



Bavarian Lodge • Hintertux Conference Room • 810 US HWY 2, Leavenworth, WA

**Date: May 15, 2025**

**Time: 2 p.m.**

## WORK SESSION AGENDA

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1. WELCOME from the city of Leavenworth  
Mayor Carl Florea
  
2. PROGRAM & PROJECT MATTERS
  - A. Request for Scope Change- *City of Warden*  
Chris Workman 17
  - B. 2025 TIB Program Call Size & Schedule  
Vaughn Nelson 18
  - C. 2026 TIB Meeting Locations  
Ashley Probart 20
  - D. Confluence Parkway and Federal Funding  
Jake Lewing
  
3. ADJOURNMENT  
Chair Low



Bavarian Lodge • Hintertux Conference Room • 810 US HWY 2, Leavenworth, WA

**Date: May 16, 2025**

**Time: 9 a.m.**

## BOARD AGENDA

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1. CALL TO ORDER & WELCOME	Chair Low	
2. PUBLIC COMMENT		
3. GENERAL MATTERS		
A. Local Agency Presenters		
1) City of Leavenworth	Andi Zontek-Backstrum	
2) City of East Wenatchee	Mayor Jerrilea Crawford	
3) City of Pateros	Jord Wilson	
B. Approval of March 28, 2025, Meeting Minutes	Chair Low	1
C. Lightning Round: Board Member Updates	Board Members	
D. Communications Report	Ashley Probart	21
4. NON-ACTION ITEMS		
A. Executive Director's Report	Ashley Probart	
B. Financial Report	Vaughn Nelson	
C. Engineering Report	Chris Workman	6
5. ACTION ITEMS		
A. Request for Scope Change- <i>City of Warden</i>	Chris Workman	17
B. 2025 TIB Program Call Size & Schedule	Vaughn Nelson	18
C. 2026 TIB Meeting Locations	Ashley Probart	20
6. ADJOURNMENT	Chair Low	

## **FUTURE MEETINGS**

*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*

March 28, 2025

Tacoma, Washington

### **TIB MEMBERS PRESENT**

Councilmember Sam Low, Chair  
Mayor Hilda González, Vice Chair  
Susan Carter  
Kent Cash  
Barb Chamberlain  
Dongho Chang  
Scott Chesney  
Andrew Denham

Stephanie Forman  
Preston Frederickson  
Commissioner Scott Hutsell  
Councilmember Jon Pascal  
Les Reardanz  
Mayor Kim Roscoe  
John Vicente  
Jane Wall

### **TIB MEMBERS EXCUSED**

Vicky Clarke  
Nick Covey  
Commissioner Al French  
Jennifer Walker

### **TIB STAFF**

Ashley Probart, Executive Director  
Chris Workman, Deputy Director  
Vaughn Nelson, Finance Manager  
Gena Workman, Executive Assistant  
Region Engineer: Greg Armstrong

### **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 Fife, Greg Vigoren
- 2) City of Lakewood, Troy Pokswinski
- 3) Pierce County, Clint Ritter

### **B. Approval of January 24, 2025, Meeting Minutes**

**MOTION:** Chair Low presented a motion to adopt the January 24, 2025, Board Meeting Minutes, as presented. Mayor Roscoe so moved, and Andrew Denham seconded the motion. Scott Chesney requested by email to abstain as he was not in attendance at the January meeting.  
*Motion carried unanimously.*

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

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

- 1) Susan Carter, VP of Transportation, hopelink
- 2) Dongho Chang, Director of Transportation Operations Division, WSDOT
- 3) Stephanie Forman, CEO, Forman Consulting Services
- 4) Kim Roscoe, Mayor, City of Fife

**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 Port Townsend* secures \$5.3 million in transportation grants (\$3.2M TIB grant)
- 2) *City of Ferndale* Terrace project moves forward (\$2.85M TIB grant)
- 3) *City of Oak Harbor* Grants, local dollars to finalize NE 7th Ave. project
- 4) *City of Sedro-Woolley* Contract awarded for Sedro-Woolley road project (\$2.2M TIB grant)
- 5) *City of Gig Harbor* Supply chain delay suspends Wagner Way traffic signal project
- 6) \$1B shortfall in Washington state transportation budget imperils projects
- 7) Legislature proposes pay-per -mile driver tax to buoy declining gas tax revenue
- 8) Almost 90% CCA-funded projects in Washington don't reduce carbon emissions

#### 4. NON-ACTION ITEMS

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

##### Staffing

There has been no change to staffing levels. Christa Draggie, our special projects engineer, continues to be on military assignment. Also, there are no immediate plans to fill the administrative position vacated by Olivia Holden.

##### Legislature

In January, the Board approved a TIB “clean-up bill” to remove obsolete language, obsolete reporting requirements, and repeal bond authorization language for bonds that have already been retired. Chair Low, in his other position as Representative Low, introduced HB 1823. It passed out of the House Transportation Committee unanimously. In most years, unanimously passed legislation out of committee takes the next step and is placed on a “consent calendar.” Consent calendar bills are then passed to the other chamber. To everyone's surprise, many consent calendar bills did not make it out of the House Chamber. The bill will be reintroduced next year.

Yesterday's work session went into detail on proposed budgets and Vaughn will provide information on our budget as part of the financial report.

##### Groundbreaking

Executive Director Probart and Greg Armstrong (TIB Puget Sound Region engineer) attended the Stewart Road, White River Bridge groundbreaking in Sumner. TIB has \$6.4M in this \$35M project. Over the past 20 years, TIB has partnered on every phase of Stewart Road. Replacing the two-lane bridge with a four-lane bridge is the final phase of this corridor.

##### Upcoming April Events

*APWA - Tacoma*: Director Probart will be presenting twice at the spring conference. This is also a great opportunity for all TIB staff to meet our customers as well as stay current on industry trends.

*Cascade Bike Club – Seattle*

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

*TIB November 2025 Proposed Call Size*

Vaughn Nelson shared a proposed call size chart for the November 2025 project selection. TIB anticipates the call size will be approximately \$135M in total, about \$10M less than last year. The reduction in call size is due to reduced gas tax and TIB's efforts to spend down the higher-than-average account balance. The board will be asked to make a formal motion on the draft program size at the May meeting.

The Senate Transportation Budget proposal includes TIB receiving more Climate Commitment Act (CCA) funds for its Complete Streets Program: \$20M for the 2025-27 Biennium and \$40M each for the 2027-29 and 2029-31 Biennia. If the Senate's proposed budget passes, then TIB's Complete Streets Program 2025 call size would increase from \$30M to \$40M, and the total 2025 call size would increase to \$145M. The Senate proposal also includes a 5% reduction in the operating budget and an additional staff pay reduction of 12 furlough days. The TIB Operating Budget will have to manage to this, but the combination of proposed furlough days and an increase in Complete Streets funding will result in substantial increased demands on staff. In comparison, the House Transportation proposed budget includes a few minor changes with no significant impacts to TIB.

Vice Chair González asked if a surplus of money can be reauthorized to fund other programs. Vaughn Nelson stated the Complete Streets money must go back into the CCA account. Other TIB funding sources can be applied to other TIB programs or preservation. Jane Wall asked what roads would qualify under Complete Streets. Executive Director Probart explained that Complete Streets criteria require a city ordinance and can be on any street, but the focus for the Complete Streets Program is to improve the community's main streets and centers.

*Financial Report*

TIB's account balance history peaked at \$95M and continues to be on a downward trend. TIB's main revenue source, the TIA fund, is currently at \$51M. This reduction in fund balance is due to preservation and out-of-call projects. There is about \$2M in returned funds which TIB can use to help fund out-of-call projects.

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

*Sealcoat Update*

TIB projected that there would be cost savings for Otta Seal but discovered it was difficult to find the appropriate rock and the savings were minimal. Although some agencies were happy with the Otta Seal treatment, the dust it creates resulted in other agencies receiving citizen complaints. TIB recognizes Otta Seal is a good product for gravel conversions; however, other sealcoat treatments, such as chip seal and scrub seal are generally preferred.

*WSU Report*

TIB has been working in partnership with WSU to test recycled materials being added to asphalt mixes. As part of WSU's research, they take material samples from the pilot project sites during construction. These tests have revealed that there may be discrepancies between what TIB is paying for in materials and what is being used at the project site. It is unknown if this is a statewide issue but warrants some further investigation.

### *Funding Workshops*

Registration opens in mid-April, and workshops will run from May through June. There will be approximately 20 workshops held around the state, as well as two open house style workshops to allow more one-on-one conversations.

### *Project Activity Report (PAR) (01/01/2025 - 02/28/2025)*

There were 174 project actions during this reporting period which included a mix of design approvals and closeouts. Roslyn shows a \$300K withdrawal but those funds were applied to an out-of-call project approved in January. Walla Walla surplussed \$500K after bid award on their project. TIB has been seeing generally good early bid prices.

## **5. ACTION ITEMS**

### **A. Request for Reinstatement – City of Anacortes**

**MOTION:** Chair Low presented a motion to adopt the TIB staff recommendation to approve the reinstatement of \$950,000 TIB funds and allow the Commercial Avenue (SR 20 Spur) be advertised for bids.

Scott Chesney moved, and Preston Frederickson seconded the motion.

***Motion carried unanimously.***

### **B. Request for Out-of-Call – Town of Oakesdale**

**MOTION:** Chair Low presented a motion to adopt the staff recommendation to approve \$1,400,000 for preservation treatment, as presented.

Commissioner Hutsell moved, and Vice Chair González seconded the motion.

***Motion carried unanimously.***

### **C. House Transportation Committee Letter**

At Thursday's TIB work session, the board requested Executive Director Probart prepare a draft letter to be sent to the House Transportation Committee regarding SHB 2043 to address general concerns about ongoing funding resources for TIB. Executive Director Probart shared the draft letter with the board for changes. No suggested changes were noted.

**MOTION:** Chair Low presented a motion to adopt the draft letter to the House Transportation Committee, as presented, and have Executive Director Probart send the letter.

Scott Chesney moved, and Jon Pascal seconded the motion.

***Chair Low, Dongho Chang, and Barb Chamberlain abstained.***

***Motion carried.***

## **6. ADJOURNMENT**

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

**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

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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 03/01/2025 to 04/30/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>APP Program</b>							
3-E-168(006)-1	CHENEY	Elm Street Overlay	Construction	CN	152,623	0	Director
3-P-802(007)-1	DUVALL	NE Big Rock Road Overlay	Bid Award	CN BA	295,797	-61,203	Director
3-P-124(012)-1	ENUMCLAW	Warner Avenue Overlay	Bid Award	BA	116,720	-36,753	Director
3-E-164(007)-2	EPHRATA	Nat Washington Way Overlay	Audit	CC FV AD	31,554	747	Director
3-P-130(005)-1	FIRCREST	2024 Overlay	Bid Award	CN BA	566,655	-110,754	Director
3-W-188(005)-1	KELSO	2025 Overlay	Construction	CN	17,000	0	Director
3-W-151(004)-1	PORT TOWNSEND	Tyler Street Overlay	Bid Award	BA	303,077	-76,278	Director
3-E-167(005)-1	PULLMAN	Orchard Drive Overlay	Bid Award	BA	314,084	-34,580	Director
3-W-126(011)-1	SEDRO WOOLLEY	2025 Overlay	Construction	CN	38,675	0	Director
3-E-182(008)-1	SELAH	3rd Street Overlay	Construction	CN	59,985	0	Director
3-P-823(010)-1	STANWOOD	80th Avenue NW Overlay	Bid Award	BA	133,627	-89,083	Director
3-P-824(002)-1	SULTAN	Sultan Basin Road Overlay	Construction	CN	90,360	0	Director
3-E-176(003)-1	WALLA WALLA	Clinton Street Overlay	Audit	CC FV AD	301,099	-97,555	Director
<b>Total APP Change</b>						<b>-505,459</b>	



# Washington State Transportation Improvement Board

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Reporting Period  
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<b>ATP Program</b>							
P-W-189(P03)-1	ABERDEEN	Sumner Avenue (SR 101) Sidewalk	Bid Award	BA	450,000	0	Director
P-W-830(P02)-1	BAINBRIDGE ISLAND	NE Wyatt Way	Construction	CN	0	0	Director
P-W-152(P03)-1	BREMERTON	Warren Ave Sidewalk	Bid Award	CN BA	43,320	0	Director
P-P-144(P03)-1	BRIER	RRFB Installation	Construction	CN	5,546	0	Director
P-E-848(P06)-1	CHELAN	Lakeside Trail	Construction	CN	0	0	Director
P-W-006(P12)-1	CLARK COUNTY	Highway 99 Sidewalk	Construction	CN	0	0	Director
P-W-827(P10)-1	COUPEVILLE	Front and N Main Street Sidewalks	Bid Award	BA	170,060	-155,063	Director
P-P-802(P05)-1	DUVALL	3rd Avenue School Crossing Improvement	Bid Award	CN BA	92,500	50,000	Director
P-P-811(P03)-1	EATONVILLE	West Eatonville Sidewalk Improvements	Audit	CC FV AD	325,638	26,959	Director
P-P-113(P03)-1	FEDERAL WAY	Citywide Pedestrian Crossings	Bid Award	CN BA	350,001	0	Director
P-W-953(P10)-1	KALAMA	Old Pacific Highway Sidewalk	Bid Award	DE CN BA	245,069	-69,961	Director
P-P-106(P07)-1	KENT	RRFB Crossings	Audit	CC FV AD	54,868	-22,836	Director
P-P-199(P12)-1	LAKEWOOD	Interlaaken Drive Sidewalk	Construction	CN	0	0	Director
P-E-850(P07)-1	LEAVENWORTH	Curb Ramp Improvements	Bid Award	CN BA	299,992	22,000	Director
P-W-956(P07)-1	MCCLEARY	W Maple Street Sidewalk	Bid Award	CN BA	519,552	23,709	Director



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P-E-883(P05)-1	PATEROS	Downtown ADA Improvements	Audit	CC	544,609	-41	Director
P-P-027(P09)-1	PIERCE COUNTY	2025 RRFB School Crossing	Bid Award	BA	712,816	92,976	Director
P-E-171(P07)-1	RICHLAND	George Washington Way Sidewalk	Design	DE	113,333	0	Director
P-P-142(P02)-1	SNOHOMISH	2025 RRFB	Bid Award	CN BA	85,403	0	Director
P-P-031(P03)-1	SNOHOMISH COUNTY	Puget Park Drive RRFBs	Bid Award	BA	242,371	46,457	Director
P-E-208(P10)-1	SPOKANE VALLEY	Sprague Ave. Pedestrian Crossings	Bid Award	BA	370,012	-109,576	Director
P-P-131(P03)-1	SUMNER	Elm Street Sidewalks	Audit	CC FV AD	353,757	53,880	Director
Total ATP Change						-41,496	

### CSP Program

C-W-154(002)-1	ANACORTES	Complete Streets Award	Audit	CC AD	400,000	0	Director
C-P-105(001)-1	AUBURN	49th Street NE	Construction	CN	0	0	Director
C-W-156(003)-1	BELLINGHAM	Complete Streets Award	Audit	CC AD	500,000	0	Director
C-P-114(003)-1	BOTHELL	23rd Avenue SE RRFB	Audit	CC FV AD	79,580	-1,631	Director
C-W-006(001)-1	CLARK COUNTY	Complete Streets Award	Audit	CC AD	750,000	0	Director
C-E-930(004)-1	CLE ELUM	2nd Street multi-use path	Audit	CC FV AD	500,000	0	Director
C-E-926(001)-1	CONNELL	School zone and speed feedback signs	Audit	CC FV AD	53,200	-3,800	Director
C-E-926(002)-1	CONNELL	W Fir Street Sidewalk Improvements	Design	DE	54,000	0	Director



# Washington State Transportation Improvement Board

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From 03/01/2025 to 04/30/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-E-924(002)-1	DAYTON	S. 4th Street sidewalk	Audit	CC FV AD	496,736	32,925	Director
C-P-130(001)-1	FIRCREST	Electron Way	Audit	CC FV AD	70,587	-5,137	Director
C-P-108(002)-1	ISSAQUAH	Front Street S	Bid Award	BA	244,805	-71,195	Director
C-E-173(002)-1	KENNEWICK	Citywide ADA Improvements	Audit	CC FV AD	329,859	2,069	Director
C-E-173(003)-1	KENNEWICK	Pedestrian Safety Improvements	Contract Completion	CC	192,456	-11,820	Director
C-P-111(003)-1	KIRKLAND	116th Avenue NE sidewalk improvements	Audit	CC FV AD	535,833	35,833	Director
C-P-111(004)-1	KIRKLAND	RRFB project	Audit	CC FV AD	120,520	11,553	Director
C-P-199(003)-1	LAKEWOOD	112th Street and Idlewild Road Sidewalk	Construction	CN	0	0	Director
C-E-942(002)-1	MABTON	Complete Streets Award	Audit	CC AD	75,000	0	Director
C-P-205(001)-1	MAPLE VALLEY	Crosswalk safety RRFB	Audit	CC FV AD	130,600	-22,891	Director
C-W-957(001)-1	MONTESANO	McBryde Sidewalk CSP	Bid Award	CN BA	217,761	-17,239	Director
C-E-943(002)-1	MOXEE	Pedestrian Improvements	Audit	CC FV AD	332,337	15,378	Director
C-E-844(001)-1	OTHELLO	Complete Streets Award	Audit	CC AD	400,000	0	Director
C-P-117(001)-1	PACIFIC	New sidewalks	Audit	CC FV AD	620,713	0	Director
C-E-883(001)-1	PATEROS	Commercial Avenue Multimodal Improvements	Audit	CC	1,031,239	17,814	Director
C-W-151(002)-1	PORT TOWNSEND	Lawrence Street Pedestrian Improvements	Audit	CC FV AD	563,873	-3,652	Director
C-E-167(002)-1	PULLMAN	Downtown complete streets	Audit	CC FV AD	1,000,000	0	Director



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Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-W-971(001)-1	RAYMOND	Downtown Pedestrian Improvements	Audit	CC FV AD	654,148	-35,489	Director
C-P-102(002)-1	RENTON	116th Avenue SE Sidewalk	Design	DE	0	0	Director
C-E-845(001)-1	RITZVILLE	2025 RRFB	Construction	CN	18,702	0	Director
C-P-121(001)-1	SEATAC	Complete Streets Award	Audit	FV AD	366,633	0	Director
C-W-826(001)-1	SEQUIM	Curb Ramp Replacement Project CSP	Construction	CN	0	0	Director
C-P-031(002)-1	SNOHOMISH COUNTY	204th Street SW ADA Upgrades	Construction	CN	84,573	0	Director
C-P-823(001)-1	STANWOOD	Twin City Mile Mainstreet Improvements	Construction	CN	120,662	0	Director
C-P-131(003)-1	SUMNER	Pedestrian improvements	Audit	CC FV AD	423,760	-24,415	Director
C-E-179(001)-1	SUNNYSIDE	Citywide pedestrian improvements	Audit	CC FV AD	537,853	23,626	Director
C-E-179(002)-1	SUNNYSIDE	ADA Ramp Replacement	Construction	CN	47,073	0	Director
C-P-128(003)-1	TACOMA	McKinley overlook complete streets	Audit	CC FV AD	461,814	-7,718	Director
C-W-034(001)-1	THURSTON COUNTY	Complete Streets Award	Audit	CC	600,000	0	Director
C-W-184(002)-1	VANCOUVER	Complete Streets Award	Audit	AD	500,000	0	Director
C-W-184(003)-1	VANCOUVER	Fourth Plain Boulevard	Audit	CC FV AD	500,000	0	Director
C-E-176(002)-1	WALLA WALLA	Complete Streets Award	Audit	CC AD	300,000	0	Director
C-E-176(003)-1	WALLA WALLA	Citywide pedestrian improvements	Audit	CC FV AD	616,473	51,779	Director
C-E-946(001)-1	WAPATO	Complete Streets Award	Audit	CC AD	50,000	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 03/01/2025 to 04/30/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
C-E-866(001)-1	WARDEN	Complete Streets Award	Audit	CC AD	75,000	0	Director
C-E-160(004)-1	WENATCHEE	Pedestrian Crossing Improvements	Audit	CC FV AD	39,140	6,019	Director
C-E-180(002)-1	YAKIMA	Complete Streets Award	Audit	CC AD	250,000	0	Director
C-W-978(001)-1	YELM	ADA Ramp Rehabilitation	Audit	CC FV AD	263,500	1,955	Director
Total CSP Change						-6,036	

### SCAP Program

6-E-930(007)-1	CLE ELUM	Second Street Roundabout	Bid Award	CN BA	621,457	-83,134	Director
6-E-935(010)-1	GOLDENDALE	Darland Drive Reconstruction	Construction	CN	93,266	0	Director
6-E-914(F02)-1	MALDEN	Roadway Restoration	Design	DE	0	0	Board
6-E-166(I02)-1	MILLWOOD	Argonne Road Reconstruction - Phase 1	Bid Award	BA	801,070	-477,185	Director
6-W-973(007)-1	NORTH BONNEVILLE	Cascade Drive and Hot Springs Way	Audit	CC FV AD	272,100	-14,630	Director
6-E-881(011)-1	OKANOGAN	3rd Avenue Improvements	Bid Award	CN BA	1,166,037	-68,963	Director
6-E-987(007)-1	OMAK	Jonathan Avenue	Construction	CN	95,570	0	Director
6-E-987(008)-1	OMAK	Central Ave Reconstruction Phase II	Construction	CN	108,490	0	Director
6-E-864(005)-1	ROYAL CITY	Apple Avenue Reconstruction	Design	DE	114,000	0	Director
6-E-865(I08)-1	SOAP LAKE	Daisy Street SR 17 Sidewalk Improvements Phase II	Design	DE	8,654	0	Director
6-W-972(011)-1	SOUTH BEND	First Street	Bid Award	BA	578,240	31,654	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
6-E-866(005)-1	WARDEN	1st Street North Reconstruction	Construction	CN	204,440	0	Director
6-W-960(006)-1	WESTPORT	N Forrest Street	Audit	CC	757,333	6,577	Director
6-E-887(006)-1	WINTHROP	Horizon Flats Road	Audit	CC FV AD	961,136	75,607	Director
6-W-951(001)-1	YACOLT	W Hoag Street	Construction	CN	42,750	0	Director
6-E-947(016)-1	ZILLAH	8th Street Improvements	Audit	CC FV AD	496,976	50,000	Director
Total SCAP Change						-480,074	

### SCPP Program

2-E-907(004)-1	ALBION	2024 Otta Seal	Audit	CC FV AD	658,188	591	Director
2-E-922(003)-1	BENTON CITY	2025 Chip Seal	Bid Award	BA	509,451	-44,326	Director
2-E-851(008)-1	BRIDGEPORT	2025 Street Maintenance	Bid Award	BA	80,000	0	Director
2-P-809(004)-1	CARBONADO	Elk Loop Overlay	Bid Award	CN BA	140,805	-96,595	Director
2-P-801(005)-1	CARNATION	2024 Seal Coat	Bid Award	BA	128,085	-25,915	Director
2-E-930(007)-1	CLE ELUM	2025 Seal Coat	Design	DE	0	0	Director
2-E-986(004)-1	COLFAX	2024 Otta Seal	Audit	CC FV AD	705,057	-186,407	Director
2-E-926(006)-1	CONNELL	2024 Chip Seal	Audit	CC	113,586	-5,763	Director
2-E-856(006)-1	COULEE CITY	2025 Otta Seal	Construction	CN	23,496	0	Director
2-E-909(004)-1	ENDICOTT	2025 Scrub Seal	Design	DE	22,745	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
2-E-895(006)-1	FAIRFIELD	2024 Scrub Seal	Audit	CC FV AD	157,934	-6,309	Director
2-W-825(004)-1	FORKS	2025 Red Town Initiative	Construction	CN	180,328	0	Director
2-E-858(009)-1	GEORGE	2025 Otta Seal	Construction	CN	57,660	0	Director
2-E-935(005)-1	GOLDENDALE	2025 Red Town Initiative	Bid Award	BA	1,000,000	0	Director
2-W-953(006)-1	KALAMA	2024 Chip Seal	Construction	CN	19,000	0	Director
2-E-843(003)-1	LIND	2024 Scrub Seal	Audit	CC FV AD	172,356	0	Director
2-E-942(006)-1	MABTON	2024 Otta Seal	Audit	CC FV AD	562,968	-93,809	Director
2-E-862(011)-1	MATTAWA	2025 Red Town Initiative	Bid Award	CN	1,082,101	0	Director
2-W-956(006)-1	MCCLEARY	2025 Otta Seal	Construction	DE CN	20,219	0	Director
2-E-891(002)-1	METALINE FALLS	2025 Street Maintenance	Design	DE	0	0	Director
2-E-166(003)-1	MILLWOOD	2025 Empire Ave Pavement Preservation	Bid Award	CN BA	108,555	28,555	Director
2-W-957(017)-1	MONTESANO	2025 Maintenance Project	Bid Award	CN BA	96,425	-27,075	Director
2-E-943(007)-1	MOXEE	ller Street Resurfacing	Bid Award	CN BA	337,060	-50,320	Director
2-E-943(008)-1	MOXEE	2025 Crack Seal	Bid Award	CN BA	160,177	-5,390	Director
2-E-892(008)-1	NEWPORT	2025 Chip Seal	Bid Award	CN BA	238,628	63,944	Director
2-E-915(005)-1	OAKESDALE	2025 Seal Coat	Design	DE	25,000	0	Board
2-P-135(005)-1	RUSTON	2024 Overlay	Construction	CN	54,188	0	Director





# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 03/01/2025 to 04/30/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-865(011)-1	SOAP LAKE	2024 Scrub Seal - Red Town Initiative	Audit	CC	1,328,004	137,604	Director
2-P-815(004)-1	SOUTH PRAIRIE	2024 Otta Seal	Bid Award	BA	299,204	151,074	Director
2-W-841(007)-1	SUMAS	2025 Maintenance Project	Bid Award	CN BA	38,000	0	Director
2-W-977(003)-1	TENINO	Old Hwy 99 Overlay	Construction	CN	58,397	0	Director
2-E-946(004)-1	WAPATO	2024 Otta Seal	Contract Completion	CC	620,229	-329,771	Director
2-E-866(006)-1	WARDEN	2025 Red Town Initiative	Construction	CN	121,740	0	Director

**Total SCPP Change**

**-489,912**

### SP Program

P-E-179(P04)-1	SUNNYSIDE	6th Street	Audit	CC FV AD	357,900	9,358	Director
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**Total SP Change**

**9,358**

### UAP Program

8-3-893(008)-1	AIRWAY HEIGHTS	Garfield U.S. 2 Roundabout	Design	DE	176,021	0	Director
8-2-154(016)-1	ANACORTES	Commercial Avenue (SR 20 Spur)	Construction	CN	146,154	0	Board
8-1-103(032)-1	BELLEVUE	150th Avenue	Bid Award	BA	3,990,000	0	Director
8-1-124(006)-1	ENUMCLAW	244th Avenue Roundabout	Audit	CC FV AD	641,728	-1	Director
8-1-113(013)-1	FEDERAL WAY	S 288th Street	Bid Award	BA	2,081,535	81,535	Director
8-1-134(018)-1	FIFE	20th Street E Multimodal Improvements	Withdrawn	WD	0	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 03/01/2025 to 04/30/2025

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
8-1-108(012)-1	ISSAQUAH	12th Avenue NW	Audit	CC FV AD	3,000,000	0	Director
8-1-206(003)-1	KENMORE	61st Avenue NE Pedestrian and Bicycle Improvements	Bid Award	CN BA	2,213,330	-286,670	Director
8-1-017(073)-1	KING COUNTY	Redmond Ridge Dr NE Roundabout	Audit	CC FV AD	966,545	58,686	Director
8-1-199(019)-1	LAKEWOOD	Nyanza Road SW	Construction	CN	0	0	Director
8-2-151(004)-1	PORT TOWNSEND	Discovery Road	Audit	CC FV AD	2,481,424	0	Director
8-2-158(009)-1	POULSBO	Noll Road - Segment 3A	Bid Award	BA	1,510,402	150,402	Director
8-2-158(010)-1	POULSBO	Noll Road Phase 3B	Bid Award	BA	1,049,598	-150,402	Director
8-1-107(023)-1	REDMOND	Redmond Way (SR 202) and NE 76th Street	Audit	CC	1,588,500	0	Director
8-1-102(039)-1	RENTON	SW 43rd Street	Construction	CN	0	0	Director
8-4-171(021)-1	RICHLAND	Duportail Street Roundabouts	Design	DE	234,391	0	Director
8-2-126(013)-1	SEDRO WOOLLEY	Township Street (SR 9)	Construction	CN	1,666,417	0	Director
8-2-826(006)-1	SEQUIM	N Sequim Avenue	Audit	CC FV AD	1,073,186	0	Director
8-1-202(010)-1	SHORELINE	145th Street Corridor Phases 2 and 3	Design	DE	2,120,000	0	Director
8-3-165(092)-1	SPOKANE	Maple Street and Walnut Street	Bid Award	BA	920,400	0	Director
8-1-128(097)-1	TACOMA	Sheridan Avenue Phase 1	Bid Award	BA	3,560,000	0	Director
8-1-128(098)-1	TACOMA	E Roosevelt Avenue Improvements	Construction	CN	0	0	Director
8-1-116(014)-1	TUKWILA	Southcenter Boulevard Signal	Construction	CN	0	0	Director



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 03/01/2025 to 04/30/2025

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	Bid Award	BA	764,152	99,672	Director
8-5-184(041)-1	VANCOUVER	W Fourth Plain Boulevard	Contract Completion	CC	540,176	0	Director
8-4-176(028)-1	WALLA WALLA	E Chestnut Street Roundabout	Bid Award	BA	1,110,000	0	Director
8-4-180(028)-1	YAKIMA	Nob Hill Boulevard Improvements	Audit	CC	924,248	-33,351	Director
8-4-180(029)-1	YAKIMA	S 72nd Avenue Roundabout	Bid Award	BA	1,045,166	-454,834	Director
Total UAP Change						-534,963	
Total Change						-2,048,582	

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



**City of Warden– W First Street (SR 170) Pathway  
Scope Change Request**

May 16, 2025

**BACKGROUND**

The City of Warden is in Grant County and has a population of 2,750.

In 2022, the city received TIB funding to construct a separated pedestrian pathway along W. First Street (SR 170) from S. County Rd. to the railroad crossing near Weir Way. The six-foot pathway was proposed to be separated from the street by an approximately five-foot-wide ditch.

The pathway is phase 1 of a planned longer length of pathway to connect the industrial/commercial area with the downtown/residential area where many employees walk to and from work. The project is federally funded through the Surface Transportation Block Grant (STBG), and the TIB grant award provides the 13.5% matching funds required by the STBG.

**STATUS**

After initial design efforts, it was determined the separated pathway would be pushed outside of existing city right-of-way in multiple areas due to the width of the ditch and existing topography. No right-of-way phase was anticipated for the project which would delay the project up to a year and cost an estimated \$262,000.

The city requests approval of a scope change to build a traditional curb, gutter, and sidewalk with a closed drainage system and no separated facility.

The scope change does create additional costs to change the design and for the closed drainage system, but the city was able to get additional funding committed from the STBG and can complete construction this year. There will be no additional cost to TIB beyond the original grant amount.

	<b>TIB Funding</b>	<b>Local Funding</b>	<b>STBG Funding</b>	<b>Total</b>
Original Scope	\$ 57,375	\$ 0	\$ 367,635	\$ 425,000
Revised Scope	\$ 57,375	\$ 20,250	\$ 497,375	\$ 575,000
\$ Difference	\$ 0	\$ 20,250	\$ 129,740	\$ 150,000

**RECOMMENDATION**

Staff recommendation is to approve the scope change with no change to the original TIB funding amount.



## 2025 Program Call Size and Schedule Preview

May 16, 2025

### BACKGROUND

Each year, TIB opens its call for projects in June, after the May board meeting. The annual call for projects covers TIB's seven programs offered to counties, urban cities (population over 5,000), and small cities (population under 5,000).

### STATUS

Typical assumptions and considerations made in the calculation for a call size include:

- Outstanding obligations for current active projects (projection of annual expenditures),
- Out-of-call awards made during the year,
- Potential out-of-call awards for next year,
- Legislative budget authorization,
- Most recent state revenue forecast for each account (Transportation Improvement Account and the Small City Pavement and Sidewalk Account) and any other appropriations, and
- Projected schedule of expenditures for new commitments.

### Proposed 2025 Program Size

Program	Proposed 2025 Call Size	2024 Final Approved Amounts
<i>Urban Programs</i> <ul style="list-style-type: none"><li>• Urban Arterial Program (UAP)/ Arterial Preservation Program (APP)</li><li>• Active Transportation Program (ATP)</li></ul>	\$80 Million  \$8 Million	\$72.8 Million \$9.6 Million \$7.9 Million
<i>Small City Programs</i> <ul style="list-style-type: none"><li>• Small City Arterial Program (SCAP)/ Small City Preservation Program (SCPP)/ Small City Maintenance Program (SCMP)</li><li>• Active Transportation Program (ATP)</li></ul>	\$19 Million  \$3 Million	\$5.2 Million \$14.7 Million \$2.2 Million \$3.2 Million
<i>Complete Streets Program</i> <ul style="list-style-type: none"><li>• For all agencies with an adopted complete streets ordinance.</li></ul>	\$30 Million	30.0 Million
<b>TOTAL</b>	<b>\$140 Million</b>	<b>\$145.6 Million</b>

Adjustments may be made before the final staff recommendation to the board in November. Adjustments will be based on the quality, quantity, and mix of applications received, as well as any updates to TIB's financial outlook.

### Proposed Schedule

Date	Milestone
May 16, 2025	Preliminary program call size presented to board for approval
May 19, 2025	Applications posted and are available to agencies
May - June, 2025	Workshops offered for Urban and Small City programs
<b>August 15, 2025</b>	<b>Grant applications due</b>
November 20, 2025	Staff recommendation presented to the board
November 21, 2025	Recommended adoption of new projects

### RECOMMENDATION

Approve the call size and schedule for the 2025 Call for Projects.



## 2026 Proposed TIB Meeting Schedule and Highlights of Annual Board Actions

Date	City	Highlights of Board Actions
January 22 - 23	Olympia	This meeting is always held in Olympia due to the legislative session.
March 26 - 27	Stevenson	The board typically reviews and adopts new grant criteria.
May 14 - 15*	Chelan	The board adopts preliminary grant sizes.
September 24 - 25	Walla Walla	The board receives preliminary grant application information and may take action to remove delayed projects.
November 19 – 20*	Lynden	The board adopts its annual program.

*Meetings are held on the fourth Thursday & Friday of the meeting month with the following exceptions:*

*\* Due to Memorial Day & Thanksgiving, the May and November meeting dates are held on the third Thursday & Friday of the month.*

# \$40 million Pierce County bridge replacement project underway after 30-year wait

By Isabela Lund March 30, 2025 5:00 AM

City of Sumner Crews have started construction on the Stewart Road and 8th Street White River Bridge – the latest step in a project that has been 30 years in the making. The project costs \$40 million and will replace the current two-lane bridge with a four-lane bridge that will also include a new sidewalk and trail crossing. The city hosted a groundbreaking ceremony March 18 marking the official start of the project. The project information site says the current bridge was built in the 1950s. Carmen Palmer, spokesperson for the City of Sumner, said residents shouldn't expect traffic impacts because they will be building the bridge in phases. "We will build the first part of the replacement bridge alongside the current one. While we do that, vehicles use the current one," Palmer said in an email to The News Tribune. "Then, we flip vehicles to the new section while we remove the old section and build out the rest of the new bridge. They won't have four lanes until the whole project is done, but they won't lose the two lanes they currently have." Palmer said the new bridge will help traffic because there is a "two-lane choke hold" that stops traffic. "Right now, that Stewart Road is four lanes on either side of the bridge and then you have this two-lane choke point that stops up traffic," Palmer said. "[This new project will have] four lanes for vehicles so that choke point goes away." In an email to The News Tribune, Palmer said the money comes from a mix of federal, state and local funding, with the local funding coming from Pierce County, the City of Auburn and the Port of Tacoma. The City of Sumner is also pitching in \$9 million. "We have an outstanding \$333,000 ask that we submitted to the State Local Capital Project fund for consideration in this State budget," Palmer wrote. "We may or may not receive these funds. If we don't, the City of Sumner will fund this additional last piece of funding." Sumner Mayor Kathy Hayden took a picture with the project team at a groundbreaking ceremony for the Stewart Road White River bridge replacement project on March 18. Sumner Mayor Kathy Hayden took a picture with the project team at a groundbreaking ceremony for the Stewart Road White River bridge replacement project on March 18. City of Sumner The Stewart Road replacement bridge is one of four projects from the City of Sumner aimed at restoring the White River. Palmer said the new bridge will help with flood control and salmon habitat, unlike the current bridge which is low and chokes the river's flow beneath it. "The bridge itself is going to go higher and wider than the current bridge over the river. Right now, it's a very low bridge – it catches a lot of logs and creates logjams," Palmer said. "The new bridge will be higher and wider, it will let the White River flow wherever it wants to go under that bridge. That helps with flood protection because you're not creating a water bottleneck." It helps the salmon because it gives the salmon the extra space they need, Palmer said. "This project is going to take a little bit longer because you have to work alongside fish windows," Palmer said. "You can only work when it won't affect the fish runs. So out of the year, we have a 90-day window to do work inside the river." The city is expecting the replacement bridge to be complete within two years.

Read more at: <https://www.thenewstribune.com/news/local/community/puyallup-herald/ph-news/article303009729.html#storylink=cpy>



## Confusion over Coupeville sidewalk project leads to meeting disruption

Some community members are unhappy with the lack of direct communication.

By [Luisa Loi](#) • March 21, 2025 1:30 am

Tensions were running high when a business owner repeatedly called the Coupeville mayor a liar during a town council meeting on March 11, prompting officials to call the town marshal before the man walked himself out.

The disruption, however, seemed to be a result of misunderstandings related to an unusually controversial sidewalk and boardwalk project.

Christian Chambers, the owner of Aqua Gifts on Front Street, said during the public comment period that he submitted a letter to the council a year ago, asking for more communication regarding the reconstruction of the historic boardwalk that ends right in front of his gift shop — whose structure could experience some damages as a result of the work, according to an assessment.

Since then, however, he has heard nothing.

Half a year after the renovation of the boardwalk and the construction of a sidewalk on North Main Street were hoped to begin, the town is still uncertain about the timeline and some details of the project. Some community members are unhappy with the lack of direct communication.

Mayor Molly Hughes countered during the meeting that she simply had nothing new to report to business owners since the details were unresolved. She questioned whether she should have contacted people just to tell them she didn't know the answers.

In a March 7 memo to the council, Hughes listed a few steps that led to some delays.

“We have faced many obstacles in getting this job done,” she wrote. Among these steps, she included obtaining special permits and Transportation Improvement Board funding, holding public meetings about the appearance of the boardwalk and more.

“We are not obstacles,” Chambers said in response to the public meetings part, expressing concern that community voices are being pushed aside to get the project to move forward, with the risk of disrupting the busy tourist season. He urged the council to make sure constituents are heard.

Councilmember Pat Powell said she was saddened and embarrassed that the town has failed to meet its promise of keeping community members involved in the planning process.

“We didn’t talk to them until May of last year to get their input after the project had been designed,” she said, referring to a meeting at the Coupeville Recreation Hall.

Back then, after a passionate discussion, the town decided to use real wood to pave the Front Street Boardwalk and to keep the parking spots on North Main Street, building a sidewalk and wall next to the Haller House property.

Councilmember Rick Walti and Deputy Clerk Chris Jolly pointed out the town has talked about the project at various meetings and that the public can stay up to date by reading the agenda and minutes, by attending a live meeting or by watching the video recordings. Additionally, Walti said, people can find updates in their water bill.

Still, Powell stressed the need for better outreach, stating that many don’t read all the contents of their bills or aren’t as involved as elected officials or town staff. She said the town has never sent a letter to property owners on Front Street to keep them updated.

This perceived lack of communication seems to have caused some confusion.

Chambers and Lynn Hyde — the executive director of Historic Whidbey — were seemingly misinformed that the town had exempted itself from its own design review process and that it didn’t conduct a cultural impact assessment.

Hughes denied these claims, stating the town had never been exempt from conducting a design review before and that the town did conduct the cultural impact assessment.

Chambers interrupted the mayor, calling her a liar and alleging that someone from Ebey’s Reserve told him the town did not have the cultural impact assessment.

“I can’t sit by to let her lie,” he said, prompting Walti to tell him to quit interrupting.

Since sidewalks are appropriate under design guidelines and the town has opted for a Level A cultural impact assessment, Hughes explained the assessment did not have to go through Ebey’s Reserve for design approval.

The town has also worked on a 65-page archaeological monitoring report and a 50-page cultural resource report, and has all the permits needed for the project, she added.

The cultural impact assessment identified three businesses that could be potentially damaged during construction on Front Street, including Aqua Gifts, Molka Xete and maybe Toby’s Tavern, Hughes said.

Now, the town has to wait for a pre-construction survey — conducted by a professional approved by the Department of Interior — of those properties before giving Valdez Construction a notice to proceed and create a timeline for the project, she said.

While she initially expected construction to begin after the survey, Hughes said the survey's findings will determine whether the plan needs to be changed, potentially affecting the timeline.

According to Public Works Director Joe Grogan, the original estimated time frame for the project was 150 days, but could also take as little as 93 days.

"With tourist season, that's all unknown at this time," Grogan said in an interview.

Following the pre-construction survey, Valdez Construction should meet with the three property owners affected to inform them about the timeline and to talk about ways to keep their businesses operational during construction. Allowing businesses to remain open is a requirement in this project, Hughes and Grogan said.

Another challenge, Hughes said, has been a series of written and verbal requests from Historic Whidbey, a nonprofit dedicated to the preservation of Whidbey's historic places, including the Haller House.

According to the mayor and Grogan, the town tried to accommodate these requests by changing its plans, but the requests kept changing, further delaying the project. For example, what was supposed to be a rain garden in Historic Whidbey's first application for a building permit, Hughes said, became "a historic hole."

At that point, Chambers stood up and raised his voice, saying it wasn't a historic hole and that the meeting could end there unless Hughes stopped lying. In response to this disruption, the council had a five-minute recess and called the town marshal to remove him from the meeting, though Powell said she found that excessive.

Hughes said the project does not warrant mitigation as the Haller House is not expected to be damaged during the construction of the sidewalk and retaining wall on town property. Furthermore, mitigation has never been discussed for any Transportation Improvement Board project before.

Hyde, however, said a member of the Transportation Improvement Board told her that Historic Whidbey is entitled to mitigation. Additionally, she didn't expect her previous conversations with town staff would represent a formal agreement to make any plan changes.

To prevent future misunderstandings and keep the Haller House property as intact and historically accurate as possible, Hyde demanded in her last letter that the town agree (in writing) to three requests made by Historic Whidbey.

In a nutshell, these consist of marking the entire length of the Historic Whidbey property line on North Main Street with wooden posts so the exact line of disturbance is clearly identified, stamping the retaining wall with a print that mimics stone, and removing all vegetation that will die as a result of the work, including the trees whose roots cross the property line.

After some discussion, the council unanimously voted to approve the three mitigation items, adding them to the sidewalk plan. According to Grogan, these should have minimal impacts on costs.

The project was initially expected to cost a total of \$700,000, but according to Grogan, that price tag has decreased to around \$600,000. As stated a year ago, 37% of the cost will be covered by a Washington Transportation Improvement grant.

The council also voted to sign an approximately \$390,000 contract with Valdez Construction, which will get a notice to proceed once the pre-construction survey is complete, Hughes said.

Councilmember Jenny Bright asked for the construction start date to be moved to fall, as starting in the spring gets dangerously close to the tourist season. Grogan said the timing depends on the pre-construction survey's findings and on whether the Transportation Improvement Board is willing to grant a funding extension.

# Warden council undecided on port road project



The Warden City Council is still undecided on a development agreement with the Port of Warden. Mayor Rosaelia Martinez said council members need one more meeting to decide.  
NANCE BESTON/COLUMBIA BASIN HERALD

by [NANCE BESTON](#)

Staff Writer | April 10, 2025 2:00 AM

**WARDEN** – Warden City Council met for a regular meeting Tuesday to continue the discussion on the Port of Warden Industrial Road Project and pass several other resolutions including signing the Grant County Economic Development agreement, accepting a parade for graduating students and allowing for bids to take place on two other projects.

**Port of Warden**

The Port of Warden presented information on its proposed road upgrade project at the March 25 meeting. Port officials said an agreement with the city is required because several proposed roads are within city limits.

“The proposal for the construction of this road would be in this document, it's a contract, basically, is what it would be, and it would be developed with the port's attorney and the City of Warden's attorney, and would come to the city council for approval,” Western Pacific Engineering Senior Project Manager Dan Levitt said.

The proposed road upgrade project, divided into four phases, aims to enhance industrial access for the port. To read more about the proposed plan visit: [bit.ly/PortofWarden](http://bit.ly/PortofWarden).

Levitt again discussed the plan with the council, emphasizing the aim of the development agreement is to facilitate future industry growth within the area. The proposed project would not include sidewalks, curbs or gutters; the lack of sidewalks, gutters and curbs deviates from city standards. However, Levitt said the road will be higher quality than city standard.

“The primary mission of the port, of any port in the state of Washington, is to drive economic development, and that's the purpose of this,” Levitt said. “This road project is to drive economic development for the port and for the city.”

The port has confirmed \$5 million dollars in funding. However, it is working on several other grants to get funding for this project up to around \$10 million.

“This is just directing to start this conversation,” Levitt said to the council. “As we said last time, we're under a timeline. We've got state and federal money, and we have to start construction by September of 2026, or we start losing money. And we don't want to have that happen because this has been about a five-year project, and it's taken quite a bit of time to get to where we're at now and to get funding secured. In this economy, it's even tougher.”

The council did not make a decision on whether or not to start the development agreement.

“Two weeks, then we'll get back to you,” said Mayor Rosaelia Martinez. “We just have to get together one more time.”

## **EDC**

City Administrator Kriss Shuler recommended the council vote in favor of renewing an agreement with the Grant County Economic Development Council.

“We have been in this agreement for quite some time. They do a lot of services for all over the county, and they do a lot of work with the industries and trying to bring industry to our county,” Shuler said. “They work with existing industries. They go to trade shows. They work by trying to put information together to provide industry. They do a lot of work with commerce, and commerce sends a lot of industry to them, and they try to determine if there's where it could actually fit by their criteria.”

The council voted unanimously to sign the agreement.

## **Grad parade**

The Warden School District will be having its senior graduation parade again after the council voted unanimously to accept the special event permit.

Shuler said the graduating class of 2020 started the parade and it has happened annually since.

Students start on Ash Street South, turn onto Main Street and then go back up Oak Street to enter the football field for their graduation ceremony.

Shuler said it usually lasts about 15 minutes.

### **Bids**

The council approved advertising bids on two separate road projects. The first involves repairs on First Street North. The second is called the Red Town Initiative, which is a Washington State Transportation Improvement Board grant to small cities with poor pavement conditions to improve street resurfacing and maintenance.

“It's called the Red Town initiative, but it's the gravel conversion roadways,” Shuler said. “They are to seal on a number of our gravel roads and seal, I believe, some of our paved roads as well. And that project will be done this summer. So that is a \$2 million project. The state was very gracious to select us for that.”

Shuler said she is organizing the list of all the roads that will be repaired with the Red Town initiative; however, those are not available as of press time.

### **Warden PD**

Warden Police Department Chief Martin said he is working with his staff to begin to provide media releases to the press. He said they have learned to export the files, but now they must learn how to redact sensitive information.

“We hope to have this up and going as soon as possible,” Martin said. “I think it will be good to know what is happening. I also plan on sending a report to the city council for them to review.”



# **‘We live in a dust bowl’: Frustration grows for Morton residents as city road conditions deteriorate**



Vehicles drive down First Street in Morton on Friday, Feb. 28.







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Posted Wednesday, March 26, 2025 3:54 pm  
By Kody Christen and Owen Sexton /The Chronicle

On Friday, Feb. 28, the first sunny day in over a week, all it took was a few hours of sunlight for the city streets of Morton to turn from mud to dust.

It was around that time that Judy Ramsey, 68, of Morton, reached out to The Chronicle to express her concerns for the state of the East Lewis County city's roads.

"That's what happens. That's minor compared to usual," Ramsey said as a truck passed by her home on First Street, kicking up a cloud of dust that covered her yard. "I grew up right where I live now and, back in the day when the streets were dirt, they were way better than what we have now. In my opinion, it is very depressing and sad."

The dust isn't just affecting the residents on First Street. Most of Morton's roads were replaced with a gravel material called Otta Seal last October, and the town's residents are now feeling the impact.

Otta Seal is an asphalt surface treatment constructed by placing a graded rock aggregate on top of a thick application of a relatively soft binding agent oil. Some consider it a cost-effective alternative to traditional chip sealing, and it is named after the Otta Valley in Norway where it was originally developed in the 1960s.

Unfortunately for Morton residents, their city's own Otta Seal project hasn't gone as planned, leaving potholes, mud, gravel and dust throughout the roads in the East Lewis County community.

The Morton City Council was asked about the roads by residents during the public comment session at the council's regularly scheduled Monday, March 24, meeting, at the Bob Lyle Community Center.

"We have a meeting with Granite (Construction)'s corporate regional manager, TIB (Washington state Transportation Improvement Board), the oil company, the rock company, the engineers, and

our public works (department) on Wednesday at 10 a.m.,” Morton Mayor Rick Mead said during the meeting.

While Wednesday morning’s meeting about the roads won’t be a public meeting, Mead said he would give town residents an update following its completion.

“I will definitely let everyone know, once we’re done with that, what is going on with it,” he added.

In a recent report by The East County Journal, residents were asked, “How could city management improve your town?”

Everyone surveyed mentioned the road conditions and their desire for them to be improved.

“The city has to do something for our streets,” Myrna Norris stated. “The whole town is dirty. I have never seen Morton look this bad. It’s a disgrace, and not healthy breathing all this dust.”

On Oct. 9, 2024, the City of Morton put the finishing touches on the city’s TIB grant funded Otta Seal project. The TIB funds high priority transportation projects in communities throughout the state to enhance the movement of people, goods and services.

TIB is an independent state agency, created by the Legislature, that distributes and manages street construction and maintenance grants to 320 cities and urban counties throughout Washington state. Funding for TIB's grant programs comes from revenue generated by 3 cents of the statewide gas tax.

According to the TIB, Otta Seal can look like gravel after immediate installation, but, over time, black oils in the binding agent work their way up, creating the appearance of a normally paved surface.

The TIB’s website states the goal of the Morton project was “to identify the best candidate streets in the city to perform an Otta Seal or scrub seal on and develop basic plans and specs for soliciting bids.”

Chris Langhoff is the TIB project engineer for the Morton Otta Seal project, and The Chronicle reached out to him for comment on the road issues Morton residents are facing.

“Although TIB provides funding for transportation projects, the city along with their engineers are responsible for managing the design and construction phases,” Langhoff said. “TIB is aware of the road conditions in Morton. At this time, the project is an open contract and the city makes the determination on when it is complete.”

As the City of Morton continues to seek options to improve the state of the streets, residents' lives continue to be affected every day by potholes, mud and dust.

Back in Morton, Cheryl Meeks, who lives on the corner of First Street and Division Avenue, has concerns over the streets that stretch beyond her drive to the grocery store.

“I get so angry. I want to be nice about it, but I’m just so angry. Morton is a cool place. I love it here because it’s quiet and nice, and I have terrific neighbors. I love everything about it, but I certainly don’t love this,” Meeks said, motioning toward a cloud of dust kicked up by a passing pickup truck.

Meeks claims that the dust gets so bad it prohibits her from doing things she used to love, such as going for her daily walks, sitting on her porch or even tending to her flowers that she no longer bothers planting due to the dust.

“We pay taxes for paved roads. When I bought this house, that was paved,” she added. “I’m almost so mad I’ve thought about selling this place. But if we had someone out to look at the house, they’d say, ‘yeah, I don’t want to live on that street.’”

While city officials are working on solutions to fix the failed Otta Seal, it isn’t enough for Meeks.

“I feel like we’ve been lied to, very much so,” Meeks said. “We live in a dust bowl. Who knew Morton was gonna be turned into a dust bowl?”

# Initial designs for Imagine Downtown Chehalis project unveiled

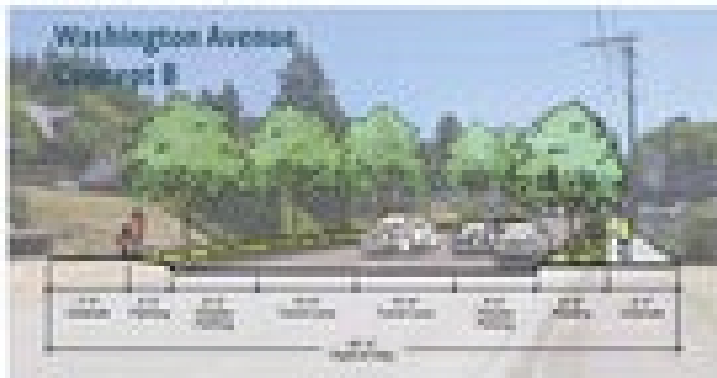
Sketches based on public feedback and engineering



Downtown Chehalis is pictured from above on Monday, March 31.



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Posted Monday, March 31, 2025 4:14 pm  
 By Dylan Reubenking / [dylanr@chronline.com](mailto:dylanr@chronline.com)

The Chehalis City Council is preparing to formally adopt the conceptual plan for the Imagine Downtown Chehalis rejuvenation project after the initial designs, project timeline and public input were presented to the council Monday, March 24.

Aaron Luoma, principal architect at HBB Landscape Architecture, told the council that there are plenty more design details to sort out for the project that roughly extends as west as North National Avenue and as east as Northeast Cascade Avenue and Northeast Park Street.

The project aims to improve the downtown area while preserving the history and identity of the city. Luoma's update comes after several open houses and a survey to collect community feedback on the rejuvenation project.

"We are at the tail end where we're wrapping up the costs and a little bit of the engineering work and our final report that will be given to the city next month," Luoma said.

Through its public engagement efforts in phase one, the architecture firm found that there was great concern for pedestrian safety, especially crossing Northwest Pacific Avenue and Northeast Washington Avenue. Community members expressed that pinch points and irregular intersections make for confusing traffic patterns for both pedestrians and motorists. Residents also shared an appreciation of and desire to preserve downtown's local businesses, small-town feel and historic charm.

Luoma added that one of the most significant findings from their first phase was that the right-of-way spaces in many of the downtown streets are much wider than necessary, contributing to speeding.

"When you have a lot of room to maneuver your vehicle, the tendency is to drive faster versus if it's narrower, it's going to slow speeds down but still keep traffic moving," he said.

HBB Landscape Architecture used the feedback to develop concept alternatives and initial designs in front of community members at the farmers' market, inviting people to contribute as they designed. They developed three quick sketches, two of which received favorable reactions and feedback from the public through the farmers' market and the following online survey, Luoma said.

The third phase of the project included a full topographic survey of the entirety of downtown Chehalis, looking at the concerns brought up by city staff and the community. City staff, business owners and representatives from Experience Chehalis teamed up to create an advisory committee that helped guide the firm in its decision-making process.

Luoma showed designs, dubbed Concept A, of a two-way Washington Avenue, which he said would help quiet and calm Pacific Avenue and remove through traffic along Washington. One design of Washington showed 10-foot travel lanes on both sides and a 10-foot planted median dividing northbound and southbound lanes, along with 6-foot sidewalks and 8-foot parallel parking spaces.

The Concept A design of a one-lane Pacific Avenue showed additional angled parking, wider sidewalks, and loading zones, similar to Market Avenue. Concept A would add 179 new trees, 14,000 square feet of additional pedestrian space, and 46,000 square feet of additional green space, Luoma said.

Concept B keeps the traffic movement similar to what it is today, Luoma said, but traffic lanes are narrowed.

“That narrowing of the lanes helps us add more pedestrian spaces for sidewalks and street trees along Washington and Pacific, but we’re still maintaining that predominantly two-lane, one-way direction on Washington and Pacific,” Luoma said.

The Concept B design of Washington Avenue displayed two one-way, 10-foot travel lanes and added areas for trees and sidewalks on both sides, while Pacific Avenue’s design featured two one-way, 10-foot lanes with 12-foot spaces for sidewalks on both sides.

HBB Landscape Architecture also presented a sketch of Market Avenue that included a narrower center lane to widen sidewalks and delineate angled parking, Luoma said. He described changes to Boistfort Street that would be much more pedestrian-friendly.

“This envisions a Boistfort on the south side between Pacific and Market that’s permanently closed and that could be open for loading and deliveries and events but not for common everyday traffic just to provide an open, flat, flexible space for the farmers’ market,” Luoma said. “It could also have dances, festivals, small music events, and we really don’t lose a lot of parking when we do that considering how much space there is. We can easily offset that loss of parking by what we’ve done on Pacific.”

The firm envisions the opposite end of Boistfort across from Market including a community space with more planting, terrace seating, a play space for children, a small dog area, and more.

“It really gives that pedestrian space back to the community, and the loss of parking and traffic movement is really minimal compared to the gain that we have here,” Luoma said.

Both concepts would bring additional parking stalls to the downtown area, with Concept A featuring 248 stalls and Concept B providing 261 compared to the existing 226.

The project will be funded by the City of Chehalis, along with federal and state grants, and the total estimated cost could be near \$48 million to \$60 million, depending on the concept chosen and barring additional council feedback. Costs include paved surfaces, undergrounding utilities, site furnishings, planting, sales tax and permitting, and more.

Luoma said his team’s priorities for the implementation plan are intersections around downtown and improvements to a number of specific streets. They will present a report of the master plan in April with an executive summary, designs, phasing plan, implementation plan, cost estimate, and architectural design guidelines framework.



To learn more about Imagine Downtown Chehalis, visit <https://experiencechehalis.com/imagine-chehalis/>.

# Snohomish weighing whether to widen First Street's sidewalks, alter parking



Snohomish Public Works Director Nova Heaton (at center) and First Forty Feet designer Jason Graf (standing at right) speak before a large crowd in the upper floor of the Carnegie Building for one of the First Street Master Plan public input meetings Thursday, March 27, 2025. Photo by [Michael Whitney](#).

By [Michael Whitney](#)

[Wednesday, April 2, 2025](#)

**SNOHOMISH** — Prominent changes to First Street, displayed last week as concepts being evaluated, could see narrower road lanes to accommodate wider sidewalks and may see angled parking switched for parallel parking. These options are meant to make the street safer for crossing pedestrians and more attractive streetside.

As the corridor is one of the city's crown jewels, City Hall is taking as much feedback it can get.

"We want to maintain that 'feel' that people love so much, while having what matters to our future generations," Mayor Linda Redmon told the audience at a First Street meeting last week.

Leaders, though, say they've made no preset conclusions on how it will look.

The core work is to improve the street layout and the infrastructure underneath.

Under First Street, there's a 131-year-old clay sewer line, and cast-iron water pipes that are between 35 to 90 years old. In 2021, the city's former city administrator and utilities general manager Steve Schuller said [these are well overdue](#) for replacement.

Upgrading the water and sewer is a driving force why the plan is being made, city public works director Nova Heaton said. When tearing up the road to fix the pipes, the city wants to pair that work with replacing the road and sidewalk.

Implementing any plan will take years, and the city would seek government grant money.

First for First, though, Snohomish needs to identify how things would look.

The Portland-based design firm First Forty Feet is developing designs for First Street's future layout. A construction plan will be developed later.

An overarching goal, principal designer Jason Graf said, is to "make it more of a 'people' place."

This includes pedestrian walkability and creating gathering spaces, as well as connecting the city's riverfront parks to First Street. It could mean ways to bring in sidewalk benches and sidewalk cafes.

Parking, though, was the prime topic for business owners attending the 4 o'clock meeting Thursday in the Carnegie Building.

Kim Hamilton, the owner of Rancee-Paul Antiques on the east end of First Street, called on designers to do nothing that loses parking spaces. "I lose customers constantly because people can't find parking," he said at the meeting.

### **First in, first out**

Graf's design ideas reduce how First Street is heavily car-focused. They incorporate more pedestrian crossings.

From Avenue D to Union, about two-thirds of First Street from building edge to building edge is built for cars, a project document outlines.

Parallel parking would eliminate cars backing into traffic, and possibly cyclists.

Competing interests for the sidewalk are on designer's minds. They're looking at how poles, signs, benches and more affect usability.

Snohomish's current sidewalks are 12 feet wide.

Graf said parallel parking would gain seven to eight feet of sidewalk width. It will result in 30% to 40% less parking spaces, he said.

"I think we can do a lot of small solutions on parking," such as using wayfinding signs to encourage people to park west of Avenue D, Heaton said at the meeting.

The city also has thought of designating more ADA spaces.

Downtown has adequate parking on most days, but there's a need to strategize on it, Maygen Hetherington, the Executive Director of the Historic Downtown Snohomish Association, said in an interview.

Hetherington said the parking available west of Avenue D is already available. Improvements west of Avenue D can make this area more inviting.

Adding more viewing areas or hardened seating at the parks would also enhance downtown. An idea for steeples at one of the parks could give people more places to take a lunch.

Last year, students at a University of Washington urban design class [created concepts](#) that resulted in using parallel parking and bike lanes as a solution to increase cyclist safety, and closing off the ending stub of Avenue A at the gazebo to create a gathering space.

First Forty Feet's guidance from the city's call for bidders last fall is to use the UW concepts as a "foundational starting point," the call read.

"We are a destination, and it is a fantastic destination," attendee Aaron Vicklund, who co-owns two First Street stores, said post-meeting.

He doesn't want to see parking taken away.

"This town is built on foot traffic," Vicklund said.

More than half the visitors who come to downtown are from outside Snohomish, Hetherington said from HDSA data. HDSA's data found an average visitor stays for nearly two hours\*\*.

## **First chance to get involved**

The city held three well-attended public events March 27 in the upper room of the Carnegie Building.

The morning session was standing room only, city spokeswoman Shari Ireton said. The afternoon sessions collectively had more than 150 people attend.

The city will be out at the farmers market this spring and summer to answer questions, Ireton said.

Also, the team is planning to develop the plan further and hold a demonstration project for the public. The demonstration is currently planned for late June, Ireton said.

A large part of the meetings were to poll the public with a survey on First Street's needs and to answer questions.

Other topics include whether to retain a historic feel for First Street, or to add a more modern feel, as well as whether to have more trees.

This survey, at <https://www.surveymonkey.com/r/XHSCL3X>, is expected to be available through to next week, said Graf.

Hetherington, from HDSA, wants to hear what the public says for the final result.

"We share the same concerns that we don't want to lose any parking," but would like to learn from other towns that reshaped their downtowns and implement what changes that worked in those towns, Hetherington said.

Other cities have modified sections of their downtown parking before with the same goals Snohomish is pursuing.

Chelan, Carnation and Port Townsend are some towns that redid their downtowns in the past, Hetherington said.

In 2015, Monroe exchanged angled parking for parallel parking and wider sidewalks at the nexus of its downtown around Main and Lewis streets. It altered just one side of Main Street downtown while keeping the opposite side angle parking. This came as a compromise set by Monroe's City Council after hearing outcry against a proposal of changing both sides to parallel parking.

Graf, the consultant, also offered parking time limits as an idea to increase parking turnover. In surveys taken at the 4 p.m. meeting, introducing time limits ranked lowest as a solution.

Graf said another idea is to add more angled parking on the alphabet avenues, and to see if the handful of private parking lot owners in downtown could spare a few spaces for public use. Most of those private lots either use paid permits or restrict parking to visitors to their immediate businesses. There are no pay-by-hour parking lots that relax street parking.

People also pressed Graf and Heaton to say if the parallel parking spaces would fit large trucks. Mainstream full-size pickups straddle just above and below 20 feet in length depending on the model. They're a touch longer than the fullsize cars of the 1970s.

In any parking layout scenario, the size of the spaces would determine how many spaces will fit within a city block – sort of like how legroom space decides how many airliner seats fit in a commercial jet.

### **First step of many**

Heaton said the city would finish the First Street master plan and then refine its master plan for Second Street to make sure the two are functionally complementary, Heaton said.

Implementing any First Street plan would take years and be broken into phases, Heaton said.

“The city will try to leverage state and federal dollars using (its) utility funds as match for the projects,” Heaton said by email. “This means we would wait to secure funding for the whole project phase before we did the utility work, if feasible.”



# Improvements on tap for Auburn Way South corridor

The corridor's growing importance has created its own problems.

By [Robert Whale](#) • March 28, 2025 9:30 am



Courtesy image

Auburn Way South between Hemlock Street Southeast on the west and Poplar Street to the east is a critical corridor — providing access to Auburn, Enumclaw, the Muckleshoot Reservation and Casino, its new hotel and conference center, Chinook Elementary School, the Auburn Transit Center, surrounding communities and numerous recreational amenities.

The corridor's growing importance in recent years, however, has created its own problems, including heavy congestion owing to the limited number of lanes, the lack of sidewalks and pedestrian crossings, limited street lighting, unimproved transit stops for King County Metro and the Tribe, and issues for businesses.

Even the two-lane roundabout recently installed by the Auburn School District as part of the reconstruction of nearby Chinook Elementary School acts more like a single-lane roundabout because of the one entering in from the east and the one lane entering in from the west.

During an Auburn City Council study session at City Hall on March 24, senior project engineers Matt Larson and Jeff Bender presented a number of upcoming improvements to address these problems as found in the Auburn Way South Corridor Improvement Plan.

“It is an important infrastructure project that will significantly benefit Auburn,” Bender said. “It is a vital investment in safety, mobility, economic growth for our city, and aligns with City of Auburn values.”

Here is what’s coming:

- A realignment of Poplar Street;
- Two additional lanes to create a five-lane cross-section to improve traffic flow;
- New street lighting;
- New sidewalks, curbs, gutters and crossings to improve the plight of pedestrians;
- Enhancing the two present, unimproved shoulder bus stops with bus pullouts;
- Installing a rectangular rapid flashing beacons (RRFB) between the two bus stops adjacent to the existing Poplar Street alignment;
- Intermittent lights at center medians to control traffic movements; and
- New storm drainage and water mains.

The total project budget is about \$13 million, and is supported by multiple funding sources and funding partners as follows: \$1.3 million in city transportation funding and \$2.4 million in water funding; federal grants channeled through the Puget Sound Regional Council; TIFE grants, Trust Fund loans/grant; and Tribal funds.

Bender said a number of “guiding and collaborative efforts” went into the project. The first is the State Route 164 route development, which was prepared by the Washington State Department of Transportation. This plan identified the need for corridor to widen from a three- lane to a five-lane cross section and identified the need for improvements to sidewalks and pedestrian crossings.

The second was collaborative effort between the City of Auburn and the Muckleshoot Tribe, which resulted in a memorandum of understanding between the two agencies and established a partnership to provide a non-motorized network, Bender said, “on, and along, and through the Auburn Way South corridor.”

According to Bender, Auburn’s Comprehensive Safety Action Plan designates this section of Auburn Way South as a “safety-emphasis corridor” because of the high number of serious injuries and fatalities that have happened there. The plan also outlines strategies to reduce serious



injuries for all road users along the corridor, many of whom have been included in the project, Bender said.

The construction schedule is start this week, and completion is expected in summer of 2026, probably closer to spring 2026.

“This project represents a significant step toward enhancing safety, connectivity and infrastructure resilience in Auburn, and by addressing existing deficiencies and implementing strategic improvements, we are providing a more safe and more efficient corridor for all users,” Bender 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.”

# Council deliberates Sixth Avenue details

Residents express concerns

[Jay Gunter](#), Cheney Free Press | Last updated Apr 16, 2025 7:47pm

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AIRWAY HEIGHTS – The April 14 City Council meeting saw discussion and debate between homeowners, council members and city staff concerning construction occurring along Sixth Avenue, between Russell Street and Craig Road.

Councilman Dave Malet introduced the discussion about problems rising from changes made to the section of Sixth Avenue — in particular, a wide concrete median added to the street just after Russel Road.

A reduction in traffic flow due to a median is clogging the roadway, especially whenever delivery vehicles are parked along its length.

Malet said one of the principal goals of the Sixth Avenue Project is to slow down traffic.

Malet proposed banning parking to help traffic flow.

“‘No parking’ signs and ‘no delivery’ signs along Sixth,” he said. “And we need to strictly enforce those restrictions.

“We should also look to find funding to make alterations to what’s already been built to help increase roadway for drivers and livability for residents.”

Council Chairman and acting Mayor Larry Bowman suggested rounding out the median where its edges met the street to give drivers more room to maneuver.

City Manager Albert Tripp, in response to Bowman’s suggestion, said that could not be done because of the danger of drivers rolling up and onto the median itself.

The floor then opened for homeowners to voice their concerns.

Sixth Avenue residents Karen and Doyle Inman, in a written communication prior to the meeting, detailed problems with parking and maneuvering their RV and boat at their residence, before speaking to the council.

Karen Inman spoke of the difficulty of functioning as a homeowner due to the ongoing changes.

“A lot of people on Sixth are moving,” she said. “There are ‘for sale’ signs going up.

“I am a lifelong citizen. I love Airway Heights. I don’t want to leave Airway Heights. I feel like I’m being forced out.”

Doyle Inman clarified his position.

“I’m all for the median down the middle,” he said. “We just need some kind of cut-out along Sixth Avenue to help us back in and out of our property safely.

“The road going behind the new Yoke’s has cutouts. Why can’t there be cutouts on Sixth?”

Principal Planner Heather Trautman spoke of efforts to clear up traffic congestion caused by delivery drivers.

“There are already temporary no parking signs along that area,” she said. “They were put up when the conversation about Sixth started last month. The signs disappeared.

“Permanent signs should be going up shortly.”

Bowman summed up many concerns about the results of the project.

“People are asking why the median is so wide,” he said.

Trautman responded, “It’s simply due to traffic-calming strategies. Our goal is to reduce traffic speeds.”

Police Chief Brad Richmond addressed public safety aspects.

“The traffic is slowing down. It’s going in the right direction,” he said. “The construction problems are frustrating, yes. But, children walking and riding on school busses down Sixth is our major priority.”

Following the council meeting, Bowman expressed his thoughts on the importance of allowing homeowners and others to speak at council meetings.

“We want people to come to City Council meetings. We want people to come and talk,” he said. “Our doors are open, and we want people to know they are heard.

# Council green lights more money for Tyler Street work



Sebastian Barragan, a maintenance worker for the city of Port Townsend, carries orange cones to notify passersby of asphalt curing on Tyler Street next to the community center on Dec. 11, 2024.

Leader file photo by Lloyd Mullen

Posted Wednesday, March 26, 2025 3:00 am

By Mallory Kruml

Weeks before the farmers market returns for the 2025 season, the Port Townsend City Council approved additional funding and awarded a bid for the Tyler Street Paving Project.

Council voted unanimously at the March 17 meeting to award the bid to the lowest bidder, Northern Asphalt, at \$463,635 and authorized the additional funding.

The work is expected to begin in the next few weeks and will wrap up 30-40 days later, Steve King, director of public works, wrote in the agenda bill that came before council. Crews will place a cement-treated base, repave Tyler Street from Lawrence Street to Jefferson Street and extend sidewalks to increase accessibility.

Before the project could move forward, King said council would need to approve an additional \$178,000 of Transportation Benefit District (TBD) funding to \$145,000 that was already approved. The council had three options: award the project to the lowest bidder, reject all bids and rebid the project, or reject all bids and cancel the project.

Ultimately, King advised the council to accept the bid to avoid losing state funding or spending more on a second bidding process.

“It is a significant cost increase and I don’t want to not bring that forward — I want to point that out,” King said at the meeting. “I still think this is an amazing project. It’s fixing a huge liability and that road has just tanked in the last few years if you’ve watched it. What started out as a few minor dig-outs are now pretty much the entire street.”

Mayor David Faber, whose law firm Faber Feinson PLLC has its office on Polk Street near where the work will be done, asked King if the work would impact the farmers market, which returns on April 5.

“Nothing will stop the farmers market from happening,” said King. “There will be one week when the actual pavement is torn up, and most of the time is fixing sidewalks and ADA ramps.”

The road has been slated for repavement since 2022. At the time, the state awarded the work a \$379,354 state Transportation Improvement Board grant.

Since then, the pavement condition has deteriorated rapidly, so staff added cement treatment to the project to create a stable base for new paving.

“We already know that from the pavement patching that was done here in 2019 or 2020 on Washington Street that if you don’t do something like cement-treated base, it just fails,” King said. “All those patched up by the post office, they’ve all completely fallen apart.”

The state grant — which only pays for paving work — was reduced to \$305,840, prompting the need for additional TBD funding to secure a bid, he explained.

King has asked the state to release the remaining \$60,000 to decrease the impact on the city, but “they probably won’t give it to us,” he continued.

Total project costs now equal \$732,340, up from the previously approved \$627,854. The dip in state funds and the funding needed to secure the bid, including the cement treatment, resulted in the \$104,486 jump.

Funding includes the \$305,840 state Transportation Improvement Board grant, \$323,000 in TBD funding, \$75,000 in real estate excise taxes and the remaining \$28,500 from the stormwater operation revenues.

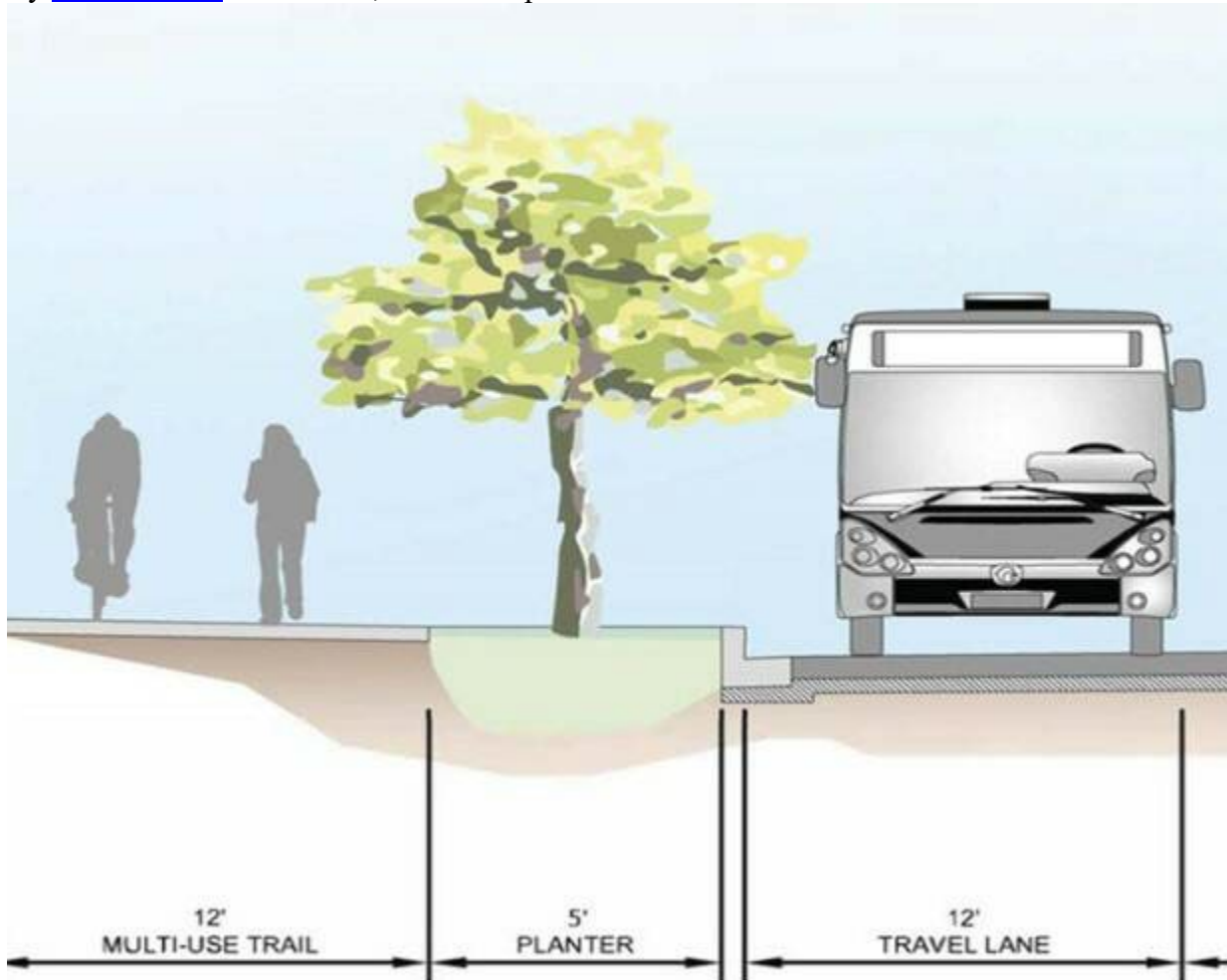
Funding outside the awarded construction contract will cover the design and engineering consultant feeds, tree replacement, city staff time and project contingency.



## Design phase begins for Sunset Trail

Sunset Trail will be a 12-foot-wide multi-use trail on the north side of Sunset Boulevard.

By [Drew Dotson](#) • March 28, 2025 1:30 pm



The trail will be separated from the street by landscaping to help protect pedestrians and bikers. Photo provided by City of Renton

Renton has started the design phase for a multi-use trail alongside a section Sunset Boulevard to improve pedestrian connectivity.

Sunset Trail will be a 12-foot-wide multi-use trail on the north side of Sunset Boulevard that runs from NE 10th St. to Edmonds Avenue NE, along with a landscaping strip to provide protection from vehicles.

Project manager Hebe Bernardo said the project will also include illumination and ADA (Americans with Disabilities Act) improvements on the intersections.

Bernardo said the overall purpose of the project is to increase non-vehicle transportation and improve pedestrian connectivity and accessibility in the area.

The Sunset Trail is a part of a larger project, the Sunset Boulevard Improvement Project, which was started in 2014 to improve the neighborhood around Sunset Boulevard, Bernardo said.

“This is just a segment of the Sunset Boulevard Improvement Project,” Bernardo said. “The goal for the Sunset Trail project would be that it provides a link between these new housing developments that are being constructed and the library and the park.”

Bernardo said they just started design and don’t expect construction to begin on the project until 2027.

At the March 3 Renton City Council meeting, the council approved the professional services agreement with Perteet Inc., encompassing engineering design, right-of-way design and property acquisition, and construction acquisition services with a maximum allowed payment of \$1,243,483. The current budget for the design and right-of-way of the project is \$1,773,629, being funded by a Puget Sound Regional Council Grant and city funds.

# Streets initiative on the ballot this month

Mon, Mar 31, 2025

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Those in favor of Prop. 1 have been out engaging with the community as public information sessions have been held at Tacoma libraries.

On April 22, Tacoma voters will be faced with a choice to vote for or against Tacoma Streets Initiative II. While the completed Streets Initiative I focused on residential streets, Streets Initiative II will provide funding to tackle main arterials, particularly the highest risk roadways.

Voters approved Streets Initiative I in 2015 as Proposition 3. Streets Initiative II will appear on the special election ballot as Proposition 1. If approved by voters, it would replace the expiring Prop. 3 rates to fund street repair, maintenance, and safety improvements including pedestrian and bicycle routes.

Regarding costs to taxpayers, Prop. 1, if passed, will increase the utility tax on natural gas, electric, and phone services from 1.5 percent to 2 percent effective March 2026 and the property tax rate from \$0.20 to \$0.25 per \$1,000 of assessed value effective January 2026.

Leveraging federal dollars and public-private partnerships will allow the city to continue securing \$2.25 for every \$1 of voter approved funds. Streets Initiative I generated more than \$397 million which surpassed the projected \$325 million.

"The good news is that it's a renewal of a tax that we're already paying," said Tacoma City Council member Kristina Walker. "It is a slight increase to address inflation but the impact to your pocketbook is a little over \$8 a month. It's an easy yes for the amount you get in terms of quality of life in this city and ability to get around."

The first Streets Initiative improved nearly 70 percent of our city's residential streets encompassing 6,000 blocks. More than 3,960 ADA curb ramps were constructed, and 48 school crossing beacons were installed along with 41,809 feet of new sidewalks and seven miles of bike lanes. In 2023 alone, city crews fixed 2,889 potholes and temporarily patched 12,099.

Through Streets Initiative II, the city will be able to improve 1,100-1,400 major thoroughfares that connect neighborhoods, commercial districts, and highways; 250-300 sidewalk miles; 130-170 miles of bike infrastructure; and maintain 5,200-6,200 residential blocks over a 15-year performance period, prioritizing accessibility, pedestrian safety, and multimodal connectivity.

There is also a component to slow down traffic. Prop. 1 proponents say that the number of people killed or seriously injured in crashes on Tacoma roadways is at the highest level in over a decade. Neighborhood greenways will add traffic calming and pedestrian improvements, making them safer for walking, biking, and rolling. This is in keeping with the city's Vision Zero goal to eliminate traffic fatalities and serious injuries in the city of Tacoma by 2035.

When crews are out repairing major roadways, they will plant more trees and take on improvements to surface water, wastewater, and other critical infrastructure.

A look on social media for how Tacoma residents are reacting to Prop. 1 shows that some are opposed to paying more out of pocket, especially in these times of financial uncertainty and escalating prices for the most basic necessities including food, gas and utilities.

Tacoma-Pierce County Chamber President and CEO Andrea Reay addressed these concerns.

"I 100 percent understand that every family and business is dealing with a lack of predictability, certainty and increased costs. We're looking at increased inflation, some of the impacts of tariffs, and some of the proposals coming out of the state legislature right now," she said. "We know we want to maintain an affordable Tacoma and that means making smart investments now that do not mortgage our future. We can spend a little now and get a lot or we can spend a lot later and get less."



**Through Streets Initiative II, the city will be able to improve 1,100-1,400 major thoroughfares used by drivers, bicyclists and pedestrians.**

Walker also spoke to the risks of continuing to defer street maintenance in that repair costs will continue to rise as streets get worse over time.

"We don't know what's going to happen at the federal level or how the state budget is going to shake out, but we know they have a deficit. What we can do at this moment in time is invest our local dollars locally," she said.

Pierce County Central Labor Council Secretary-Treasurer Nathe Lawver echoed Walker's perspective.

"It's just going to get more expensive if we wait, and we have waited. We have generations that have put off this deferred maintenance and now is the time to say we're done with that," he said. "We're going to take care of our streets and our community not just for now but also for future generations."

Lawver said the Pierce County Central Labor Council supports Prop. 1 as a jobs generator, noting that the last Streets Initiative created more than 40,000 hours of apprenticeship training.

"It's not just about building our roads; it's about building our community and our workforce. That was a big driver to why we wanted to get behind this initiative. There is the intent and goal to make sure that it is local hires for these projects."

The City of Tacoma's Local Employment and Apprenticeship Training Program prioritizes having contractors look at local employment out of specific zip codes, Lawver said.  
"This about improving quality of life of the people that are doing this work."

At Downtown on the Go, interim Executive Director Laura Svancarek said folks she has spoken with are supportive of all that Streets Initiative II will bring to the city.

"The reason why we're excited about this package is because it represents a different way to think about transportation investment in Tacoma. It has a clear focus on safety and connectivity in a way that we haven't seen from the previous streets initiative," she said. "It has the opportunity to be genuinely transformative as far as the investments that can be provided for increasing safety and access within Tacoma on our roads."

Through the chamber of commerce's lens, Tacoma's and Pierce County's trade-driven base means being able to effectively, and safely, move people, goods and services throughout our region.

"When we're talking about supporting our local workers and helping them work close to home on these projects, making sure there's work available for them – that's a win-win," Reay said.

According to Walker, while drivers and others moving about Tacoma had to deal with the temporary inconvenience of road construction crews during Streets Initiative I, not seeing these crews at work poses another kind of troublesome situation.

"The amount of work that we're able to do with this investment, you can see construction around Tacoma. You will not see construction in Tacoma if this does not pass."



# Streets initiative failure leaves future uncertain

Tue, Apr 29, 2025

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The city's currently scheduled road projects are funded but that is not the case going forward.

With Tacoma voters not approving the city's Streets Initiative 2 (Proposition 1) on the April 22 ballot, thoughts are turning to, "What now?"

In 2015, voters passed Streets Initiative 1 to improve Tacoma's residential roadways. Ten years later, Streets Initiative 2 intended to tackle main arterials, bringing the city's roads infrastructure full circle. According to Public Works Director Ramiro Chavez, the city council's adoption of the 2025-2026 biennial budget last December did not account for any potential revenues from Streets Initiative 2 so all currently planned Public Works projects are fully funded. It's the future projects that are in a sort of limbo.

"We are now actively developing strategies for our long-term infrastructure needs. Proposals covering both process and potential revenue sources will be brought to the city council for

consideration, and we anticipate more detailed discussions in September at the city council's Infrastructure, Planning and Sustainability Committee," Chavez wrote in an email.

In a statement issued the day after the election, the city acknowledged the unsteady footing and tight budgets voters are experiencing in these times given the current economic climate. The city also noted that Streets Initiative 2 represented a significant opportunity to continue investing in the essential systems that support our community's quality of life, safety, and future economic growth.

"Our primary concern now is that, without these dedicated funds, we will struggle to keep up with the infrastructure needs of our city and maintain the improvements achieved under the current Streets Initiative, which ends December 2025," according to the statement.

City council member Kristina Walker, an outspoken proponent of Streets Initiative 2, expressed dismay in it not passing and in the low voter turnout.

"The number of voters was not that big so it's disappointing for all those folks that voted yes and wanted to see things improved in their city," she told the Tacoma Weekly. "At the same time, we understand that people are in this financially nervous spot with the stock market, tariffs, the state budgets – everything is making people nervous so it's not altogether surprising that people would vote the way they did."

Council member Joe Bushnell said Streets Initiative 2 had a lot of projects in his District 5 and in District 4 as well, places that still face historical underinvestment. He remarked over the children he sees in his district walking to school and home on streets without sidewalks and people getting killed riding bikes at a rate higher proportion than other parts of the city.

"It appeared to be a substantial tax increase," he said of the initiative, "but I think what was missing from the conversation was that we had been paying for a majority of this 'tax increase' for the last 10 years through the first streets initiative. This was basically a renewal of that with just a slight increase in utility and property taxes and mainly just to keep up with inflation."

Walker and Bushnell both agreed that the initiative failure means that Tacoma's main arterials will need even more attention as years go by and prices continue climbing, making street infrastructure costs even more expensive in the not-too-distant future.

"It's a missed opportunity in many ways and it's also postponing the inevitable," Walker said. "We had great momentum with Streets Initiative 1 and we wanted to keep that moving forward and this will force us to pull back."

Looking ahead, it's back to the drawing table for Tacoma government.



"The city council will be actively exploring all available options moving forward, including the possibility of bringing a revised funding measure back to the voters for consideration at an appropriate time in the future," according to the city's statement.

# Report: Worsening roads, lower transit ridership in WA despite increased spending

By Brett Davis | The Center Square,

4 days ago

(The Center Square) – Just prior to competing transportation budgets being introduced in Olympia this week, the Washington Policy Center put out a policy brief making the case that Washington state, despite increased spending, is failing to meet expectations when it comes to the state’s transportation system.

WPC’s “ [The State of Washington’s Transportation System](#) ” is part of the free-market think tank’s ongoing “Report Card for Washington’s Future” series examining key state priorities.

According to the report released last week, Washington’s transportation policy has focused on increasing the use of public transportation and alternatives to automobiles since 2012 rather than maintaining roads and bridges and increasing system capacity. In 2020, the Washington State Department of Transportation, or WSDOT, managed 164 bridges in “poor condition.” By 2024, that number had increased to 229.

Meanwhile, the report says that over that same time period, public transit ridership has declined even as the number of miles traveled by Washingtonians has increased.

In 2012, the total number of public transit boardings was 220,697,247. By 2023, boardings had fallen to 164,925,647, a 24% drop. Transit agency revenue was \$2.1 billion in 2012. By 2023, it was \$5.1 billion, an increase of 83% after inflation. In 2012, 85.5 million daily vehicle miles were traveled on state highways. By 2023, that had gone up to 96.3 million miles.

The report goes on to say that Washington State Ferries has seen a reduction in the number of vessels and ridership while expenses have increased faster than inflation. In 2012, WSF had 19 vessels in service. By 2023, that number dropped to 17.

Total annual service hours for WSF declined from 126,980 in 2012 to 105,456 in 2023, a 17% cut. The number of WSF passenger trips declined from 22 million in 2012 to 17 million in 2023, a decline of some 23%. WSF’s cost-per-service-hour rose from \$1,810 in 2012 to \$2,679 in 2023, an increase of 11% after inflation.

The report says the number of traffic fatalities nearly doubled since 2012, including an increase in accidents due to impaired driving. According to state records, there were 438 traffic fatalities in 2012. There were 810 fatalities in 2023, an 85% increase, far outpacing the state’s 15% increase in population over the same time period. The percentage of fatal accidents involving an impaired driver went up from 46% in 2014 to 51% in 2023.

The Center Square reached out to WSDOT for comment about WPC’s policy brief.

In an email, WSDOT Acting Communications Director Stefanie Randolph said that “we can’t speak to the specifics of research not produced by our agency.”

In its policy brief, WPC makes recommendations for revamping Washington’s transportation system:

Focus on improving mobility rather than reducing daily travel. Reform transit agency governance and improve accountability. Cut the cost of public road projects. Make funding for highway preservation and maintenance a higher priority than non-essential programs. Allow carbon-emissions revenue to be used for fixing state highways and repairing culverts.

Meanwhile, lawmakers are at the beginning stages of negotiating a state transportation budget. On Monday, both chambers of the state Legislature introduced competing budgets meant to address a \$1 billion shortfall for transportation funding in the upcoming 2025-2027 biennium, which begins July 1. Both proposed budgets have a few things in common: higher gas taxes.

Under a \$16.2 billion [Senate](#) proposal favored by Democratic and Republican leaders on the Senate Transportation Committee, gas taxes would increase by 6 cents per gallon and grow 2% every year through 2031 to help meet inflation. The leaner \$15 billion [House](#) budget proposes a higher gas tax – 9 cents per gallon – indexed to inflation, which typically grows at about 3% a year.

The Senate also put out a more austere transportation budget proposal to contrast with its other proposed budget. The austere budget would postpone projects and cut workforce development programs to bolster staff at WSF and the Washington State Patrol as part of dealing with the shortfall.

The 105-day legislative session concludes on April 27.

# Not-so-smooth road ahead: Report says Washington's highways among the worst in nation



AdobeStock

By Brett Davis | The Center Square

[Wednesday, March 19, 2025](#)

Washington state has some of the worst-performing, least cost-effective roads and bridges in the nation, according to Reason Foundation's "28th Annual Highway Report," released Thursday.

The Los Angeles-based libertarian think tank gave the Evergreen State an overall ranking of 47 out of 50 states.

The report measured the condition and cost-effectiveness of state-controlled highways in 13 categories in all 50 states, including urban and rural pavement conditions, deficient bridges, traffic fatalities, spending per mile and administrative costs per mile of highway.

The report's data was primarily derived from information each state directly reported to the Federal Highway Administration for 2022, the most recent year with complete data available.

In safety and condition categories, Washington's highways rank 27th in urban interstate pavement condition, 44th in rural interstate pavement condition, 43rd in urban arterial pavement condition, 25th in rural arterial pavement condition, 17th in structurally deficient bridges, 27th in urban fatality rate and 18th in rural fatality rate.

The report ranks Washington at No. 31 in terms of traffic congestion; its drivers spend 28 hours a year stuck in roadway snarl-ups.

Washington ranks 50th – dead last – when it comes to spending and cost-effectiveness. That translates into Washington spending the most of any state in building new roads and bridges and widening existing ones. Washington also came in at No. 50 in terms of maintenance – that is, the costs of repaving roads and filling potholes.

The state fared only slightly better – No. 47 – when it came to administrative disbursements, including office spending that didn't go toward roads.

“In terms of improving in the road condition and performance categories, the large amount of money the state is spending needs to translate to producing better results for drivers and taxpayers – smoother pavement, less congestion and lower fatality rates,” Baruch Feigenbaum, lead author of the report and senior managing director of transportation policy at Reason Foundation, said in the section detailing Washington's various rankings.

Former Washington State Transportation Secretary Roger Millar said as much in his final update to the Washington State Transportation Commission in January. He noted that the current gap between what the state spends and what it would need to spend to keep its transportation system in good repair stands at \$1.44 billion per year, with \$980 million of that needed for the existing state highway system.

The state's bridges are in a similar situation. The Washington State Department of Transportation is responsible for more than 3,400 spans in the state. During a briefing last month to the WSTC, WSDOT engineer Evan Grimm noted nearly 9% of bridges are considered to be in poor condition, more than 55% are in fair condition and just over 36% are in good condition.

The average age of a bridge in Washington is 51, and the oldest bridge was built in 1915. According to Grimm, replacing all 313 bridges 80 years old or older would cost about \$8.3 billion.

The Center Square emailed WSDOT for comment on the study's findings regarding Washington, asking if the state is focused on spending on new transportation projects at the expense of maintenance and preservation efforts.

"Highway maintenance and preservation remains a key agency priority and is identified as a critical unfunded need," WSDOT Acting Communications Director Stefanie Randolph emailed

The Center Square. "Under the state budget process, WSDOT does not set its own budget. Our agency receives separate funding buckets for Operations & Maintenance and for Preservation as well as for new construction projects. Legally, the agency cannot shift funds from one item to another. We continue to partner with the Governor's Office and the Legislature on ways to change the trajectory of our system."

She went to explain how WSDOT tries to keep pace with preservation efforts in spite of funding challenges.

"Preservation, operations & maintenance take care of the transportation system we already have," Randolph noted. "Insufficient funding threatens the safety and reliability of our system as well as past investments by taxpayers. When preservation funding falls short of actual needs, we are forced to manage decline rather than improve existing infrastructure. This reactive approach increases demands on highway maintenance crews and is more costly to fix, as crews must respond to system failures instead of proactively addressing issues before they arise. To stretch resources, we have taken steps to reduce costs, cut material expenses, suspend overtime and extend the lifespan of our transportation assets where possible."

Washington's No. 47 overall ranking is a one-spot fall from last year's 46th-place finish.

# Gas tax increases key to fueling Washington transportation budgets

Both the House and Senate proposed hikes in the tax Monday, among other revenue options, to fill a \$1 billion shortfall in the next two years.

[Jake Goldstein-Street](#) | Mar 26, 2025

Washington drivers would see higher gas taxes beginning this summer under transportation funding plans state House and Senate lawmakers unveiled Monday.

The chambers approach what would be the first gas tax increase since 2016 a bit differently.

The Senate's proposal would raise the tax 6 cents per gallon, bringing it to 55.4 cents — not including the 18.4 cent federal rate. The state tax would then rise by 2% annually to account for inflation starting the following year.

The House goes bigger, looking to raise the state tax 9 cents, and then index it to inflation.

Both hikes would take effect July 1. The Senate gas tax proposal would raise \$1.5 billion over the next six years, lawmakers say. The House: \$1.8 billion.

Washington's gas tax is already the third-highest in the nation behind California and Pennsylvania, according to the U.S. Energy Information Administration.

“If we were to use our existing resources alone, it would mean significant delays to projects all over the state. It would mean suspending workforce development initiatives at ferries and State Patrol and it would mean [an] inadequate transportation system,” Senate Transportation Committee Chair Marko Liias, D-Edmonds, said during a press conference Monday.

The combination of ballooning construction costs and flagging gas tax collections has left lawmakers searching for new options for years. Without new state revenue, they warn of road projects sitting half-built as they wait for more funding.

“As we started this process, we faced a variety of challenges,” said Sen. Curtis King, the top Republican on the Senate Transportation Committee. “You look at billions of dollars in shortfalls in maintenance and preservation. Numerous projects that we saw multi-million dollar increases in costs. Our roads were becoming less and less safe to travel on.”

As it stands, the transportation budget faces a \$1 billion shortfall over the next two years, growing to \$8 billion to meet current obligations over the next six years, some lawmakers have cautioned. The Senate has a plan to shift a chunk of that total — spending tied to replacing culverts — over to the state's capital budget.

Replacing the culverts is part of a court-mandated program to improve passage for fish in waterways that cross under roads. It's one of the bigger transportation-related costs lawmakers have been grappling with.

#### Furloughs in Senate plan

Both bipartisan plans include the gas tax hike among a range of revenue options meant to address rising project costs due to inflation and shrinking gas tax collections as vehicles get more efficient and more drivers go electric.

The current two-year transportation budget is \$14.6 billion and includes money for road maintenance, ferries, bike and pedestrian projects and more.

Monday's proposed Senate budget is made up of \$6.2 billion in operating costs and \$10 billion for capital projects. The House's is \$6.1 billion for operating expenses and \$8.9 billion for capital costs.

Other new funding in the Senate plan includes a proposed transfer of 0.3% of sales tax collections from the operating budget to transportation. This would add \$800 million annually starting in the 2027-2029 biennium. The House plan doesn't incorporate this sales tax switcheroo.

Senate lawmakers also want to raise fees on electric vehicle registrations by \$50, impose a new tax on luxury vehicles costing over \$100,000, increase the tax on rental cars and add a \$10 assessment on traffic infractions, among other measures.

Even with the new revenue options, the Senate budget plan still includes 13 furlough days in fiscal year 2026 for state transportation workers, excluding Washington State Patrol troopers, employees who work on state ferries and at terminals, highway incident responders and others.

This one year of furloughs is in line with what senators proposed for other state employees in their operating budget plan, also unveiled Monday.

The House plan doesn't use furloughs to save money.

For over a decade, some Democrats have toyed with the idea of a road usage charge that drivers have to pay per mile. A proposal from the chair of the House Transportation Committee, Rep. Jake Fey, pegs that cost at 2.6 cents per mile. This concept wasn't included in the Senate's proposal. Even if that system were adopted, it would take time to set up.

Lias has consistently said new transportation revenue sources need to be bipartisan. Republicans have been steadfast in their opposition to the road usage charge.

Instead, the House proposal includes an annual highway use fee charged based on a car's fuel economy, with more efficient vehicles paying more. This could bring in \$384 million over the next six years.



Rep. Andrew Barkis, R-Olympia, said he was surprised that after all the conversations over the years about a road usage charge that this model wasn't explored sooner.

"I may be opposed to putting another fee in place at this point in time, but talk about a simplistic model that really answered a lot of the problematic issues of a road usage charge," said Barkis, the top Republican on the House Transportation Committee.

House lawmakers also propose an increase in the additional sales tax assessment on vehicles from 0.3% to 1%, to bring in over \$1.1 billion in six years. That rate goes up based on how expensive the car is.

With just their tax and fee proposals, senators are banking on an additional \$3 billion in revenue over six years, while the House's adds up to \$4.4 billion.

Despite the new revenue, the House plan still would delay \$1.3 billion in projects between 2025 and 2031 that haven't yet begun.

The new transportation revenue options are separate from proposals last week in the House and Senate to raise \$15 billion or more in new tax revenue over the next two budget cycles.

'We see uncertainty'

Former Gov. Jay Inslee released a plan before he left office that had \$794 million for state ferries. That was before his successor, Gov. Bob Ferguson, announced a pause on the hybrid-electric conversions of the state's largest ferries.

The Senate's budget takes that change into account and includes \$845 million for new ferries as well as vessel and terminal preservation. The House has over \$1.1 billion.

The state now expects to receive bids to build five new hybrid-electric ferries in May.

Beyond the topline tax increases, the Senate plan includes a potpourri of other changes, such as authorizing tolling across the entire State Route 520 corridor, not just the floating bridge, increasing ferry fares an additional 1.5% per year, allowing police to issue \$150 tickets for cars parked with expired tabs in the public right-of-way and creating a new grant program to support infrastructure for cyclists and pedestrians.

Both budgets include about \$1.3 billion in proceeds from the state's carbon auctions under the Climate Commitment Act. That money goes toward transit and electrification projects, among other things.

In January, advisors for Inslee told lawmakers the state's biggest transportation projects had increased in cost by more than \$1.3 billion, coupled with a drop in expected revenue of over \$530 million between this biennium and the next one.

The outlook has brightened slightly since then. A new forecast released last week showed projected transportation revenues up about \$113 million from predictions in November for the next two-year budget, to a total of \$7.1 billion. This doesn't include money from the federal government or the portion of funding from the state's carbon auctions earmarked for transportation.

Last week's updated forecast shows gas consumption not falling quite as quickly as previously expected, providing that projected revenue boost.

The Senate's proposal sets aside \$500 million in unspent funding across the next three budget cycles for unexpected increased costs. The House budget includes \$1 billion in reserves, Fey said.

"On costs, we see uncertainty. On the federal picture, we see just a lot of uncertainty, and we want to leave the Legislature in the future some room to maneuver," Liias said.

The House and Senate transportation budgets are set for public hearings in committees Tuesday and committee votes Thursday.

Both chambers will likely pass their budgets quickly and then negotiate over their provisions for the next few weeks. The legislative session is scheduled to end April 27.

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