestrian walk route as sidewalk

- Less than 500 vpd 1
- 500 to 1,000 vpd 2
- Over 1,000 vpd 3

| Sidewalk Width in Feet | | | |
|------------------------|--|-----|--|
| UNSURFACED | | Pts | |
| Less than 3 ft | | 5 | |
| 3 ft | | 4 | |
| 4 ft | | 3 | |
| 5 ft | | 2 | |
| 6 ft | | 1 | |
| 7 ft | | 0 | |
| SURFACED | | Pts | |
| Less than 3 ft | | 3 | |
| 3 ft | | 2 | |
| 4 ft | | 1 | |
| 5 ft | | 0 | |

- EXISTING SIDEWALK CONDITION 0 to 10
 - Good 3
 - Fair 6
 - Poor 10
- EXISTING ADA BARRIERS
 - No Ramps 3
 - Deficient Ramps (Steep Slopes) 2
 - Ramps with No Domes 1
 - Compliant Ramps with Domes 0

CRASH HISTORY (25 pt max)

Crashes must be correctable & occur within the project limits

- Ped/Vehicle 0 to 20
 - 10 pt per incident
- Ped Only 0 to 15
 - 5 points per incident

SIDEWALK PROGRAM

Staff Rating Guidelines

EXISTING HAZARDS (15 pt max)

Hazards must be correctable & occur within the project limits

- Sight Distance 0-3
 - Horizontal, vertical or intersection alignment
- Deep Ditches 0-3
 - Evaluate depth & proximity to the road
- Truck Volume 2-3
 - Distribution Center or High Commercial/Industrial
 - Semi-trucks 1
 - Central Business District
 - Delivery trucks
- Traffic Volume
 - Urban
 - 2.5 to 5K vpd 1
 - 5K to 10K vpd 2
 - Over 10K vpd 3
 - Small City
 - Less than 500 vpd 1
 - 500 to 1K vpd 2
 - Over 1K vpd 3
- Obstructions 0-3

Evaluate permanence & magnitude of obstacle to peds. Examples of obstructions are ditches, power poles, mail boxes, parked cars, vegetation

 - Over 50 percent of project length 3
 - 25 to 50 percent of project length 2
 - Less than 25 percent of project length 1
- Existing lighting
 - No lighting 2
 - Ambient (from businesses/buildings) 1
 - Street Lighting 0
- Drainage/Snow Issues 0-2
 - Annotated or obvious by visual inspection
- Posted School Zone 2

SIDEWALK PROGRAM

Staff Rating Guidelines

PEDESTRIAN CONNECTIVITY (30 pt max)

Direct Access - Within project limits

Indirect Access – Outside project limits but on same route

PEDESTRIAN DESTINATIONS (30 pt max)

| | |
|--|-----|
| <ul style="list-style-type: none"> Central Business District <i>As defined by Agency Comp Plan</i> | 5 |
| OR | |
| <ul style="list-style-type: none"> Commercial Development <ul style="list-style-type: none"> Direct access- 2 points per facility Indirect access - 1 point per facility | 0-5 |
| <ul style="list-style-type: none"> Industrial Area <ul style="list-style-type: none"> Direct access- 3 points Indirect access - 1 point | 0-3 |
| <ul style="list-style-type: none"> Schools <ul style="list-style-type: none"> Direct access- 3 points per facility Indirect access - 2 points per facility | 0-9 |
| <ul style="list-style-type: none"> Public Facilities <ul style="list-style-type: none"> Direct access- 2 points per facility Indirect access - 1 point per facility | 0-6 |
| <ul style="list-style-type: none"> Recreational Facilities <ul style="list-style-type: none"> Direct access– 2 points per facility Indirect access – 1 point per facility | 0-5 |
| <ul style="list-style-type: none"> Medical Facilities <ul style="list-style-type: none"> Direct access– Hospital (3), Clinic (2), Doctor Office (1) Indirect access – Hospital (2), Clinic (1), Doctor Office (1) | 0-3 |
| <ul style="list-style-type: none"> Senior Center, Signed Senior Housing or Assisted Living Facility <ul style="list-style-type: none"> Direct access- 2 points per facility Indirect access - 1 point per facility | 0-2 |
| <ul style="list-style-type: none"> High Density Housing (15 units or greater) <ul style="list-style-type: none"> Within project limit - 2 points Within 3 blocks of project – 1 point | 0-2 |
| <ul style="list-style-type: none"> Signed Transit Stop <ul style="list-style-type: none"> Direct access- 2 points Indirect access – 1 point | 0-2 |

SIDEWALK PROGRAM

Staff Rating Guidelines

SIDEWALK CONNECTIVITY (5 pt max)

- Completes Gap 5
- Extends Existing Sidewalk 3

LOCAL SUPPORT (5 pt max)

- ~~No federal funding~~ 3
- Local Match 0-5
 - 1 point for each 1 percent above minimum local match

SUSTAINABILITY (10 pt max)

- Adopted Greenhouse Gas Emissions Policy 1
- ~~Adopted Complete Streets ordinance~~ 1
- ~~Appropriate sidewalk cross-section~~ 5
- ~~Sidewalk width greater than TIB standard &/or planter strip (3 foot min width)~~ 0-3
- ~~Sidewalk Network Development Configuration after project is complete~~
 - ~~Sidewalk both sides~~ 2
 - ~~Sidewalk one side~~ 1
- Hardscaping or climate-appropriate plantings 1
- ~~Low energy Street Lighting or Signal~~
 - ~~Replace or install Low Energy Street Lighting~~ 3
- Solar powered signage 1
- ~~Recycled material usage~~ 1
- Low Impact Drainage Practice 2
 - Use bio-swailes, rain gardens or other low impact drainage practices

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

SAFETY (~~40~~35 pt max)

CORRECTABLE CRASH HISTORY (~~15~~10 pt max)

Incidents must occur within the project limits

- | | |
|---|------------------------|
| • Property Damage Only <u>Property damage only incidence</u> | 1 pt per Incident |
| • Injury <u>Incidences with injuries</u> | 3 points per Injury |
| • Fatality <u>Incidences with fatalities</u> | 10 points per Fatality |

POTENTIAL SAFETY HAZARDS (20 pt max)

Proposed project must eliminate or minimize hazard to receive points

Safety Hazard Checklist

- Sight Distance

Physical features that impair what driver sees

- | | |
|---|-----|
| ○ Visibility affected by horizontal, vertical or intersection alignment | 0-3 |
| • Existing Drainage | |
| ○ No system or inadequate system | 1-3 |
| ○ Adequate system (open or closed) with controlled flow | 0 |
| • Skewed Intersection | 0-3 |
| • Posted School Zone | 2 |
| • Existing Sidewalk Condition | |
| ○ Poor (severe tripping hazards with no ramps) | 3 |
| ○ Fair (minimal tripping hazards with ramps) | 2 |
| ○ Good (no tripping hazards with non-current ramps) | 1 |

- Railroad Crossing

Must improve crossing to receive points

- | | |
|--|---|
| ○ Multi-track | 3 |
| ○ Single Track | 2 |
| ○ Spur line | 1 |
| • Control Access &/or Parking | |
| ○ Entire project on both sides | 2 |
| ○ Portion of project (1/3 of length minimum) | 1 |

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

- Obstructions 0-3
Obstruction(s) must be moved, protected or eliminated by project
Evaluate permanence & magnitude of object. Examples of obstructions are ditches, power poles, mailboxes, parked cars, vegetation
 - Over 50 percent of project length 3
 - 25 to 50 percent of project length 2
 - Less than 25 percent of project length 1
- Existing Lighting
Must improve lighting to receive points
 - No lighting 2
 - Ambient lighting (from businesses/buildings) 1
 - Existing street lighting 0
- Turn Pockets
 - Each turn pocket added – 1 pt 0-3
 - Add continuous left turn lane 3
- Adjacent Terrain
 - Flat or Central Business District 0
 - Recoverable Slope 1
 - Ditch 2
 - Unrecoverable Bank/Slope 3

EXISTING CONDITIONS (20 pt max)

Proposed scope must improve width to meet LAG standards to receive points

- Pavement Width 0-15
Comparison of existing to standard width using Existing Pavement Width Scoring Matrix
- Truck Route
 - T1-T3 5
 - T4 4
 - T5 2
 - Signed Local Truck Route 1
- Bus Route (Transit or School) 3

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

EXISTING PAVEMENT CONDITION (30 pt max)

- RECONSTRUCTION (Full reconstruction or full depth reclamation)

Visual inspection of existing pavement to determine PCR

- | | |
|-----------------------|------|
| ○ PCR over 65 | 0 |
| ○ PCR between 65 & 35 | 0-30 |
| ○ PCR less than 35 | 30 |

- REHABILITATION (Overlay)

Visual inspection of existing pavement to determine PCR

- | | |
|-----------------------|-------|
| ○ PCR over 65 | 0 |
| ○ PCR between 65 & 30 | 10-30 |
| ○ PCR less than 30 | 0 |

- | | |
|-------------------------------|-------|
| • NEW ROAD or GRAVEL ARTERIAL | 10-15 |
|-------------------------------|-------|

Points based on significance of new section

LOCAL SUPPORT (~~20~~25 pt max)

- | | |
|---|-----|
| • Local Match | |
| ○ 1 point for every 1 percent above minimum match | 0-5 |

- | | |
|---|----------|
| • <u>Adopted TBD or locally dedicated transportation funding by ordinance</u> | <u>2</u> |
|---|----------|

- | | |
|---------------------------|----------|
| • <u>No federal funds</u> | <u>3</u> |
|---------------------------|----------|

- | | |
|--|---|
| • Network Development | |
| ○ Extends Improvements | 3 |
| ○ Completes Gap | 5 |
| ▪ Both ends improved to small city standards (sidewalk one side) | |
| ○ New Route | |
| ▪ Both ends improved to TIB standard | 5 |
| ▪ One end improved to TIB standard | 3 |
| ▪ Neither end improved | 2 |

- | | |
|-----------------------------|---|
| • Connectivity | |
| ○ Central Business District | 5 |

As defined by Agency Comp Plan

OR

- | | |
|---|-----|
| ○ Commercial Development | 0-5 |
| ▪ Within project limits - 2 points per facility | |

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

- Within 2-3 blocks of project - 1 point per facility
- Industrial Area 0-3
 - Within project limits - 3 points
 - Within 2-3 blocks of project - 1 point
- Schools 0-6
 - Within project limits - 2 points per facility
 - Within 2-3 blocks of project - 1 point per facility
- Public Facilities 0-6
 - Within project limits - 2 points per facility
 - Within 2-3 blocks of project - 1 point per facility
- Medical Facilities 0-5
 - Hospital (5), Clinic (3), Doctor Office within Project Limits (1)
 - Hospital (3), Clinic (1), Doctor Office within 2-3 Blocks of Project (0)
- Senior Center, Signed Senior Housing or Assisted Living Facility 0-2
 - Within project limits - 2 points per facility
 - Within 2-3 blocks of project - 1 point per facility

SUSTAINABILITY (10 pt max)

- Adopted Greenhouse Gas Emissions Policy 1
- Adopted Complete Streets ordinance 1
- Appropriate sidewalk cross-section 5
- ~~Sidewalk width greater than TIB standard &/or planter strip (3 foot min width)~~ 0-3
- ~~Sidewalk Network Development~~
- Configuration after project is complete*
- ~~Sidewalk both sides~~ 2
- ~~Sidewalk one side~~ 1
- Hardscaping or climate appropriate planting 1
- Must not include permanent irrigation & include aesthetic features*
- ~~Low Energy Street Lighting or Signal (Ped or Traffic)~~
- ~~Replace or install Low Energy Street Lighting~~ 3
- Solar powered signage 1
- Recycled Material Usage 1
- Give point only if project is FDR*
- Low Impact Drainage Practices 2

SMALL CITY ARTERIAL PROGRAM

Staff Rating Guidelines

- Use bio-swales, rain gardens or other low impact drainage practices



Bid Award Increase

City of Davenport – 7th Street and Park Street Sidewalk 2.0

March 23, 2018

LOCATION:

Davenport (population 1,700) is located in Lincoln County and is eligible for the Transportation Improvement Board's small city programs.

BACKGROUND-JANUARY 2018

In November 2016, the city was awarded \$428,331 in sidewalk funding for 7th Street and Park Street. The project removes and replaces deteriorated sidewalk on the west side of 7th street and failing stone retaining walls on both sides of 7th Street. Construction of the sidewalk on the east side of 7th Street connects the high school complex to the city park and central business district. The project also includes installation of ADA ramps on Park at 7th and 6th Street intersections and repair of deteriorated sidewalk panels.

The city advertised the project in July 2017 with a bid opening in August 2017. The city received three bids and all three were above the engineer's estimate. The city rejected all bids with the hope that rebidding the project in the winter would result in lower bids.

The city re-advertised the contract in December 2017. The city received three responsive bids, but all were marginally lower than the August 2017 bid opening.

After bid opening and upon further constructability review, the city determined that constructing the sidewalk on the south side of Park Street was not feasible. This determination resulted in a proposed scope change and triggered the requirement for Board review and approval (or rejection).

After inclusion of the proposed scope change and reduced project costs, this still resulted in a \$74,580 cost increase. This exceeds the TIB Director's administrative increase limit of \$50,000 for sidewalk projects.

In January 2018, TIB staff presented this information. The Board took action on two motions:

- Approved the motion to omit sidewalk construction on the south side of Park Street; and
- Rejected (failed) the motion to authorize a \$74,580 cost increase.

The cost increase was denied due to the inclusion of replacing a failing stone retaining wall on the east side of 7th Street between Marshall and Park. As presented, no sidewalk construction was shown as occurring on this project segment. As a result, there was not a TIB nexus or justification for correcting the retaining wall.

UPDATE-MARCH 2018

After the January TIB meeting, staff conducted a more detailed review of the December 2017 bid documents. During this review, and in consultation with the city, staff confirmed the base bid *does include* sidewalk construction on the east side of 7th Street between Marshall and Park.

STAFF RECOMMENDATION:

Approve a \$74,580 increase for a \$502,911 TIB fund total for the City of Davenport, 7th Street and Park Street Sidewalk project.

Watch your step

Walking 'auditors' find uneasy footing in downtown Winthrop

by Don Nelson

October 4, 2017

This is going to be a pedestrian story.

Anybody who has spent much time navigating downtown Winthrop on foot, especially when it's busy, could tell a similar tale.

It would be about the hodgepodge of frequently disrupted Riverside Avenue walking corridors in a town that relies on foot traffic for its economic livelihood. They include boardwalks, pavement, gravel patches and dirt paths. Their use is made more difficult by varying widths, uneven surfaces, obstructions, driveway crossings, ditches, uncertain transitions, inadequate signage and potentially dangerous encounters with motor traffic and bicyclists.

Think about the varied roadside territory a walker traverses from Rocking Horse Bakery to the Spring Creek Bridge. There are no sidewalks. Parked cars may block any option other than diverting onto the highway. Then try it coming back, on the other side of the road, all the way to Town Hall at the four-way stop. Simply walking can be treacherous. If you're also texting, you're in trouble.

Or consider this: There are six driveways to cross between the Tenderfoot and the end of Riverside Avenue, each with its own issues.

Fully-abled people ignore these conditions at their peril. Now imagine yourself in a wheelchair, or using a cane or walker, negotiating that same terrain.

And we haven't even talked about winter yet.

Winthrop's saving grace is that almost no one on foot is in a particular hurry to get somewhere. Maneuvering at slower speeds reduces the likelihood of missteps.

Mobility audit

Last week, about 25 people toured the streets of Winthrop to take a hard look at how hard it can be to simply stroll or ride a bike through the town. The foot-powered expedition was part of the "Winthrop in Motion: Walking Audit and Big Ideas Workshop" last Thursday (Sept. 28), organized by the Town of Winthrop as part of a plan to improve overall mobility in the downtown area.



Walking "auditors" found that at times, pedestrians and wheelchair users have nowhere to go but into the street in downtown Winthrop.

Photo by Don Nelson

The walking auditors split into three groups, each of which included a wheelchair and a hula-hoop, because the width of the hoop is about the amount of space a typical person requires for walking. Some portions of the boardwalk are barely more than a hula-hoop wide, factoring in posters and other impediments.

Before the walking tour, town staff and consultants who have been hired to help develop the mobility plan talked about what Winthrop hopes to accomplish.

Chris Saleeba, senior design associate with Seattle-based Alta Planning + Design, said goals include creating safe conditions for everyone using the streets and sidewalks, including bicyclists and motorists; improved accessibility throughout downtown; and better connections between parts of the community. The town also must comply with Americans with Disabilities Act (ADA) requirements for access.

Saleeba encouraged tour participants, most of them citizen volunteers, to be on the lookout for “barriers and conflict points” that create obstructions. He also asked them to think about potential solutions.

Participants on the tour noted the challenging Rocking Horse-Spring Creek Bridge route; some confusion with signage; inconsistencies in the boardwalks; a lack of clearly marked crosswalks other than at the four-way stop; and safety concerns about angle-in parking.

Ideas offered by participants included:

- Making offsite parking a better experience by connecting satellite lots at the Winthrop Barn and Winthrop Rink with viable pedestrian paths.
- Considering strategies for diverting truck traffic.
- Widening boardwalks throughout downtown.
- Providing more “respite places” from the street, such as Confluence Park.

Information gathered from the walking audit will be included in an overall “streetscape” plan the town is developing with the help of a \$250,000 state grant.

KENMORE QUARTERLY



FUNDING SECURED FOR NEW WEST SAMMAMISH RIVER BRIDGE

Winter 2018

The City of Kenmore has been awarded nearly \$28 million in funding by multiple state and federal agencies to replace the West Sammamish River Bridge. Funding agencies include the Transportation Improvement Board, Puget Sound Regional Council, and the Washington State Department of Transportation. Most recently in November, the City secured \$6.9 million in grant funds from the Transportation Improvement Board, with the project receiving the highest amount of funding among 28 other projects across Washington. The City will provide \$3,769,000 toward the completion of this project as identified in the City's Capital Improvement Program. The project is currently in the design phase (60% complete) and construction is estimated to start in spring 2019, subject to permitting from various state and federal agencies as well as a favorable bidding climate.



Design plans for the West Sammamish River Bridge including enhanced bicyclist and pedestrian amenities.

The project will replace the regionally significant West Sammamish River Bridge which is the south bound structure over the Sammamish River along 68th Avenue NE. This is the City's only Sammamish River crossing and the West Sammamish Bridge itself carries over 14,000 cars per day. A bridge inspection in 2012 revealed critical changes in the bridge condition, including cracks in the concrete structure, settlement, and significant loss of soil around the piers. Bridge weight restrictions went into effect in March 2014.

The proposed project will:

- Replace the existing twolane bridge with a new two lane bridge.
- Add a mixed-use bicycle and pedestrian path on the west side of the bridge
- Project budget permitting, add a new side walk along the east side of 68th Avenue NE.

Work includes demolition and construction of the west bridge, construction of retaining walls, roadway work tying the new bridge into the 68th Avenue NE/Juanita Drive NE roadways, lighting, stormwater improvements,

The revenue sources for matching funds are listed below:

| Funding Source: | Amount: |
|--|---------------------|
| City of Kenmore Funds | \$3,769,000 |
| Connecting Washington (State) | \$8,000,000 |
| Bridge Advisory Committee (Federal) | \$12,000,000 |
| Surface Transportation Program (Federal) | \$1,063,994 |
| Transportation Improvement Board (State) | \$6,900,000 |
| Total: | \$31,732,994 |

**To learn more about the
West Sammamish River
Bridge, visit:**

[www.kenmorewa.gov/
WestSammamishRiverBridge](http://www.kenmorewa.gov/WestSammamishRiverBridge)

extending and improving bicycle facilities, and if the project budget permits, upgrading signals, undergrounding utilities, and restoration/improvements to the east bridge.

During construction, the contractor will strive to maintain two lanes in each direction across the Sammamish River when possible. However, there will be times when one or two lanes of traffic will need to be closed to accommodate construction. There will also be periodic closures of the river and under the bridge during construction. The City will host an open house in late 2018/early 2019 to discuss what to expect during the bridge construction.



LED streetlights: Coming to a neighborhood near you

by K.C. Mehaffey

January 9, 2018

WENATCHEE — Streetlights throughout Wenatchee and Chelan County will likely soon be replaced with more energy-efficient LED lights after the Chelan County PUD set rates for them on Monday which are significantly lower than rates for traditional highpressure sodium lights.

And for a city like Wenatchee, with a couple thousand streetlights, the savings could be substantial.

The PUD's streetlight project is expected to replace or retrofit 3,720 streetlights throughout Chelan County this year, including in Wenatchee and other cities in the county, Jim White, senior energy efficiency engineer for the Chelan County PUD, said in an email.

The change would reduce streetlight energy consumption by 78 percent, and save about 2.6 million kilowatt hours per year. That's the annual energy use of about 120 average homes in Chelan County, he said.

Andrew Grassell, the PUD's energy development and conservation manager, said the cost savings hasn't been calculated yet, but for rates alone, will mean a savings of about \$1.40 per light each month. The financial savings will come not only from cheaper rates, he said, but also because LED lights last much longer, reducing maintenance costs.

The PUD's streetlight rates include six classes that depend on who owns the lights and the poles, and who maintains them.

Rates for the high pressure sodium lights range from \$7.25 to \$11.95 per light per month. The monthly LED rates, set Monday, range from \$5.80 to \$10.50 per light.

Some streetlights are metered, so reduced costs for those will be reflected by the reduced energy use, he said.

Grassell said the benefits of switching are many: Cities will see a financial savings. The PUD will save energy, which can then be sold on the market. And the environment benefits from fewer resources spent on longer-lasting LED lights, and a reduction in light pollution. The new lights will be easier to focus and aim downward, to help reduce light in the night sky.

LED lights also provide improved visibility, which increases safety and security.

Grassell said the PUD began working toward a switch a few years ago, hiring a contractor to inventory about 4,000 streetlights throughout the county, including all of those owned and maintained by the utility, as well as those owned by cities, the state, and the county.

That assessment, and the new rates, will enable cities to seek grants. Those with a population less than 5,000 people, including Cashmere, Chelan, Entiat and Leavenworth, may qualify for Transportation Improvement Board grants that provide up to 100 percent of the cost of retrofitting all streetlights, he said.

"That wasn't available to the county, or the city of Wenatchee, so we went ahead and applied for and received grant funding from the (state) Department of Commerce" to help with additional retrofitting costs, he said. The PUD is also offering incentives for kilowatt savings, and putting in funds to help with the switch.

Kent gets another grant to extend new 132nd Avenue pedestrian path

Project will go from SE 248th Street to SE 240th Street

by Steve Hunter

January 17, 2018

The city of Kent finished the first phase of the new asphalt pedestrian pathway along 132nd Avenue Southeast. Now Kent will receive additional grant money to extend the East Hill project farther north.

Kent will get a \$640,000 grant from the state Transportation Improvement Board (TIB) to cover most of the costs to extend the pedestrian improvements from Southeast 248th Street to

Southeast 240th Street. The city must come up with \$160,000 in funds. City staff is still figuring out a source for the matching funds.



A man uses the new asphalt paved path along 132nd Avenue Southeast on the East Hill near Southeast 252nd Street.

COURTESY PHOTO, City of Kent

Crews have installed a paved path and other pedestrian improvements between Kent-Kangley Road and Southeast 248th Street on the west side of 132nd Avenue Southeast. The state TIB, which is funded by 3 cents of the 49.4 cents per gallon state gas tax, contributed \$473,000 toward that \$1 million project.

"I live very close to there and I have seen the use the new path is getting," said Councilman Dennis Higgins, chair of the council's Public Safety Committee, after he heard about the grant at a Jan. 8 meeting. "I'm thrilled it's going to continue to the north. It will help people get to bus stops more safely. It's a great improvement to the neighborhood."

Many sections of street had narrow shoulders or drainage ditches that limited pedestrian travel. The new continuous walkway connects residents along 132nd Avenue to destinations such as the Wilson Playfields, Lake Meridian Park and Ride and the Marketplace at Lake Meridian.

Crews added a flashing beacon at a crosswalk near Southeast 253rd Street to help people get to Wilson Playfields. Pedestrians can push a button to get a flashing light to alert drivers that they want to cross the street.

"Phase one has reached substantial completion," said Drew Holcomb, city design engineer, in an email. "We are waiting for warmer weather to install the plastic lane markings and the curb that will be placed along the shoulder sections of the path."

Construction is expected to start this summer on phase two – the extension of the pathway along the west side to Southeast 240th Street.

"We are still in the planning phase but hope to construct from June to August," Holcomb said.

City Public Works Director Tim LaPorte told the council committee that staff worked hard to get the two state TIB grants.

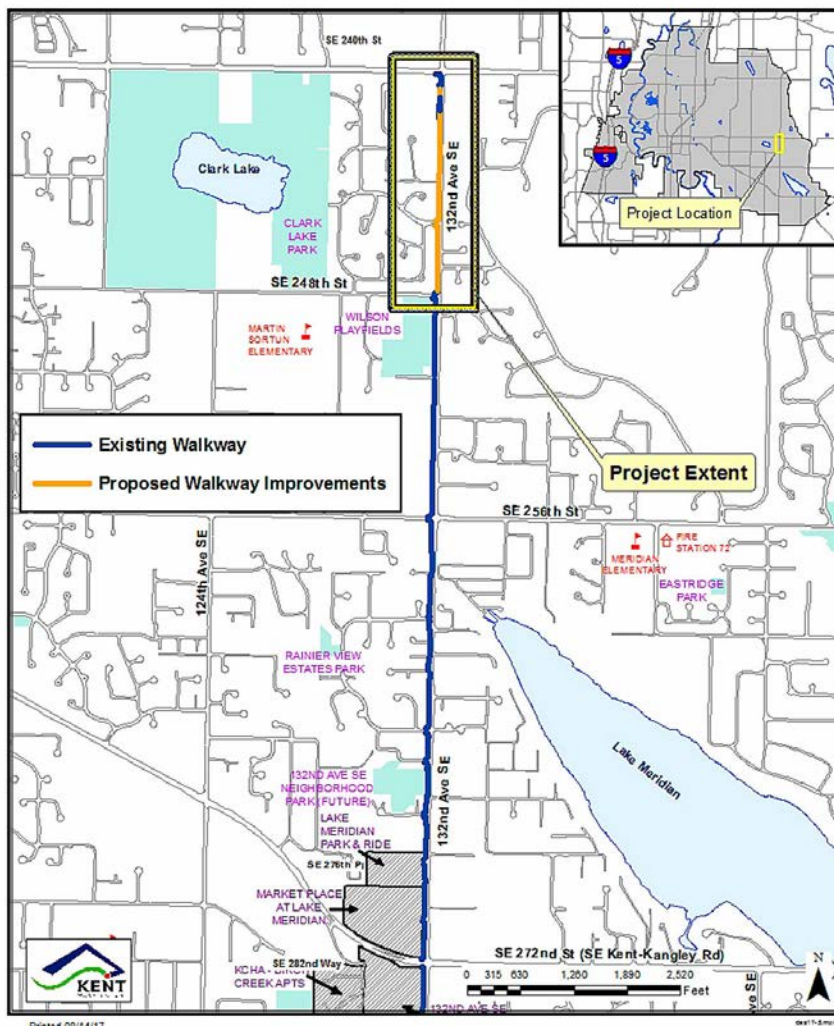
“The TIB was very impressed with the design staff and how they were able to get the project out in short order after they gave us the grant for the first part,” LaPorte said. “That had a lot to do with the reason we received the second grant.”

The TIB is an independent state agency, created by the Legislature, that distributes and manages street construction and maintenance grants to 320 cities and urban counties.

Councilwoman Brenda Fincher likes the improvements for pedestrians.

“Not only will it help school buses but preschools, a church and residences along there,” Fincher said. “It’s going to be a huge help with our no lack of rain around here and the mud.”

Kent would like to expand 132nd Avenue Southeast to a five-lane road with new sidewalks, lights, bicycle lanes, curbs and gutters but that work would cost an estimated \$50 million, so city officials decided to go with asphalt pathways, which are much less expensive than concrete sidewalks. City staff hasn’t identified a funding source for the large-scale project and getting such funds is unlikely for the foreseeable future, according to city documents.



132nd Pedestrian Improvements
Vicinity Map SE 240th St to SE 248th St

This map shows the planned extension of a new paved pedestrian path along 132nd Avenue Southeast from SE 248th Street to SE 240th Street.
COURTESY GRAPHIC, City of Kent

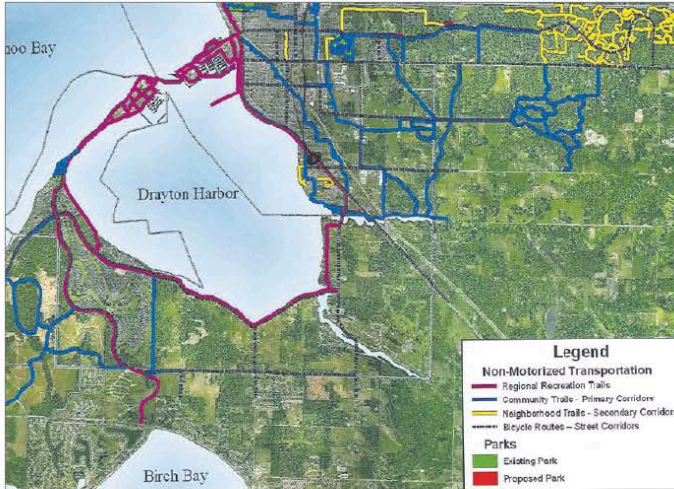
The Northern Light

Blaine and Birch Bay's Community Newspaper

Peace Portal trail project receives new round of state funding

by Stefanie Donahue

January 17, 2018



▲ A map of non-motorized trails in Blaine.

Courtesy of the city of Blaine



▲ A map of Peace Portal Community Trail Phase 2.

Courtesy of the city of Blaine

A project to forge a new pedestrian path through Blaine is one step closer to completion.

The state Transportation Improvement Board – which provides street construction and maintenance grants to more than 300 cities and counties in the state – notified the city in November that it would grant \$293,425 toward the project, titled ‘Peace Portal Community Trail Phase 2,’ said public works director Ravyn Whitewolf in an email.

Once completed, the project “will create a viable and scenic pedestrian connection from the new pedestrian crossing at the Peace Arch US/Canadian border crossing through the city to the southern Blaine city limits,” according to the city’s grant application, submitted in August 2017.

In a letter written to the board, Washington State Department of Transportation (WSDOT) assistant regional manager Jay Drye wrote, “The proposed improvements will enhance local connectivity for non-motorized transportation in this area and support the regional priority of enhancing Coast Millennium Trail connections through Whatcom County.”

He said, “WSDOT plans to invest in the replacement of the Dakota Creek Bridge, just south of the project on SR 548, which will tie into the non-motorized system. The improvement will enhance the connectivity of pedestrians, cyclists and motorists in this area.”

Yet to be completed, the Coast Millennium Trail is a multi-use trail system that will stretch from Seattle to Vancouver.

Phase one of the Peace Portal Community Trail project received \$280,820 in state, federal and local funding to design and construct an asphalt trail from Cherry Street to Bayview Avenue, Whitewolf said.

In the second phase, the city will extend the trail from Bayview to Hughes Avenue.

Whitewolf said the city has agreed to contribute an additional \$32,603 to phase two of the project, which is eligible for funding from the city's Transportation Benefit District (TBD).

The special taxing district was created by the Blaine city council and is used to fund transportation projects for streets, sidewalks and trails. In April, the Blaine voters approved a 0.2 increase in the sales tax to fund the district; the increase to the sales tax went into effect this month.

"I would say it is very likely TBD would be used as it incorporates both trail and street improvements," Whitewolf said.

Moving forward, the city will hire a design consultant to complete the design in 2018 and start building in 2019. In addition to WSDOT, Blaine-Birch Bay Park and Recreation District 2 has also been a large supporter of the project, she said.

Kirkland ends use of rectangular rapid flashing beacons

Current beacons will stay; safe, effective alternatives will be implemented

January 22, 2018

On Dec. 22, 2017, the U.S. Department of Transportation's Federal Highway Administration notified the City of Kirkland, as well as all cities nationwide, that the use of rectangular rapid flashing beacons has been terminated due to a patent issue associated with the device.

There are no safety issues related to the beacons, which studies have shown are highly effective in getting cars to stop, according to a press release.

Rectangular rapid flashing beacons are pedestrian-activated safety devices that contain highly visible flashing lights placed near or on the street at crosswalks. The flashing beacons are just one of a number of pedestrian safety devices used throughout Kirkland. None of the other devices are affected by this FHWA decision.



The use of rectangular rapid flashing beacons has been terminated due to a patent issue associated with the device. Courtesy of City of Kirkland

The FHWA's notification came because patented devices are not allowed for inclusion in the Manual on Uniform Traffic Control Devices, the document that governs which traffic control devices are allowed in the public right of way, the release states. Rectangular rapid flashing beacons are under patent and were approved for interim use by the FHWA in July 2008.

While the FHWA informed the city that there can be no new installations of the beacons, the release states that two that were already purchased and scheduled for installation will be put in place. Previously installed beacons may remain in service until the end of useful life of those devices.

The city has 52 sets of these flashing beacons currently installed. These were funded by the 2012 Streets Levy, Kirkland's Capital Improvement Program, the Neighborhood Safety Program and private development, the release states.

"The inability to use rectangular rapid flashing beacons in the future is unfortunate, as they are proven to be very effective at making crosswalks more safe and comfortable for pedestrians," council member Jon Pascal said in the release. "We know how popular the safety device is with our community but there are viable alternatives. Our public works staff are currently evaluating those options in terms of pedestrian safety, visibility and cost."

According to the release, one possible alternative is pedestrian-activated flashing LEDs, a similar technology to the flashing beacons. The flashing LEDs blink white or yellow along the border of a pedestrian crossing sign when activated by a pedestrian. This and other alternatives are being evaluated closely and residents will be notified as soon as the decision is made.

"The City of Kirkland continues to be committed to ensuring pedestrian safety for its residents," Pascal said in the release. "Despite this recent change in our ability to use rectangular rapid flashing beacons, we're continuing to move forward with projects that improve pedestrian connectivity, provide better access to transit and enhance safe school walk routes for the community."

Grants fund cities' switch to LED bulbs

Lights expected to lower costs in Battle Ground, Camas, Ridgefield

by Adam Littman

January 22, 2018

BATTLE GROUND — It was a dreary Thursday, but crews around Battle Ground were working to bring some light to the city.

DJ's Electrical spent time replacing streetlights in Battle Ground with LED bulbs. The change to the city's 2,300 streetlights from high-pressure sodium to LED bulbs is part of an energy-saving initiative in the city.

"A lot like people are doing at home, we're changing out our lights to more efficient ones," said Scott Sawyer, the city's public works director. "These have longer lifespans, and will help us save citizens money."

The project will cost around \$530,000 and is fully funded through a grant from the Washington State Transportation Improvement Board's Relight Washington Program and Clark Public Utilities' Energy Savings Incentives program, with \$358,000 coming from the state grant and \$172,000 coming from the incentives program.

The new LED bulbs are expected to save the city \$53,000 in energy costs and another \$15,000 on maintenance costs annually.

Sawyer said the city is using a 3,000 Kelvin temperature bulb, which is a bit less than some streetlights outside of the city that have been switched to LED bulbs.

"We heard some concerns about whether the new lights would affect sleeping patterns in residential areas," he said. "We went with a softer light."

Battle Ground isn't the only city switching out streetlights to LED bulbs. Battle Ground teamed up with Ridgefield and Washougal to bid out the work because the materials and labor were less expensive that way, according to Bryan Kast, Ridgefield's public works director. All three cities received grants from



DJ's Electrical lineman Rhett Lindberg of Winlock changes the current high-pressure sodium lights to new LED bulbs in Battle Ground.

Alisha Jucevic/The Columbian



DJ's Electrical lineman Rhett Lindberg of Winlock replaces one of the city's 2,300 high-pressure sodium streetlights to LED bulbs as part of an energy savings initiative in Battle Ground. The project is expected to save the city around \$68,000 annually.

Alisha Jucevic/The Columbian

the state board to fund the project.

Ridgefield's portion will finish work that started in 2013, when the city participated in a pilot project with the improvement board to upgrade more than 350 "cobra head" style lights along main roads to LED bulbs. In early 2014, the city changed design standards to require LED bulbs on all projects.

This year, Ridgefield will upgrade the remaining 640 lights to LED bulbs, which is expected to be completed in February. Kast said the project will cost \$117,000, half coming from a state improvement board grant and half from incentives from Clark Public Utilities and Bonneville Power Administration.

The upgrades in 2013 saved Ridgefield about \$16,700 annually in electricity costs, and the current project is expected to save an additional \$17,280 annually, Kast said.

Washougal's portion of the project will change out all 1,707 city-owned street lights to LED bulbs. The city has 852 cobra head lights, 672 acorn lights and 183 post-top lights.

The estimated cost of the project is \$210,803, with half coming from the state improvement board grant, and half coming from Clark Public Utilities incentives.

Camas update

The city of Camas underwent a \$3 million project to replace more than 3,100 streetlights with LED bulbs in 2016.

Steve Wall, the city's public works director, said the estimated savings for the city were \$97,000 a year, which ended up being too conservative an estimate.

"The energy savings were better than expected based on calculations completed during the design phase," he said. "The city verified our energy savings after having the lights in service for approximately one year, and the actual energy savings were approximately \$35,000 more than anticipated."



DJ's Electrical lineman Rhett Lindberg of Winlock changes streetlights to LED bulbs in Battle Ground, which teamed up with Ridgefield and Washougal to bid out the replacement work after all three cities received grant money from the Washington State Transportation Improvement Board.
Alisha Jucevic/The Columbian



DJ's Electrical lineman Rhett Lindberg of Winlock changes the current high-pressure sodium lights to new LED bulbs in Battle Ground.
Alisha Jucevic/The Columbian

Let there be light: Cheaper, brighter lights in sight for College Place

January 23, 2018

COLLEGE PLACE, Washington — College Place City Council meets on Tuesday night, and one item on their agenda is bringing the Relight Washington Program to College Place.

The Relight Washington Program was set up by Washington's Transportation Improvement Board in 2016, and it looks to lower street light costs by helping cities convert to more energy efficient LED streetlights. A sustainable return on investment study found that cost, energy, and environmental benefits returned more than twice the installation expense over 15 years. A challenge in converting to LED streetlights is the initial capital costs, and the TIB says it will pay those initial capital costs. The City of College Place says that Pacific Power finally got a cheaper LED rate approved by the Utility Exchange Commission so they can take advantage of this program.



LED lights on College Ave. Photo courtesy of the City of College Place.

The overall project cost is \$86,000. None of the cost would be borne by the College Place taxpayer. \$9,480 would be covered by a Pacific Power incentive, and the remaining \$77,321 would be covered by a State of Washington Transportation Improvement Board Relight Washington grant. This grant would cover Pacific Power switching out the sodium lights to led lights on the wooden poles in city right-of-way.

“Just those wooden pole lamps that are owned by Pacific Power” would be replaced, says City Administrator Mike Rizzitiello. “They should all be swapped out in the next couple of months, should council accept the grant.” The lights on College Avenue already sport those LED lights, and it would just be the Pacific Power lamps that would be replaced.

The program has already been implemented in Colfax, and Rizzitiello says if implemented, “the city should see a monthly energy bill reduction on the lights of between 15 percent and 20 percent. The LED lighting has a more focused illumination toward the ground which helps lessen light pollution.”

Eligible cities include all small towns with a population less than 5,000 or urban cities with a total assessed value of less than \$2 billion. College Place is discussing the implementation of these lights, but other eligible cities in the surrounding area include Waitsburg, Dayton, Palouse, Starbuck, Benton City and West Richland.

Fir Street construction pushed to early 2019, Lavender Festival still moving to Carrie Blake Park this summer

by Matthew Nash

January 24, 2018

The 18-month reconstruction of Fir Street by Sequim schools has been put on hold until 2019.

Originally slated to begin this summer, City of Sequim staff said on Monday, Jan. 22, that the hold-up is due to paperwork issues regarding purchasing right-of-way property on a grant application to the Washington State Department of Transportation.

Fixing the error could take a few months, Sequim Public Works director David Garlington said, so staff will likely seek contractor bids in the fall and tentatively begin construction in early 2019 on the \$4.5-5 million project.

That means Fir Street could remain open for the Sequim Lavender Festival Festival's Street Fair, set for July 20-22.

However, Colleen Robinson, assistant executive director for the festival, said they're sticking with a plan to temporarily move their 100-plus vendors and live music to Sequim's Carrie Blake Community Park next to the Albert Haller Playfields and James Center for Performing Arts.

"We feel we've gone far enough down the path that we're going to stay at the park," Robinson said.

She and other festival officials learned of the changes on Jan. 19 and a few days later decided to keep their plans.

Robinson said the uncertainty for the timeline to deconstruct the Sequim Community School adjacent to Fir Street was another factor, because construction vehicles and chain link fences could create safety and aesthetic concerns.

"We'll need to be (at the park) next year anyways," she said.

Following the previous construction timeline, Sequim city engineer Matt Klontz said the festival may have to move for two summers, so the updated schedule could impact the festival for 2020 as well.

Robinson said so far they've only discussed concrete plans for the 2018 Street Fair.

Right-of-way

Klontz said city staff were planning to begin acquiring right-of-way this month along Fir Street and seek contractor bids in April before beginning construction this summer from Sequim Avenue to Fifth Avenue.



This summer, participants like these dancers seen surprising the crowd with a flash mob at the 2016 Sequim Lavender Festival Street Fair, temporarily move festivities to Carrie Blake Community Park despite construction on Fir Street being moved from this summer to early 2019. Organizers said they've done too much work to move the event back to Fir Street.

Sequim Gazette file photo by Matthew Nash

But on Monday, Klontz told Sequim city councilors that the federal Surface Transportation program grant needed the cost of the right-of-way to match the State Improvement Transportation Program's grant request for purchasing the right-of-way.

While the recording numbers don't impact grant totals, Garlington said the error arose from 2014 estimates to acquire right-of-way along Fir Street at just more than \$200,000 being listed on the paperwork.

New estimates including purchasing right-of-way to move roadway back and interfere with property such as the Sequim High School's fastpitch dugouts and a pump station are closer to \$900,000, Garlington said.

Klontz said to make the amendment it will take about 30 days, both at the state and federal levels, to make the corrections.



One of the biggest aspects of the planned construction of Fir Street from Sequim Avenue to Fifth Avenue includes installing a traffic signal. City of Sequim staff said a traffic study anticipates traffic volumes growing more at this intersection compared to Sequim Avenue and Fir Street. Sequim Gazette photo by Matthew Nash

Klontz said the summer is a bad time to advertise for projects because many contractors are already working so, "it makes strategic sense to wait to advertise in September or October as work begins to slow down."

Moving details

A majority of the project's details remain untouched to redo water, sewer and irrigation lines while adding stormwater lines and reconstructing the stretch's pavement.

One of the biggest plans includes installing a traffic light at the intersection of Fir Street and Fifth Avenue.

Klontz said following a traffic study on Fir Street, that intersection warranted a signal because traffic volumes are higher and anticipated to grow higher there compared to the Fir Street/Sequim Avenue intersection.

City staff will investigate other options for pedestrians at Fir/Sequim, Klontz said because they aren't able to use a planned pedestrian crossing signal after federal officials told them a lawsuit is in place preventing them from using the signals due to patent issues.

Some of the many other aspects of the project include widening Fir Street to add bike lanes and Americans with Disabilities Act-compliant sidewalks/curbs on both sides of Fir Street, and moving utility poles underground.

Project plans show Fir Street will widen to 45 feet from Sequim Avenue to Fourth Avenue and 53 feet wide from Fourth to Fifth Avenues. Part of that includes two 5-foot wide bike lanes from Sequim to Fourth, and two 6-foot bike lanes from Fourth to Fifth.

Klontz said city staff typically let contractors set the schedule as to whether they will shut down sections or the whole stretch during construction, but Fir Street will become one-way for westbound traffic through construction. Drivers will be able to use Second, Third, and Fourth Avenue intersections to turn, however.

For more information about the Fir Street project, call Sequim Public Works at 360-683-4908.

For more information about the Sequim Lavender Festival, visit www.lavenderfestival.com.



Work to start on Sixth Street traffic control

New traffic light at the highway

by Ted Escobar

January 31, 2018

SUNNYSIDE — A new traffic light has long been desired and planned at the busy Sixth Street and Yakima Valley Highway intersection.

Monday, the City Council gave City Manager Don Day the authority to sign contracts for the first phase of the work — engineering.

“It’s not new to the Council; it’s in the 6-year street plan,” Mayor Julia Hart said. “Now we start doing it.”

The first resolution gives Day the authority to sign a deal with Huibregtse Louman Associates to engineer the project.

Council approved two task orders that give Day the authority to sign a contract with Huibregtse Louman to perform water and sewer construction services relating to the project.

“We’re really excited about finally getting started,” Hart said. “Improvements will make that intersection much safer”

Regarding the new Astria Sunnyside Hospital project, Council gave Day the authority to contract Huibregtse Louman to perform design engineering and construction services related to water and sewer improvements.

In another decision regarding the new hospital project, Council authorized Day to sign an agreement with Astria Health for repayment of the Community Economic Revitalization Board’s project construction loan.

Council approved a rezone for the property at

Fifth Street and Decatur Avenue, where Varietal Beer Co. will be operating. It will be B-3 Retail Core.

Two annexation requests were presented Monday. Both were sent to the Planning Commission to set public hearing dates.

Planning will also recommend the appropriate zoning and refer that to the State Boundary Review Board for Yakima County.

“We won’t deal with them again until they come back from the Planning Commission,” Hart said.

One annexation request was for Swan Market on Swan Road.

Bellevue completes first segment of Spring Boulevard

The construction cost for the elevated BelRed segment is \$16.4 million

February 5, 2018

The city of Bellevue announced Monday city contractors have completed the first segment of Northeast Spring Boulevard, a new east-west street that will run through BelRed.

According to a news release, the elevated segment runs from the Eastside Rail Corridor (the former BNSF railroad tracks) to 120th Avenue Northeast. For the next year or so, the roadway will be closed to traffic until a short connecting segment is completed. During this time, Sound Transit will use the roadway as the agency builds its East Link light rail line that's adjacent to Spring Boulevard.

The construction cost for the elevated BelRed segment is \$16.4 million. By finishing the first segment of Spring Boulevard now, rather than waiting until after Sound Transit completes its East Link work, it's estimated the city will save several million dollars in construction costs.

Though short, the new segment includes two overpasses. Eventually, East Link trains will carry passengers beneath one of the spans. Passing beneath the other overpass is a light rail spur line connecting to an operations and maintenance yard that Sound Transit is building nearby.

In late 2018, the city of Bellevue is scheduled to begin work on the connecting segment from Northeast 12th Street, near 116th Avenue Northeast, to the just-completed segment. Once finished, Spring Boulevard will be open to traffic from Northeast 12th Street to 120th Avenue Northeast, about two-fifths of a mile, with traffic signals at each end.

The overall Spring Boulevard project is divided into five construction zones stretching about 1.4 miles, from Northeast 12th Street east to a 136th Place Northeast, then north to Northup Way. When complete, the new street will include two travel lanes in each direction, a center turn lane, bike lanes and landscaping. It will run parallel to East Link and, in some places, the light rail tracks will run down the center of the roadway.



Spring Boulevard overpass construction.
Photo courtesy of city of Bellevue



Prevedell Road in Lyman closed indefinitely

by Kimberly Cauvel

February 7, 2018

Prevedell Road off Highway 20 in Lyman is closed indefinitely due to erosion.

The road was undercut by rain-induced flooding over the weekend, prompting an emergency closure and work Monday to reopen it to one lane of traffic.

A Lyman town engineer determined Wednesday that the road is unsafe for all vehicle traffic until permanent repairs are made, Skagit County spokeswoman Bronlea Mishler said.

The town and county are coordinating plans to build a temporary road that will bypass the closure by connecting Carpenter and Prevedell roads.

Mishler said it's uncertain when that work will start.

In the meantime, a few dozen area residents are without an access road to their homes.

Prevedell Road, which is north of Highway 20, is the only access road for a handful of town residences and about 20 residences in unincorporated Skagit County.



Skagit County declares flood emergency

by Kimberly Cauvel

February 8, 2018

The Skagit County Board of Commissioners declared Thursday that flooding on Feb. 3 constitutes an emergency.

Skagit County spokeswoman Bronlea Mishler said that will allow the county to expedite repairs, such as to Prevedell Road in Lyman.

The road, which is the only access route for some residences in Lyman and for some in unincorporated Skagit County, is closed indefinitely north of Highway 20 due to erosion.

Mishler said the county is planning to build a temporary bypass in the area while the town plans permanent repairs.

Other areas that need repairs due to the recent rain-induced flooding include sections of Colony Mountain Drive, Knapp Road and Lake Cavanaugh Road.

Mishler said it remains to be seen whether other roadways still covered by water — Fox, Sam Bell, Burmaster, Fonk, Dahlstedt, Colony, Bulson, Green, Satterlee, Beaver Lake, Field, Sullivan and Tyee roads, and Hornbeck Lane — will need repairs once the water recedes.

Heavy rains take toll on Lyman homes, road

by Kimberly Cauvel

February 10, 2018

LYMAN — The living room floor of a home on Main Street in Lyman disappeared into the Skagit River this week, and a road north of that area is crumbling.

The town of Lyman has been hit hard this winter by flooding, and area residents are waiting for government aid or answers about what to do next.

Skagit River flooding in November ate away several hundred feet of land in Lyman, and a propane tank, trees and a garage tumbled into the water.

Following heavy rain this week, Michael Taxdahl's living room collapsed into the river, solidifying the fact that he will never move back into his home.

Where there was once a stone fireplace, there is now a pipe hanging from the ceiling and some broken floor boards.

"On Monday it was heartbreaking," Taxdahl's mother Sherry Taxdahl said of their first inspection of the damage. "It's like when someone is dying and you know they are going to die, but it's still hard."

Following heavy rain over the weekend of Feb. 3-4, the Skagit River rose to about 26.7 feet midday Monday, according to U.S. Geological Survey data. Flood stage on the Skagit River is 28 feet.

Now, Taxdahl's house sits teetering on the bank of the river. Every once in a while more of the bank sloughs off into the water below.

The warped roof, along with the gaping hole in the floor, suggest the rest of Taxdahl's house will soon follow.

"I'm praying that FEMA (the Federal Emergency Management Agency) comes through. That's all I can hope," Sherry Taxdahl said.

Kara Symonds with Skagit County Public Works said the county submitted an application for Hazard Mitigation Grant Program funding to the Emergency Management Division of the Washington state Department of Military, which submitted it to FEMA. If approved, the funding could be used to buy out the affected homes.



Sherry Taxdahl stands below her son Michael Taxdahl's house in Lyman. High water from rains last weekend further eroded the ground underneath the home, opening a gap in the living room floor where it hangs above the river.

Scott Terrell/Skagit Valley Herald



A washout on Prevedell Road in Lyman has prompted officials to close the road.

Scott Terrell/Skagit Valley Herald

While Michael Taxdahl and his neighbors wait for FEMA's response, they and their families are living in campers and in the homes of relatives.

Sherry Taxdahl said those affected are trying to stay positive, but it has been an emotional ordeal.

"On Monday night I stood out here and bawled," she said while standing on newly exposed mud near her son's crumbling home. "It's pretty sad."

The recent rain and river rise also took neighbor Mark Harris' porch and a tree.

Meanwhile, rain-induced flooding in the area that began Feb. 3 undercut Prevedell Road north of Highway 20.

The road, which is the only access route for a few dozen residences in the town and in unincorporated Skagit County, is now closed indefinitely while town and county officials coordinate plans for emergency work and permanent repairs.

That's a major inconvenience for residents such as Jodi Brown.

"It's been kind of a nightmare," Brown said. "You can only walk up and down the hill so many times with your groceries."

Brown lives with her husband and two of their daughters in a home just outside Lyman town limits about halfway up the 1.5-mile road.

With repairs likely months away, Brown's family will need to continue to haul groceries, hay for their cattle, and propane and firewood for heating up the hill to their home.

"We don't know how we're going to do it," Brown said.

Still, she said Lyman residents, including Michael Taxdahl, have it worse, and she's thankful the eroding road didn't threaten any lives.

The road crumbled around a culvert that runs beneath it. The culvert now protrudes from what's left of the road.

Skagit County this week put a drainage pipe in place to reroute the water down the hill, but a permanent fix is needed before the road safe for vehicles.

Because the damaged part of the road is just within Lyman town limits, it's up to the town to fix it.

Town officials said stabilizing the Skagit River near Main Street, let alone rebuilding the damaged section of Prevedell Road, could cost millions the town does not have.



A washout on Prevedell Road in Lyman has prompted officials to close the road, restricting access to some area homes.
Scott Terrell/Skagit Valley Herald



What was previously a small side channel to the Skagit River has swelled into a major waterway thanks to flooding and erosion since Thanksgiving. Two homes now sit overhanging the embankment.
Scott Terrell/Skagit Valley Herald



Elmer City gets bids on trail project

by Roger S. Lucas

February 7, 2018

Elmer City received six bids, and town officials will likely award its “Complete Streets” project to one of the low bidders at its meeting Feb. 8.

The \$250,000 project is the result of a grant from the state Department of Transportation’s Transportation Improvement Board and will cover both the engineering and construction cost of a 2,300-foot pathway along the Lower River Road.

Bids were opened last Wednesday, with DW Excavating, Inc., from Davenport, submitting the lowest bid of \$159,726. The engineer’s estimated construction cost was \$160,000.

The Complete Streets program encourages projects that allow multiple uses of streets, such as pedestrian and bicycle traffic.

Public works director Jimmer Tillman said the bids have been sent to Belsby Engineering, the town’s engineering firm, for review, before being submitted to the council for awarding.

The town was successful in receiving the grant because it had the project shovel-ready. Tillman has stated that the town intends to submit another “Complete Streets” project as soon as possible.

The project includes an 8-foot-wide paved trail from the end of Third Street along the Lower River Road to Williams Street with two crosswalks that will connect to the existing Downriver Trail system.

This is the third TIB project the town has received.

The project, Tillman said, will help Elmer City residents develop a healthier lifestyle.

A future project will allow residents to access the trail system from other places in the town.

Signage is also part of the grant.



Elmer City awards trail bid

by Roger S. Lucas

February 14, 2018

Sometime this spring, Elmer City residents, along with town visitors, can take a hike from their doorsteps along a new interior trail system that leads to the Downriver Trail along the Columbia River.

The bid that will allow this to happen was awarded last Thursday night by the Elmer City Council.

Council members awarded a \$159,726 contract to DW Excavating, Inc., of Davenport, Washington, for a 2,300-foot trail that borders the Lower River Road. Two crosswalks and signage are included in the Transportation Improvement Board grant. It's all part of a "Complete Streets" program, promoted by the State Department of Transportation.

The program allows for foot and bicycle traffic to be included in street projects.

Promoted locally as a way for residents to develop healthy walking routes within the town, the new pathway could be completed before summer.

Public Works Director "Jimmer" Tillman said that when the current project is completed, the town plans to apply for another Complete Streets grant to complete the overall trail system in the town.

The current project is the third that Elmer City has landed from the TIB.

The DW Excavating, Inc., bid was the lowest received among six submitted, town officials stated.

The \$250,000 TIB grant will cover both engineering costs and construction of the trail that will go along the Lower River Road from the end of Third Street to Williams Street. Crosswalks will connect the new trail to the Downriver Trail in two locations, making it easier for people to plan their respective "healthy" activities.

Left-hand turn pockets to be added to University Way intersection

by Shanai Bemis
February 13, 2018

The city of Ellensburg's Public Works Department is in the beginning phases of adding left-hand turn pockets at the University Way and Wildcat Way intersection.

Derek Mayo, city engineer, said the city is planning to finish the design by the end of the year and the construction phase of the project would be in summer 2019.

During construction, the road will be kept open, though there could be short closures.

The current plan is to widen University Way for 1 1/2 blocks on either side of the intersection and realign the intersection slightly south, he said. The cost of the project is estimated to be \$1.9 million.

"Unfortunately, traffic signals are more expensive than you think," he said.

Part of the land that will be affected by the construction is owned by Central Washington University, where the school has two large welcome signs.

"Central has been involved, and we'll keep them in the loop as we move forward," Mayo said.

FUTURE PLANS

Within the transportation chapter of Ellensburg's comprehensive plan, which was approved at a City Council meeting in December, there are plans for other Ellensburg intersections that may require stop signs to be replaced with traffic lights.

"Our comprehensive plan did a model of traffic for the next 20 years, and came up with a list of intersections that may need change in the future," Mayo said. "We have a level of service in Ellensburg, we need to make sure our intersections stay within our level of service."

The decision on which intersections need traffic lights will be dictated by how busy they become in the future, Mayo said.



The intersection of University Avenue and Wildcat Way, Saturday. The Ellensburg Public Works Department is designing left-hand turn pockets at the intersection.
Brian Myrick/Daily Record



The intersection of University Avenue and Wildcat Way, Saturday.
Brian Myrick/Daily Record

“It just depends on how growth happens,” he said.

In the shorter term, the Public Works department has several intersections in various locations that are listed in a six-year plan. The majority of those are in the northern end of town, where most traffic congestion happens.

The intersection at the corner of University Way and Alder Street will be undergo construction this summer to add designated turn signals for left-hand turns.

“That’ll be a fairly easy project,” Mayo said.

The funding for these projects will come from a combination of traffic impact funds, grant funding and local funding. The widening of University Way is being funded 60 percent by a transportation improvement board grant and 40 percent traffic impact funds.

Traffic impact funds come from fees imposed as a condition of development approval to pay for the public facilities needed to serve development, including streets and roads, according to the Washington State Department of Transportation.

As the projects move forward, the public will be given opportunity to comment and public outreach events will be planned, Mayo said.

“We just got the grant funds, so we haven’t done any public outreach yet,” Mayo said.

In the meantime, comments can be directed to the Public Works office at 509-962-7230.



A sign indicating the need to yield for a left turn stand above the intersection of University Way and Alder Street, Saturday. The intersection will be undergoing construction this summer to add designated turn signals for left-hand turns. Brian Myrick/Daily Record



A sign indicating the need to yield for a left turn stand above the intersection of University Way and Alder Street, Saturday. Brian Myrick/Daily Record

TACOMAWEEKLY

Leveraging of roads dollars lands city \$21 million in grants

by Steven Dunkelberger

February 15, 2018

The City of Tacoma is well on track to top the campaign promise of turning the \$175 million raised from the two streets packages voters approved in 2015 into \$325 million worth of work.

“Without that money, we couldn’t apply for these grants,” said Public Works Engineering Division Manager Chris E. Larson.

The city, for example, just received \$21 million in state and federal grants. Those six grants bring the running total to about \$45 million toward the goal of \$90 million, when the roads packages expire in 2025.

“We are well ahead of where we thought we would be,” Public Works Director Kurtis D. Kingsolver said. “I feel really good about where we are at. I think we will exceed the \$90 million, but I’d be hard pressed to guess what that will be.”

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The recent grants, from the Washington State Department of Transportation, Washington State Transportation Improvement Board and the Washington Utilities and Transportation Commission, will fund projects that range from roadways and bridges to walking trails and pedestrian bridges. Specifically, \$2.5 million will go to roadwork on South 19th Street, from Union Avenue to Mullen Street; \$2.9 million will help fund the Yakima Avenue Bridge work; and \$8.8 million will go toward re-doing Taylor Way between State Route 509 and East 11th Street. Another \$50,000 will help improve the McCarver Street railroad crossing and \$346,000 will redo South 19th from Cedar Street to Bates Technical College.

The most anticipated project funded by the slate of grants is a complete redo of East 64th Street from Pacific Avenue to McKinley Avenue. The \$6,501,958 grant will help add curbs, storm drains, gutters, bike lanes and sidewalks to a new roadway along that well-traveled – and crumbling – strip after years of attempts. The city had been looking at ways to redo the 64th Street roadway for the last 30 years, but the high price tag had put it out of reach until now. Future phases will extend the improvements along the full street, first to Portland Avenue and then to the city limits by about 2019. The total cost will be \$9.5 million, with just \$3 million coming from local dollars.

“That’s a really big project,” Kingsolver said. “That is an example of what we want to do with street improvement dollars.”

The two voter-approved road packages in 2015 levied a 1.5 percent utility tax and added a 20-cent per \$1,000 tax on property as well as boosted sales taxes by .1 percent. Proposition 3 generates \$130 million, increasing transportation funding from \$118 million to \$248 million over the 10-year term. Proposition A raises \$4.5 million a year in sales taxes, more than doubling the Transportation Benefit District funding to \$7 million.

That influx of cash for roadwork gets multiplied with grant dollars by either being used for design work or matching funds Tacoma’s street budget couldn’t afford.

The \$2.5 million grant the city recently received, for example, pays for the bulk of the 19th Street work, which only requires \$850,000 from the city’s streets initiative fund. Outside of continuing to aggressively seek grants for future projects, one challenge now is coordinating with the utility companies about their need to dovetail street improvements onto their work schedules.

“We don’t want to have to dig up a road twice,” Kingsolver said. “For the first time in my career, I’m the one driving the bus.”

Public Works will provide its annual progress report of the work the street initiatives funded last year at the City Council study session on March 27.

Snohomish County Public Works garners Project of the Year award

by Rob Ollikainen

February 16, 2018

The Snohomish County Public Works Right-of-Way group garnered the 2017 Project of the Year award from the Puget Sound Chapter of the International Right of Way Association on Wednesday, Feb. 14 for the Seattle Hill road improvement project near Mill Creek, which resulted in population growth.

“This project involved 49 parcel acquisitions and seven additional temporary construction easements,” Snohomish County Public Works director Steve Thomsen said in a press release. “It was in two separate jurisdictions with different land uses and it took 23 months to complete negotiations. This was a huge effort to get to the construction phase and the Right-of-Way group helped make it happen.”

The group recognized includes supervisor Michael McVey, senior coordinator M. Jane Anderson, specialist Jean Greagor and review appraiser Steven Juntala, along with consultants Tom Stowe and Jerry Sidwell of Stowe Appraisal, Inc. The group was able to complete the right-of-way process for \$2.3 million.

“We did run into some issues with contacting property owners, but our team was extremely diligent and professional,” McVey said in a press release. “We even had a major utility relocation. The project covered commercial and residential property, along with residential developments. It was pretty complex.”

The group was tasked with acquiring the land in order to widen the road to three lanes, along with adding bike lanes, curbs and sidewalks. It performed appraisal reviews, negotiated the purchases, and in some cases helped relocate personal property within the acquisition area.

The Seattle Hill Road Project will change the profile of the road in order to improve sight distance and safety. The design team had to deal with wetlands and creek issues, and coordinate with four major on-going residential developments.



Failing road rebuild top priority of Port Angeles Transportation Benefit District

by Rob Ollikainen

February 16, 2018

PORT ANGELES — A crumbling section of West 10th Street is getting a makeover.

The city of the Port Angeles has received a \$1.15 million grant to reconstruct a 0.6-mile stretch of the artery between South N and I streets on the city's west side.

"We'd love to have this started [by the] end of the summer, but that's all dependent on permits coming through," Port Angeles Public Works Director Craig Fulton told the City Council last week.

Fulton in a Thursday interview said the goal is to begin construction in August and complete the project by December, weather permitting.

Council members voted Feb. 6 to accept the state Transportation Improvement Board grant.

The city will match the grant with \$504,999 in transportation benefit district funding and \$145,000 in real estate excise taxes, according to a staff memo.

Voters last August approved a 0.2 percent sales tax increase to fund the transportation benefit district.

"When we went forward with a sales tax, we said 10th Street was going to be our priority project for the transportation benefit district," Fulton told the council.

"And we're keeping our promise to the public that it is the No. 1 project we're going to push forward, with the state grant the first step in that process."

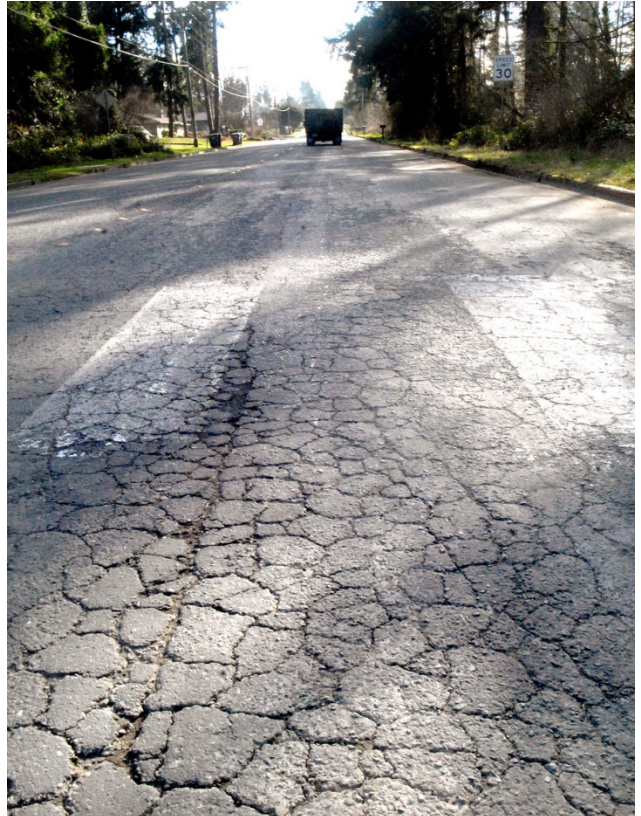
The \$1.8 million 10th Street project involves a complete rebuild of the failing road between N and M streets.

It includes the installation of a curb, gutter, storm pipe, bicycle lanes and a sidewalk on the north

side of the street for

people walking to and from Hamilton Elementary School.

"As someone who walks to a different school with minimal sidewalks, I'm really pleased to see the beginning of improvements in the city for safe walkability to school," said Councilwoman Kate Dexter, a substitute teacher.



A cracked road surface greets motorists on West 10th Street in Port Angeles. The street is being considered for resurfacing by the city. (Keith Thorpe/Peninsula Daily News)

The wider section of 10th Street between M and I streets will get an asphalt overlay.

Both sections will have new bike lanes on both sides of the road.

“It is a very exciting project,” Councilman Mike French said.

“The thing that excites me most is seeing in that design a complete street where we show the community that our streets are going to have room for bikes and room for pedestrians and room for cars.

“The voters put a lot of trust into us through this transportation benefit district,” French added, “so now it’s really incumbent on us to deliver on these projects, to make sure that they’re done right, done well and done within budget.”

Fulton said the 10th Street project has been on the city’s books since the 1990s.

Last winter, the City Council approved emergency funding for 10th Street because the road surface “just exploded” and “fell apart,” Fulton said.

“It’s one of the complaints I get all the time,” he added.

City staff divided the 10th Street project into two parts — N to M and M to I — and submitted a grant application in hopes of getting funding for one, Fulton said.

Both segments were funded by the state grant.

“A lot of things came together over the last 12 months to make this happen,” Fulton told the council.

Future transportation benefit district projects will improve walkability on city streets around schools, Fulton said Thursday.

“Our streets were in dire need of repair and we’re all pitching in,” Councilwoman Cherie Kidd said at the meeting.

“So thank you to the people of Port Angeles. We’re starting to really see progress.”

THE OKANOGAN COUNTY **CHRONICLE** *Essential Reading in Okanogan and Ferry Counties since 1910*

Pateros City Council approves \$25,000 asset management program

by Sarah Highfield
February 22, 2018

PATEROS — The city council voted 4-0 to purchase \$25,000 asset management software not allocated in the city budget during its Tuesday, Feb. 20, meeting.

The software program creates an inventory of the city's infrastructure, from facilities and streets to water pipes and manholes. City workers can pull up geographic information system (GIS) points to find the city's utilities, read previous inspections and respond to work orders from a smart phone, among other features.

The \$25,000 will be drawn from the general, street, water and sewer funds in three installments, once the council makes a budget amendment at its March 19 meeting.

The software's also tied to a \$5,000 per year maintenance fee, effective from January 1, 2019 to December 31, 2021.

Councilwoman Megan Sherrard abstained from the 4-0 vote to enter into professional service and software agreements with Spokane-based Aktivov Asset Managemnet, expressing reservations about the software's cost.

Councilwoman Christine Perry was excused from the meeting.

"At this point it's not in budget, and have we shopped around for other asset management programs?" Sherrard said. "Is this the only one out there?"

"I like this idea but I'm not sure I'm ready to commit," she said before Mayor Carlene Anders put the resolution to a vote.

City administrator Jord Wilson, who recently met with Aktivov Asset Management, along with Anders, councilman Mike Harding and City Clerk Kerri Wilson, said the program's cost appears competitive with other company's offerings – if not cheaper.

"I've talked with numerous public works directors as far as what they're using, what the costs are, and in my opinion, this fit what we were looking for," Wilson said.

He told of a sewer back up on E Street three weeks ago. With six inches of snow cover, Wilson couldn't find the manhole.



**City administrator Jord Wilson explains the features of a \$25,000 asset management program during the Pateros City Council's Feb. 20 meeting.
Photo by Sarah Highfield**

"So, I call Mike (Harding) and he says, 'Go down to the second telephone post and there's a boat parked there. It's right behind the board.' But Mike has all this information in his head.

'This (software) allows us to get all of this information archived so when the next guy comes down, we know where all valves are in the city; we know where all fire hydrants are; we know some grants, including those from the Department of Ecology, also require the City of Pateros to have an asset management program, Wilson said.

That, and conserved employee hours, could save the city money over time, Harding said.

"I was in the military for 23 years, and (preventive) maintenance was a big deal," he said. "When it doesn't happen, it can basically hit the fan real easily. This, here, when it's implemented will save man hours.

"Whoever is on this project they won't even have to come back here to look at paperwork. They'll know what was done before, if a pipe broke, pictures are right there, and the quarterly inspections are right there.

"I, myself, think it's a very good program."

In other business, the council:

- Approved a consultant agreement with Varela & Associates for design engineering services to rehabilitate Industrial Way. The Spokane company will manage the design of Industrial Way's reclamation and repaving for \$39,311, providing construction plans and the project cost estimate by May.

The funds will come out of the Transportation Improvement Board's award of \$436,234 to the city for the project, pending board approval, Anders said.

- Approved the purchase of a 2015 GMC truck with 39,000 miles for \$25,869.37 to replace a 20 year-old truck used by the Public Works Department. It will cost about \$400 to pick the truck up from Auburn, according to the council packet.
- Adopted a resolution to begin the process of rezoning the new well site on Pearl Street from residential to public use. The rezone would take about 45 days after the Department of Commerce's formal 60-day review, Pateros City Planner Kurt Danison wrote in an email to City Clerk Kerri Wilson.
- Accepted the Parks and Recreation plan for formal review and set a public hearing for Monday, March 19.
- Approved a resolution to enter into a service agreement with the Brewster-Bridgeport-Pateros Senior Center and contribute \$500 for operating expenses.
-

"We are continually blessed by the support that we receive from local citizens, businesses and cities," wrote Ron Paslay, senior center treasurer, in a letter to the city. "This support is sorely needed to keep us going."

This year, the center plans to replace the building's roof, a cost of about \$30,000, and expects another \$30,000 will be needed to keep its doors open, Paslay wrote.

- Updated the city's personnel policies to include a new travel and meal reimbursement section. Allowable expenses may include economy air travel, lodging, conference registration, meals, rental car and gas for the rental car.

Overnight stay and day trips both qualify for meal reimbursement. Travel expenses considered personal and nonessential to city business include laundry or valet service, entertainment, transportation to and from entertainment, alcohol or tobacco, room service charges, reading material and loss or damage of personal property, according to the section.

City employees must have a travel authorization form approved by the clerk-treasurer's office prior to incurring the expenses or 10 days before the travel date. Within 15 days after the trip, the conference/travel accounting form must be submitted for reimbursement.



Some good news for city: five years of transportation projects, 10 percent under budget

by Teresa Wippel
February 27, 2018

Cost Summary on Transportation Construction Projects (2012 - 2017)

| No. | Project Title | Award Year | Award Amount | Management Reserve | Total Budget | Actual Cost | Percent Over Award | Percent Over Total Budget |
|-----------------|--------------------------------|------------|----------------------|--------------------|----------------------|----------------------|--------------------|---------------------------|
| 1 | SR-99 Lighting Project Ph 1&2 | 7/17/2012 | \$ 277,208 | \$ 27,800 | \$ 305,008 | \$ 274,532 | -1.0% | -10.0% |
| 2 | Main St. (5th - 6th) | 8/28/2012 | \$ 1,092,553 | \$ 109,300 | \$ 1,201,853 | \$ 1,106,118 | 1.2% | -8.0% |
| 3 | 5th Ave Overlay | 8/6/2013 | \$ 732,732 | \$ 73,273 | \$ 806,005 | \$ 739,050 | 0.9% | -8.3% |
| 4 | Signal Cabinet Upgrades | 1/9/2014 | \$ 201,598 | \$ 20,160 | \$ 221,758 | \$ 245,566 | 21.8% | 10.7% |
| 5 | Five Corners Roundabout | 4/15/2014 | \$ 2,934,597 | \$ 293,500 | \$ 3,228,097 | \$ 3,002,112 | 2.3% | -7.0% |
| 6 | 3rd Ave ADA Ramps | 4/4/2014 | \$ 78,881 | \$ - | \$ 78,881 | \$ 67,756 | -14.1% | -14.1% |
| 7 | 15th St. Walkway | 9/16/2014 | \$ 233,753 | \$ 11,700 | \$ 245,453 | \$ 200,868 | -14.1% | -18.2% |
| 8 | 220th St. Overlay | 8/4/2015 | \$ 668,866 | \$ 100,330 | \$ 769,195 | \$ 583,529 | -12.8% | -24.1% |
| 9 | 238th St. Walkway & Storm Impr | 8/4/2015 | \$ 1,181,347 | \$ 118,135 | \$ 1,299,482 | \$ 1,063,428 | -10.0% | -18.2% |
| 10 | 228th St. SW Corridor Impr* | 5/5/2015 | \$ 5,205,040 | \$ 498,700 | \$ 5,703,740 | \$ 5,202,000 | -0.1% | -8.8% |
| 11 | 236th St. Walkway | 9/27/2016 | \$ 572,925 | \$ 57,295 | \$ 630,220 | \$ 547,434 | -4.4% | -13.1% |
| Totals = | | | \$ 13,179,500 | | \$ 14,489,693 | \$ 13,032,392 | -1.1% | -10.1% |

*Note-Actual Cost is an Estimate

Amid routine approvals of contracts for various public works projects Tuesday night, the Edmonds City Council's Parks, Planning and Public Works Committee also received a report highlighting some positive news for the city: A cost summary of transportation construction projects from 2012-17 demonstrating that they came in 10.1 percent under budget.

Councilmember Neil Tibbott, who chairs the committee, says he asked public works staff to prepare the information because he believes that citizens are under the impression that many city projects are over budget. The 11 projects completed during the five-year time frame included major city initiatives such as the \$3 million million Five Corners Roundabout and the \$5.9 million 228th Street Southwest Corridor Project.

"I think that's a good story," Public Works Director Phil Williams told the committee.

Committee member Kristiana Johnson said she'd like to see similar reports prepared for other city projects as well.

In all, the committee Tuesday night agreed to place acceptance of bids for three projects on the consent agenda for next week's March 5 council business meeting. Those projects are

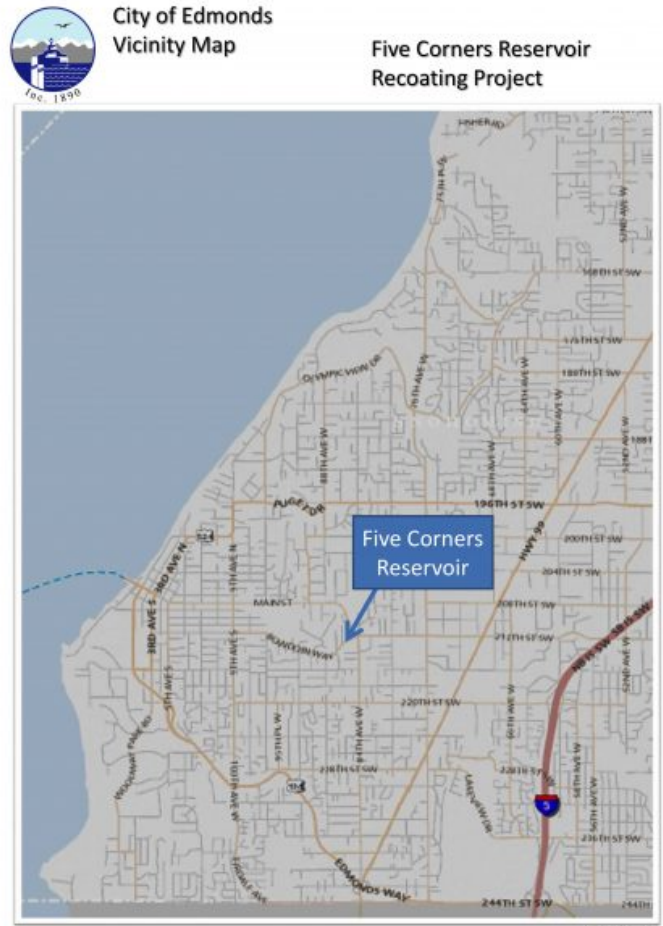
– The 238th Walkway, which involves installing approximately 1,000 linear feet of sidewalk on the north side of 238th Street Southwest between Edmonds Way and Highway 99. The project will fill in the gaps in the existing pedestrian infrastructure, install a mid-block crossing with a rapid flashing beacon, and install minor associated stormwater improvements. The project will also install a sidewalk in the traffic island at the intersection of 238th Street Southwest and Edmonds Way. Thomco Construction submitted the low responsive bid in the amount of \$453,528.10 for the work. The project costs are being funded by a combination of Transportation Improvement Board grants, real estate excise tax, and city stormwater funds.

– The Five Corners Reservoir Recoating Project, which will recoat the interior and exterior surfaces of the city’s 1.5 million gallon and 3 million gallon reservoirs located off Bowdoin Way. Structural upgrades to meet current earthquake standards and inclusion of a cathodic protection system to slow tank corrosion is also included in the work. The lowest responsive bid was received by Redside Construction in the amount of \$2,822,374.05, covered through the city’s utility fund.

– The 2018 Watermain Replacement Project, which entails installation of approximately 3,500 lineal feet of water main, approximately 450 lineal feet of storm drain and four pressure reducing valve (PRV) stations. D&G Backhoe submitted the apparent low bid in the amount of \$1,422,223.61, which will be paid through the city’s water and stormwater funds.

And the committee also approved for next week’s consent agenda four more items: a supplemental agreement with Murraysmith for \$201,365 to provide design services for the 2019 sewer replacement project; a professional services agreement with the BlueLine Group for \$295,700 to cover inspection and contract administration services for the reservoir rehabilitation and sewerline replacement projects; authorization to purchase a video inspection truck to survey the city’s stormwater pipes; and final acceptance of the downtown restroom project.

The full city council did take one action of note during its short business meeting prior to the committee meetings: approval of applicants Laura Johnson and David Preston for the Historic Preservation Commission and Joshua Shope for the Architectural Design Board.





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A Big Night of Approvals at City Council

by David B. Clark

February 27, 2018

The Council Chambers at City Council were packed with eager ears on Tuesday, Feb. 20. The council was set to approve numerous major developments for Woodinville that, given their approval, would officially start collecting steam towards their respective completions. Though these projects were slated as Business Items, the entirety of the Items looking for approval only made it to this crucial point of process due to the dedication, ambition, and tireless efforts of the people of Woodinville. The four major Items that were seeking approval were: the acceptance of donations for DeYoung Park, the approval of the construction bid for DeYoung Park, the approval of the construction bid for the project at 171st Parkway, and the approval of the construction bid for the Sammamish River Bridge project. The other major point of public interest was council's consideration of a Memorandum of Understanding (MOU) for the Civic Campus Project.

Before council began their Business Items, they welcomed Public Comment. Because of the evening's significant weight on the future of Woodinville, community leaders and members were out in full force to share their stories, appreciations, and requests.

City Council was set to approve resolutions No. 516, No. 517, and No. 519 accepting donations of money and property for the use in development of DeYoung Park. Al, Donna, and Lucy DeYoung made a \$25,000 cash donation to be used for a unique treehouse element at the park. The Lowell DeYoung family also made a \$25,000 cash donation for the treehouse element. These extremely generous donations help exemplify the community's knack for ingenuity with the overarching synergy that makes Woodinville the constructive and creative blend it's been and continues to be. The Woodinville Garden Club also donated \$15,000 in the way of a one-of-a-kind water fountain. The fountain which will be artistically based on the trunk of a tree which splits providing multiple spigots; even one for visitors' leashed furry friends. Additionally, the Rotary/Elizabeth Ruth Wallace Trust made a cash donation of \$25,000. When these substantial donations are combined with the other community contributors the number lands at an impressive \$144,000. Deputy Mayor Elaine Cook stated, "I'd like to say thank you to this entire community for supporting this project and for supporting the people who have worked on this project for the past two years. To the Parks Commission, thank you. To the Garden Club, thank you. To the Rotary, thank you. To the staff, thank you." The motion was passed unanimously.

Following the donations to DeYoung Park was the approval for the construction bid for improvements on the park. Accord Contractors, LLC of Bellevue's bid at \$579,341 was approved by council. Deputy Mayor Cook stated, "It's not about the park. It's about everyone who came together to support our downtown... activating this park no one knew about. Now they know. It's all thanks to you."

Next was the approval of the \$ 5,032,639 bid for the 171st project by KLB Construction, Inc. Public Works Director Rick Roberts shared that the bid was 19.03% under the engineer's estimate. City Council awarded the construction contract, authorized a contingency, and authorized City Manager Brandon Buchanan to take any other actions necessary to complete the project within approved levels.

The approval for the Sammamish River Bridge was next on the agenda. This particular project began back in 2003 so it was with much pleasure that the council passed unanimously Highmark Concrete Construct, LLC's bid for \$5,756,917.

After a lengthy presentation, the council voted five to one to pass a consideration of a Memorandum of Understanding (MOU) with Mainstreet Property Group and HAL Real Estate for the Civic Campus Project. The intent of this MOU is to establish a non-binding, conceptual deal structure that can form the basis for a Development Agreement. The single provision is that the City will negotiate exclusively with the two aforementioned for a 90-day period. Some of the project's main goals are to create a community gathering place, retain and renovate the Old Woodinville Schoolhouse, retain the city's recreation center, and limit the city's financial investment and risk.

City OKs \$608,000 sidewalk, street project

Sidewalk to be built along Jefferson and Quincy streets

by Chris Tucker

February 16, 2018



This map shows a sidewalk planned for construction along Jefferson and Quincy streets, with curb extensions (bulb-outs) to be added at two downtown intersections.

Image courtesy City of Port Townsend

Josh Stecker

A new \$608,000 sidewalk project is planned along a portion of Jefferson Street near Memorial Athletic Field, and a few nearby intersections are to have pedestrian bulb-outs added, after the Port Townsend City Council voted unanimously in favor of the project Feb. 20.

The bidding process for the project takes place in April and May, with construction underway from June through September. The sidewalk is to run along Jefferson Street from its intersection with Taylor Street to Quincy Street, and then continue on Quincy Street to Washington Street, according to city documents.

The project also includes pedestrian bulb-outs: one at the intersection of Washington and Adams streets and a second at Washington and Quincy streets.

Bulb-outs, or curb extensions, increase pedestrian visibility, shorten the amount of street width that pedestrians must cross, and also serve as a traffic-calming device.

City engineer Dave Peterson said the project is in the 2018 budget as part of the city's capital plan. Funding comes from a \$250,000 grant from the Transportation Improvement Board's (TIB) Urban Sidewalk Program, which is matched by \$200,000 in city funds from a bond approved last year.

The sidewalk project is also to use another \$250,000 from TIB "Complete Streets" funding to build bulb-outs on Washington Street.

Due to the steep slopes on either side of Jefferson Street, there is not enough room for a downhill bicycle lane, but there may be room for an uphill bicycle lane, Peterson said.

Council members Michelle Sandoval and Ariel Speser and Mayor Deborah Stinson said they supported the bicycle lane idea.

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INTERSECTIONS

The intersection at Quincy and Washington streets currently has a two-way stop. Peterson said that were the intersection to be changed to a four-way stop, it would require an engineer's approval. He said that making it a four-way stop would not necessarily make the intersection safer.

Stormwater improvements and street striping are included in the project. Power lines may be moved underground.

A steep section of Adams Street near Jefferson Street may be closed off as part of the project.

"I don't think I've ever remembered driving on that road," council member David Faber said of that portion of Adams Street.

Decision time for Puyallup — cost of troubled road project and lawsuit approach \$7 million

by Sean Robinson

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Attorney Joe Straus will stand before Puyallup City Council members on Tuesday, March 6, and tell them what they already know: He won, they lost and the only issue left to discuss is the price of losing.

Will it be \$2.28 million, the expected bill to end a long-running lawsuit over an ill-fated road-widening project? Or will it be more, driven by the legal costs the city would incur for appealing that loss, plus accompanying interest that would mount at the rate of more than \$11,000 per month?

Council members have an executive session scheduled for the end of their regular meeting to discuss unspecified litigation. Members and Straus know the litigation in question involves the lawsuit pitting Conway Construction, Straus's client, against the city.



A road-widening project on 39th Avenue Southwest near Costco in Puyallup is the subject of a lawsuit that could wind up costing the city \$7 million.

Peter Haley - News Tribune file photo

Whether a decision regarding an appeal will be made Tuesday is unclear, but new council members Jim Kastama and Cynthia Jacobsen, elected last November, believe the public should hear its representatives say so in public and explain their reasons.

"This is going to be taken very seriously," Kastama said. "Whatever decision is made, it's going to be something where people will know the opinion of the council."

The underlying project is the widening of 39th Avenue Southwest, a six-block project near South Hill Mall and Costco that began in late 2015.

It was supposed to take eight months to widen the road from 11th Street Southwest to 17th Street Southwest. Instead it took almost two years, frustrating drivers who spent months navigating traffic cones through the stalled project area, which feeds onto busy intersections by the mall.

Originally budgeted for \$3.86 million, the project costs, marred by a contract dispute and the resulting lawsuit, now approach \$7 million.

Pierce County Superior Judge Stan Rumbaugh drove the penultimate nail into Puyallup's fiscal coffin on Feb. 21, ruling that the city owes Conway \$1.16 million for wrongfully terminating its construction contract in 2016.

The last element of the lawsuit, a determination regarding attorney fees, is set for March 21. Straus and his law partners plan to seek an additional \$1.1 million to cover their costs.

The lawsuit started because the city fired Conway midway through the project in 2016, forcing a work stoppage that halted construction for months. In the interim, the city hired a new contractor and paid the cost of project fixes that Conway had offered to complete for free.

Last fall, in an earlier stage of the lawsuit, Rumbaugh ruled that the city fired Conway for convenience rather than good cause and acted in bad faith. The decision paved the way for the damages award entered in court last month.

In November, the city fired Mark Palmer, its chief engineer and a key player in the legal dispute. According to findings of fact in the court file, Palmer made the decision to fire Conway despite being warned about possible legal repercussions. The court's findings also noted an appearance of bad faith in Palmer's actions, adding that he was "disengaged with the facts" related to the project. Attempts to reach Palmer were not successful.

Kastama campaigned for office last year in part on a platform of pushing more accountability in city management and limiting what he sees as an overly litigious culture. He would not say how he intends to vote on a possible appeal of the Conway case, but he wasn't shy about expressing more general views of it.

"The people in Puyallup are going to pay a heavy fine for how this was handled management-wise," Kastama said. "It's time for some big decisions in Puyallup, where we need to go as a community and how we need to be managed. This was a very unfortunate case."

Councilwoman Jacobsen, who campaigned on similar themes, also declined to say how she was leaning. She wants to hear a thorough briefing first but echoed Kastama's belief that an appeal decision should rest with the council, and the public should hear the reasoning.

"Light is always good," she said.

Tallying the total numbers illustrates the domino effect on the city's coffers. The city had already paid Conway \$1.4 million before terminating the contract for the road-widening. It paid another \$2.68 million to the second contractor to finish the project.

The unsuccessful fight against Conway's lawsuit cost an additional \$644,000 in legal fees paid to outside attorneys representing the city, according to public records. Adding the damages set by Rumbaugh last month and the likely award of attorney fees leads to the \$7 million figure.

Straus said his legal team met with the city's legal representatives during mediation talks in fall 2016. The case could have settled then at lower cost, he said, but the city refused.

Straus expects to remind the council of those facts when he speaks at Tuesday's meeting. It will be his second appearance. He spoke to members in May 2016, telling them the lawsuit would be filed and urging them to settle the case quickly.

He's practiced law since 1982, and he's been involved in public litigation before. Until the Puyallup case, he had never seen the need to address an elected body in public regarding an active case.

"I'm gonna say, hey, I was here in the spring of 2016, and I told you this was gonna be the result and it was, and you had an opportunity to settle this case twice for less than the amount of the judgment," Straus said. "Why not just pay the judgment and be done with it?"