



Marriott Tacoma Downtown • Ruston Conference Room • 1538 Commerce St, Tacoma, WA

**Date: March 27, 2025**

**Time: 2 p.m.**

## WORK SESSION AGENDA

		<u>Page</u>
1. WELCOME from city of Tacoma	Mayor Victoria Woodards	
2. LOCAL PRESENTATION from City of Tacoma	Ramiro Chavez	
3. PROGRAM & PROJECT MATTERS		
A. Request for Reinstatement- <i>City of Anacortes</i>	Chris Workman Andy Rheaume	18
B. Request for Out-of-Call- <i>Town of Oakesdale</i>	Chris Workman	19
C. Small City Pavement Condition Update	Chris Workman	
D. Transportation Budget Update	Ashley Probart	
4. ADJOURNMENT	Chair Low	



**Date: March 28, 2025**

**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 Fife	Greg Vigoren	
2) City of Lakewood	Troy Pokswinski	
3) Pierce County	Clint Ritter	
B. Approval of January 24, 2025, Meeting Minutes	Chair Low	1
C. Lightning Round: Board Member Updates	Board Members	
D. Communications Report	Ashley Probart	20
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 Reinstatement- <i>City of Anacortes</i>	Chris Workman	18
B. Request for Out-of-Call- <i>Town of Oakesdale</i>	Chris Workman	19
6. ADJOURNMENT	Chair Low	

## FUTURE MEETINGS

*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***  
**January 24, 2025**  
**Olympia, Washington**

**TIB MEMBERS PRESENT**

Councilmember Sam Low, Chair  
Susan Carter  
Kent Cash  
Barb Chamberlain  
Dongho Chang  
Vicky Clarke  
Nick Covey  
Andrew Denham  
Stephanie Forman

Preston Frederickson  
Commissioner Al French  
Commissioner Scott Hutsell  
Councilmember Jon Pascal  
Les Reardanz  
Mayor Kim Roscoe  
John Vicente  
Jennifer Walker  
Jane Wall

**TIB MEMBERS EXCUSED**

Mayor Hilda González, Vice Chair  
Scott Chesney

**TIB MEMBERS UNEXCUSED**

Maria Thomas

**TIB STAFF**

Ashley Probart, Executive Director  
Chris Workman, Deputy Director  
Vaughn Nelson, Finance Manager  
Gena Workman, Executive Assistant  
Region Engineers: Greg Armstrong, Jonathan Heusman, Chris Langhoff

**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 Chehalis, Lance Bunker
- 2) City of Lacey, Martin Hoppe

**B. Approval of November 21-22, 2024, Meeting Minutes**

**MOTION:** Chair Low presented a motion to adopt the November 21-22, 2024, Board Meeting Minutes, as presented. Commissioner Scott Hutsell moved, and Nick Covey seconded the motion.  
***Motion carried unanimously.***

**C. Lightning Round: Board Member Update**

The following board members provided overviews and updates on their respective agencies or organizations:

- 1) Barb Chamberlain, Director, Active Transportation, WSDOT
- 2) Vicky Clarke, Deputy Executive Director, Cascade Bicycle Club & Washington Bikes
- 3) Jennifer Walker, Assistant County Manager, Thurston County
- 4) Jane Wall, Executive Director, County Road Administration Board

**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) *City of Kent* opens two new roundabouts along Reith Road (\$1.59M TIB grant)
- 2) After 8 years, *Cle Elum's* downtown improvement project is complete
- 3) *Chehalis* City Council accepts nearly \$1.3 million in grant funding for 13th Street and Northwest Louisiana Avenue construction (\$808,920 TIB grant)
- 4) *Port Townsend* receives a \$3 million TIB grant for Lawrence Street repairs
- 5) *Monroe*, Snohomish plan to add more pedestrian alerts at crosswalks (\$70,090 & \$269,000 TIB grants)
- 6) Safer crosswalks in *Snohomish* sought via plans (\$177,539 for 13<sup>th</sup> and Park, \$85,403 RRFB, \$963,135 N Bickford TIB grants)
- 7) *Twisp* wins largest-ever Complete Streets grant from state (\$2,604,219 TIB grant)
- 8) *Washougal* nabs \$3.4M grant to widen Shepherd Road (\$868,000 TIB grant)
- 9) *Seattle* How Routine Lake Washington Boulevard Traffic Calming Turned into a Fight (TIB funded Phase 1 only)
- 10) Washington faces transportation funding crisis but road usage charge still iffy proposition

#### 4. NON-ACTION ITEMS

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

##### Grant Administration

In November 2024, the board awarded 179 projects which resulted in the next step of grant administration: emailing the TIB contract, formally called a Fuel Tax Agreement, and notifying the applicants who were not awarded. Of the 179 projects awarded, a little over 100 are already under contract, and we should be in low double digits by the March meeting. TIB continues to promote low-cost maintenance solutions in small cities.

##### Special Studies

*Route Jurisdiction Transfer Study* is currently a 30-year-old process for transfer of jurisdictions that generally works well, except when there is a dispute between locals and WSDOT regarding the transition of city roads to state highways or state highways to city roads. Executive Director Probart participates in a work group trying to resolve these issues and anticipates there will be bill draft language to address the problem.

*Project Delivery Streamlining Workgroup Study (local government)* met in early December.

Some of the original project delivery challenges were related to federal oversight. With the new administration, those challenges have been put on hold until there is further guidance.

As shared in previous board meetings, a big step forward would be funding staff within WSDOT that can champion a local project and help it navigate through required WSDOT approvals from cradle to grave. This is a little nuanced. Within WSDOT, there is a Local Programs Division, and this staff works with local agencies that have federal funding. There is also a Developer Services Division within WSDOT and local agencies that do not have federal funding work with this division. A WSDOT local agency liaison that can assist in either division is necessary.

##### Staffing

The engineering secretary position is now vacant with no current plans to fill. Christa Draggie, Special Project Engineer, is on military assignment and may be extended through 2025.

#### Budget/Legislature/Governor's Office

The week before the Legislature officially started, Executive Director Probart and Vaughn Nelson met with the House, Senate, and Governor's Transportation Committee staff as a refresh on TIB's budget. This proactive meeting is intended to address any budget questions before staff brief the respective House and Senate internal budget committees.

As part of the first two weeks of session, the Executive Director presented a "TIB 101" before the Senate Transportation Committee and Transportation Commission. This has also been a platform to share TIB's financial challenges of a rapidly declining gas tax. A proposed cleanup bill to remove obsolete references has also been daylighted.

Governor Ferguson is still making appointments, which puts the word "tentative" before many discussions and decisions. This is typical when a new governor takes office. What is unusual is that cabinet agencies are restricted in testimony and written comments to only provide technical comments. As a result, they are testifying as "other" (instead of pro or con), and this is understating the importance of introduced legislation. The one exception is if it is agency request legislation.

Executive Director Probart shared the 2025-27 Governor's Proposed Financial Plan and the transportation budget shortfall chart. There is a projected \$1B shortfall this biennium and a \$1.6B shortfall for next biennium. Although there are no immediate impacts on TIB at this time, it appears the 2025 call size will have to be reduced.

#### *In the Senate:*

The Senate Transportation Committee has requested an Operating Budget reduction of 5% across all agencies. For TIB, this is approximately \$250,000 for the biennium.

There is broad acknowledgement that new revenue is a must. At this point, the Senate is looking to the General Fund for a potential revenue transfer as well as discussion of capturing the sales tax on vehicles for the transportation budget instead of for the operating budget. The sales tax transfer "idea" has been put forward for decades and it's the Director's opinion this is a long shot.

There is also a review of all current fees and if there is an opportunity to adjust them for inflation and to capture new revenue. This may recover \$100-200M but will not backfill the current \$1B shortfall.

#### *In the House:*

The House Transportation Committee is currently not entertaining a 5% Operating Budget reduction. Chair Fey has been clear there is a Capital Budget problem, and it cannot be resolved through Operating Budget reductions.

The House is openly discussing two budgets: an "all cuts" and a "funded budget." The "funded budget" will require a new revenue vote. (New Revenue TBD.)

A new revenue vote will likely include the forthcoming Road Usage Charge (RUC) legislation. The RUC legislation will capture revenue by 2031 and would not resolve the current funding problem.

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

*TIB Annual Assessment Report*

Each year, TIB completes its annual assessment report as part of the agency’s strategic plan. The complete assessment is available on the TIB website. Vaughn Nelson highlighted the following measures and trends in the report:

- Miles of Resurfacing Awarded have increased due to emphasis on preservation projects.
- Miles of Bike Lanes and Sidewalks Added awards show a decrease; however, that is due to more projects already being up to standard.
- Agencies Without Awards in the Past 7 Years have reduced in the past seven years. For example, the Town of Hunts Point received its first ever TIB funds during the 2024 call.

Stephanie Forman asked if TIB will start tracking the rehabilitation of sidewalks. Vaughn Nelson stated that there are no plans to add that metric. Deputy Director Workman noted that tracking and reporting rehabilitated lengths would be difficult and likely would not reflect the actual benefit. Repairing one five-foot-long sidewalk panel may eliminate a barrier to miles of other sidewalk which would not be reflected in reporting that five feet of sidewalk was repaired. Additionally, a sidewalk is paid per square yard, which lengths would vary.

*Financial Report*

TIB’s account balance history peaked last year but is on a downward trend. TIB’s main revenue source is the TIA fund, and its balance is currently down to \$54M. The goal is to have a fund balance around \$20-30M. The lowest TIB fund balance on record was \$150K and that was during COVID. There have been significant outgoing payments for early action Complete Streets projects and other previous project awards. The \$415M of outstanding grant authorizations will be funded by the cash balance and future revenue. TIB has seen several grants return funds over the past 18 months but that has slowed down. The fund balance and any surplus funds will determine the number of out-of-call projects TIB staff recommends, and the Board will determine the November call size. The November 2025 project selection will likely be smaller than the November 2024 selection.

TIB is projected to receive \$246.7M in revenue from 10 different sources. 72% of that is gas tax revenue.

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

*Project Activity Report (PAR) (11/01/2024 - 12/31/2024)*

There were 188 project actions during this reporting period. Over half were design approvals. There are only 55 pending contracts from the 2024 call. A lot of surplus funds have been due to project closeouts and good early bids.

*Engineering Staff*

The already small TIB engineering staff is significantly impacted by being down two staff members. Special Projects Engineer Christa Draggie is on deployment and Engineering Secretary Olivia Holden is no longer with TIB. The engineers will have to develop a different process for project mapping during project selection. Historically, TIB engineers manage about 400 projects but there are currently 530. There is a need at the city level and engineering consultants to provide more technical assistance. For example, TIB engineers are already giving guidance on the Chehalis project that was presented, anticipating the city will apply for a TIB grant for the project

in the future. TIB engineers are encouraged to attend training and stay up to date on relevant information for their field.

#### *Good Roads AI*

In 2024, TIB conducted an AI pilot program for pavement ratings and is preparing for phase two in 2025. Good Roads AI has made some technical improvements for this year, such as gaps caused by tree canopies. There will also be more miles available this year, allowing TIB to complete all streets that are scheduled for review this year. A new feature this year will track if a sidewalk ramp exists; however, it does indicate the condition of the ramp. This technology would also allow us to track other features such as striping if TIB decided to manage or fund small city striping efforts in the future.

Commissioner Al French asked if TIB has considered reaching out to get help to subsidize CE training. For example, the Associated General Contractors of America have helped underwrite training. Deputy Director Workman stated that TIB has not reached out.

## 5. ACTION ITEMS

### A. Request for Funding Increase – City of Colfax

**MOTION:** Chair Low presented a motion to adopt the TIB staff recommendation to approve the funding increase of \$202,092 to maintain 95% of eligible project costs. Jennifer Walker moved, and Commissioner French seconded the motion.

*Motion carried unanimously.*

### B. Request for Scope Change – City of Spokane Valley

**MOTION:** Chair Low presented a motion to adopt the staff recommendation to approve the Sprague Ave Pedestrian Crossings scope change to allow additional RRFB's at proposed locations, as presented. Commissioner French moved, and Preston Frederickson seconded the motion.

*Motion carried unanimously.*

### C. Out-of-Call Project Requests

**MOTION:** Chair Low presented a motion to adopt the staff recommendation to approve the out-of-call list and funding, as presented below. Commissioner Scott Hutsell moved, and Les Reardanz seconded the motion.

Agency	Scope	TIB Funding	Other Funding	Total
Roslyn	Pulverize/chip or Otta Seal	\$400,000	\$20,000	\$420,000
Tieton	Pulverize/chip or Otta Seal	\$500,000	\$25,000	\$525,000
Malden	FEMA match- Grind and inlay	Up to \$100,000	~\$1,772,912	~\$1,872,912
Total		<b>\$1,000,000</b>	\$1,817,912	\$2,817,912

*Motion carried unanimously.*

### D. TIB State Law: Technical Cleanup Legislation

**MOTION:** Chair Low presented a motion to adopt the staff recommendation to approve the proposed technical cleanup legislation, as presented. Les Reardanz moved, and Susan Carter seconded the motion.



*Motion carried unanimously.*

**AMENDED MOTION:** Barb Chamberlain made a motion to change the “non-motorized” board member position title to “active transportation.” Mayor Roscoe seconded the motion.

*Motion carried unanimously.*

## **6. ADJOURNMENT**

Chair Low adjourned the meeting at 10:50 a.m.

### **Future Meetings**

*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

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**COUNCILMEMBER LOW, TIB CHAIR**

**ATTEST:**

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**ASHLEY PROBART, EXECUTIVE DIRECTOR**



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 01/01/2025 to 02/28/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-W-193(007)-1	CHEHALIS	NW Louisiana Ave Overlay	Design	DE	93,336	0	Director
3-E-161(005)-1	EAST WENATCHEE	Valley Mall Parkway Overlay	Design	DE	56,421	0	Director
3-P-124(012)-1	ENUMCLAW	Warner Avenue Overlay	Construction	CN	0	0	Director
3-W-839(007)-1	LYNDEN	2024 1st Street Overlay	Audit	CC FV AD	363,157	-7,857	Director
3-W-839(008)-1	LYNDEN	1st and Main St Overlay	Design	DE	29,940	0	Director
3-E-162(001)-1	MOSES LAKE	2025 Chip Seal	Design	DE	60,000	0	Director
3-P-112(009)-1	NORMANDY PARK	Marine View Drive OverlayTh	Construction	CN	28,896	0	Director
3-W-150(004)-1	PORT ANGELES	Marine Drive Overlay	Design	DE	48,296	0	Director
3-W-151(004)-1	PORT TOWNSEND	Tyler Street Overlay	Construction	CN	31,605	1	Director
3-W-151(005)-1	PORT TOWNSEND	2025 Chip Seal	Design	DE	9,573	0	Director
3-E-167(005)-1	PULLMAN	Orchard Drive Overlay	Construction	CN	6,599	0	Director
3-W-126(010)-1	SEDRO WOOLLEY	2024 N Reed Street Overlay	Audit	CC FV AD	319,984	-19,405	Director
3-W-126(011)-1	SEDRO WOOLLEY	2025 Overlay	Design	DE	38,675	0	Director
3-P-142(011)-1	SNOHOMISH	N Bickford Avenue Overlay	Design	DE	21,436	0	Director
3-P-823(010)-1	STANWOOD	80th Avenue NW Overlay	Construction	CN	23,890	0	Director



# Washington State Transportation Improvement Board

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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
3-P-824(002)-1	SULTAN	Sultan Basin Road Overlay	Design	DE	90,360	0	Director
3-E-172(006)-1	WEST RICHLAND	Keene Road Overlay	Design	DE	26,181	0	Director
Total APP Change						-27,261	
<b>ATP Program</b>							
P-W-189(P03)-1	ABERDEEN	Sumner Avenue (SR 101) Sidewalk	Construction	CN	42,522	0	Director
P-P-119(P02)-1	ALGONA	Algona Boulevard N	Design	DE	52,749	0	Director
P-W-152(P03)-1	BREMERTON	Warren Ave Sidewalk	Design	DE	0	0	Director
P-P-144(P03)-1	BRIER	RRFB Installation	Design	DE	5,546	0	Director
P-W-193(P01)-1	CHEHALIS	SW 13th Street Sidewalk	Audit	CC FV AD	250,177	-6,291	Director
P-W-193(P02)-1	CHEHALIS	SW 13th St Sidewalk and ADA Curb Ramp Improvements	Design	DE	55,320	0	Director
P-W-006(P12)-1	CLARK COUNTY	Highway 99 Sidewalk	Design	DE	0	0	Director
P-P-811(P03)-1	EATONVILLE	West Eatonville Sidewalk Improvements	Bid Award	BA	298,679	-100,397	Director
P-E-858(P02)-1	GEORGE	W Montmorency Multiuse Path	Design	DE	28,550	0	Director
P-P-820(P05)-1	GRANITE FALLS	W Stanley Street Sidewalk	Audit	CC FV AD	570,860	0	Director
P-E-871(P01)-1	HARRINGTON	ADA Ramp Replacement	Design	DE	45,100	0	Director
P-P-106(P08)-1	KENT	83rd Avenue S Sidewalk	Design	DE	64,000	0	Director
P-P-017(P03)-1	KING COUNTY	Renton Avenue S	Design	DE	0	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
P-P-104(P04)-1	MERCER ISLAND	Island Crest Way Shared Use Path Phase 1	Design	DE	106,993	0	Director
P-P-132(P03)-1	MILTON	Porter Way Sidewalk Improvements	Design	DE	41,633	0	Director
P-P-822(P04)-1	MONROE	RRFB Crossings	Bid Award	CN	70,090	0	Director
P-P-804(P09)-1	NORTH BEND	SR202 Sidewalk Gap	Bid Award	BA	125,455	-8,364	Director
P-P-027(P09)-1	PIERCE COUNTY	2025 RRFB School Crossing	Construction	CN	106,817	0	Director
P-E-845(P03)-1	RITZVILLE	6th Avenue Sidewalk	Audit	CC FV AD	408,528	30,000	Director
P-P-142(P02)-1	SNOHOMISH	2025 RRFB	Design	DE	0	0	Director
P-E-208(P10)-1	SPOKANE VALLEY	Sprague Ave. Pedestrian Crossings	Bid Award	CN	370,012	0	Director
P-W-184(P11)-1	VANCOUVER	SE McGillivray Blvd	Design	DE	86,697	0	Director
P-W-954(P04)-1	WOODLAND	Pacific Avenue Sidewalk	Design	DE	23,105	0	Director
Total ATP Change						-85,052	

### CSP Program

C-P-105(001)-1	AUBURN	49th Street NE	Design	DE	0	0	Director
C-E-930(003)-1	CLE ELUM	Complete Streets Award	Audit	CC AD	350,000	0	Director
C-E-924(001)-1	DAYTON	Complete Streets Award	Audit	CC FV AD	80,000	0	Director
C-E-161(003)-1	EAST WENATCHEE	3rd Avenue Bike and Ped improvements	Audit	CC FV AD	403,403	-11,644	Director
C-P-139(004)-1	EDMONDS	7th Avenue N Pedestrian Improvements	Design	DE	46,711	0	Director



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C-E-175(003)-1	ELLENSBURG	Pedestrian Improvements	Audit	CC FV AD	490,333	-897	Director
C-P-113(002)-1	FEDERAL WAY	SR 99 pedestrian improvements	Audit	CC FV AD	115,572	-5,228	Director
C-P-820(001)-1	GRANITE FALLS	Stanley Street RRFB's	Audit	CC FV AD	63,225	0	Director
C-P-108(002)-1	ISSAQUAH	Front Street S	Construction	DE CN	0	0	Director
C-P-206(002)-1	KENMORE	NE 170 Street ped/bike improvements	Audit	CC FV AD	212,888	0	Director
C-P-106(004)-1	KENT	132nd Avenue SE multi-use path	Audit	CC FV AD	344,401	-127,200	Director
C-P-106(005)-1	KENT	132nd Avenue SE Pedestrian Improvement Phase 3	Design	DE	50,359	0	Director
C-E-903(001)-1	KETTLE FALLS	High School Sidewalk Corridor	Bid Award	BA	173,491	-7,509	Director
C-W-834(002)-1	LA CONNER	Washington Road St Pedestrian Improvements	Bid Award	CN BA	215,550	-74,450	Director
C-P-140(001)-1	LYNNWOOD	2024 Curb Ramps	Audit	CC FV AD	492,421	-7,579	Director
C-P-143(001)-1	MARYSVILLE	Citywide ADA Ramps	Audit	CC FV AD	414,592	69,045	Director
C-P-143(002)-1	MARYSVILLE	RRFB project	Audit	CC FV AD	23,140	-24,600	Director
C-E-862(001)-1	MATTAWA	Complete Streets Award	Audit	CC AD	100,000	0	Director
C-E-944(003)-1	NACHES	Downtown Revitalization Plan	Audit	CC AD	62,347	-8,903	Director
C-P-804(002)-1	NORTH BEND	Sidewalk gaps	Audit	CC FV AD	523,461	38,598	Director
C-P-804(003)-1	NORTH BEND	North Bend Way	Design	DE	92,540	0	Director
C-W-958(001)-1	OAKVILLE	City Wide ADA Retrofit	Design	DE	53,200	0	Director



# Washington State Transportation Improvement Board

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From 01/01/2025 to 02/28/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-P-027(003)-1	PIERCE COUNTY	Pedestrian improvements	Audit	CC FV AD	372,888	-16,555	Director
C-W-150(002)-1	PORT ANGELES	Peabody St ADA Improvements	Design	DE	28,847	0	Director
C-E-171(001)-1	RICHLAND	Complete Streets Award	Audit	CC FV AD	450,000	0	Director
C-P-121(001)-1	SEATAC	Complete Streets Award	Contract Completion	CC	366,633	-233,367	Director
C-P-101(002)-1	SEATTLE	Lake Washington Blvd. renovations	Audit	CC FV AD	82,799	-81,449	Director
C-W-126(003)-1	SEDRO WOOLLEY	Sidewalk and ADA Ramp Upgrades	Audit	CC FV AD	221,336	-23,515	Director
C-P-202(003)-1	SHORELINE	Complete Streets Award	Audit	CC AD	600,000	0	Director
C-P-031(001)-1	SNOHOMISH COUNTY	Pedestrian improvements	Audit	CC FV AD	98,507	-46,491	Director
C-E-179(002)-1	SUNNYSIDE	ADA Ramp Replacement	Design	DE	47,073	0	Director
C-P-128(002)-1	TACOMA	Complete Streets Award	Audit	CC FV AD	450,000	0	Director
C-P-128(004)-1	TACOMA	S 56th Street Crossing Improvements	Design	DE	47,760	0	Director
C-E-178(004)-1	TOPPENISH	Downtown Intersection Improvements	Design	DE	175,968	0	Director
C-E-886(004)-1	TWISP	Glover Street Revitalization	Design	DE	365,846	0	Director
C-W-184(004)-1	VANCOUVER	Main Street Pedestrian and Bicycle Improvements	Design	DE	57,692	0	Director
C-E-172(002)-1	WEST RICHLAND	School zone pedestrian improvements	Audit	CC FV AD	224,054	-4,917	Director
C-E-172(003)-1	WEST RICHLAND	Candy Mountain pathway	Audit	CC FV AD	151,390	-110	Director
C-E-947(003)-1	ZILLAH	1st Avenue Pedestrian Improvements	Design	DE	80,769	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
					<b>Total CSP Change</b>	<b>-566,771</b>	
<b>SCAP Program</b>							
6-E-986(008)-1	COLFAX	Morton and Sumner Streets	Audit	CC FV AD	1,116,216	202,092	Director
6-W-955(013)-1	ELMA	F Street Improvements	Design	DE	76,000	0	Director
6-W-825(110)-1	FORKS	Bogachiel Way Overlay	Audit	FV AD	61,447	0	Director
6-W-831(010)-1	FRIDAY HARBOR	Marguerite Place	Audit	CC FV AD	925,000	0	Director
6-E-935(010)-1	GOLDENDALE	Darland Drive Reconstruction	Design	DE	93,266	0	Director
6-W-953(012)-1	KALAMA	China Garden Road	Bid Award	CN BA	626,430	-231,639	Director
6-E-166(102)-1	MILLWOOD	Argonne Road Reconstruction - Phase 1	Construction	CN	0	0	Director
6-W-958(001)-1	OAKVILLE	School Street and W Pine Street	Construction	CN	100,000	0	Director
6-E-881(111)-1	OKANOGAN	Oak Street	Audit	CC FV AD	64,173	-3,768	Director
6-W-972(011)-1	SOUTH BEND	First Street	Construction	CN	63,068	0	Director
					<b>Total SCAP Change</b>	<b>-600,086</b>	
<b>SCPP Program</b>							
2-E-868(008)-1	ALMIRA	Citywide Maintenance	Design	DE	0	0	Director
2-P-123(001)-1	BEAUX ARTS VILLAGE	104th105th Pavement Preservation	Audit	CC FV AD	124,226	-71,045	Director
2-E-922(003)-1	BENTON CITY	2025 Chip Seal	Construction	CN	42,600	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period

From 01/01/2025 to 02/28/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-876(006)-1	BREWSTER	2025 Street Maintenance	Design	DE	0	0	Director
2-E-851(008)-1	BRIDGEPORT	2025 Street Maintenance	Construction	CN	0	0	Director
2-P-801(005)-1	CARNATION	2024 Seal Coat	Construction	CN	7,754	0	Director
2-E-848(001)-1	CHELAN	2024 Street Maintenance	Audit	CC FV AD	44,640	2,953	Director
2-E-901(007)-1	CHEWELAH	2025 Street Maintenance	Design	DE	0	0	Director
2-E-926(007)-1	CONNELL	2025 Crack Seal	Design	DE	0	0	Director
2-W-827(015)-1	COUPEVILLE	2024 Chip Seal	Audit	CC FV AD	65,066	-117,618	Director
2-E-888(004)-1	CUSICK	2025 Street Maintenance	Design	DE	0	0	Director
2-P-811(006)-1	EATONVILLE	Eatonville Hwy W Overlay	Design	DE	64,600	0	Director
2-P-811(007)-1	EATONVILLE	2025 Chip Seal	Design	DE	20,897	0	Director
2-E-849(003)-1	ENTIAT	2025 Chip Seal	Design	DE	32,783	0	Director
2-E-895(005)-1	FAIRFIELD	2024 Street Maintenance	Audit	CC FV AD	40,251	-3,071	Director
2-E-895(006)-1	FAIRFIELD	2024 Scrub Seal	Audit	CC FV AD	152,612	-11,631	Director
2-W-831(008)-1	FRIDAY HARBOR	2024 Street Maintenance	Audit	CC	99,324	0	Director
2-E-858(009)-1	GEORGE	2025 Otta Seal	Design	DE	57,660	0	Director
2-E-935(005)-1	GOLDENDALE	2025 Red Town Initiative	Construction	DE CN	83,333	0	Director
2-P-820(010)-1	GRANITE FALLS	2025 Crack Seal	Bid Award	CN BA	35,513	-26,587	Director





# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period

From 01/01/2025 to 02/28/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-860(005)-1	HARTLINE	2024 Chip Seal	Audit	CC FV AD	81,816	-65,951	Director
2-E-842(001)-1	HATTON	2024 Otta Seal	Audit	CC FV AD	297,745	8,745	Director
2-P-122(001)-1	HUNTS POINT	Hunts Point Lane Overlay	Construction	DE CN	13,500	0	Director
2-E-931(013)-1	KITTITAS	2024 Chip Seal	Audit	CC FV AD	37,387	-14,439	Director
2-E-897(009)-1	MEDICAL LAKE	2025 Street Maintenance	Design	DE	0	0	Director
2-E-897(010)-1	MEDICAL LAKE	2025 Scrub Seal	Design	DE	5,272	0	Director
2-W-957(018)-1	MONTESANO	2025 Chip Seal	Construction	CN	0	0	Director
2-E-892(008)-1	NEWPORT	2025 Chip Seal	Design	DE	0	0	Director
2-W-971(003)-1	RAYMOND	2024 Red Town Initiative	Audit	CC FV AD	1,192,432	-22,505	Director
2-W-971(004)-1	RAYMOND	2024 SW Raymond Overlay	Audit	CC FV AD	373,059	4,409	Director
2-E-873(007)-1	REARDAN	Gravel Street Otta Seal	Audit	CC FV AD	651,065	-58,308	Director
2-E-855(004)-1	REPUBLIC	Gravel Street Otta Seal	Audit	CC FV AD	908,867	-178,566	Director
2-E-917(006)-1	ROSALIA	2025 Overlay	Design	DE	20,000	0	Director
2-E-932(005)-1	ROSLYN	2024 Maintenance Project	Withdrawn	WD	0	-300,000	Director
2-E-932(006)-1	ROSLYN	2025 Seal Coat	Design	DE	53,000	0	Director
2-P-814(004)-1	ROY	2021 Overlay	Audit	CC FV AD	102,371	-3,201	Director
2-P-814(006)-1	ROY	2022 Seal Coat Award	Bid Award	CN BA	206,767	106,767	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 01/01/2025 to 02/28/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-864(006)-1	ROYAL CITY	2022 Seal Coat Award	Audit	CC FV AD	100,420	-13,349	Director
2-E-864(007)-1	ROYAL CITY	2022 Overlay Award	Audit	CC FV AD	428,669	-11,304	Director
2-P-815(004)-1	SOUTH PRAIRIE	2024 Otta Seal	Bid Award	CN	299,204	0	Director
2-P-815(005)-1	SOUTH PRAIRIE	2024 Maintenance Project	Withdrawn	CN WD	0	-3,130	Director
2-E-945(004)-1	TIETON	2025 Seal Coat	Design	DE	36,000	0	Board
2-E-936(007)-1	WHITE SALMON	Dock Grade Road Chip Seal	Design	DE	0	0	Director
2-P-120(002)-1	YARROW POINT	2025 Overlay	Construction	CN	9,000	0	Director
Total SCPP Change						-777,831	

### UAP Program

8-2-154(017)-1	ANACORTES	R Avenue Improvements	Audit	CC FV AD	550,000	0	Director
8-1-105(038)-1	AUBURN	Auburn Way S Widening	Bid Award	BA	3,187,534	-121,498	Director
8-1-103(032)-1	BELLEVUE	150th Avenue	Construction	CN	0	0	Director
8-1-125(004)-1	BURIEN	S 136th Street	Audit	CC FV AD	3,906,049	-215,491	Director
8-5-192(015)-1	CENTRALIA	S Gold Street	Audit	CC FV AD	1,353,051	117,310	Director
8-3-168(017)-1	CHENEY	Elm Street Overlay Phase 2	Design	DE	84,336	0	Director
8-5-006(045)-1	CLARK COUNTY	NE 179th St and NE 29th Ave Intersection Improvement	Design	DE	0	0	Director
8-1-204(007)-1	COVINGTON	SE 256th Street	Design	DE	584,498	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 01/01/2025 to 02/28/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-3-161(014)-1	EAST WENATCHEE	3rd Street SE	Audit	CC FV AD	805,588	0	Director
8-4-175(021)-1	ELLENSBURG	Pfenning Road Sidewalk	Audit	CC FV AD	962,043	-11,527	Director
8-2-985(011)-1	FERNDALE	Ferndale Terrace	Bid Award	BA	2,855,316	0	Director
8-1-017(074)-1	KING COUNTY	16th Avenue SW Overlay	Construction	DE CN	0	0	Director
8-5-197(026)-1	LACEY	College Street NE	Bid Award	BA	3,080,000	250,000	Director
8-1-143(011)-1	MARYSVILLE	State Avenue	Audit	CC FV AD	4,239,563	-10,437	Director
8-3-162(014)-1	MOSES LAKE	SR17 Yonezawa Roundabout	Design	DE	0	0	Director
8-1-804(003)-1	NORTH BEND	South Fork Road Extension	Design	DE	0	0	Director
8-1-027(071)-1	PIERCE COUNTY	Canyon Road E	Audit	CC FV AD	1,828,608	-171,392	Director
8-2-151(007)-1	PORT TOWNSEND	Lawrence Street Multimodal Improvements	Design	DE	421,531	0	Director
8-2-158(009)-1	POULSBO	Noll Road - Segment 3A	Bid Award	CN	1,510,402	0	Director
8-2-158(010)-1	POULSBO	Noll Road Phase 3B	Bid Award	CN	1,049,598	0	Director
8-2-126(014)-1	SEDRO WOOLLEY	JonesJohn Liner RR Undercrossing	Design	DE	391,570	0	Director
8-3-165(092)-1	SPOKANE	Maple Street and Walnut Street	Construction	CN	75,600	0	Director
8-1-128(097)-1	TACOMA	Sheridan Avenue Phase 1	Bid Award	CN	3,560,000	0	Director
8-1-128(098)-1	TACOMA	E Roosevelt Avenue Improvements	Design	DE	0	0	Director
8-1-116(015)-1	TUKWILA	S 124th St and 50th Pl S	Design	DE	101,552	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 01/01/2025 to 02/28/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-203(006)-1	UNIVERSITY PLACE	Grandview Avenue Roundabout	Construction	CN	96,800	0	Director
8-4-176(028)-1	WALLA WALLA	E Chestnut Street Roundabout	Bid Award	CN	1,110,000	0	Director
8-4-176(029)-1	WALLA WALLA	Myra Road South Extension	Bid Award	CN BA	1,981,760	-518,240	Director
8-5-186(009)-1	WASHOUGAL	Shepherd Road Pedestrian Connection	Design	DE	353,271	0	Director
8-4-172(010)-1	WEST RICHLAND	S Highlands Blvd and Keene Rd Intersection Improvements	Design	DE	96,050	0	Director
8-4-180(029)-1	YAKIMA	S 72nd Avenue Roundabout	Construction	DE CN	0	0	Director
Total UAP Change						-681,275	
Total Change						-2,171,505	

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



**City of Anacortes – Commercial Avenue (SR 20 Spur)  
Stage 2 Delay- Request for Reinstatement**

March 28, 2025

**BACKGROUND**

The city of Anacortes is in Skagit County and has a population of 18,270.

This project was selected for funding in November 2019 with the expectation the project would be advertised for construction in December of 2020; however, extended delays caused it to be placed into Stage 2 Delay status.

The scope of this project was an intersection improvement which would consider different alternatives during the design. A roundabout was the initial improvement concept; however, it was determined that required land acquisition costs and impacts were not practical. As a result, the city staff, consultant, and WSDOT have agreed that a signal is the preferred improvement.

The signalized intersection would eliminate the need for land acquisition, and according to the 2024 Intersection Control Evaluation (ICE), the signalized intersection is estimated to cost \$3.6 million compared to the roundabout estimate (with land acquisition) of \$8.8 million.

Removing the roundabout as the preferred alternative has resulted in WSDOT repealing the previously awarded Sandy Williams Grant funding. The remaining secured funding is the WSDOT Bike/Pedestrian Grant, TIB grant, and city funds. The project is fully funded.

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
Anacortes	12/1/2020	7/1/2024	1/1/2025	1/1/2026	\$950,000

**STATUS**

The city has submitted the plans, specifications, estimate, and bid authorization request.

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

**RECOMMENDATION**

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



## Town of Oakesdale- Out-of-Call Project Request

March 28, 2025

### BACKGROUND

An “out-of-call project request” is when TIB staff learns of potential funding needs, partnerships, or other opportunities that do not align with the timeline of the yearly call for projects.

The town of Oakesdale has a population of 400 and is in Whitman County. On February 24, 2025, Whitman County declared an emergency for roads heavily damaged by flooding on February 23.

Heavy rain melted snow and previously frozen ground which caused flooding that washed out dozens of streets throughout the county. During the rain and high-water event, the town was completely cut off due to closures of the state route and connecting county roads.

### STATUS

The town has placed gravel in the washouts and now has access on most streets; however, the excess water from the weather event exacerbated the distresses in the street conditions. On March 11, TIB staff met with the town and conducted a street survey of the complete network.

It was determined that a townwide preservation project in 2025 would be beneficial to reduce the likely negative impact next winter’s freeze/thaw cycles would have on the pavement.

Under TIB rules, the town is a zero-match agency.

The town recently approved a street levy to help with maintaining their streets. They can contribute \$50,000 of their levy money toward the project if it is completed this year.

Agency	Scope	TIB Funding	City Funding	Total
Oakesdale	Sealcoat (pulverize/chip/scrub/patch)	\$1,400,000	\$0	\$1,400,000

### RECOMMENDATION

TIB staff recommend approving \$1,400,000 for preservation treatment, as presented.

TIB staff recommend the Town of Oakesdale retain their \$50,000 of street levy funds for maintenance purposes.

# City of Port Townsend secures \$5.3 million in transportation grants

## Transportation Benefit District tax revenue set to match, secure grants

Posted Wednesday, January 22, 2025 3:00 am  
By Mallory Kruml

Port Townsend's public works department has secured \$5.3 million in transportation grants, something department leadership said translates to meeting nearly every grant it applied for in 2024.

"I've always said it would be a great problem to have too much grant money and not enough funds to match it," said Public Works Director Steve King at a Jan. 13 city council workshop. "I really didn't expect to be here today to say 'Oh my God, we got almost everything we asked for.'"

In December, the city announced it had secured two Washington State Transportation Improvement Board grants totaling \$3.2 million, for the reconstruction of Lawrence Street between Walker and Harrison streets and chip seal paving along sections of San Juan Avenue and F Street.

"Then shortly after the holiday, we got word from Washington state that we're on the shortlist for grants through the state programs," King said.

The city has received an additional \$1.2 million to construct sidewalks in the gap between Sims Way near the Bishop Canyon area, \$500,000 to create a shared-use path on both sides of Sims Way between Haines and Sheridan streets and \$350,000 to develop a plan for non-motorized facilities around schools.

These grants, totaling just over \$2 million, brought the award to \$5.3 million.

Each grant will be paid out over the next three years, but matching funds are required.

The city has identified matching funds for the initial two grants: Transportation Benefit District revenues and water and stormwater taxes. A grant agreement for both is scheduled for approval at the Jan. 21 city council meeting.

At the Jan. 13 workshop, King outlined a plan for how the city will meet the matching requirements for the remaining grants, relying on funds from the city's Transportation Benefit District that was formed in 2023.

He is confident that the city will be able to secure all necessary funding given that the TBD will bring in \$4.5 million over the next three years.

“I think we are using the taxpayer resources right up to the maximum extent possible,” King said. “At this point, we do not need a general fund infusion to meet these grant requirements.”

King attributed the department’s success to teamwork with several partners within the community.

“I think it speaks well for our ambition to invest in our streets, which ranges from community support, staff’s work, and City Council support,” King wrote in a follow-up email. “I also believe that it is the result of community groups and organizational partnerships such as Disability Awareness Starts Here, Jefferson Transit Authority, Jefferson County Farmers Market, and Port Townsend Main Street, who all help us get grants and then deliver the projects with support and outreach. We feel very fortunate to work in this environment, and that helps staff secure funding.”

King and his team are waiting to hear back about another grant for the reconstruction of Lawrence Street between Harrison and Monroe streets and expect to hear back from the state in the spring.





# Ferndale Terrace project moves forward

- By Racquel Muncy Staff Reporter
- 6 hrs ago

latest top news on a newspaper page

Dimitar Bosakov

FERNDALE — The Ferndale City Council moved the Ferndale Terrace project one step closer to completion after approving a bid award to Inner West Construction during the March 3 council meeting.

The bid came in just shy of \$5 million and is contingent on Transportation Improvement Board authorization as the city has a \$2.85 million grant from the Transportation Improvement Board.

It also has \$1.48 million from the Department of Ecology for the project.

City Capital Project Manager Katy Radder said Inner West Construction has worked on previous projects with the city, although none recently.

Radder said the goal is to have the project complete by the end of 2025.

“In a perfect world, the project will be done this year,” Radder said. “I could see if we run into issues we might have to pave, top lift in the following here, but the intention is to get it done this year.”

The project seeks to reconstruct and widen about 2,500 feet of roadway. Improvements to city utilities, water and sewer lines, curbs, gutters, sidewalks and other improvements will also be made.

Radder said the contractor is hoping to be out starting the project in late April.

At the end of February, Cascade Natural Gas began work to relocate the gas main along Ferndale Terrace.

As of March 3, Ferndale Terrace from Hendrickson Avenue to Legoe Avenue will be closed to through traffic to facilitate timely completion of the relocation work.

The relocation of the gas main is expected to take up to six weeks.

Once this section is completed a similar project and closure will occur from Legoe Avenue to Vista Drive.

# 250 days of construction coming to College Street Northeast. Here's when the work begins

By Rolf Boone,

2 hours ago

Lacey City Council finally awarded a construction contract to extend College Street Northeast to 15th Avenue Northeast, a project that has been decades in the making.

How long has the city been working toward this goal?

Mayor Andy Ryder said he could recall those efforts when he was a middle school student, but transportation engineer Chris Stolberg, who made the project presentation to the council on Tuesday, said some of the right of way for the project was first dedicated in the 1960s. Lacey became a city in 1966.

“It’s something that people have been talking about forever,” Ryder said. “And I remember way back when, even talking to people in that neighborhood and bringing it up. So it’s great to see progress in Lacey even though it took a little while.”

The project begins in March and will last until summer 2026, Stolberg said.

“The primary purpose for this project is to extend College Street from Eighth Avenue Northeast to 15th Avenue Northeast, and as part of that, we’re realigning the intersection with Sixth Avenue Northeast,” Stolberg said. “There’s also a road maintenance component in the project where we’re reconstructing Sixth Avenue and doing a grind and overlay on College Street between Martin Way and Sixth Avenue.”

College Street in that area also will be subject to what Stolberg called a road “diet.”

“So we’re taking it from a four-lane section to a three-lane section (two lanes in either direction with center turn lane) with bike lanes, which will be more appropriate for the level of traffic there,” he said.

Residents should expect some closures in the area, Stolberg said.

College Street between Sixth Avenue Northeast and Eighth Avenue Northeast could be closed for up to 60 days, he said.

“We will have to have some closures because there’s quite a bit of grading and utility relocation that needs to take place in there,” Stolberg said.

The city is also working closely with North Thurston Public Schools because North Thurston High School, Chinook Middle School, Envision Career Academy and the district offices all touch either College Street or Sixth Avenue.

“We met with them in October, and we’re going to be including them in the pre-construction meeting and working with them throughout the project,” Stolberg said.

The major road paving near the schools is expected to take place during summer break, he said.

The winning bidder for the \$9.48 million project was Active Construction of Puyallup, one of 10 businesses that bid for the work. Active has done a number of projects in the city, including the roundabout at Britton Parkway Northeast at Carpenter Road Northeast. The work is partially funded by a \$3 million grant from the Transportation Improvement Board, according to city information.

# Council hears Commercial Avenue, financial updates

- [JAMES MATSON @goanacortes](#)
- 17 hrs ago

The Anacortes City Council met on Jan. 21 to hear a 2025 budget update, a presentation on the APD police K-9 program and an update on the Commercial Avenue Project.

Finance Director Steve Hoglund presented the latest on the city's finances and small adjustments that'd been calculated for their year-end 2024 numbers.

The city's actual tax revenue was 98.9% of the budgeted amount and their sales tax continued a slight downward trend – from \$6 million in 2022 to \$5.7 million in 2024. Although, 2024 was still considerably ahead of 2019, when the city only received \$4.9 million in sales tax.

“It was slightly higher than what we budgeted, but lower than last year,” Hoglund said.

The city's public and private combined utility taxes are up as well, by 3.6%.

One area Hoglund highlighted is building revenue; revenue dropped off from \$875,000 in 2021 with 98 total permits issued, to \$298,000 in 2024 with only 33 permits. This continued a downward trend, with 2024 being the lowest numbers in the last ten years.

“The fact that we're not at a crisis moment at trying to fix this is a problem to me,” Councilmember Christine Cleland-McGrath said.

“We've got to address this... We need a deep dive of our revenue...”

The Anacortes Police Department also gave an update on their K-9 program. APD said they're moving forward with a dog, trained as a dual purpose animal, to locate both narcotics and apprehend fleeing suspects.

The previous APD K-9, T-Bone retired this month, leaving an opening for a new dog. The need for a replacement was explained during the meeting.

“In Anacortes, there are ample locations where a person could escape to or hide while fleeing from police,” APD Sergeant Terrence Clifford said.

“In essence, the things that make our community a unique, wonderful place to live also pose challenges to apprehending fleeing suspects,” he added.

Officer Tyler Hatcher provided an update on T-Bone as the dog settles into retirement with him.

“Today was my first day of work without T-Bone, I’m sure it was as tough for him as it was for me,” Hatcher said. “We’re bonding good, and he’s learning how to be a normal retired dog.”

Public Works Director Andy Rheume finished the meeting with an update on the Commercial Avenue Project.

As part of the project, planners initially looked to design a roundabout at the 12th and Commercial intersection by Safeway, but in spring of 2024, Council directed city staff to switch to a signalized intersection.

As a result, the city’s construction plans were eligible for less grant money from the Transportation Improvement Board and the Washington State Department of Transportation, according to agenda documents.

Recent grant applications by the city were unsuccessful, leaving the city waiting for direction from council.

“In the 2025 (Capital Facilities Plan) we budgeted \$1.5 million in (Real Estate Excise Tax) and we were hoping for \$2 million in grants,” Rheume said about the \$3.5 million budget for the project.

Without the grants, the city currently has approximately \$1.8 million in funding, but needs at least \$1 million more to finish the project.

Mayor Matt Miller asked council whether they’re comfortable moving forward with the project, knowing that WSDOT was only investing \$360,000 in the project.

“WSDOT took away the funding that we expected,” Miller said. He added, with the legislative session underway, the city would continue to advocate for funding.

The project will continue to be discussed by council in future meetings.

## Grants, local dollars to finalize NE 7th Ave. project

The city needs to add some finishing touches to the Northeast Seventh Avenue reconstruction project.

By [Luisa Loi](#) • March 11, 2025 1:30 am



(Photo by Luisa Loi) Northeast 7th Avenue now features a multi-modal shared use path, enhanced street lighting, narrower lanes to reduce the speed of cars, new water mains and services and more.

After encountering some bumps along the way, Oak Harbor's Public Works department needs extra funding to add some finishing touches to the Northeast Seventh Avenue reconstruction project.

During a meeting last week, the city council unanimously approved the addition of a 10% contingency for up to \$201,156, increasing the total construction spending authority from \$2.413 million to \$2.615 million.

While the project is mostly complete, City Engineer Alex Warner said the extra funds would cover the cost of landscaping and hardscaping, striping the roadway and improving signage. The project is expected to wrap up within the next month or two.

As of March 4, the total spent on the improvements was \$2.265 million, with the remaining work expected to cost an additional \$260,746, according to information presented at the meeting.

Public Works has been in contact with the Washington State Department of Transportation and the Transportation Improvement Board to have the added costs covered by existing grant funding, Warner said. While most of the increases are expected to be paid for by grants, the rest will be covered by local dollars.

Deputy City Administrator and Finance Director David Goldman said the extra cost will be included in a future budget amendment, with transportation impact fees available to cover the local share.

According to information presented during the meeting, the contract with SRV Construction that was approved by the council in May 2024 amounted to \$2.011 million. A contingency of \$402,313, or 20%, brought the total spending authority to \$2.413 million.

Councilmember Bryan Stucky asked if the 10% contingency will be enough, or if there is a possibility the council will be asked to vote on another increase in the future, to which Warner said he is confident that won't be the case.

This project was long overdue and has had a “challenging history,” Warner said.

Although the city had a grant for the project over ten years ago, it lost the matching funds to address the discovery of Indigenous human remains during a construction project on Pioneer Way, according to a *News-Times* story published in 2021.

According to Warner, the project was at some point estimated to cost \$7.5 million, with only \$1.2 million available to fund it. The scope was narrowed, bringing the cost to \$2.5 million while the city received \$1 million in federal and state grants and had local dollars available to rely on.

More challenges arose when the project broke ground in August 2024, requiring change orders. According to Warner, information about water main connections, water services and roadway and curb elevations was incomplete. TranTech Engineering — the consulting firm hired years prior by the previous administration — is “no longer a functioning engineering consulting firm,” Warner wrote in his letter to the council.

Other challenges and cost increases were brought by the surrounding wetlands. Warner also explained that the project incurred extra costs to address the unstable subsurface and create a product that would last many years. For example, while building a concrete-reinforced wall would have been the cheaper option, it would have cracked after a few months, he said. On the other hand, the layered wall topped with asphalt is more flexible and expected to last much longer.

Until last summer, the street lacked sidewalks, bike lanes, street lighting and a proper stormwater system. Now it features a multi-modal shared use path, enhanced street lighting, narrower lanes to reduce the speed of cars, new water mains and services and more, according to the city's website.

Mayor Ronnie Wright, Mayor Pro Tempore Tara Hizon and Councilmember James Marrow said they were pleased with the results, despite the challenges. Community members, too, have been providing positive feedback, Warner said.

“We’ve turned lemons into lemonade,” Wright said.



# Contract awarded for Sedro-Woolley road project

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



The first of two planned phases of the Jones Road/John Liner Road connector project will include the extension of John Liner Road and an underpass under the railroad tracks.

Vince Richardson / Skagit Valley Herald

**SEDRO-WOOLLEY** — The Sedro-Woolley City Council recently selected David Evans and Associates for the engineering, design and right-of-way work on the Jones/John Liner Railroad Undercrossing Project.

The cost is not to exceed \$393,137, though there is a management reserve of \$39,314 for possible cost overruns.

In addition, the council approved the purchase of property and easements in an amount not to exceed \$70,000.

The Jones/John Liner RR Undercrossing Project is partially funded through the state Transportation Improvement Board.

“So what we have is a contract for their scope of work and fee,” Public Works Director Bill Bullock said. “That includes a management reserve. As they have stepped into the project and taken a look, they believe they may have more work than my estimate was just dealing with BNSF (Railway), which has its own set of complications.”

Bullock said by August the city will know how much of that reserve amount will have to be used. He said he may have to ask the City Council for additional money.

“I always like to have a buffer in my budget,” he said of the reserve amount. “This is going to be a pretty big effort for this type of road design.”

The city is responsible for a match of \$60,800 for the design work and \$10,825 for the purchase of property and easements.

Real Estate Excise Tax and Transportation Benefit District funds will be used to cover those costs.

The Jones/John Liner Railroad Undercrossing will be a 1,100-foot road through unimproved right of way.

It will consist of two 11-foot-wide lanes — one in each direction — curbs and gutters on both sides, a 3-foot buffer strip, a 10-foot-wide multiuse path on the north side and a 5-foot sidewalk on the south side.

The current drainage ditch will be replaced with a modern, storm drain system, and street lighting will be installed as necessary.

The BNSF Railway bridge structure is anticipated to be completed in September or October.

The project will link up Jones and John Liner roads, and create a route parallel to Highway 20 from Highway 9 to Trail Road.

And when the project is completed, the city will be able to close the single-lane Sapp Road underpass.

The project’s construction cost will be about \$1.9 million, with the city’s match being \$292,427.

“It’s a big project,” Bullock said. “It’s also a necessary project that has been in the works for awhile.”

# Sedro-Woolley receives grants for two road projects

- [VINCE RICHARDSON Skagit Valley Herald](#)

SEDRO-WOOLLEY — The city of Sedro-Woolley has received a pair of grants from the state Transportation Improvement Board for the Jones/John Liner RR Undercrossing Project and the city's 2025 Overlay Project.

The board awarded about \$2.2 million with a required city match of about \$393,000 for the Jones/John Liner Railroad Undercrossing Project, and about \$738,000 with a match of about \$130,220 for the 2025 Overlay Project.

The overlay project runs on West State Street from Maple Street to Rita Street, and on Township Street from Highway 20 to State Street.

"TIB is state funding," Public Works Director Bill Bullock said. "So with the execution of these contracts with TIB, we would move forward with these projects."

The matching funds for the Jones/John Liner Railroad Undercrossing Project will be covered through real estate excise taxes and the 2025 Overlay Project match from transportation impact fees.

"Jones/John Liner Railroad Undercrossing will likely go to construction in 2026," Bullock said. "The John Liner Arterial Improvements goes from Highway 9 to Reed Street, and that is federally funded and will go in 2027 and that's largely because of stormwater outflow to Brickyard Creek. I have to build the downstream before I build the upstream."

The 2025 Overlay Project will begin this summer and will be similar in scope to the projects completed last year, Bullock said. It will include improvements such as ADA ramps.

David Evans and Associates was selected for the undercrossing project's design. Its hiring will be brought to the council next month for authorization.

"Once we get that executed, they will start working on that with all due speed," Bullock said.

# Design work OK'd for Cascade Trail extension

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



SEDRO-WOOLLEY — The city of Sedro-Woolley is moving forward with plans to add to the Cascade Trail west toward Burlington.

The City Council recently authorized Mayor Julia Johnson to sign a contract with Facet NW for the engineering, design and right-of-way services for a section of trail that is planned to run on the north side of Highway 20 from Hodgin Street west to Holtcamp Road.

The work is not to exceed \$186,128 and is not scheduled to begin until late February.

“It’s a full bike/ped path,” city Public Works Director Bill Bullock said.

The Cascade Trail runs about 23 miles from Concrete to Sedro-Woolley.

Design on this latest section of trail was started by now-retired City Engineer David Lee. Before retiring in August, Lee had completed about 60% of the design.

Facet NW of Mount Vernon is to finish design before the end of 2025 with construction expected to start in 2026.

An additional \$150,000 in funding was awarded to the project last year from the Skagit County Council of Governments to cover the cost of finishing the design.

The estimated construction cost of this half-mile stretch is about \$750,000. That funding came from the Transportation Improvement Board and the Skagit Council of Governments.

The city also has plans to extend the trail from Holtcamp Road west to the city limits at Collins Road.

The city will apply for Transition Assistance Program grant funding for this section of trail. Construction cost will be about \$500,000.

“Eventually, this trail will hook up with Burlington,” Bullock said. “It will go from Sedro-Woolley, into the county and then into Burlington.”

The county has yet to make plans for its part in extending the trail west.

“It is not part of their (Skagit County) six-year transportation plan at this point,” Bullock said. “There are times when it’s build it and they will come. So we get this trail to our city limits, then it will be up to the county and/or the state to continue that connection because there is an overall plan to have a continuous route all the way through Burlington.

“But we have the most current and active piece to build. But after that point, it will have to be continued by others ... it could partially be a regional coordination that could go potentially with the state or the county.”

There is still some work to be done by Sedro-Woolley in terms of right-of-ways. There is one piece of property yet to be acquired and there is sewer easement that needs to be resolved.

“There is a sewer easement this trail will run along, and that sewer easement did not provide for other uses, such as use as a public trail,” Bullock said. “So, our right-of-way agent, that we hired and who is not working for a consultant, is working on this.

“With a federal project, it’s surprising how much work it takes to modify an existing easement and we should have that successfully done in the next month or so.”

# Tonasket's Perfect Passage Project expected to restart in March

The Tonasket City Council met Feb. 11 and learned the Perfect Passage Project, Phase 1B, is scheduled to begin on March 10.

By [Laura Knowlton](#) • February 14, 2025 5:00 pm

Tags: [featured](#)



An artists illustration of what the Perfect Passage Project might look like. An artists illustration of what the Perfect Passage Project might look like when completed.

TONASKET – The Tonasket City Council met Tuesday, Feb. 11 for their regular meeting to address several topics on the agenda, with the Perfect Passage Project update taking center stage.

Phase 1B of the Perfect Passage Project the downtown renovation is tentatively scheduled to begin on March 10, with an ending date expected around July 10. This phase of the project is expected to be completed within a four-month window.

“The first part of the construction project is going to start with two places at the same time. They are going to start with the sidewalks where it has already been torn up, take all the gravel out and at the same time they are going to start assembling the new section,” said Councilmember Alisa Weddle.

According to Weddle, the new sidewalks will come together quickly where the work has already been completed.

The council said during upcoming council meetings there will be a time opened up for questions, concerns and suggestions from the public.

During the meeting, the council addressed the challenges faced by businesses during the initial phase of the project. Plans to engage with the community were also presented and the importance of public input.

While specific details about the traffic management plan are still pending, city officials assure residents that updates will be shared on the city's website, Facebook page, newspapers and during every council meeting, where time will be allotted for updates and questions.

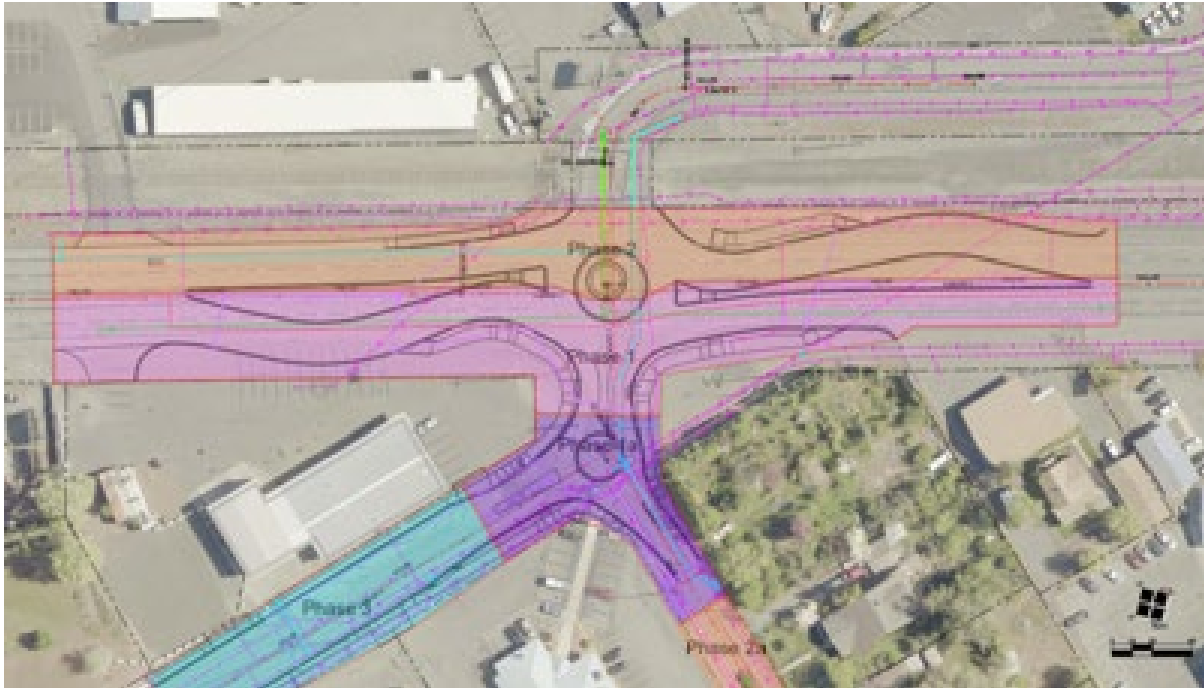
"We are going to post information on our website. There is a Perfect Passage button and there will be up-to-date information," said Weddle.

Residents are encouraged to reach out to city hall for any direct inquiries. Meanwhile, the council urges the community to continue supporting local businesses throughout the renovation process.

"It's all coming together," said Councilmember Teagan Levine.

# Yakima roundabout installation to close intersection until May

- [Thomas Metcalf, NonStop Local Digital Journalist](#)
- Jan 29, 2025 Updated 46 mins ago
- 



City of Yakima

YAKIMA, Wash. - Detours will be in place in the area of Fruitvale Boulevard and River Road starting Thu., Jan. 30 for work to install two new roundabouts and utility improvements.

The City of Yakima says both lanes on the south side of Fruitvale Boulevard at the intersection of River Road and North 34th Avenue will be closed, along with the intersection itself. The closures will be in place 24/7.

The closures come as part of Phase 1 of the project, with Phase 2 expected to begin May 12 when crews switch to the north lanes of Fruitvale Boulevard.

The project is funded through over \$3 million in state grants and \$1.2 million in federal grants.

The roundabouts are expected to be complete by August 2025.



# Supply chain delay suspends Wagner Way traffic signal project

Posted on January 20th, 2025 By: [Ed Friedrich](#)

Share this article:

Rows of orange barrels channel drivers through the Wollochet Drive-Wagner Way intersection. No workers are around. The project just west of Highway 16 appears abandoned.

Activity will resume, however, in a few months.

The \$1.6 million project has been suspended because a traffic signal system it centers around and streetlight poles are backordered. Contractor [Active Construction](#), which repaved the junction in October, ran out of tasks.

## Delayed until spring

“Contract time is in the process of being suspended effective Jan. 2, 2025, due to material acquisition delay,” Gig Harbor City Engineer Aaron Hulst wrote in an email on Jan. 10. “Signal installation and roadway striping will take place in the spring and potentially run into early summer, depending on the accuracy of the expected material arrival date of late March, 2025.”



Orange traffic barrels guide drivers until the roadway can be striped. Photo by Ed Friedrich

The city wasn't caught off guard by the supply chain delay. Shipments of traffic signal components and streetlight poles are lagging nationwide, and have been since the 2020 pandemic.

"I think that was anticipated," Hulst said. "Since COVID we've known about these types of delays with all of our projects. We kind of expect it now. When we execute a contract we try to make sure they order as early as possible, but it's pretty much out of our control. It's something that's been really frustrating since COVID happened."

## Much has been completed

Active Construction signed the contract in May and was given notice to proceed on July 8. Since then, the contractor has completed much of the job. Crews have installed concrete crosswalks, sidewalks, ADA curb ramps, driveways, curbs and gutters. They've chipped out and replaced the asphalt roadway. Bases have been poured for the signals and streetlights.

They have yet to install a new Rectangular Rapid Flash Beacon (RRFB) system and street lighting at a trail crossing on Wagner Way.

The orange traffic barrels remain in place because road striping hasn't been possible because of cold and rainy weather, Hulst said.





A car pulls out of Wagner Way across a new crosswalk and onto new pavement. Photo by Ed Friedrich

The project is the second priority on the city's six-year Transportation Improvement Program for a reason. (It's behind Phase 1 of Burnham Drive improvements, which is also underway.) Though there isn't heavy traffic entering Wollochet Drive from Wagner Way or the Shell mini-mart across the street, it can be tricky, and dangerous.

## Difficult to enter Wollochet

Drivers must look three directions — including east, where a corner restricts the view — and dart across during an opening. Misjudgments and impatience contributed to 37 accidents in the vicinity since 2018, according to police records. The mostly low-speed crashes inflicted 14 injuries.

At times there are no Wollochet openings for cross-street drivers to vault into. The arterial carries about 17,000 daily vehicles, which can get jammed up at four traffic lights crammed into 7/10 of a mile between Hunt Street and Kimball Drive. The Wagner Way signal will be the fifth in that stretch. They will all be synchronized, Hulst said.



The project will resume in the spring when traffic signal components and streetlight poles arrive. Photo by Ed Friedrich

A couple [upcoming projects](#) could also help alleviate the crowding. Currently being designed are a right-turn lane from eastbound Highway 16 to Wollochet and a right-turn lane from Wollochet to westbound Highway 16. Right-turning vehicles will no longer add to the backup.

“Our goal is to have them to construction in ’25,” Hulst said. “We will know more as design progresses.”

Traffic is only going to increase. Wagner Way didn’t even exist 25 years ago. It was pushed through to connect to 72nd Street, creating a shortcut between Wollochet and Skansie Avenue. Since it opened, a nature park, retirement home, preschool and multiple professional centers have sprung up along Wagner, and housing developments off 72nd. Now Wagner Way carries about 2,000 vehicles per day, according to the city.

## **Shared bike lane, flashing arrow in store**

Wollochet Drive is classified as a collector roadway with commercial mixed-use developments. According to the city’s Public Works standards, this type of street is required to have a bike lane on both sides. However, there’s not enough space to add separate bike lanes without affecting nearby wetlands. Instead, the city will use “sharrow” symbols to indicate a shared use lane for cars and bikes.

The city plans to install its first flashing yellow arrow at the intersection. Recent federal studies suggest that including a flashing yellow arrow increases driver awareness and improves safety. A solid red arrow means stop, no turns allowed. A solid yellow arrow means prepare to stop, the light is changing. Flashing yellow means yield to pedestrians and cars, turn left if safe. And solid green arrow means left turn allowed, proceed with caution.

The [Washington State Transportation Improvement Board](#) awarded \$1.3 million for the project. Further costs will come from the city’s transportation benefit district and transportation impact fees, Hulst said.

# **\$1 billion shortfall in Washington state transportation budget imperils projects**



Posted Wednesday, January 29, 2025 9:43 am  
Nicholas Deshais / The Seattle Times (TNS)

Increasing construction costs and falling gas tax revenue have blown a billion dollar hole in the Washington state transportation budget, forcing lawmakers to put more money toward projects once promised as fully funded and warning that other projects may be left half built.

The biggest projects the state is currently working on — from rebuilding highways to electrifying the ferries — have grown in cost by \$1.3 billion. Couple that with a new forecast predicting the state will bring in \$2.2 billion less over 10 years than anticipated, and legislators are looking at \$1 billion in red ink for transportation funding in the upcoming 2025-27 biennium, which begins July 1.

State Sen. Marko Liias, D-Edmonds, who leads the Senate Transportation Committee, said lawmakers are just getting started on the budget but the "early outlook is pretty devastating impacts on some of the projects that are planned."

"To get to a billion dollar level of savings, or stability, probably means pausing projects so there's a partially constructed piece of infrastructure," he said.

Liias didn't name specific projects that could be delayed, but he acknowledged the state loses "public confidence when they see a half-built bridge for five years."

State Rep. Jake Fey, D-Tacoma, who leads the House Transportation Committee, agreed it would be "very difficult" to balance the budget with existing revenues, but he and his colleagues were looking for solutions.

"All of the above' are the options," he said, adding that he will reintroduce a bill this week to phase in a road usage charge, an idea to supplement dwindling gas tax revenue with a per-mile fee that's been studied in Washington state since 2012 but has yet to gain traction among lawmakers.

The starting point for lawmakers is the \$14.7 billion, two-year transportation budget proposal Jay Inslee handed the Legislature last month and left for his successor, Gov. Bob Ferguson.

Inslee's budget identified the problems, but not solutions, said Erik Hansen, an Inslee transportation budget adviser.

That was done by design, Hansen told members of the Senate Transportation Committee, to give them "space and room to discuss how you would address that billion dollar shortfall."

Ferguson, who took office this month and is still devising his spending plan, has broadly described his own budget priorities. He has called for 6% cuts to most state agencies, a \$4 billion reduction in spending, and said he was going through Inslee's budget proposal "line-by-line," a process he said could take weeks.

The sole mention of transportation spending in Ferguson's priorities went to the ferry system. He supported Inslee's proposal to spend nearly \$20 million on crew recruitment and retention, renewing year-round and daily sailings in the San Juan Islands, and increasing winter service on the Anacortes-San Juan Islands route.

So, the work of a yet another tough budget season begins. At stake is not just the fate of the state's ongoing construction projects, but the very way Washington pays for such big-ticket public works.

Liias said the state would finish the "mission critical stuff" like building new ferries and the megaprojects many people rely on. His committee is digging into the operating costs of the transportation system to see what savings can be found.

"We need to get a clearer picture. Can we get halfway there? Can we get a quarter of the way there?" he said, noting that he hoped to have a better understanding by mid-February. "I don't want to ask anybody to chip in one more nickel until we can assure them we've scrubbed the budget."

Regardless, it would be hard to make up for the \$1.3 billion increase in construction costs for current projects.

That increase comes from the \$630 million added to the now-\$1.375 billion Portage Bay Bridge and Roanoke Lid project (to be finished in 2031) and to complete Highway 520's reconstruction from Interstate 405 in Bellevue to Interstate 5 in Seattle; \$271 million needed for the new, \$1.5 billion north-south highway being built in Spokane; \$137 million added to the ferry terminal electrification project in Seattle and on Bainbridge Island, part of the larger \$4 billion project to electrify the ferry fleet; \$91 million more for widening Interstate 405 between Renton and Bellevue, originally estimated at \$705 million; and more.

In a sign of things to come, state officials Monday said a \$15 million increase in the first phase of the "Revive I-5" project resurfacing the deck of the I-5 Ship Canal Bridge planned to start this spring would delay the work for a year.

The overall construction cost increase — which Liias said jumped 70% from 2020 to 2024 — is something that may abate as inflation does.

The loss of revenue won't.

For more than a century, Washington motorists have paid something of a road user fee through the gas tax.

Beginning in 1921, nine years after Washington's first concrete road was laid in Lewis County, gas was taxed 1 cent for every gallon, initially raising \$900,000 a year for the Motor Vehicle Fund. It went up to 2 cents in 1929 and was 28 cents per gallon in 2003, when the state began borrowing against future gas tax revenues to fund transportation construction projects, and at a rate below those of the 1950s and '60s when adjusted for inflation.

But the salad days were nearing an end, as motorists switched to electric vehicles or more efficient gas-powered cars, and drove less. Though the gas tax kept creeping up — notably in 2015 when lawmakers passed the Connecting Washington transportation package and raised the gas tax 11.9-cents per gallon — the revenue it created topped out in fiscal year 2019, when it brought in \$1.46 billion, according to numbers from the state Transportation Revenue Forecast Council.

Today, gas in Washington is taxed at 49.4 cents per gallon. The federal gas tax remains at 18.4 cents per gallon, unchanged since 1993.

Liias said the pandemic "supercharged" the issue of declining gas tax revenue, as fewer people took to the road. He likened COVID-19 to when "the villain steps on that injury and makes it really, really painful."

"We went from a slow decline to a very dramatic decline," Liias said. "The wall of bad news arrived faster than we expected. The headlights didn't show this."

Liias didn't fully endorse Fey's road usage charge plan, which would tax people on how far they drive, rather than how much gas they use. But he included it in a slate of ideas to replace the gas tax, along with toll roads or fees on package deliveries.

Fey said the state could no longer wait to replace the "diminishing resource" of the gas tax, but knew it would be hard, considering the stiff resistance the road use fee has faced in past sessions.

"For me, it's getting something reliable, can endure and be adjusted over time," he said. "We're not like a water or electric utility. They raise the rates periodically to keep up. We have to pass a bill."

Liias was still searching for some "novel solutions," and said Julie Meredith — Ferguson's choice to lead the Washington State Department of Transportation — may be able to offer them.

"She helped get Big Bertha unstuck," Liias said, referring to the boring machine that dug a tunnel under Seattle as part of WSDOT's multibillion-dollar project to replace the Alaskan Way Viaduct that was delayed two years after it hit a steel pipe. "So I'm hoping she can help do the same here."

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# Legislator proposes pay-per-mile driver tax to buoy declining gas tax revenue

Feb. 12, 2025 Updated Wed., Feb. 12, 2025 at 7:43 a.m.

A Washington lawmaker has introduced a bill that could charge drivers for each mile they drive.

Rep. Jake Fey, D-Tacoma, chair of the House Transportation Committee, has proposed a Road Usage Charge for passenger vehicles in the state amid a yearslong decline in gas tax revenue.

If adopted, the proposal would charge Washington drivers 2.6 cents for each mile driven. The program would be phased in, with the first phase beginning in 2027. Vehicles over 10,000 pounds would be exempt.

The House Transportation Committee will consider the legislation during a hearing Thursday.

According to Fey, Washington's gas tax of 49.4 cents per gallon currently funds more than a third of the state's transportation budget. But as cars become more fuel efficient, and electric vehicles gain in popularity, the state is projected to see a steep decline in revenue from the tax.

By 2050, Fey says gas tax revenue could decline by over 70%, and the state would need to quadruple the gas tax to maintain current revenue levels. During a media availability Tuesday, Fey said revenues have remained a consistent challenge during his seven years as chair of the transportation committee.

"Without a new funding solution, Washington roads, bridges and ferries will deteriorate," Fey said.

Fey said several states have considered similar proposals or implemented voluntary programs for drivers, including Utah, Hawaii, Virginia and Oregon.

If adopted, the charge would be calculated through self-reported mileage information provided by drivers. Drivers would not be required to install a GPS in their cars, and drivers would no longer be required to pay the annual \$225 fee for electric vehicles or \$75 for hybrid vehicle registration.

"I know that there are people who will have concerns about this," Fey said. "We will not be requiring any device in a vehicle. It will be self-reported. The odometer mileage year to year will be self-reported to the Department of Licensing."

Drivers would not be required to pay for both the gas tax and mileage tax, and they would receive credits for the gas tax they've already paid, Fey said.

The money collected, Fey said, would be used solely for highway maintenance and improvements.

“Absent something like this, we’re going to spiral downwards on the base form for revenues for the state transportation system,” Fey said.

The proposal’s future in the Legislature, however, remains unclear.

“How far it gets in the legislative process, we’ll see, but I would like to see some level of action on this,” Fey said, adding that legislators must address the decline in revenue in some form.

During a media availability Monday, Senate Majority Leader Jaimie Pedersen, D-Seattle, said the Legislature must consider new revenue sources to fund the transportation budget.

“There are all sorts of possibilities for what we might shift to not relying on the gas tax,” Pedersen said. “This is an option that has been discussed for a long time. To make it real, there are probably some steps we’ll take this session to make sure that it’s one that we can consider fully.

# Schoesler: HB 1921 Is A War On Rural Washington

[Glenn Vaagen](#)

[Glenn Vaagen](#) Published: February 21, 2025

Last week, Tacoma Representative Jake Fey, chair of the House Transportation Committee, introduced legislation establishing a Road Usage Charge in Washington. Fey said an RUC is a "fair and sustainable way" to fund Washington's transportation system as gas tax revenue declines. He added with gas tax revenue expected to decline by more than 70% between now and 2050, road maintenance will be significantly underfunded.

Ritzville Republican Mark Schoesler said while [House Bill 1921](#) might sound good in principle, it's really a war on rural Washington.

"None of this money is protected by the 18th Amendment to be used only for roads and bridges, so it can be spent anywhere, not the constitutional protection," Schoesler said. "If you think for one minute the gas tax will go away when you go to this system, even a phase in, dream again. The gas tax is fully bonded to the max. You cannot get rid of the income source for bonds."

Schoesler added Washingtonians need to look at the practical aspects as well. He questioned if drivers want the state to know where they are going, when they are going and how often.

"We've had people come up with better. Let's devote a portion of the sales tax on vehicles back to our roads. Let's look at, could we put tires as part of it. I think that everyone should pay their share, whether they choose an EV, a hybrid, a standard four door gas powered sedan or a big truck. They pay their fair share, that's only right. But this is an unprotected war on rural Washington and your privacy."

Under HB 1921, Washington would gradually transition to a road usage charge system over the next ten years, starting with passenger vehicles under 10,000 pounds:

- Phase 1 (2027-2029): Voluntary for EV and hybrid drivers (registration fees waived)
- Phase 2 (2029-2031): Mandatory for EVs/hybrids; voluntary for fuel-efficient gas vehicles (20+ mpg)
- Phase 3 (2031-2035): Mandatory for all gas vehicles with 20+ mpg. Beginning July 2031 – 2035, fuel-efficient car will be phased in from most to least fuel-efficient
- Rate: 2.6 cents per mile (adjusted periodically to match gas tax revenue)
- Annual Odometer Reporting: Self-reporting required starting in 2026; GPS tracking is optional
- Gas Tax Credit: Drivers pay either RUC or gas tax, not both—gas tax already paid will be credited

- Standard Mileage Deduction: All vehicles will receive a standard deduction of 200 miles each year off of their road charges

# Legislators eye Climate Commitment Act funding for road projects



The Ritzville location of the McGregor Company is on US 395 just southwest of town. If the proposed House Bill 1324 becomes law, it will use Climate Commitment Act funds to repair road infrastructure statewide, including US 395. The bill has just entered the House Transportation Committee.

COURTESY PHOTO/GOOGLE MAPS

by [NANCE BESTON](#)

Staff Writer | February 5, 2025 2:05 AM

**OLYMPIA** — As Washington state's roads continue to deteriorate and transportation funding faces significant challenges, Rep. Andrew Barkis, R-Olympia, is calling for a public hearing on House Bill 1324. This proposed legislation aims to redirect excess revenues from the Climate Commitment Act toward urgent road projects, seeking to alleviate a growing infrastructure backlog that currently exceeds \$11 billion, according to a statement from Barkis.

Under present law, proceeds from CCA allowance auctions are earmarked for critical climate projects, which include enhancing clean transportation alternatives, boosting climate resilience in ecosystems and communities, and addressing environmental justice and health disparities in Washington. However, Barkis argued that the pressing need for improved infrastructure warrants reevaluating these funding restrictions.

"Washington's roads are in dire need of repair," Barkis, the bill's primary sponsor, wrote in the statement. "We rank 47th nationally in road quality, face an increasing number of bridges in poor condition, and have a highway system in the early stages of failure." He emphasized that these

concerns impact millions of Washingtonians who rely on the state's infrastructure for their daily commutes.

The proposed legislation, introduced to the legislature on Jan. 16, would allow excess CCA funds to be utilized for significant transportation projects, including but not limited to the replacement of the Interstate 5 Bridge over the Columbia River, the completion of the US 395 North Spokane Corridor, the finishing touches on the SR 520 Bridge and the Gateway Freight Project, which links SR 509 and SR 167 to essential ports in King and Pierce counties.

However, Katy Ricchiuto, policy director for Transportation Choices Coalition, said the bill could be damaging to the Climate Commitment Act.

“Washingtonians overwhelmingly voted to protect the Climate Commitment Act when they rejected Initiative 2117,” Ricchiuto wrote in an email to the Columbia Basin Herald. “Climate Commitment Act funds need to go to what legislators promised and what voters supported. That’s more bus service for working families, more paratransit service for seniors, and free youth transit. Nearly 10% of Grant Transit Authority’s budget comes from this funding. HB 1324 is an attempt to take that away.”

Transportation Chair Rep. Jake Fey, D-Tacoma, expressed a similar sentiment to Ricchiuto.

“Investing in our transportation system is critical, but those investments must align with our commitment to reducing emissions,” Fey wrote to the Columbia Basin Herald. “That’s why funds from the Climate Commitment Act can only be used for projects that actively cut greenhouse gas emissions and support a cleaner, more sustainable future for Washington.”

The bill is backed by Sam Low, R-Lake Stevens; Suzanne Schmidt, R-Spokane Valley; Daniel Griffey, R-Allyn; Travis Couture, R-Allyn; Jenny Graham, R-Spokane; John Ley, R-Camas; Mike Volz, R-Spokane; Matt Marshall, R-Eatonville; Jim Walsh, R-Aberdeen; Joshua Penner, R-Orting; Michael Keaton, R-Puyallup; Mark Klicker, R-Walla Walla; Ed Orcutt, R-Kalama; David Stuebe, R-Washougal; Tom Dent, R-Moses Lake; April Connors, R-Kennewick; Peter Abbarno, R-Centralia; Hunter Abell, R-Inchelium; Cyndy Jacobsen, R-Puyallup; Michelle Caldier, R-Gig Harbor; Stephanie Barnard, R-Pasco; and Andrew Engell, R-Colville.

Barkis acknowledged the support for the Climate Commitment Act but contends that the additional revenues should not be restricted solely to projects focused on environmental issues.

"Despite these pressing concerns, which affect millions of Washingtonians, we are told Climate Commitment Act funds must only ever be directed toward projects that address things like environmental justice," he wrote.

Recent census data highlights the need for infrastructure improvements, with more than 82% of Washington residents relying on cars, trucks, or vans for their commutes. In some counties, the reliance on personal vehicles exceeds 93%. Public transit constitutes just over 6% of all commutes statewide while walking and biking account for less than five percent combined. Barkis asserts that investing in transportation infrastructure is essential rather than diverting funds away from these needs through narrow funding restrictions.

"We can fund major projects with existing revenue sources, but only if we're willing to get creative," Barkis wrote. "Asking Washingtonians to pay more at a time when our state has the

third-highest gas prices, the fifth-most expensive gas tax, and one of the highest costs of living in the country is not the answer."

While some legislative Democrats are advocating for increased gas taxes or the implementation of a new road usage charge, Barkis warns that these measures would only add to the financial burdens faced by Washington residents.

"With 35% of Washington households living paycheck to paycheck, we need to prioritize fixing our roads and bridges without adding to the financial burden families are already facing," he wrote.

The bill currently awaits a hearing in the House Transportation Committee.

"I will continue urging the committee chair to give the bill a hearing so Washingtonians can make their voices heard," Barkis wrote.

# Almost 90% of CCA-funded projects in Washington don't reduce carbon emissions

By TJ Martinell | The Center Square,

1 days ago

(The Center Square) – The 2021 Climate Commitment Act enacted by the state Legislature places a cap on the amount of allowable carbon emissions and generates revenue through carbon auctions that are used to fund environmental projects throughout the state. However, almost 90% of project spending does not impact carbon emissions.

The Carbon Emissions Reduction Account is one of three accounts where CCA carbon auction revenue is deposited; the others are the Climate Investment Account and the Air Quality Health Disparities Improvement Account. Within those three accounts are four subaccounts. The revenue is held in those accounts until the money is appropriated by the state Legislature.

Although emitters directly pay into the carbon auctions, some organizations have argued that drivers are the ones who also pay at the pump in the form of increased gas prices.

While CCA's direct effect is to have emitters either reduce their emissions to allowable levels or participate in the state's carbon auctions, the state program also aims to achieve other environmental goals. According to Ecology's website, along with emission reductions they also include "a wide range of climate-related environmental goals and community benefits."

For example, the CCA requires that at least 35% of auction revenue is invested in projects that "directly benefit vulnerable populations within overburdened communities," with the Environmental Justice Council offering project recommendations to the Legislature. Agencies that receive CCA funding must also report to the council progress made on environmental justice goals.

According to the latest report from the state Department of Ecology, during the 2024 fiscal year 37 state agencies received \$3.2 billion, with \$472.5 million spent, while the four quarterly auctions held by Ecology generated \$1.3 billion.

CCA-funded projects during that time frame are expected to reduce the state's carbon emissions by 335,171 metric tons, roughly .3% of annual state emissions, albeit the Ecology report notes that the reductions are "over time."

According to Ecology, the carbon emission reductions are calculated using agency-approved tools, including some developed by the California Air Resources Board, that estimate the reductions "resulting over the lifetime of a project compared to a business-as-usual scenario where these investments were not made."



Nearly all the emission reductions are through transportation-related projects; more than half of all CCA spending in fiscal year 2024 was on transportation. However, Ecology’s report noted that just \$53 million or 11% of total CCA spending went toward projects “with readily calculable emissions reductions,” while 63% of CCA spending was on projects concerning “vulnerable populations within the boundaries of overburdened communities.”