



AC Hotel Waterfront • Catalonia Conference Room • 333 West Columbia Way, Vancouver, WA

Date: November 21, 2024

Time: 2 p.m.

WORK SESSION AGENDA

		<u>Page</u>
1. WELCOME from the city of Vancouver	Councilmember Ty Stober	
2. PROGRAM & PROJECT MATTERS		
A. Request for Funding Increase- <i>City of Chewelah</i>	Chris Workman	14
B. Project Reinstatement Request- <i>Town of Coupeville</i>	Chris Workman	15
	Mayor Molly Hughes	
C. TIB Revenue & Program Funding Overview	Vaughn Nelson	
D. Sunset Relight Washington Program	Ashley Probart	16
E. 2024 Project Recommendation Overview	Ashley Probart/TIB Region Engineers	
3. ADJOURNMENT	Chair Low	



AC Hotel Waterfront • Catalonia Conference Room • 333 West Columbia Way, Vancouver, WA

Date: November 22, 2024

Time: 9 a.m.

BOARD AGENDA

		<u>Page</u>
1. CALL TO ORDER & WELCOME	Chair Low	
2. PUBLIC COMMENT		
3. GENERAL MATTERS		
A. Local Agency Presenters		
1) City of Vancouver	Ryan Lopossa	
2) Clark County	Ken Lader	
3) City of Washougal	Scott Collins	
B. Approval of September 27, 2024, Meeting Minutes	Chair Low	1
C. Lightning Round: Board Updates	Board Members	
D. Communications Report	Ashley Probart	18
4. NON-ACTION ITEMS		
A. Executive Director's Report	Ashley Probart	
B. Financial Report	Vaughn Nelson	
C. Engineering Report	Chris Workman	7
5. ACTION ITEMS		
A. Request for Funding Increase- <i>City of Chewelah</i>	Chris Workman	14
B. Project Reinstatement Request- <i>Town of Coupeville</i>	Chris Workman	15
C. Sunset Relight Washington Program	Ashley Probart	16
D. 2024 Grant Award Approvals	Ashley Probart	58
6. ADJOURNMENT	Chair Low	

FUTURE MEETINGS

January 23-24, 2025: DoubleTree by Hilton Hotel, Olympia, WA

March 27-28, 2025: Marriott Tacoma Downtown, Tacoma, WA

May 15-16, 2025: Bavarian Lodge, Leavenworth, WA

September 25-26, 2025: SpringHill Suites by Marriott, Kennewick, WA

November 20-21, 2025: Hotel Indigo Seattle/Everett Waterfront, Everett, WA

Transportation Improvement Board
Meeting Minutes
September 27, 2024
Spokane, Washington

TIB MEMBERS PRESENT

Councilmember Sam Low, Chair
Mayor Hilda González, Vice Chair
Susan Carter
Kent Cash
Barb Chamberlain
Dongho Chang
Scott Chesney
Vicky Clarke
Nick Covey

Andrew Denham
Stephanie Forman
Preston Frederickson
Commissioner Al French
Councilmember Jon Pascal
Les Reardanz
John Vicente
Jennifer Walker

TIB MEMBERS EXCUSED

Commissioner Scott Hutsell
Mayor Kim Roscoe
Jane Wall

TIB STAFF

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

TIB MEMBERS UNEXCUSED

Maria Thomas

1. CALL TO ORDER

Chair Low called the meeting to order at 9 a.m.

2. PUBLIC COMMENT

None noted.

3. GENERAL MATTERS

A. Local Agency Presenters

- 1) City of Spokane, Marlene Feist
- 2) Spokane County, Kyle Twohig & Brandi Colyar
- 3) City of Newport, Abby Gribi

B. Approval of May 17, 2024, Meeting Minutes

MOTION: Chair Low presented a motion to adopt the May 17, 2024, Board Meeting Minutes, as presented. Jennifer Walker moved, and Kent Cash seconded the motion.

Motion carried unanimously.

C. Lightning Round: Board Member Update

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

- 1) Hilda González, Mayor, City of Granger
- 2) Scott Chesney, Planning Director, Spokane County
- 3) Al French, Commissioner, Spokane County
- 4) John Vicente, Engineering Director, City of Kenmore

D. Communications Report – Executive Director Probart highlighted the below news articles related to board activities and state or national trends that may influence future program decisions. Please see the meeting packet for the complete list of articles.

- 1) Burlington’s East-West Connector Road project is set for its next step.
- 2) Pasco’s Lewis Street Overpass project costs keep climbing
- 3) Olympia’s Fones Road getting sidewalks (TIB funding-\$2M)
- 4) Coupeville moves forward with wooden boardwalk, parking (TIB funding-37% of the estimated \$700K total cost)
- 5) Soap Lake rebuilding, resurfacing projects awarded (TIB funding approximately \$992K)
- 6) Coulee Dam, Grand Coulee, and Electric City pavement maintenance and repairs (TIB funding \$1.9M)
- 7) Complaints in Elma about dust from street surfacing project.
- 8) Stanwood City Council approves traffic-calming project and city applying for TIB grant.

4. NON-ACTION ITEMS

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

Events

- *Ribbon Cuttings Since May Report*- Executive Director Probart commented that there have been more ribbon cuttings from May to the September board meeting than the previous three years combined.
 - Snohomish County State Avenue ribbon cutting. (TIB funded \$21M in this corridor over the years)
 - SeaTac 34th Avenue project (TIB funded \$2M). This is intended to be an alternate corridor from International Boulevard for bicyclists. Board member Barb Chamberlain attended.
 - SeaTac River Ridge Elementary School (TIB Complete Streets Grant of \$600K)
 - Carnation East Bird Street (TIB funded \$546K)
 - Granite Falls Galena St Extension (TIB funded \$743K). Chair Low attended.
 - Port Townsend Discovery Road (TIB \$2.5M, \$5.6M Total). Board member Dongho Chang attended.
 - Shoreline South 148th/Station (TIB funded \$10M of \$52M)-This was a celebration of over 10 years of cumulative projects and phases to enable the Shoreline South 148th/Sounder Station to come to fruition.
 - Tumwater Capital Boulevard/Trospen Road roundabouts (TIB funded \$9.8M of \$18.4M). This project began over 10 years ago and has finally been completed.
- *Bike Walk Roll Summit*- Executive Director Probart was part of a panel that presented low cost, temporary design solutions. The event was well attended.
- *Upcoming Events*
 - TIB jury project selection process begins September 30
 - October Conferences: APWA & IACC
 - WHUF Interim Briefing scheduled in early December
 - TIB 101 presentation to the Transportation Commission in January

Budget & Legislative

-House Transportation Chair Fey is introducing the Road User Charge (RUC) for this legislative session. The declining gas tax is shifting from a small year-over-year loss to projected double digit declines within the decade. Chair Fey is conducting “listening sessions” with various interest groups. CRAB and TIB have been invited to a listening session next week. The impacts of the RUC on TIB will likely be Executive Director Probart’s priority this session.

-Executive Director Probart participates in weekly call-ins with AWC, WSAC, Ports Association, and CRAB.

-Route Jurisdiction Transfer Study: The Transportation Commission is finalizing its legislative directive to revisit the Route Jurisdiction Transfer process that was established over 30 years ago. The final report is expected to make a few recommendations on streamlining the current process that will make it more data driven.

-Project Streamlining Workgroup: The Legislature had two provisos: (1) how to streamline the delivery of WSDOT projects and (2) how to streamline the delivery of local agency projects. Executive Director Probart is participating in the local agency workgroup. There has been one meeting to date and four are planned. As part of the informational interview process before the first official meeting, Executive Director Probart brought up the challenges of WSDOT approvals on local agency projects that are within WSDOT right-of-way. This information was included in the first workgroup meeting. Many members of the workgroup also identified this challenge. A possible solution is to require WSDOT to have a local agency expert or champion within WSDOT Developer Services to help local agencies navigate the WSDOT process as well as ensure consistent review and approval of WSDOT decisions.

Administration

-Climate Commitment Act (CCA) reporting. Now that the CCA is in its second year, the Department of Ecology is responsible for collecting data on how the funds are being administered. The reporting is very extensive. Executive Director Probart shared a, “big thank you” to Mr. Nelson and Deputy Director Workman for taking the lead on this requirement.

-Office relocation-TIB is continuing to work with Office of Financial Management and the Department of Enterprise Services to relocate our current office.

TIB Arterial Preservation Program (APP) WAC 479-10-320 Consideration for Policy Change

Currently eligible roadway projects are: (1) Preservation on city-owned federally classified routes, or (2) city-owned federal arterial functional classification projects within cities qualifying for urban designation upon the next federal census. Many cities only have federally classified routes and are not able to utilize this program to its fullest potential. Several comments from board members included expanding criteria to include more than federally classified routes. For example, staff could look at city streets based on traffic volumes.

This would mean a change in criteria for this program. Staff will review a few sample cities with alternate criteria and present to the board in November or January on how expanded criteria would change the program.

Commissioner Al French took this opportunity to share their interest in expanding Tax Increment Financing to include state highway eligibility as a tool to improve road infrastructure related to new development.

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

The Transportation Improvement Account increased in 2021 and peaked at \$95M. TIB’s fund balance is now at \$75M. Reimbursement requests are being received regularly, especially from out-of-call projects. Lately, TIB’s fund balance increases are due to reduced project costs and project withdrawals. The \$12M in returned funds are being reallocated to the out-of-call project requests being proposed to the board today. At the November board meeting, Mr. Nelson will provide an update on the impacts of the transportation forecast and TIB’s future calls for projects.

Specific to the Complete Streets Program, TIB receives \$19M per biennium in CCA funds and another \$14.7M appropriation for the Complete Streets Program. For currently approved

Complete Streets projects, the CCA funding has already been collected and appropriated to TIB. If the CCA is repealed in November, the 2025-2027 program will be reduced by approximately sixty percent.

C. Engineering Report – Deputy Director Workman reviewed the following:

Project Activity Report (PAR) (05/01/2024 - 08/31/2024)

There are 368 project actions for this period, including \$12.5M in surplused funds which includes \$5.5M for withdrawn projects.

Based on the preservation applications we have received in the past years, and what I have reviewed this year, an out of call style model would work better than the current application model for recommending preservation projects. Many of the applications we receive are the incorrect treatment, or the proposed timing would result in higher bids. We could save local agencies, consultants, and TIB staff time if we provide a scope and budget based on the known preservation needs in our inventory system.

TIB Pilot Project Updates

Waste Plastics - TIB will monitor the waste plastic pilot projects over the next few years. The plastics are being tested on the same corridor as regular treatment.

Resin Bonded Stone Surfacing – This is a cost-effective treatment to shorten the width of roadways, and city crews can do the treatment with minimal training.

Otta Seals – Deputy Director Workman shared several Otta seal photos from the City of Elma project that received negative publicity. His photos illustrated a different perspective compared to the newspaper photos, and he noted it will take about one year for the desired effect of the treatment. The City Dayton's Otta seal rock was dirtier than Elma's and didn't not work as well with a rough look based on the rock source, although it was within specifications. The county completed a similar project with the same results. They decided to put an additional layer of chip seal to make the final surface a little smoother. We may investigate doing the same thing around the school area or arterials where it makes sense. TIB has received mostly positive feedback regarding the improvement the otta seal has made in the twenty or so projects this year.

5. ACTION ITEMS

A. Request for Scope Change – Town of La Conner

MOTION: Chair Low presented a motion to adopt the TIB staff recommendation to approve the scope change reducing the TIB funding by \$209,682 for a total of \$30,318, as presented. Jennifer Walker moved, and Dongho Chang seconded the motion.

Motion carried unanimously.

B. Request for Project Reinstatement – Yakima County

MOTION: Chair Low presented a motion to terminate the remaining funding for the Yakima County Ahtanum Road Phase 2 Project. Scott Chesney moved, and Kent Cash seconded the motion.

Motion carried ~ 16 approved to 1 opposed.

Board Discussion: Scott Chesney noted that the TIB project extensions have gone beyond a reasonable point, and the funds should be used for other projects. Preston Frederickson agreed. Barb Chamberlain was concerned that there is a risk if TIB removes funding, the county would change the design, and it would have a negative impact on benefitting all modes. Vicky Clarke had a similar concern; however, she felt TIB needed to be careful to not set a precedent that

would undermine its policies. John Vicente was concerned the county did not have a timeline and that it was time to terminate. Jennifer Walker stated they did not come forward with a proposed extension. Andrew Denham had the impression the project was not handled well, and the integrity of the board needs to be considered. Les Reardanz supports terminating the project due to the timeline issues and return on TIB's investments. Vice Chair González noted that the county has received a lot of money in the past and is comfortable with terminating this project.

C. Out-of-Call Project Requests

MOTION: Chair Low presented a motion to adopt the staff recommendation to approve the below out-of-call project list, totaling \$13,780,000 in TIB funding. Les Reardanz moved, and Jennifer Walker seconded the motion.

Motion carried unanimously.

Agency	Scope	TIB Funding	Local Funding	Total
Colville	Pulverize/County chip or otta seal	\$2,000,000	\$105,263	\$2,105,263
Forks	Pulverize/chip or otta seal	\$2,000,000	\$105,263	\$2,105,263
Garfield (\$200,000 for ad-alternate for Farmington)	Pulverize/otta seal/gravel conversion	\$1,900,000	\$0	\$1,900,000
Goldendale	Pulverize/chip or otta seal	\$1,000,000	\$52,632	\$1,052,632
Ilwaco	Pulverize/otta seal/gravel conversion	\$1,500,000	\$78,947	\$1,578,947
Mattawa	Pulverize/chip or otta seal	\$1,300,000	\$0	\$1,300,000
Millwood	County chip or scrub seal	\$80,000	\$4,211	\$84,211
South Bend	Pulverize/otta or chip seal/gravel conversion	\$2,000,000	\$105,263	\$2,105,263
Warden	Pulverize/otta seal/gravel conversion	\$2,000,000	\$105,263	\$2,105,263
Total		\$13,780,000	\$556,842	\$14,336,842

D. Executive Director Compensation

At Thursday's Work Session, the board conducted an executive session to discuss the TIB Executive Director's evaluation and salary compensation. The initial executive session commenced from 3:40 to 3:50 p.m., with three additional 10-minute extensions, concluding at 4:20 p.m.

MOTION: Chair Low presented a motion to give authority to the TIB Chair to adjust the executive director's salary by October 4, as discussed in the executive session. Andrew Denham moved, and Vicky Clarke seconded the motion.

Motion carried unanimously.

6. ADJOURNMENT

Chair Low adjourned the meeting at 11:15 a.m.

Future Meetings

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

January 23-24, 2025: DoubleTree by Hilton Hotel, Olympia, WA

March 27-28, 2025: Marriott Tacoma Downtown, Tacoma, WA

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COUNCILMEMBER LOW, TIB CHAIR

ATTEST:

ASHLEY PROBART, EXECUTIVE DIRECTOR



Washington State Transportation Improvement Board

Project Activity Report

Reporting Period
From 09/01/2024 to 10/31/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
APP Program							
3-P-144(005)-1	BRIER	2022 Overlay Award	Audit	CC FV AD	769,660	-59,695	Director
3-P-808(001)-1	BUCKLEY	Hinkleman Road Rehabilitation	Audit	CC FV AD	278,472	0	Director
3-W-192(001)-1	CENTRALIA	Galvin Street Overlay	Audit	CC FV AD	894,614	64,830	Director
3-W-193(006)-1	CHEHALIS	2024 National Avenue Overlay	Audit	CC FV AD	457,169	13,930	Director
3-P-802(006)-1	DUVALL	NE 150th Street Overlay	Audit	CC	450,274	34,764	Director
3-E-164(007)-2	EPHRATA	Nat Washington Way Overlay	Bid Award	CN BA	30,807	0	Director
3-P-822(008)-1	MONROE	2022 Overlay Award	Audit	CC FV AD	798,445	-1	Director
3-E-167(004)-1	PULLMAN	Military Hill Overlay	Audit	CC FV AD	546,090	15,802	Director
Total APP Change						69,630	
ATP Program							
P-P-808(P01)-1	BUCKLEY	Foothills Trail Crossing	Audit	CC FV AD	220,346	1,070	Director
P-P-809(P02)-1	CARBONADO	7th Street Sidewalk	Audit	CC FV AD	187,168	2,321	Director
P-E-897(P10)-1	MEDICAL LAKE	Lefevre Street Restriping and Sidewalk	Bid Award	BA	447,120	60,720	Director
P-P-109(P05)-1	MEDINA	NE 24th Street ADA Upgrade	Audit	CC FV AD	320,270	1,595	Director
P-P-804(P09)-1	NORTH BEND	SR202 Sidewalk Gap	Construction	CN	15,440	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-W-964(P06)-1	PE ELL	Main Street Sidewalk	Audit	CC FV AD	55,381	191	Director
P-P-102(P03)-1	RENTON	S 7th Street Improvements	Bid Award	BA	229,495	42,495	Director
Total ATP Change						108,392	
CSP Program							
C-P-114(003)-1	BOTHELL	23rd Avenue SE RRFB	Bid Award	BA	81,211	-40,389	Director
C-P-801(002)-1	CARNATION	Tolt Middle School Sidewalk	Bid Award	BA	165,750	0	Director
C-E-926(001)-1	CONNELL	School zone and speed feedback signs	Bid Award	CN BA	57,000	-38,000	Director
C-E-924(002)-1	DAYTON	S. 4th Street sidewalk	Bid Award	BA	463,811	-232,539	Director
C-P-139(003)-1	EDMONDS	Main Street complete streets improvements	Bid Award	BA	449,897	58,682	Director
C-P-130(001)-1	FIRCREST	Electron Way	Bid Award	CN	75,724	0	Director
C-E-940(001)-1	GRANGER	Pedestrian Safety Improvements	Bid Award	BA	71,026	-34	Director
C-E-940(002)-1	GRANGER	Complete Streets Improvements	Bid Award	BA	44,577	-310	Director
C-P-111(004)-1	KIRKLAND	RRFB project	Bid Award	BA	108,967	4,167	Director
C-W-187(002)-1	LONGVIEW	18th Avenue ADA Ramps	Bid Award	BA	117,224	-95,776	Director
C-E-897(001)-1	MEDICAL LAKE	Lefevre Street (SR 902) Ped/Bike Improvements	Bid Award	BA	1,824,728	238,008	Director
C-E-943(002)-1	MOXEE	Pedestrian Improvements	Bid Award	BA	316,959	-130,800	Director
C-E-916(001)-1	PALOUSE	Complete Streets Award	Audit	CC AD	200,000	0	Director



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C-W-971(001)-1	RAYMOND	Downtown Pedestrian Improvements	Bid Award	BA	689,637	139,637	Director
C-E-176(003)-1	WALLA WALLA	Citywide pedestrian improvements	Bid Award	BA	564,694	23,446	Director
C-E-160(004)-1	WENATCHEE	Pedestrian Crossing Improvements	Bid Award	BA	33,121	-7,004	Director
Total CSP Change						-80,912	
LED Program							
S-W-191(003)-1	COSMOPOLIS	LED Streetlight Conversion	Audit	CC FV AD	29,729	1,059	Director
S-W-188(001)-1	KELSO	LED Streetlight Conversion	Audit	CC FV AD	145,589	0	Director
Total LED Change						1,059	
SCAP Program							
6-P-801(010)-1	CARNATION	E Bird Street	Audit	CC FV AD	552,461	6,061	Director
6-E-847(I09)-1	CASHMERE	Sunset Highway	Audit	CC FV AD	247,398	-2,602	Director
6-P-811(I12)-1	EATONVILLE	Washington Avenue North (SR 161)	Audit	CC FV AD	156,946	1,821	Director
6-E-859(003)-1	GRAND COULEE	James Saunder Street and Fortuyn Road	Audit	CC FV AD	850,964	26,046	Director
6-W-828(008)-1	LANGLEY	Saratoga Road	Audit	CC FV AD	491,157	-50,836	Director
6-E-987(I07)-1	OMAK	Engh Road	Audit	CC FV AD	143,371	-5,079	Director
6-W-964(008)-1	PE ELL	Main Street	Audit	CC FV AD	425,759	3,890	Director
Total SCAP Change						-20,699	



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SCPP Program							
2-W-952(008)-1	CASTLE ROCK	2024 Street Maintenance	Audit	CC FV AD	47,500	0	Director
2-E-930(006)-1	CLE ELUM	2022 Seal Coat Award	Audit	CC FV AD	44,969	-17,048	Director
2-E-986(003)-1	COLFAX	2022 Seal Coat Award	Contract Completion	CC	105,539	-34,461	Director
2-E-902(003)-1	COLVILLE	2024 Overlay	Audit	BA CC FV AD	155,464	-44,536	Director
2-E-877(005)-1	CONCONULLY	2024 Street Maintenance	Audit	CC FV AD	92,667	0	Director
2-E-926(006)-1	CONNELL	2024 Chip Seal	Bid Award	BA	119,349	-34,980	Director
2-W-955(002)-1	ELMA	2024 Red Town Initiative	Audit	CC FV AD	706,435	-243,565	Director
2-E-910(002)-1	FARMINGTON	2024 Otta Seal	Audit	CC FV AD	664,166	-58,479	Director
2-W-825(004)-1	FORKS	2025 Red Town Initiative	Design	DE	180,328	0	Director
2-W-831(008)-1	FRIDAY HARBOR	2024 Street Maintenance	Bid Award	BA	99,324	0	Director
2-E-911(011)-1	GARFIELD	2025 Red Town Initiative	Design	DE	121,684	0	Board
2-P-819(007)-1	GOLD BAR	9th Street Overlay	Audit	CC FV AD	227,687	26,247	Director
2-P-819(008)-1	GOLD BAR	2024 Seal Coat	Audit	CC FV AD	91,941	-3,177	Director
2-P-820(009)-1	GRANITE FALLS	Alpine Street Overlay	Audit	CC FV AD	199,922	-22,291	Director
2-W-969(005)-1	ILWACO	2025 Red Town Initiative	Design	DE	125,000	0	Director



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2-E-852(008)-1	MANSFIELD	2024 Street Maintenance	Bid Award	BA	135,850	8,025	Director
2-E-862(011)-1	MATTAWA	2025 Red Town Initiative	Design	DE	88,136	0	Board
2-P-109(007)-1	MEDINA	2024 Overlay	Audit	CC FV AD	104,788	-43,940	Director
2-E-890(004)-1	METALINE	Boundary Road Chip SealPCR	Audit	CC FV AD	12,500	-31	Director
2-E-892(007)-1	NEWPORT	2024 Chip Seal	Audit	CC	224,173	97,747	Director
2-E-872(004)-1	ODESSA	2024 Maintenance Project	Audit	CC FV AD	165,377	47,895	Director
2-E-987(007)-1	OMAK	2022 Chip Seal Award	Audit	CC FV AD	142,581	15,647	Director
2-E-987(009)-1	OMAK	2024 Chip Seal	Audit	CC FV AD	73,090	23,695	Director
2-E-882(003)-1	OROVILLE	2021 Seal Coat	Audit	CC FV AD	266,412	14,838	Director
2-W-972(009)-1	SOUTH BEND	2025 Red Town Initiative	Design	DE	166,666	0	Director
2-E-933(007)-1	SOUTH CLE ELUM	2024 Chip Seal	Audit	CC FV AD	33,872	-13,556	Director
2-E-906(004)-1	SPRINGDALE	2024 Street Maintenance	Withdrawn	WD	0	-39,734	Director
2-E-885(004)-1	TONASKET	2024 Street Maintenance	Contract Completion	CC	282,896	-16,104	Director
2-E-920(001)-1	UNIONTOWN	2022 Seal Coat Award	Audit	CC FV AD	48,051	-41,533	Director
2-E-920(002)-1	UNIONTOWN	2023 Otta Seal	Audit	CC FV AD	552,361	2,361	Director
2-E-866(006)-1	WARDEN	2025 Red Town Initiative	Design	DE	121,740	0	Board
2-E-854(005)-1	WATERVILLE	2024 Street Maintenance	Bid Award	BA	186,175	-24,670	Director



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2-E-867(008)-1	WILSON CREEK	2024 Street Maintenance	Withdrawn	WD	0	-32,200	Director
Total SCPP Change						-433,850	
SP Program							
P-P-199(P10)-1	LAKEWOOD	Steilacoom Boulevard SW Sidewalk	Bid Award	BA	442,680	0	Director
P-P-112(P03)-1	NORMANDY PARK	1st Avenue Sidewalk	Audit	CC FV AD	505,840	0	Director
P-P-101(P08)-1	SEATTLE	4th Avenue S Walkway	Bid Award	CN	247,000	0	Director
Total SP Change						0	
UAP Program							
8-3-893(007)-1	AIRWAY HEIGHTS	6th Avenue	Bid Award	BA	552,335	-202,006	Director
8-2-156(045)-1	BELLINGHAM	12th Street and Finnegan Way	Construction	CN	52,000	0	Director
8-1-125(005)-1	BURIEN	SW 148th Street	Bid Award	BA	3,888,535	-43,625	Director
8-2-985(010)-1	FERNDALE	Thornton Street	Audit	CC FV AD	2,370,304	-125,090	Director
8-5-197(026)-1	LACEY	College Street NE	Construction	CN	386,177	0	Director
8-1-131(008)-1	SUMNER	Stewart Road White River Bridge	Bid Award	CN BA	6,375,000	375,000	Director
8-1-116(013)-1	TUKWILA	West Valley Highway (SR 181)	Contract Completion	CC	2,115,432	0	Director
8-5-954(005)-1	WOODLAND	W Scott Avenue	Audit	CC FV AD	1,277,960	46,520	Director
8-5-954(006)-1	WOODLAND	Guild Road and W Scott Avenue	Audit	CC FV AD	1,273,798	29,913	Director



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From 09/01/2024 to 10/31/2024

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-4-180(027)-1	YAKIMA	34th Avenue Roundabouts	Construction	CN	0	0	Director
8-4-039(026)-1	YAKIMA COUNTY	Ahtanum Road	Withdrawn	WD	336,090	-2,163,910	Director
8-4-039(026)-2	YAKIMA COUNTY	Ahtanum Road	Withdrawn	WD	0	0	Director
Total UAP Change						-2,083,198	
Total Change						-2,439,578	

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



Funding Increase Request City of Chewelah – W. Main Ave

November 22, 2024

BACKGROUND

The city of Chewelah is in Stevens County and has a population of 2,645.

In 2022, the city received SCAP funding for W. Main Avenue reconstruction. The project included full-depth-reclamation (FDR); replace, repair or extend sidewalks; and bike lanes. In July 2024, the city received one bid that was 19% over the Engineer's Estimate, with lighting, street trees, traffic loops, pavement, and concrete the primary increases.

STATUS

The maximum TIB administrative increase of \$167,649 was approved, and the city worked to secure additional local funding. During construction, the contractor encountered several unforeseen issues including: a leaking lead-joint water main; unanticipated obstructions impacting traffic curb, grading, stormwater and driveways; additional heaved sidewalk which required replacement for ADA compliance.

The city has considered the following recovery options at various points in the project: 1) internal and external funding support, 2) removal of sidewalk extension, 3) leave water main in place and various delay or finishing options, and 4) other various scope reductions. Ultimately the city decided to pursue all avenues for additional funding, addressed all issues encountered in construction and maintained the original scope. The project is substantially complete and has a draft final pay estimate.

COST CHANGE

Bid pricing on high value elements, unanticipated impacts during construction, and incorporating TIB staff recommended bike facility design changes, all contributed to cost impacts through the life of the project. While the city did find sufficient local funding contingency to cover high bids to award the project, staff continued to pursue other external funding unsuccessfully. **The city is requesting the board increase TIB funding by an additional \$178,913 to lessen the financial burden to the city.**

Agency	Application	Bid Award Increase	Board adjustment request	Total
TIB	\$1,117,660	\$167,649	\$178,913	\$1,464,222
Chewelah	\$71,340	\$151,570	\$(58,070)	\$93,500*
Total	\$1,189,000	\$319,219	\$49,503	\$1,557,722

**Does not include ~\$45,000 non-eligible 8" lead joint water main replacement.*

RECOMMENDATION

Approve an additional \$178,913 for a total of \$1,464,222 of TIB funding.



Stage 2 Delay- Request for Reinstatement
Town of Coupeville – Front and Main Street Sidewalks

November 22, 2024

BACKGROUND

The town of Coupeville is located in Island County and has a population of 1,942.

This project was awarded as construction-only funding with the expectation that the project would be advertised for construction within one year; however, extended delays caused it to be placed into Stage 2 Delay status.

The town was skeptical of the original design and estimate that was completed by a consultant. A second engineering consultant was contracted to generate an alternative design and another estimate for consideration.

During this time, there was some community engagement that questioned some of the design. It was also determined that the Cultural Resource Assessment (CRA) and Built Environment Review (BER) required by the Department of Archaeology & Historic Preservation (DAHP) was not complete.

The following table provides a timeline of events and TIB grant amount:

Agency	Original scheduled bid date	Stage 1 delay	Stage 2 delay	Termination date	TIB Grant Amount
Coupeville	2/15/2023	1/1/2024	9/1/2024	9/1/2025	\$325,123

STATUS

The town has submitted the plans, specifications, estimate, and bid authorization request which has been reviewed and appears acceptable.

Town officials will provide a presentation and request the board to reinstate TIB funding to allow the project to proceed to construction phase. It is TIB's standard practice that projects placed into Stage 2 Delay do not receive consideration for funding increases.

RECOMMENDATION

Staff recommends approval to reinstate TIB funds and allow the project to be advertised for bids.



Relight Washington

BACKGROUND

In 2015, the Transportation Improvement Board (TIB) created the Relight Washington Program. The main goals of the Relight Washington Program are to:

- Lower cities' 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.
- Reinvest street light cost savings back into small city transportation budgets. Street lighting is a gas tax eligible expense and many small cities were spending all or most of their state gas tax distribution (or equivalent) on street lights. LED conversion savings would now allow increased street maintenance and preservation investments.
- Provide small cities with upfront capital replacement funds. Small cities typically do not have available resources to front load the capital costs to convert to LED.

After initial analysis, the TIB expanded the Relight Washington eligibility to include all cities with a population under 5,000 or all cities with an assessed value of less than \$2 billion. This represents 230 of 281 cities and 21% of the state's total city population.

NOTE: In developing Relight Washington, TIB coordinated with the Washington State Department of Commerce, Energy Efficiency and Solar Grants Program to provide assistance for non-eligible TIB cities. Street lighting for cities is no longer an eligible project under this program.

The TIB decided to pay the initial capital costs with additional funding received as part of the 2015 Connecting Washington transportation revenue package. Initially, this was an average of \$450 per light. The cost of lights has dropped dramatically, and the average price point is now \$350 per light. Most decorative or non-standard lights typically do not meet reasonable return on investment objectives.

LED conversion is a combination of cities replacing city-owned lights and cities establishing contracts with public utility districts (PUDs) or energy utilities (such as Puget Sound Energy or Avista) to replace streetlights within their respective jurisdiction.

To qualify for the TIB program, a city must submit a proposal that includes the cost of replacement and savings in the form of lowered rates through their utility provider or through lower energy consumption if the lights are metered.

Year 2020

In 2020, there was significant House Transportation Committee staff interest in the progress of the existing Relight Washington Program, as well as exploring expanding eligibility to all cities.

As of October 2020:

- TIB has provided \$14.2M in grant funding; and
- Completion of eligible cities is at 82.6%:
 - Puget Sound Energy has been systematically working from its northern boundaries to its southern boundaries and is scheduled for completion by 2022.
 - Grant PUD is not under contract and is still pending
 - There are a few remaining eligible cities and public utility districts that are pending or not under contract.

The 2020 Supplemental Transportation Budget (ESHB 2322) included the following proviso:

18 (1) \$9,315,000 of the transportation improvement account—state
19 appropriation is provided solely for the Relight Washington Program.
20 The transportation improvement board shall conduct a survey of all
21 cities that are not currently eligible for the Relight Washington
22 Program to determine demand for the program regardless of the current
23 eligibility criteria. The transportation improvement board shall
24 report the results of the survey to the governor and the
25 transportation committees of the legislature by August 1, 2020.

A survey was conducted with the intent to gather information on a broad scale and not unduly burden cities with single digit accuracy. This was also in recognition that many cities are codependent on utility providers' inventories.

After the analysis was complete, TIB made the following recommendations to the Legislature:

- TIB will continue its current Relight Washington Program until all eligible cities have been converted.
- Expanding Relight Washington to aid non-eligible cities would not be the highest and best use of TIB funds and is not warranted. The current list of non-eligible cities representing 86% of the total city population have:
 - Already converted at least 75% of their lights and are continuing to make progress to full conversion in upcoming years; and
 - Have fiscal capacity for street light conversion.
 - As noted in the "Background" section, the Washington State Department of Commerce, Energy Efficiency and Solar Grants Program sunset their assistance for non-eligible TIB cities.

2024 Relight Washington Status and Review:

Over the past four years, steady progress has been made toward LED conversion and city conversion is approaching completion. Since September 2024, there were two more city completions and Puget Sound Energy is nearing completion of the remaining cities in Pierce County.

	2015 to October 2020	Nov 2020 to August 2024
Relight Washington Conversion	82.6%	8.7% (91.3% total)
TIB Grant Funding	\$14.2M	\$1.6M (\$15.8M total)

In addition, most remaining streetlights have been converted either through routine replacement or by utilities (without the negotiated rate).

Staff recommendation:

- Sunset the Relight Washington Program
- Update the TIB website with notice that program is no longer available and to keep this notice on the website site for one year.

Note: The WAC will remain in effect and cannot be repealed until all existing projects are completed.



City of Medical Lake
124 S. Lefevre St.
P.O. Box 369
Medical Lake, WA 99022-0369

City Hall: (509) 565-5000 Fax: (509) 565-5008

Parks & Recreation: (509) 565-5007

Police: (Crime Check) (509) 456-2233

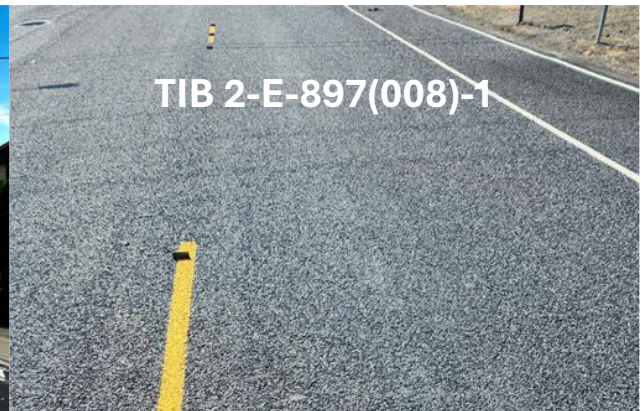
September 30, 2024

Transportation Improvement Board
505 Union Ave, Suite 350
Olympia, WA 98501

RE: Gratitude for Small City Support.

Esteemed Board members:

Please accept our sincere appreciation for your generous support of Medical Lake in the pursuit of advancing safe and reliable multi-modal transportation options in our fair city. The Barker St. Reconstruction in 2023 (8-3-897(003)-1) added active transportation options and provides a model for parking protected bicycle lanes. The Scrub Seal Overlay in 2024 (2-E-897(008)-1) resurfaced over 10 miles of local roads, preserving their useful life, and making an extraordinary impact in every neighborhood.



Your investments in Medical Lake are so valuable and help us shape our city into the kind of place worth living, working, learning, and playing in all seasons of life. Thank you so very much!

Sincerely,

A handwritten signature in blue ink that reads "Terri Cooper".

Terri Cooper, Mayor
City of Medical Lake

Spokane County unveils new Bigelow Gulch connector decades in the making

Oct. 29, 2024 Updated Tue., Oct. 29, 2024 at 9:37 p.m.

By [Nick Gibson](#)
nickg@spokesman.com(509) 459-5039

More than 20 years ago, Spokane County set forth with an ambitious plan to connect Spokane Valley and northern Spokane with a wider, safer and quicker thoroughfare.

After years of delays, a recession, five presidential administrations and more than a few shakeups on the Spokane County Commission, that goal was realized Tuesday as local leaders cut the ribbon on the completed Bigelow Gulch Urban Connector project.

Spokane County Commissioner Al French joked during the roadway's formal ribbon cutting Tuesday that the project began when he first took office "in the 1800s" and said he was happy that it was finished before the North-South Freeway, another major road construction project decades in the making.

The decades long effort to improve Bigelow Gulch was first laid out in a comprehensive plan update in the late '90s amid concerns about the aging roadway.

Traffic volumes along what was then a two-lane former farm road were increasing at an exponential rate as the route had become a favorite of truckers and commuters traveling between the Valley and north Spokane.

The increased traffic did more than change the character of the agricultural area – it also led to increased wear and tear and maintenance workloads for the county. Bigelow Gulch was not constructed to support the thousands of big rigs using the roadway to access U.S. Highway 2, Interstate 90 and the commercial and industrial properties in what is now Spokane Valley.

When construction began in 2005, county officials cited the danger of the road, with 500 accidents and at least six fatalities reported since 1994. As the project continued, lawsuits were filed, including one from residents challenging the environmental analysis completed on the project. Problems with how the county acquired right-of-way for the project cropped up in 2011, threatening to derail the project.

"We got through it," French said.

U.S. Rep. Cathy McMorris Rodgers cited the extraordinary level of collaboration that led to the completion of the project.

“Today is very special,” she said. “Congratulations to Spokane County as the lead agency. This is an example of state, federal and local government working together.”

The county split the work of straightening and widening the roadway into nine phases, completing seven of them between 2005 and 2021. Tuesday’s event marked the completion of the final phase of the project that took out one of the last remaining twists in the once-winding road.

Crews worked throughout the summer to blast away a rocky hillside for the new alignment, construct more than 600 feet of deep culverts, lay a cement base and asphalt for the roadway, and install guardrails, signage and lighting. In September, the county commissioners enacted new names for roads affected by the project, with one large section renamed for a former county engineer.

The value of the straighter, wider Bigelow Gulch Road likely won’t be fully appreciated until the North Spokane Corridor is completed and the roadway is able to connect, providing easy freight traffic all around the region.

As various elected officials spoke Tuesday morning, a mix of passenger vehicles and commercial trucks hummed by. Traffic counts completed in the spring of this year showed average daily traffic of 21,429 vehicles traveling Bigelow to Argonne Road and 16,582 vehicles per day traveling Bigelow to Forker Road.

Still, an engineer’s analysis in 2020, later updated in 2022, found a litany of benefits to the now-completed 8-mile stretch.

Over the next 20 years, the improvements will reduce collisions by 29%, save local travelers and truckers around 5.4 million hours of travel time and reduce emissions by 30,987 tons, according to the report.

Officials celebrate opening of Larch Way-Logan Road-Locust Way traffic circle

Posted: October 12, 2024



With the ribbon cut, the traffic circle is officially open.

Snohomish County staff cut the ribbon Saturday for the traffic circle that replaces the four-way stop at Larch Way, Logan Road and Locust Way in unincorporated Lynnwood.

The roundabout was dedicated on a foggy morning at Logan Park. Convenience was showcased during the event, as vehicles slowed while approaching the circle but did not need to come to a complete stop.

Snohomish County Public Works Director Kelly Snyder said during the dedication that traffic circles decrease traffic congestion and pollution. She cited the [traffic situation](#) for which the Pacific Northwest is infamous: People not understanding the right of way at a four-way stop and insisting the other person go.



Snohomish County staff and management present a plaque commemorating the conversion of the four-way stop at Larch Way, Logan Road and Locust Way to a traffic circle.

Snyder said that not only do the traffic circles help with traffic by reducing the amount of stop-and-go traffic, but they also reduce the time vehicles sit idle, releasing pollutants and wasting fuel or electricity.



Snohomish County Executive Director Ken Klein cracks a joke about the UW football loss to Iowa State, 16-40, which even gets County Engineer Doug McCormick — wearing the Huskies sweatshirt — and Public Works Director Kelly Snyder laughing.



The UW game razzing doesn't stop, as Transportation Improvement Board Executive Director Ashley Probart keeps Doug McCormick and Kelly Snyder in stitches.

The project moved 13,000 cubic yards of dirt, poured 2,270 square yards of concrete, relocated 1,975 feet of utility line, and added 350 shrubs and trees.



Snohomish County's new roundabout near Logan Park is ready to streamline traffic at Larch Way, Logan Road and Locust Way.

The design phase for the \$8.5 million project lasted from 2021 to 2023, with construction beginning in April 2024 and ending early this month. The traffic circle was funded using mitigation fees, the Snohomish County Road Fund and a \$2.8 million grant from the Washington State Transportation Improvement Board.



Crews work in October on one of the new Reith Road roundabouts in Kent. COURTESY PHOTO, City of Kent

City of Kent eyes November opening for Reith Road roundabouts

Two more roundabouts will bring total in city to six; three more in future plans

- by [Steve Hunter](#)
- Tuesday, October 29, 2024 5:20pm
- [News](#)

The city of Kent will soon have six roundabouts in town with the expected completion in November of two along Reith Road.

“We are excited to have the Reith Road roundabouts project under construction and looking forward to having the project completed,” City Public Works Director Chad Bieren said in an Oct. 28 email. “The plan is to open the road to traffic in November, then finish the last of the paving and the permanent lane striping in the spring.”

The \$4.28 million project will change the existing stop sign [controlled intersections of Reith Road with Lake Fenwick Road and South 253rd Street](#) to single-lane compact roundabouts to improve traffic flow for people walking, biking and driving.

In between the roundabouts the outside travel lanes will be converted to separated one-way bike lanes while still maintaining needed capacity on the corridor with one-lane in each direction, according to city documents. The bike lanes will provide separated space for people who ride bikes, increase the separation between car travel lanes and the sidewalk, and help fill a gap in the city’s bike network.

People who walk will benefit from street crossings that will be shorter, simpler, and some will benefit from flashing beacons that flash when a button is pressed, according to city documents. The project also will extend the sidewalk towards Kent-Des-Moines Road (SR 516) on one side of Reith Road while providing rideable shoulders in both directions for bikes.

The city received an \$1.59 million grant from the state Transportation Improvement Board (funded by the gas tax) to help pay for the project. The remain costs will be covered by a combination of monies from the city street fund (paid for by the city business & occupation tax) and city Transportation Impact Fees (charged to new developments and pre-existing structures with a major change in use), according to city documents.

In 2019, Sarah Kier sought improvements to the Reith Road intersection with Lake Fenwick Road, shortly after Larry Kier, 37, her brother, was struck and killed by a pickup driver as he walked across the street on Aug. 23, 2019.

The first roundabout in Kent was built in 2001 at 42nd Avenue South and South 216th Street by the developer of the Riverview neighborhood, Bieren said.

Kent's three other roundabouts are at Fourth Avenue South and Willis Street; 108th Avenue SE and SE 264th Street; and 94th Avenue South and South 237th Place.

Bieren said city public works staff is working to add roundabouts at 116th Avenue SE and SE 248th Street; Meeker Street and Lincoln Avenue; and 94th Avenue South and South 233rd Place, which is part of a proposed residential development.

Bieren said he didn't have statistics yet about the number of crashes at the roundabouts compared to when the streets were intersections. He said the city's next Local Road Safety Plan update will be completed in about 18 months. He said a study of 108th Avenue SE and SE 264th Street could be done sooner because the project was paid for by a grant from the state Department of Transportation Highway Safety Improvement Program.

Bieren said there are three main benefits to roundabouts:

- Reduce serious injury and fatal crashes.
- Improve traffic operations – they tend to move traffic more effectively than traffic signals.
- Allow for more traffic movements than other traffic control – you can't make a U-turn at an all-way stop, or at smaller, signalized intersections.

After decades of work, Marysville cuts ribbon on State Avenue project

Six miles of the main thoroughfare are now five lanes. In total, the project has cost just over \$51 million since 2000.

- by [Jordan Hansen](#)
- Wednesday, September 25, 2024 6:30am
- [Local NewsMarysville](#)

MARYSVILLE — A long-term plan to improve access through Marysville along State Avenue is complete.

Over 6 miles of road projects took a few decades, but the road has been expanded to five lanes from the city's waterfront to Smokey Point. The project also included adding sidewalks, improving traffic signals, moving utilities underground and landscaping, among other changes.

The city recently finished the final phase between 104th Street NE and 116th Street NE. In total, the project has cost just over \$51 million since 2000.

While work to widen and improve the road stretches back to the 1980s, the last two decades saw big progress, culminating in a ribbon-cutting Tuesday.

The relatively new bridge over Quil Ceda Creek served as the background for Tuesday's event. Originally envisioned as a culvert project, the work turned into the bridge. Part of that work included moving salmon after pushing them into a fish trap.



Marysville Mayor Jon Nehring speaks at a ribbon cutting for State Avenue on Tuesday, Sept. 24, 2024 in Marysville, Washington. (Olivia Vanni / The Herald)

Building a new culvert, along with bringing in fill soil, would have cost more than just building a bridge, Marysville Public Works director Jeff Laycock said.

Work on the bridge finished in 2022.

Underneath, water quietly gurgled by Tuesday as healthy trees and plants dotted the stream bank. A fisherman himself, Laycock thought that part of the project was pretty neat.

“Just to know that you are actually getting that (salmon) coming up here to spawn in this creek is awesome,” Laycock said.

The final section of expanded road is just past the bridge.



View of the culvert and wetland along State Avenue on Tuesday, Sept. 24, 2024 in Marysville, Washington. (Olivia Vanni / The Herald)

The long-term vision for the project was to help manage growth, Marysville Mayor Jon Nehring said. He thanked his constituents and local businesses for their decades of patience on the project.

“We have to find ways to expand our transportation infrastructure,” Nehring said Tuesday.

Marysville continues to grow rapidly [and at about 72,000 people](#), is the second-largest city in Snohomish County. In 2022, about 23% of its population was under 18. Traffic volume in Marysville has increased, Laycock wrote in an email, helping to necessitate the changes.

This includes the addition of [large businesses like Amazon](#).

“For example, with all the growth in the Cascade Industrial Center, we are seeing more trips along this section of the corridor north of 116th, especially from truck traffic,” Laycock wrote. “Without the five lanes, queues at intersections will impact the level of service leading to more congestion and safety concerns.”

Part of the project undergrounded utilities and expanded their capacity to aid with future growth. Curb work was an [important aspect of the rebuild, as well](#).

“Aesthetically, it’s a great thing, but it also has a practical (purpose) when storms come and whatnot, it has a practical use, as well,” Nehring said. “These projects are more than just about moving cars and transportation.”



Cars drive along State Avenue across a new culvert that was a part of the project on Tuesday, Sept. 24, 2024 in Marysville, Washington. (Olivia Vanni / The Herald)

Similar to [other projects in other local growing cities](#) — like Lynnwood — investing in upgraded utilities is partially a cost-saving move so the city doesn’t have to tear up the road again in the future.

Sidewalks and crosswalks were also upgraded up and down State Avenue in a safety effort. Community Transit has also targeted State Avenue as part of its future [Gold Line bus rapid transit route](#). More construction will be needed to facilitate that bus system, but the road was rebuilt with future transit options in mind.

“Generally speaking however, the buildout to 5-lanes supports the option of BRT to run along the outside [travel](#) lane without impeding other motorists,” Laycock wrote.

Federal, state and local money has been used for the project over the past two decades, a large chunk of which has come from the State Transportation Improvement Board.

Eaton Boulevard first in WA to test plastic-infused asphalt

19 hours ago

The City of Battle Ground is paving the way toward reducing landfills through a pilot program incorporating plastic wastes into road asphalt.

This initiative, in collaboration with Washington State University (WSU) Pullman and the Washington Transportation Improvement Board (TIB), is set to test the structural integrity of road pavement incorporating plastic waste additives. The grind and overlay project on Eaton Boulevard stretches from Southeast Grace Avenue to Northeast 157th Avenue. Under this project, workers ground 2 inches off the road to enhance its structural integrity.

Battle Ground received \$336,974 in funding from TIB after accepting the pilot program. Last week, city engineer and project lead Ryan Jeynes specified that the contract amount for construction had risen to \$585,093.20. Jeynes explained the incorporation of waste plastics in asphalt is the first to be studied by the TIB in Washington.

“Part of why we're participating is to help gain additional research for this project ... It's once you start putting this into practical use, that's when you typically start getting more of that data from my understanding,” Jeynes said.

Lakeside Industries, the Eaton Boulevard project contractor, created the experimental mixture by hot-mixing the broken-down plastics, provided by Driven Plastics, into asphalt. The mixture was settled in mid-September, with the striping set to be completed by press time.

The collaboration began when Battle Ground submitted a funding application for TIB. Deputy Director Chris Workman noted that Eaton Boulevard's traffic patterns made it an ideal candidate for this pilot program.

“It had the traffic volumes that we were looking for, along with a mix of local and non-local traffic. We wanted a road where the traffic volumes wouldn't change too much throughout that corridor,” Workman explained.

The application of mixing waste plastic additives has gained traction in other places as countries around the world have begun declining shipments of plastic waste from the U.S. WSU Pullman Civil & Environmental Engineering Professor Haifang Wen began researching asphalt mixtures incorporating waste plastics nearly three years ago for this reason.

“Since the late 2010s, countries have started to decline plastic waste shipments from the U.S., leading to a need to keep waste plastics out of the landfill,” Wen explained. “So that creates a lot of issues in [the] U.S. domestically, [including] where to use it, where to put it. The recycling rate in the states is pretty low, and we had to find a way to use it.”

For the past three years, Wen and graduate students have conducted lab and fieldwork for the project, funded through grants from King County and TIB. While pilot programs in other states have experimented with small percentages of waste plastics — typically not exceeding half a percent — the Eaton Boulevard project marks a significant advancement by including three-quarters of 1% of plastic waste in the asphalt mixture.

The project spans three-quarters of a mile along Eaton Boulevard and divides the new overlay into four segments. Between Grace Avenue and Commerce Avenue, the road — particularly near the railroad crossing, which experiences heavier traffic — features one section paved with standard hot-mix asphalt and another with experimental asphalt. A similar division is applied between Commerce Avenue and 157th Avenue, an area with lighter traffic.

Wen explained that 6 pounds of waste plastics were used for both the two segments of Eaton Boulevard. Each summer, Wen and a team of graduate students will review the structural integrity of the four paved sections — two control and two experimental — and report their findings back to the TIB.

Wen hopes the results and other experiments lead to more sustainable construction in the United States.

“It is the first project that uses [this] much material with the plastic. I think it's a good start [to] give us a good idea, and, hopefully, we can use more and more [plastics] for construction, creating a good use for recycled material instead of letting it go to landfill or getting into the water,” Wen said.

Research for the project, including both lab and field work, cost around \$200,000, funded by grants from agencies including King County and the TIB. Wen is optimistic that the results will lead to more widespread adoption of waste plastics in road construction, paving the way for a more sustainable future.

“We're trying to make some good decisions in the industry, and, as far as sustainability goes, they're doing a lot of good research. [I'm] happy with what they've done so far,” Workman said.

Wen noted the study of Eaton Boulevard's stability will take more than a few years.

Gas tax revenue coming up short in new transportation revenue forecast

By By Carleen Johnson | The Center Square,

2 days ago

(The Center Square) – The Economic and Revenue Forecast Council has approved Washington state's updated [transportation revenue forecast](#).

There was some challenging news in the forecast, but at least there was transparency, according to Washington Research Council Senior Research Analyst Emily Makings.

“It confirms what we’ve known for some time, and that is transportation revenues and the transportation budget are really facing a lot of challenges,” she told The Center Square on Thursday. “Revenues are now expected to be much lower than they had been when the current budget was enacted, so that will not help legislators as they start to write the next transportation budget.”

The transportation revenue forecast includes money from motor vehicle fuel taxes – that’s the biggest chunk – vehicle and driver fees, revenue from ferry fares and road tolls, among other sources.

“When you adjust revenues for inflation over a 10-year period, it’s expected to be down 13.8%, whereas last year about this time revenues were going to be down by about 6.7% adjusted for inflation,” said Makings, who noted gas tax revenues are not keeping up with an increase in project costs.

“With revenues coming in lower and all the cost overruns on projects, there are a lot of challenges,” she said.

Makings expects legislators to be challenged in the upcoming session in figuring out how to fund ongoing projects, like the [State Route 520 project](#), which is way over budget.

According to the ERFC report, Washington now anticipates collecting about \$3.23 billion from motor vehicle fuel taxes, or MVFT, in the 2023-2025 biennium, which is a decrease of \$127 million. MVFT revenues are anticipated to be \$3.14 billion in the 2027-2029 biennium, which is a decrease of about \$362 million or 10.3% from the previous forecast.

Vehicle registration fees, revenue from ferry fares and toll revenues are all forecast to be well below prior estimates.

Another factor is [Initiative 2117](#) to repeal the 2021 [Climate Commitment Act](#) and do away with carbon auctions that have brought in more than \$2 billion so far. Voters will decide I-2117 this Nov. 5.

“There are a lot of transportation projects funded by CCA money,” Makings said. “They’re all related to pedestrian projects like bike lanes. Public transportation as CCA money can’t be used for highway projects.”

But as noted in Makings [blog](#) on the ERFC projections, supporters of several big dollar projects funded by CCA money would likely put up a big fight during the legislative session to restore that funding if I-2117 is passed by voters.

“If you repeal the CCA, it won’t directly impact highway projects, but there could be some rebalancing that has to occur,” she observed.

Even without a repeal, several [climate related projects](#) will be well in the red within a few years, based on the ERFC report.

There is some good news, according to Makings, on the transparency front.

She noted that the public has largely been in the dark about transportation funding, beyond what lawmakers debated during legislative sessions.

“A recent bill moved responsibility for the forecast to the ERFC, which is an independent agency,” Makings explained. “Previously DOT [Washington State Department of Transportation] [had that responsibility](#), and a lot of other agencies had their hands in it and there was no public transparency in the process at all.”

“This is vastly improved for transparency,” she said of [House Bill 1838](#) that was passed by the Legislature and signed into law last year.

Makings called TVW's coverage of ERFC's Sept. 27 Transportation Revenue Forecast meeting another sign of improving transparency.

Burlington road project still short on funding

- [VINCE RICHARDSON Skagit Valley Herald](#)
- 15 hrs ago

BURLINGTON — The city of Burlington’s East-West Connector road project remains about \$315,000 short on funding.

The road will connect South Burlington Boulevard to South Walnut Street. It will meet up with South Burlington Boulevard at Costco Drive and with South Walnut Street at East McCorquedale Road.

The road is expected to be completed next month. It will open up 9 acres of commercial and residential land to development, which will include a 120-unit apartment complex.

City Public Works Director Marv Pulst said that weather permitting this week new traffic signal poles will be installed at the intersection of the connector and Costco Drive, and the Skagit Cycle Center’s parking lot will be paved.

The funding shortfall is at least partly due to sales tax.

“Something new is the introduction of sales tax (to the project’s expenses),” Pulst said.

“Typically, when we do roadway projects as municipalities or the state, we don’t pay sales tax on that construction.

“Two things happened here. We did have some vertical construction in the bike shop as a component of this project, so portions of that, a good portion of that, is subject to state sales tax. On the road project itself, the contractor has requested that there is some sales tax involved and we have not bought off on that yet, so we will be having some accounting discussions as we get toward the end.”

Pulst said the city is not yet done looking at other funding sources before having to take from its General Fund.

The arterial roadway was originally conceptualized in 2016 with preliminary design, and cost of construction was estimated a year later.

Right-of-way acquisition, the COVID-19 pandemic and inflation took the estimated cost from about \$3.5 million to \$5.8 million at bid opening in 2023.

The budget has since increased to about \$6.1 million.

State and county grants were not sufficient to cover the entire project costs.

“No one is disputing the East-West Connector is a great road for the city, but when it comes down to brass tacks, and doing the business for the city, which is what a city council is really supposed to do, we’ve got to figure out this money stuff and we’ve got a shortage here,” Councilmember James Stavig said at Thursday’s City Council meeting.

Councilmember Keith Chaplin chose to take a glass-half-full approach, reminding councilmembers that the city has built a \$6.14 million road with only \$1.87 million contributed by the city.

Pullman City Council To Consider Paying Cost Overruns And Delayed Completion Date For Downtown Rebuild Tuesday Night

[October 7, 2024](#) [Evan Ellis News](#)

Pullman City Council will consider paying for the cost overruns and construction delays on the downtown reconstruction project during its meeting Tuesday night.

Main Street has been closed to traffic downtown since April to rebuild the underground utilities, repave the street and install new sidewalks. The current timeline has an October 15th deadline to get traffic back onto Main or the contractor would face potential fines. Last month Apollo Inc. out of the Tri-Cities told city staff that the project is running a couple of weeks behind schedule and 137,000 dollars overbudget. The delays and additional costs are primarily due to extra work involving proper disposal of contaminated soil. Crews encountered more contaminated soil under Main than what was anticipated.

Pullman City Council is being asked to approve a new timeline of November 1st to have Main repaved and back open to traffic. Councilmembers will also consider paying the cost overruns. City council approved the initial contract for Apollo early this year at 8.7 million dollars. The city didn't have enough money allocated to fully fund the contract when it was signed. The Whitman County Commissioners recently approved a request from city hall for 200,000 dollars in economic development funds to help pay for the additional costs. The initial funding shortfall for the work and the new extra costs have the project currently about 300,000 dollars overbudget. City officials say they have enough money to pay for the new costs without having to use general fund dollars which would affect city services.

The request for more money and a delayed completion date from Apollo will be considered by Pullman City Council during their consent agenda Tuesday. Those items are normally routine and do not involve further discussion. Tuesday night's Pullman City Council meeting starts at 7:00 in city hall.

Most of the money for the project is coming from the federal government's COVID relief allocation. That 9.5 million dollars had to be spent by the city or the feds would have taken it back.

The Olympian

Plans to extend College Street in Lacey are set. Here's what happens next

By Rolf Boone,

1 days ago

A plan to extend College Street Northeast north to 15th Avenue Northeast is finally about to be realized, according to city of Lacey information.

In March, city officials said they had secured right of way and easements for nine of 13 properties along the route. Now, all parcels have been acquired, Lacey spokesman Ty Keltner said Thursday.

The project will go out to bid on Dec. 12 and then Lacey City Council could award the contract in January, Keltner said.

The project was previously estimated to take 250 working days.

According to Lacey information, the contract “provides for asphalt planning and overlay, reconstruction of College Street Northeast, Sixth Avenue Northeast, and the intersection,” as well as “a new asphalt roadway and concrete sidewalks along College Street Northeast from Sixth Avenue Northeast to 15th Avenue Northeast.”

This project has been a long time coming.

Lacey Mayor Andy Ryder, who recently turned 50, said he could recall seeing a sign announcing the future extension when he was a student at Chinook Middle School, The Olympian reported in March.

For those unfamiliar with the area, College Street now runs north of Martin Way and then heads down a hill and dead-ends at Eighth Avenue Northeast in a residential neighborhood. There's a barrier and a sign that reads, “Future Street Connection, Minor Arterial.” It's there that College Street will be extended to 15th Avenue Northeast.

In March, Ryder asked whether fences will be built along the extension. As part of the negotiations over the easement and rights of way, every property owner between Eighth Avenue and 15th Avenue will receive a fence, he was told.

It's not clear if the project will be welcomed or not — The Olympian reached out to residents, but did not hear back — but, once complete, it's expected to reduce the number of drivers using Eighth Avenue as a shortcut to 15th.

Area residents previously requested a speed study for Eighth Avenue. Drivers weren't speeding, the study showed, but the volume of traffic had soared, suggesting it was being used as a shortcut.

Speed humps were placed on the route as a result, but city officials don't believe they need to be made permanent because of the future College Street extension.

The maps shows the future work that will take place on College Street Northeast, Sixth Avenue Northeast and College Street to 15th Avenue Northeast. City of Lacey/Courtesy

[This street extension project in Lacey is finally about to begin, city says](#)

[This popular traffic shortcut in Lacey is no longer a smooth ride](#)

Road Work Ahead: Washougal set to begin \$1.45M improvements

Pavement upgrades, new traffic-calming measures planned

By [Doug Flanagan](#)

September 5, 2024 2:18 pm

[Government](#), [Latest News](#), [News](#), [Washougal](#)



The city of Washougal has agreed to a contract with a Yacolt-based construction company to provide pavement rehabilitation and pedestrian improvements along Main Street from Washougal River Road to 27th Street, as well as pavement maintenance and traffic-calming “speed cushions” on other roads. (Contributed photos courtesy of city of Washougal)



The city of Washougal is planning to install traffic-calming “speed cushions” on “W” Street from 39th to 44th streets, and on Shepherd Road from North Eighth to North Fourth courts. (Contributed photo courtesy city of Washougal) Photo

The city of Washougal has reached an agreement with a Yacolt-based construction company to complete a series of major road improvement projects.

The Washougal City Council on Aug. 12, approved a \$1.45 million contract with the Western United Civil Group to provide pavement rehabilitation and pedestrian improvements along Main Street, pavement maintenance throughout the city, and speed cushions at two locations.

Work is scheduled to begin in late September and finish by the end of October, according to Washougal City Manager David Scott.

“The only more significant impact of note will be to (the intersection of) Main Street and Pendleton Way, as that is a concrete intersection getting placed, so likely that (area) will be impacted for a few weeks,” Scott said. “As far as the rest of the paving, we included a bid alternative where the contractor will pave Main Street at night within the downtown core to limit impacts to the businesses. Other various streets will be impacted, but should have local access only to not impact residents living on the streets.”

The Main Street overlay project includes the addition of 14 curb ramps and striping that is compliant with the Americans With Disabilities Act (ADA), as well as drainage improvements from Washougal River Road to 27th Street.

Washougal City Engineer Scott Collins said during the Washougal City Council’s Aug. 12 workshop that, due to potential impacts to businesses in the City’s downtown area, city staff have requested the paving work be constructed at night.

The pavement management project will construct, rehabilitate and maintain streets to optimize roadway conditions throughout the City’s network as measured by the Pavement Condition Index, according to Collins.

“It’s a variety of streets. I think we have nine locations throughout the city, all of which have been identified in our 2024 plan,” Collins told city officials during the Aug. 12 workshop. “The project will also redo the intersection at Main Street and Pendleton Way. Right now, it (consists of) pavers. Our maintenance staff has a huge issue each year trying to get the pavers. A lot of them become depressed, so they have to go back out and reset.”

The project will, instead, align the intersection with concrete, Collins said, making it similar to other intersections in downtown Washougal.

“Also, we have our town center project that’s putting a concrete intersection along Pendleton Way at ‘C’ Street so it aligns with the intersection,” he said.



The city of Washougal has agreed to a contract with a Yacolt-based construction company to provide pavement rehabilitation and pedestrian improvements along Main Street from Washougal River Road to 27th Street. (Contributed photo courtesy of city of Washougal) Photo

The traffic-calming project will insert speed cushions at “W” Street from 39th to 44th streets, and Shepherd Road from North Eighth to North Fourth courts. The City is looking at traffic-calming “to support the viability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility and comfort,” according to a City report.

“These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network,” according to the report. “Traffic-calming measures consist of horizontal or vertical lane narrowing, roadside amenities, and other features that use self-enforcing physical or psycho-perception means to produce desired effects.”

Collins said the City “gets a variety of calls and complaints about speeding,” but does not respond to every request with traffic-calming measures.

In order to receive a traffic-calming measure, Collins said, a section of road has to have 85% of the cars traveling at 10 miles an hour above the posted speed limit.

“I think we’ve probably received 25 to 30 requests so far (this year),” Collins said. “Out of all the streets we surveyed, I’d say probably four to six probably hit that threshold right now. I think that’s a good evaluation.”

The City has \$739,325 (\$628,246 from the state’s Transportation Improvement Board) to dedicate to the Main Street overlay project, which is budgeted to cost \$931,441; \$1.1 million for the pavement management project, which is budgeted to cost \$1,118,246; and \$60,000 for the traffic-calming project, which is budgeted to cost \$65,000.

“The additional funds that are necessary over what was originally budgeted for the program this year is available in the pavement management program budget,” Scott told the Council earlier this month. “It comes from multiple sources — real estate excise tax, general fund transfers and the license tab fees. It’s available.”

Collins added that the Transportation Improvement Board has agreed to contribute an additional \$94,264 to the Main Street overlay project.

“I also do want to note that (the project budget) carries the \$83,000 of contingencies,” he said. “That’s for change orders and things that come up with the project. We may use it. We may not use it.”

Chelan City Council revisits proposal for a two-way Woodin Avenue Bridge

Posted Sunday, October 13, 2024 6:02 pm

By MIKE MALTAIS

Ward Media Staff Reporter

CHELAN – The future directions – literally - of the Woodin Avenue Bridge was the main topic of a public hearing over amendments to the city’s six-year State Transportation Improvement Plan (STIP) at the October 8 bi-monthly city council meeting.

Public Works Director Jake Youngren said his staff recommended the amendments following a public outreach effort to learn what residents want included as transportation improvements in their city.

The Council adopts a STIP every year as a statutory requirement. Regardless of whether there is money in the budget to complete the projects the STIP provides a prioritized framework necessary to qualify for external grant and funding opportunities.

The city’s 2025-2030 STIP was adopted on June 11, 2024. An open house held on Sept. 12 solicited public comment on the plan. Those results, combined with a community survey, were presented later in the month. The city is proposing to amend its STIP to reflect public outreach that included 591 residents of the Chelan Valley who completed the survey.

“Many respondents advocated for restoring Woodin Avenue Bridge to two-way traffic,” Youngren said.

Other suggestions include:

- Better walking and biking paths, specifically along the south shore and between Chelan and Manson, for pedestrian safety.
- Dedicated parking areas.
- Improving intersections.
- Enhancing public transportation options.
- Reducing traffic bottlenecks.
- Increasing safety by providing better infrastructure for both residents and tourists.

Youngren said responses from residents from outside the city limits ranked a list of priorities as follows:

1. Easing traffic congestion
2. Enhancing pedestrian safety and walkability
3. Emergency evacuation routes
4. Safer access to schools

5. Improved accessibility for the aging population
6. Preservation of existing pavement surfaces
7. Creating new walking and biking pathways
8. Beautifying streets

Based on cumulative public feedback, the public works staff proposed STIP amendments to include:

- Neighborhood Sidewalk Expansion Initiative (enhancing pedestrian safety) to enhance and expand sidewalk infrastructure in needed areas to promote safe pedestrian routes.
- Americans with Disabilities Act (ADA) Compliance Improvement Project (improving accessibility) to address deficiencies that have been identified in the City's ADA Transition Plan.
- Woodin Avenue Bridge conversion to two-way (easing traffic congestion) of the existing bridge to accommodate two-way vehicular traffic with sidewalks on both sides.
- Woodin Avenue Bridge directional change (easing traffic congestion) to reverse the direction of traffic on the Woodin Avenue Bridge from coming into the city to heading out of the city.
- Lakeside Park access and parking analysis (easing traffic congestion) to identify opportunities for additional parking and safe access alternatives for the lakeside community and park.
- Regional transportation plan (emergency evacuation routes) conducted by the Metropolitan Planning Organization/Chelan Douglas Transportation Council to provide a data-driven regional plan across jurisdictions to improve transportation in the valley.

“We do not have a dedicated funding mechanism for these projects,” Youngren reminded the council. “If the TBD (Transportation Benefit District) ballot measure does pass, there will be an additional effort to rank and prioritize the projects the city would like to execute.”

The TBD measure for a .03 percent sales tax to fund city transportation projects is included on the Nov. 5 general election ballot.

The Woodin Avenue Bridge amendments won the Miss Popularity vote among councilmembers for most comments.

Councilmember Bob Goedde supports the two-way revision and cited his recollections of vehicle and pedestrian flows to support it.

“This isn’t a city problem, this county and state,” said Goedde. “Everybody that comes in from the North Shore has to fight the traffic problem...sixty seconds it takes to escape downtown Chelan is worth the effort.”

Councilmember Tim Hollingsworth wants more clarity between what he sees as conflicting proposals for a two-way bridge and reversing bridge direction together with pedestrian alternatives. He favors a cost-benefit analysis of how changes to Woodin would affect other city intersections.

“Before we commit to a specific proposal on our STIP I want us to fully understand the costs,” said Hollingsworth. “We have limited resources and a lot of traffic needs to address.”

Councilmember Shari Deitrich inquired about the potential for additional grant funding that could help pay for a Woodin project.

Councilmember Mark Ericks asked about the city’s required match for a grant of that size.

Youngren said the city match range can be from five percent for state grants to 15-25 percent for federal.

“One hurdle we have encountered looking at large projects is even being able to fund the match,” Youngren said.

At the conclusion of the hearing, it was decided to pursue a deeper analysis of a two-way bridge proposal for a possible advisory vote of the public down the road.

Mike Maltais: 360-333-8483 or michael@ward.media

Is Lakewood cutting down trees on Interlaaken Drive?

Information was recently shared via social media about the city's plans for Interlaaken Drive. Concerns were raised about tree removal and lack of public information. These concerns were understandably heightened by markings on selected trees, giving some the impression the trees would be cut soon.

Below is the correct information about what is planned, to make sure our residents have the facts about the safety improvements planned for Interlaaken Drive.

It is also important for people to know that when the city outlines road safety improvement projects, it seeks holistically to minimize impacts on the environment and the community whenever possible. When making decisions, everything must be taken into consideration. That includes balancing the desire to preserve trees and the natural environment with creating a safe place for residents to live and be able to access their community.

Did the city mark trees to be cut?



The cluster of trees marked with an orange spray painted dot was marked in May by a survey crew. The survey was tied to the city's planned road improvements for Interlaaken Drive.

The trees were marked to record each location and size. This inventory was done so we could design the project in a way that had the least impact on the surrounding natural environment and abutting private property.

In the area where the trees are marked, the proposed road alignment was shifted as far east as possible to save as many trees on the west side as possible.

Most of the trees that are marked will not be cut.

Is the city going to cut trees on Interlaaken Drive?

Yes.

The road improvement project will add sidewalks and make other road improvements on Interlaaken Drive between Washington Boulevard and 112th Street SW.

This will require the removal of trees.

Tree preservation in Lakewood is a City Council priority and a public priority. Because of this, significant efforts are being made to design this project to minimize the impact to surrounding trees.

To reduce how many trees need to be cut, the city shifted the design of the road layout to the east. There is no additional room on the public right-of-way to move the road any further. The shift was made solely to preserve trees. It resulted in a 62% reduction in the number of trees that need to be cut.

Had the project stayed along the current layout, 80 trees would have to come down. Now the city anticipates only needing to remove approximately 30 trees.

The city understands 30 trees is still a lot. But we have to balance public safety and the need for safe pedestrian access for the neighborhood with preserving the natural environment.

What is planned for Interlaaken Drive?

There is some confusion as to what work is planned and where on Interlaaken Drive. The project that will begin in 2025 spans between Washington Boulevard SW and 112th Street SW. Improvements include:

- Full removal and rebuild of Interlaaken Drive, including removing a 1-foot rise in the roadway.
- Stormwater system upgrades.
- Curb gutter and sidewalk installation.
- Paving the roadway.

Frontage improvements along the west side of Interlaaken Drive will connect to sidewalks installed at the Washington Blvd SW roundabout. The sidewalks will connect to existing sidewalks at 116th St SW. Improvements then continue north to 112th St SW. Frontage improvement on the east side of the road will connect to the sidewalks from Washington Blvd SW and continue north and end at 112th St SW.

These sidewalks will allow people to safely travel across the city from Steilacoom Boulevard to Washington Boulevard using sidewalks added to Hipkins Road, Idlewild Road, 112th Street and Interlaaken Drive.

It will also make it safer for children to walk to and from school and allows residents in the area to walk safely in their neighborhood without being on a narrow road with minimal shoulders.

Are other projects planned for Interlaaken Drive?

Information was also shared about long-range plans that call for the extension of sidewalks on Interlaaken Drive between Holly Hedge to Short Lane, as well as to Mount Tahoma Drive. These sections are listed on the city's long-range transportation improvement plan, along with many other road projects across the city. Because they are listed doesn't mean they will be done immediately. There are many other projects the city is focused on first, making it unlikely the proposed improvements to the smaller sections of Interlaaken Drive will be considered before 2029 or 2030

When those projects are ready for construction, information will be shared publicly about what is planned.

Trees removed as part of Uptown sidewalk fix on Lawrence, Tyler streets

Businesses experience disruptions but remain open



The remnants of European Hornbeam trees lie along Lawrence Street.

Leader photo by Mallory Kruml

Posted Wednesday, October 9, 2024 3:00 am

By Mallory Kruml

Last week, crews began phase one of the Lawrence and Tyler streets improvements, which aims to increase pedestrian safety and access to Uptown.

The project, in process now through mid-December, includes sidewalk demolition and replacement, as well as the construction of new ramps and intersection concrete bulb-outs that are ADA-compliant, according to the city website.

The project will also include a new bus stop, rain gardens, pavement re-striping for bike lanes, tree removal and tree planting. The grant-funded transportation improvements are the first step toward the eventual repaving of Lawrence Street from Monroe Street to the public library.

Crews removed three overgrown, sidewalk-buckling, sewer-damaging European Hornbeam trees on the east side of Lawrence Street to make way for the new, accessible sidewalks. Six more trees will be removed on Tyler Street between Lawrence and Jefferson streets before the sidewalk is replaced.

Still, the city assured residents in its Lawrence Street Planting Plan that each tree would be replaced with a sidewalk-compatible species.

The improvements were prompted by requests from the community Jefferson County Farmers Markets and “Disability Awareness Starts Here!”

“The trees that were planted years ago were root invasive, and the ones that will replace them are not, so that will be great,” said Aldrich’s manager, Tom Headley. “This project has been needed for a very long time. It’ll have an impact, definitely, and we are grateful it’s going to get done, it’s going to be great.”

Vhaleh Almaee, the manager at The Nest, another Lawrence Street business, feels the city should have communicated its plans better.

“It just feels disrespectful and inconsiderate not to be more thoughtful about the impact on businesses. I trust what they are doing, and I appreciate the investment, but the biggest upset is that there was a major oversight on the city’s part to communicate what is going on,” she said. “Especially where we are at The Nest, there is construction on all sides, which is completely, 100% affecting business.”

Work between Harrison and Tyler streets will focus on installing sidewalk extensions — called bulb-outs — at each street corner. The extensions will increase pedestrian safety and slow traffic flow, according to the city.

Laura Parsons, the lead engineer on the project, said while the project may cause some headaches, it will be worth it in the end.

“If you make a setting more inviting for pedestrians and bicyclists, they are more likely to go into the surrounding businesses,” Parsons said. “Wide sidewalks make it feel safe to walk, and it’s been shown to increase business when you have a more welcoming environment.”

Phase Two of the project will begin next spring when crews repave Tyler Street between Lawrence and Jefferson streets and implement back-in, angled parking.

The city expects Lawrence Street and the adjacent businesses to remain open for the entirety of the project. There will be sidewalk closures along the side of the street where crews work, but the opposite side will remain open. Crews will work between 7 a.m. and 6 p.m., Monday to Friday.

WSDOT: State highway system in ‘early stages of failure’



AdobeStock

By TJ Martinell | The Center Square

[Tuesday, September 24, 2024](#)

The Washington state highway system is in “early stages of failure” due to a lack of maintenance and preservation for not only the highway infrastructure itself, but also regarding the equipment and facilities that need to be replaced or upgraded, according to a recent presentation by the Washington State Department of Transportation.

The warning comes as Washington state government has spent more in recent budgets than it ever has, and WSDOT officials have previously said the issue is not due to lack of funding but how that funding is prioritized.

Addressing the Senate Transportation Committee at its Friday meeting, WSDOT Deputy Director Capital Program Development and Management Tim Rydholm told members that “we’ve got the state highway system in early stages of failure,” which is “pushing our program to be reactive and cost effective instead of proactive and cost efficient.”

The problems facing the state agency are multifold. One is that many of its maintenance responsibilities aren't receiving the funding levels needed to keep them in good repair. According to a presentation by WSDOT State Maintenance Engineer Pasco Bakotich III, 17 out of their 30 maintenance activities were rated at a "C" grade or below.

"Yes, it's passing, but it's maintaining everything," he said. "The reality is, we're not funded to achieve that state of good repair. The bottom line is with the volume of system additions and the volume of additional things have been added to the highway system, we can't keep up with it. We don't have all the resources."

Another dilemma facing WSDOT is its equipment, which ranges from snow plows to surveying tools and, in the future, electric vehicles. According to Bakotich, 29% of their equipment has passed their end of useful life, while 35% is considered to be in "poor condition."

There's also the facilities and maintenance sheds WSDOT uses to store their vehicles and equipment. Bakotich said that 40% of the agency's buildings are 51 years or older.

"So they're obsolete functionally; we make it work," he said. "There's lots of things that still need to be fixed and them, but we don't have the funds to fix all the things."

However, he said that within the next 20 years 94% of their buildings will be 50 years old. He added that at a certain point "when things start getting that old, you can't just remodel them. Most local business building codes have a threshold ... and then that triggers all modernization and all current codes and all things in these facilities."

According to the WSDOT presentation, the highway system would require an additional \$1.5 billion annually to bring it into a "State of Good Repair." Meanwhile, the presentation notes that highway preservation funding has fallen compared to 2001, when adjusted for inflation.

Downtown developer says housing project is stalled by state office tenant with remote workers. Why?

By Rolf Boone,

2 days ago

Downtown developer Ken Brogan, known for turning an office building between Capitol Lake and Budd Inlet into the Views on Fifth mixed-use housing, has a new project ready to go.

He has the building, he has a plan and he has a problem, Brogan told The Olympian. He has a state office tenant whose workers are largely working from home telling him it might take as long as two years for them to find a new space.

And he is not happy about that, he told The Olympian. And he shared a series of email exchanges between him and the state Department of Enterprise Services about the space. DES manages state property and the state's leases.

A DES official initially told him it could take between six months and two years to relocate.

"We are trying to avoid the relocation turning into a public works project, which is a reason it could take closer to two years," the official said.

Brogan responded, saying the delay makes no sense because he believes there is ample office space available due to the number of state workers who are working remotely.

"Again, I will mention that the staff does not use the space within my building full-time as they still work from home and only visit the space on occasion," Brogan wrote. "Why would the state of Washington wish to pay a lease payment on a privately owned building vs. use a building that was paid for by the taxpayers that is not fully being used?"

Is there ample space available? That appears to be true, according to recent data released by the state Office of Financial Management.

Of roughly 26,000 state workers who have what OFM called a "duty station" in Thurston County, about 18,000 of them — nearly 70% — telework at least one day per week, new data show.

The state, according to OFM, also set a goal of reducing leased office space by at least 20% for leases expiring in fiscal years 2024 and 2025.

“Within this subset of leases, we have reduced office space by 413,000 square feet (about the size of the OB2 building on the Capitol Campus), exceeding the target of 380,000 square feet,” said OFM spokesman Hayden Mackley in an email.

The state’s next goal is to reduce leased office space by at least 30% for leases expiring in fiscal years 2026 and 2027, according to OFM.

The plan

In December, Brogan bought the Republic Building at 505 Union Ave. SE in Olympia. It’s a 60,000-square-foot office building that he wants to turn into 65 units of affordable housing.

Developer representatives met with city officials in February about the proposal and now Brogan is prepared to make it official by submitting his land-use application to the city in the coming weeks.

Brogan wants to take advantage of a 12-year multifamily tax exemption program to help make 100% of the units affordable.

The proposed project is eligible for that exemption, said Jacinda Steltjes, the city’s affordable housing program manager, as well as an 80% reduction in school, park and transportation impact fees.

With that savings, Brogan thinks he can shave down monthly rents by \$300-\$400, making it affordable and attractive for single mothers, young couples and senior citizens, he said. The project will have secure parking and a secure dog-walking area, Brogan said.

“There is a deep need for affordable housing,” said Steltjes in an email.

She cited a Housing Needs Assessment published by the Thurston Regional Housing Council in 2021 that found that more than 34,650 Thurston County households were cost burdened, meaning they were spending more than 30% of their income on housing expenses. Of these, 13,900 were severely cost burdened, spending more than half of their income on housing expense.

The tenant

The state tenants in the Republic Building are the Transportation Improvement and Freight Mobility Strategic Investment boards, which have been co-located in one space, said Jennifer Reynolds, a spokeswoman for DES.

“Some employees from each board work remotely while some work in the office regularly,” Reynolds said in an email.

Brogan said they occupy about 8,000 square feet in his building and pay roughly \$7,500 per month.

Although a previous DES official said it could take up to two years to move, Reynolds suggested otherwise.

“DES has identified office space in a state-owned building that can accommodate these tenants,” she wrote. “The design is nearly complete and DES will soon coordinate vendors to do the renovation work, including constructing office and conference room space, moving files and equipment, HVAC work, painting, etc. Once the vendor coordination is complete, work will begin.”

And she offered this: “DES predicts that the tenants will be completely relocated soon.”

Brogan is ready to move forward.

“I’m not backing down,” he said.

[COVID-19 has permanently moved Olympia to remote work, restaurant tells city](#)

[New food truck coming, more apartments eyed for Union Ave., massive mini-storage proposed](#)



Washington State Transportation Improvement Board

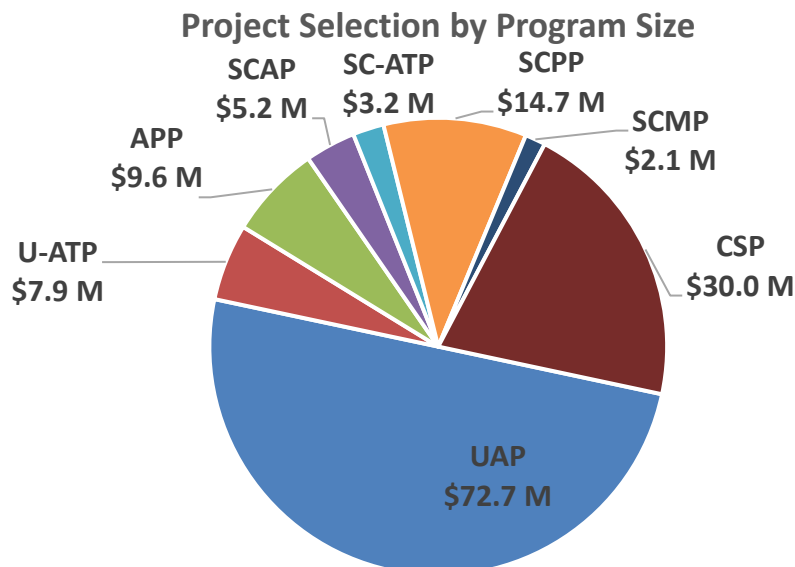
November 2024 Priority Array

The Transportation Improvement Board (TIB) was created in 1988 to ensure equitable and efficient investment in local transportation projects throughout Washington State. Most of the program funding comes from three cents of the state gas tax with all revenues totaling around \$128 million per year.

This year, 179 projects are recommended for grant funding through eight programs:

- *Urban Arterial Program (UAP)* – supporting safety, growth & development, mobility, and physical condition
- *Urban Active Transportation Program (U-ATP)* – building highly connected active transportation networks in downtowns and activity centers
- *Arterial Preservation Program (APP)* – enables larger scale preservation projects for low assessed value urban cities
- *Small City Arterial Program (SCAP)* – establishing the integrity of the small city street system while minimizing costs
- *Small City Active Transportation Program (SC-ATP)* – creating connectivity within and between the central business district and non-motorized generators
- *Small City Preservation Program (SCPP)* – provides funding for chip seal, overlay of existing pavement, and required ADA upgrades
- *Small City Maintenance Program (SCMP)* – provides funding for crack seal and pavement repair
- *Complete Streets Program (CSP)* – provides funding for projects that give access to users of all modes

Grants recommended for funding in November 2024 (for FY 2026) total \$145.5 million and producing \$293.9 million in total improvements throughout the state. The largest TIB program is the Urban Arterial Program, with \$72.7 million in grants recommended for funding.





TIB Application and Funding Summary

November 2024 Priority Array

Summary of Applications Received

Program	Applications	Funds Requested
Urban Arterial Program	57	\$134,804,357
Urban Active Transportation Program	35	\$17,476,187
Arterial Preservation Program	30	\$16,594,852
Small City Arterial Program	24	\$22,028,388
Small City Active Transportation Program	23	\$8,881,232
Small City Preservation Program	74	\$31,118,075
Small City Maintenance Program	20	\$2,708,885
Complete Streets Program	80	\$61,208,662
TOTAL	343	\$294,820,638

Summary of Recommended Funding

Program	Number of Recommended Projects	Recommended TIB Funds	Total Project Cost
Urban Arterial Program	28	72,778,673	\$168,135,604
Urban Active Transportation Program	19	\$7,891,908	\$17,177,047
Arterial Preservation Program	19	\$9,637,896	\$12,067,484
Small City Arterial Program	9	5,180,948	\$20,256,422
Small City Active Transportation Program	9	\$3,156,231	\$6,247,597
Small City Preservation Program	34	14,704,194	\$15,447,686
Small City Maintenance Program	17	2,148,747	\$2,203,548
Complete Streets Program	44	30,030,317	\$52,368,959
TOTAL	179	\$145,528,914	\$293,904,347