

CITY OF LYNDEN

PUBLIC WORKS DEPARTMENT

Main Number: (360) 354-3446



Public Works Committee Meeting Agenda

City Hall - 300 Fourth Street

4:00 PM March 06, 2024

Call to Order

- [1.](#) Approve Minutes from February 7, 2024

Action Items

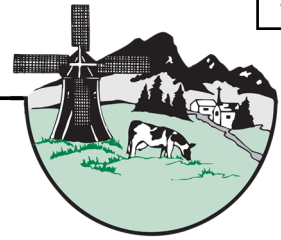
Information Items

- [2.](#) Transportation Benefit District Annual Report
- [3.](#) Six Year Transportation Improvement Plan (STIP) 2025-2030
Prior year STIP is attached for review.
4. WWTP Expansion Update
- [5.](#) Projects Update

New Business

Adjournment

Next Meeting: April 3, 2024



PUBLIC WORKS COMMITTEE MINUTES

4:00 PM February 07, 2024
City Hall 2nd Floor Conference Room

CALL TO ORDER

Members Present: Councilors Gary Bode, Brent Lenssen, Gary Vis

Staff Present: City Administrator John Williams; Public Works Director Jon Hutchings; Community Development Director Heidi Gudde; Programs Manager Mark Sandal; Office Manager Heather Sytsma; and Senior Administrative Assistant Jennifer Bell

Public Present: Mark Wohlrab, Marty Gering, Mary Lou Childs, Dean Francis, Caroline Bergeron, Jonathan Henry, Lynnette Ondean, Stacy Torrance

ACTION ITEMS

1. Review Minutes from December 6, 2023

Action

The minutes from December 6, 2023, were recognized and accepted by the Committee.

2. Elect Committee Chair

Action

Lenssen motioned and Vis seconded to nominate Councilor Gary Bode as Public Works Committee Chair.

3. Reconsideration of Pepin Parkway Alignment

Hutchings briefly reviewed the history of the Pepin Creek Corridor since the previous Council's layout was adopted in 2021. This layout extends Sunrise west and then south utilizing City property. He noted that, as conversations about development have progressed from there, sizeable inequities have been identified in the ability to access the parkway right-of-way from developable lands in that subarea. There have been many conversations with and among property owners about how inequity could be handled with regards to fees for road and other transportation and utility improvements. In addition, the question of how that roadway would interact with the realignment of Pepin Creek and how the realignment created a central interaction between trailheads, utilities, amenities all in one area and burdened one set of properties to the benefit of all others. The ultimate question is how to create a more equitable alignment of the road to act as a magnet to those who wish to develop and connect a transportation system to the parkway, removing the burden of having to make improvements later to connecting arterials.

Gudde stated that the City already owns the majority of the north-south section of the proposed corridor. Prior renditions had the Parkway going through Benson Park, but the newest sketch shows the Parkway going around the park. The Weg annexation would then have Parkway access. The central alignment is a more functional and equitable location for the deep sewer main that must serve most subarea developers. Gudde is working with Transpo Group regarding the obligations of property owners. The current proposal extends Homestead Boulevard west and then south along Benson Park. She noted that it's important that developments connect to each other for stronger infrastructure. There is also better alignment in the new proposal because there are fewer curves for a safer roadway, and it reduces conflict with the airport and airport runway.

Hutchings explained how the various property locations could benefit from existing sewer on Benson Road or a deep sewer line in Pepin Parkway. Williams added that the City is looking for legislative allocation for sewer infrastructure.

Mr. Francis expressed frustration with the City and the changes that have been made to the Pepin Creek corridor over the years. He explained that he has invested considerable time and money in his proposed development only to face further changes from the City. Bode stated that the City has spent a lot also, but the plan must define what is needed far into the future, which has caused considerable discussion and the resulting changes. Vis stated that developers should be cautioned regarding investing until the final plan for the property is developed.

Regarding Federal participation, Francis mentioned that maybe some assistance can go to the developers to alleviate the expense of building on this property. He also suggested that the City build the road and then have a latecomer agreement for developer participation.

Childs asked if the Transportation Impact Fee (TIF) pays for the road. Gudde explained that the TIF goes towards transportation infrastructure as a whole. The Parkway is one expense. Relocating the creek is another, as is improving Double Ditch and the northern portion of Benson Road. The general taxpayer is still helping to pay for all improvements. The City will try to get any funding available, but the TIF by no means covers all infrastructure required, regardless of how high it is. The City has received some Federal funding for the section of Benson north of Sunrise and has started preliminary investigations.

Vis asked if this would be presented at the next Council meeting. Hutching stated that is the intention. Lenssen asked if there should be a recommendation made at this meeting. The Committee decided that this can be brought to the City Council for discussion and a motion made at that time if warranted. Lenssen clarified that Community Development should have a draft Resolution ready for the March 4 City Council meeting with a vote potentially at a subsequent meeting.

Action

The Committee concurred and requested that the Community Development Department forward the Pepin Creek Realignment to the March 4 City Council meeting for discussion and possible action.

INFORMATION ITEMS

4. Main and 1st Street Intersection Truck Turning Movements

Bode noticed that the house at the east end of Main Street was for sale. Sandal said the sale was pending, and the new owner said she is willing to work with the City regarding plans to aid the truck turning movements at this intersection.

5. Agreement for Airport Engineering Services – Precision Approach Engineering

Hutchings explained that the City would be entering into an agreement with Precision Approach Engineering (PAE), an aviation-specific engineer used in the past. With the questions surrounding development north of the Runway Safety Area, and with WSDOT-Aviation expressing concerns about the proposed development, PAE can assist staff with any decisions. The agreement will be on the next City Council agenda for approval.

6. WWTP Expansion Update

Hutchings asked to move this to the next meeting for lengthier discussion. Vis requested possibly having an additional meeting specifically to review the Wastewater Treatment Plant Expansion. Hutchings said he'd think about whether this warranted a separate meeting.

Hutchings summarized that the application for an \$18.5M State Revolving Fund loan for construction of the WWTP expansion has made the initial list but a final list won't be released until late in summer. There is a lot of work to get the project to the point where Ecology is confident the City can meet the State Revolving Fund requirements.

7. Projects Update

The Committee briefly reviewed current projects and received progress information.

Cedar Drive Sewer and Overlay – Property owners have been provided with the current driveway designs and with the stormwater proposal. Going out for bid late February.

Judson/9th – Second phase going out to bid soon.

Waterline Improvements – Seeking to incorporate Guide Meridian service area for insufficient water supply at some homes/businesses.

Bradley Road – Design is advancing.

High School Parking Lot – The Committee was reminded that this is the exchange for Bradley Road right-of-way. This should be done as soon as school is out.

Pine Street Bridge – Construction to occur late 2024 to early 2025.

Hannegan/1st – Construction to occur this summer. Bode asked whether the Hannegan/Riverview left-hand turn lane can be incorporated into this project. Hutchings said it will take longer to work with Whatcom County to get right-of-way for this project.

Depot / 8th Trail – Williams stated he will discuss a ribbon cutting with the Parks Committee, but that it won't occur until the trail is complete.

As an aside, Sandal noted that the snowplows scraped up many of the domes. Striping of these areas and recessed markers has been proposed.

NEW BUSINESS:

8. Cedar Drive Updates

- Sandal stated he contacted Whatcom County about chip sealing the east end of Cedar Drive and the County asked for a list of other streets Lynden wants to chip seal. He will look at problem areas with the Streets Superintendent tomorrow.

- Sandal met with Marty Gering regarding the proposed roadway improvements. Bode asked if the Department of Fish and Wildlife is satisfied with the solution. Sandal stated yes. He added that he is meeting with an arborist on Friday to look at the trees on the east end to review how best to manage them in the long term. Gering stated he got results of the longitudinal stream survey. Sandal said to work with Reichhardt and Ebe Engineering for a path forward and to talk with Dave Timmer in Planning regarding the creek, ditch, permits, and critical areas.

9. Reverse Osmosis System Proposal

Wohlrab introduced a proposal for a reverse osmosis system that would remove fluoride from water. He explained that it could be located near the Water Treatment Plant and dispensed via fob linked to a water utility account to those wanting to fill containers for home use. He noted that the City of Bellingham once had a similar system at their plant. Wohlrab explained that cost depends on the size of system, from about \$10,000 to \$12,000.

Hutchings noted that his general observation regarding changing water chemistry (i.e. removing a treatment chemical) is that people may notice other effects such as taste, which is another issue to be explored.

Lenssen noted that the best solution is going to be something that not everyone is satisfied with.

Williams noted the fluoride issue is in the process of being presented for Public Hearing in May. He explained that notices have gone out to account holders in the mail, a public notice has been in the Lynden Tribune, a general advertisement will follow closer to the hearing date, and a notice will be added to the utility bills in March and April.

Williams added that there is no limit to who can comment at the Public Hearing, only the three-minute comment period per person for verbal comment. There are no residency requirements. Vis noted that the Council will not be offering solutions or answering questions at the hearing. There won't be a pro/con panel. This is just an opportunity for the public to voice their opinion to the Council at a public hearing.

ADJOURNMENT: The meeting was adjourned at 5:32 pm.

NEXT MEETING: March 6, 2024



CITY OF LYNDEN

Transportation Benefit District 2023 SUMMARY REPORT

The Transportation Benefit District (TBD) 2023 annual report is being provided to comply with RCW 36.73.160(2) which states that the “district shall issue an annual report, indicating the status of transportation improvement costs, transportation improvement expenditures, revenues, and construction schedules, to the public and to newspapers of record in the district.” The intent of this report is to provide information on 2023 planned and actual revenues and expenditures. It also discusses major actions affecting the Lynden TBD.

2023 was the first year of the renewed ten-year voter-approved TBD sales tax. Voters passed the renewal at the 2022 November General Election, and effective in 2023, authorized continuation of a sales and use tax of two tenths of one percent (0.002) to be collected from all taxable retail sales within the TBD in accordance with RCW 82.14.0455 for a term of ten years, or until such District is dissolved, whichever is earlier, for the purpose of paying or financing costs of necessary transportation improvement projects listed and identified in the City of Lynden Six-Year Transportation Improvement Plan.

2023 Revenue

The 2023 Budget projected planned TBD Revenue of \$750,000. Lynden’s retail sales tax revenues in 2023 exceed budget by 21.9% as shown in the following table:

2023 Monthly Sale Tax Revenue			
January	\$ 75,245.82	July	\$ 79,466.81
February	77,477.27	August	85,350.19
March	63,967.57	September	76,305.70
April	65,416.43	October	82,050.94
May	78,600.84	November	80,575.29
June	72,304.97	December	77,224.42
2023 Total Tax Revenue			\$ 913,986.25

2023 TBD Planned & Actual Expenses

Project	Total Project Estimate*	2023 Budgeted Expenses	2023 Actual Expenditures
1. South Park Waterline & Overlay	\$ 1,857,264.95	\$ 300,000.00	\$ 148,188.90
2. Cedar Drive Sewer & Overlay	2,160,000.00	402,500.00	27,934.06
3. East Front Street Settlement	460,000.00	230,000.00	345,487.64
4. Judson LID Phase I – 8 th Street	931,500.00	70,000.00	0
5. Judson LID Phase 2 – 9 th Street	1,084,814.51	20,000.00	0
6. Emergency Culvert Replacement (Duffner Ditch)	2,108,208.00	164,125.00	3,214.02
7. Main St Intersection Rehabilitation (3 rd Street)	1,024,570.18	339,750.00	163,488.08
8. CERB Loan Repayment Fund 5 th Street (Fund 241)		32,622.00	32,621.72
9. Other Miscellaneous Expenses (Insurance, Audit Fees)		592,003.00	(12,859.85)
Totals		\$ 2,151,000.00	\$ 708,074.57

*Total Project Estimates: Include all phases of the project. Projects may span multiple years and have multiple funding sources. This table represents budget/expenditures from TBD source only.

Comments on 2023 Budget Execution:

1. South Park received grant and loan funding from the Whatcom EDI Program so fewer TBD funds were required.
2. Cedar Drive was delayed due to the extent of utility improvements identified during field investigation and design. There are also some right-of-way issues that will need to be resolved. This project was expected to begin in 2023 but has been extended to 2024.
3. East Front construction was completed in 2023.
4. 8th Street Judson LID Phase 1 was completed in 2023.
5. 9th Street Judson LID Phase 2 was in design phase in 2023.
6. Grover Street also received grant funding from the Whatcom EDI Program, reducing the amount of TBD funds needed. This project was completed in 2023.
7. Design for this project is ongoing with construction to occur in 2025.
8. The annual CERB loan payment was made.



South Park Waterline & Overlay (Before & After)

2023 TBD Beginning and Ending Fund Balance

	Totals
Beginning Fund Balance	\$ 1,445,086.55
2023 Expenses	708,074.57
2023 Tax Revenue	913,986.25
Interest Income	41,916.21
Ending Fund Balance	\$ 1,692,914.44

Budgeted 2024 Revenue

Budgeted revenue for 2024 is \$965,000.00.

Budgeted 2024 Project Expenditures

The Lynden City Council passed the 2024 Budget at their regular meeting on December 4, 2023. The 2024 Transportation Benefit District budget includes the following projects:

Project	TBD Funds
W Main & Berthusen Roundabout	\$ 20,000
1 st Street Rehab	340,000
Liberty Street Sidewalks	75,000
Grover / 1 st Street Turn Realignment	50,000
Cedar Driver Overlay	1,460,000
Hannegan / Riverview Turn Lane	50,000
Benson Rd – Complete Streets Badger – Sunrise	43,000
Judson LID Phase II – 9th Street (Design)	200,000
CERB Loan Repayment Fund 5 th Street (Fund 241)	32,622
Total Planned 2024 Project Expenditures	\$ 2,270,622

If you have any questions or comments regarding this report, please contact Jon Hutchings, Public Works Director, at (360) 354-3446 or by email at hutchingsj@lyndenwa.org.

City of Lynden
2024 - 2029 Six Year
Transportation Improvement Program
In Priority Order Keyed to Map

Ref No.	Project	Description	Termini	Classified	Utilities	Complete Street	Phase	2024	2025	2026	2027 - 2029	Funding Sources (\$ in thousands)				
												Local	State	TIB	Federal	Total
1	Pepin FASST (Flooding, Agriculture, Salmon, Safety, Transportation) RAISE Planning Grant	Basin-wide 30% design plans for street network and creek relocation for items 3-8 below City plans to apply for a federal RAISE Construction Grant in 2025 to construct items 3-8 below.	Pepin Creek sub-area	Y		Y	PE	X	X	X					2,000	2,000
							Const				X					0
2	Pine Street Bridge & Pepin Creek Channel	Vehicular Bridge and Approaches. Stream channel extended from Main to Westview Development	Pine Street over relocated Pepin Creek (Double Ditch) and 1000 ft of channel north of bridge <i>Developer Mitigation - incl. in Local</i>			Y	PE 2023-2024	X					150 (PWTF)			150
							Const	X	X			47	5,000 (PWTF)			5,047
3	Pepin Creek Main Stem <i>Pepin Lite Concept</i>	Upstream (Pepin Lite) Phased Relocation	Isom School to East/West Creek Corridor <i>Department of Ecology potential funding. Developer Mitigation - incl. in Local</i>			NA	PE	X	X			734				734
							Const			X	X				8,950	8,950
4	East/West Pepin Creek Corridor <i>Pepin Lite Concept</i> (including culvert at Double Ditch)	Upstream (Pepin Lite) Phased Relocation	North end of Pepin Main Stem to Double Ditch Road <i>Developer Mitigation - incl. in Local</i>			NA	PE	X	X			125			3,440	3,565
							Const			X	X				3,440	3,440
5	Double Ditch Road	Widen/Improve to City Arterlal Street Standard (40') <i>Prerequisite: Construct Cross-Culvert to the North and redirect Pepin Creek into new channel</i>	Main Street to City Limits (Pepin Parkway) <i>Connect to Future Pepin Parkway Include Water & Sewer Trunk Lines Developer Mitigation - incl. in Local</i>	X		Y	PE		X	X		387				387
							Const			X	X				6,473	6,473
6	Pepin Parkway Bridge	Pepin Parkway Arterial (Included in 2022 Design Standards) <i>Arterial Street - driveway access and parking restricted</i>	On Pepin Parkway over the relocated Pepin Creek <i>Developer Mitigation - incl. in Local</i>	X		Y	PE	X	X			248				248
							Const			X	X				3,860	3,860
7	Pepin Parkway Arterial	Pepin Parkway Arterial (Center Median Stormwater) <i>Arterial Street - driveway access and parking restricted</i>	Benson Road to Double Ditch <i>Developer Mitigation - incl. in Local</i>	X		Y	PE	X	X			387				387
							Const			X	X				8,375	8,375
8	Benson Road	Widen to the west to avoid ditch on east. Pedestrian on west side - possible 10' separated trail <i>Arterial Street - driveway access and parking restricted Surface Transportation Block Grant (STBG)</i>	Sunrise Drive to Badger Road <i>Connect to Future Pepin Parkway Federal STBG and CRP Developer Mitigation - incl. in Local</i>	Y	E	Y	PE	X				64			418	482
							Const		X	X		1,700			6,394	3,245
9	Kaemingk Trail Extension - Depot to 8th Street	Phased Trail Project begun in 2023 (complete in 2024) <i>Trail: Park Impact Fee Funds, Sidewalk: Street Funds</i>	North 8th Street to Depot Road			NA	PE									0
							Const	X				300	550			850
10	E. Front Street Slope Stability (Ph. 2)	Replace storm pipe, construct mechanically stabilized earth (MSE) wall to stabilize slope, and repair street	600 Block of East Front Street			NA	PE									0
							Const	X				525				525
11a	9th Street & Alley (Judson Area Stormwatater Low Impact Development - Phase II)	Stormwater Low Impact Developement <i>Ecology Stormwater Grant funded design in 2020 DOE Grant/Loan, TBD, & Utility Matching Funds</i>	Front St. to Judson and E/W Alley to 10th			Y	PE	X				50	120			170
							Const	X	X			400	720			1,120

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11b	10th and Judson Street (Judson Area Stormwatater Low Impact Development - Phase III)	Stormwater Low Impact Developement <i>Ecology Stormwater Grant funded design in 2020</i> <i>Const. Funding Dependent DOE Const. Grant. TBD & Utility Matching Funds</i>	Front Street to 7th Street			Y	PE	X	X			50	120			170
							Const			X		650	1,950			2,600
12	Cedar Drive - Street, Stormwater, and Sewer Utility Improvements	Sewer upgrade (incl. lift station), stormwater relocation, street rehabilitation, and pervious shared-use shoulders <i>Sewer Utility Fund Project</i>	Depot Road to 124 E Cedar			N	PE/ROW	X				240				240
							Const	X	X			2,400				2,400
13a	Main Street and Berthusen Road Roundabout	Construct roundabout and approximatel 400 feet of each approach street <i>Community and Economic Revitatlization Board. Loan \$4.5 million</i>	Intersection of West Main and Berthusen Rd.	Y		Y	PE 2023	X				125				125
							Const	X	X			1,000	4,500			5,500
13b	Main Street Corridor Completion	Reconstruct Main Street between Curt Maberry Road and Berthusen Road	Curt Maberry Road and Berthusen Rd.	Y		Y	PE		X	X		100				100
							Const				X	5,500				5,500
14	Tromp Road Arterial Improvement	Upgrade to Full City Industrial Standard <i>Planning Purposes Only</i> <i>Community Economic Development (CEDS) listed</i>	Birch Bay Lynden Rd. to W. Front St.	Y		Y	PE				X	100				100
							Const				X	3,000				3,000
15a	Bradley Road Arterial Improvements	Upgrade to Complete Street with intersection improvements at both termini. <i>Anticipating State Commerce Funding and pursuing additional State/Federal funding</i>	Vinup Road to Line Road	Y		Y	PE	X	X			250				250
							Const		X	X		1,540	2,950			4,490
15b	Bradley-Vinup Roundabout	New Roundabout replaces stop sign on Bradley <i>Pursuing State/Federal funding</i>	Eastwood (east) Ridgeway (north) Grover (south)	Y		Y	PE	X	X			250				250
							Const		X	X		1,590				1,590
16	Line Road Complete Street	Upgrade to Full City Standard <i>Planning Purposes Only</i>	Aaron Drive to Badger Road (SR-546)	Y		Y	PE				X	50				50
							Const				X	1,500				1,500
17	3rd Street Reconstruction	Street Reconstruction <i>Planning Purposes Only</i>	Grover Street to Front St <i>Historic Business District</i>	Y		Y	PE				X	20				20
18	4th Street Improvements	Street Reconstruction/Centennial Park Integration <i>Planning Purposes Only</i> <i>Community Economic Development (CEDS) listed</i>	Grover Street to Judson Street Alley <i>Historic Business District</i>			Y	PE				X	20				20
19	6th Street Reconstruction	Street Reconstruction <i>Planning Purposes Only</i>	Grover Street to Front St <i>Historic Business District</i>			Y	PE				X	20				20
20	Northwood Road Complete Street	Upgrade to Full City Std <i>Planning Purposes Only</i>	Brome to Badger	Y		Y	PE				X	70				70

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21	E. Badger (SR-546) and Benson Road Roundabout	Channelization/Roundabout & Lighting <i>Planning Purposes Only</i>	East Badger and Benson Road	Y		Y	PE	X			X	500	WSDOT 500			1,000
22	Judson Street Service Alley Improvements	Widen and reconstruct, relocate utility poles, and improve parking. <i>Community Economic Development (CEDS) listed</i>	3rd Street to 7th Street <i>Possible Directional Restrictions</i>			?	ROW/PE	X	X	X		50				50
23	W. Front Street Arterial Ph 2	Upgrade to City Industrial Street Standard (44' width) with curb, gutter, and sidewalk.	Duffner Ditch to Tromp Road <i>west of Guide Meridian</i>	Y		N	PE				X	300				300
							Const				X	1,500				1,500
24	W. Front St Culvert Repair/Replace <i>Culvert at Duffner Ditch</i>	Replace Flood Damaged Culvert Includes water, sewer and storm replacments <i>as needed</i>	Duffner Ditch to Duffner Drive <i>west of Guide Meridian</i>	Y		N	PE 2023	X				35			220	255
							Const	X	X			365			2,335	2,700
25	Kaemingk Trail Extension to Dickinson Park	Paved Trail w/ 2 Bridges <i>2019 Parks & Trails Bond</i>	17th Street to existing Ridgecreek Trail			NA	PE	X				200				200
							Const		X	X		2,500				2,500
26	Arterial Street Preservation Program Classified Routes	Grind and Overlay. Include required ADA Upgrades. Apply for TIB Arterial Preservation Program (APP) Funding (Coordinate with County on Birch Bay Lynden)	1st Street/Hannegan (Grover to City Limits) Birch Bay Lynden Rd (City Limits to SR-539) Vinnup (Bradley to SR-546)	Y		Y	PE		X	X	X	300		300		600
							Const					2,000		2,000		4,000
27	Main and Depot Intersection Preservation and ADA	Reconstruct intersection with ADA as needed. Reconstruct approach streets approximately 300 feet	Main and Depot	Y		Y	PE									0
							Const	X				75				75
28	Bay Lyn Drive Duffner Ditch Fish Passage Culvert	Duffner Ditch Culvert Replacement - Apply for State funding programs. Included in Legislative Agenda.	Duffner Ditch at Bay-Lyn			N/A	PE		X	X		200		300		500
							Const				X	1,200	1,200			1,200
29	East Badger Road - Vinup and Line Roundabout/Intersection Improvements	Roundabouts or intersection Improvements at Vinup and Line				Y	PE			X		200				200
							Const				X					0
30	Main and 1st Street Intersection Rehabilitation	Reconstruction and ADA upgrades Planning Purposes only	Main and 1st Intersection			Y	PE				X	100				100
31	Meadow Neighborhood Street, Water & Stormwater Rehabilitation	Street reconstruction with ADA upgrades as required. Water, sewer, storm drainage improvments as needed	Woodview Ct., Meadon Ln., S. Meadow Ln., and W. Meadow Ln. Duffner Ditch			NA	PE		X	X	X	100				100
32	Miscellaneous Pavement Preservation	Chip seal, asphalt overlays	Various Locations			N/A	Const Yearly budget	X	X	X	X	100				100

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												Local	State	TIB	Federal	Total
33	ADA and non-motorized Facilities	Sidewalk repair & replacement, ADA ramps, non-motorized facilities.	Various			N/A	Const Yearly budget	X	X	X	X	75				75

Projects Update – February 7, 2024

Under Construction

- Jim Kaemingk Trail Extension – Ribbon cutting upon completion of bridge?
- Guide Sewer Extension – Boring complete, minor sewer items to complete, restoration ongoing.

Starting Construction

None

In Design for 2024 Construction

- Cedar Drive Sewer and Overlay – 90% plans in for review. Working on temporary construction easements and permits. Go to bid late February.
- Waterline Upgrade – Meadow Lane – Pacific Surveying and Engineering work expanded to design south of Meadow Lane on Guide Meridian. No cost amendment.
- Hannegan / 1st Street – Design starting. Goal before fair.
- Judson/9th – Finalizing Ecology contract for funds. Go to bid March.
- Pine Street Bridge
- High School Parking Lot