


100 AGC



INLAND NORTHWEST CHAPTER
THE CONSTRUCTION ASSOCIATION

LOOKING BACK AT 100 YEARS WITH THE NWAGC

A construction worker is shown in profile, wearing a white hard hat with a logo that says "THE POINT", a blue face mask, a black hoodie, and a high-visibility yellow and grey safety vest. He is kneeling and using a power drill on a large, dark metal rectangular object. The background is a blurred industrial setting.

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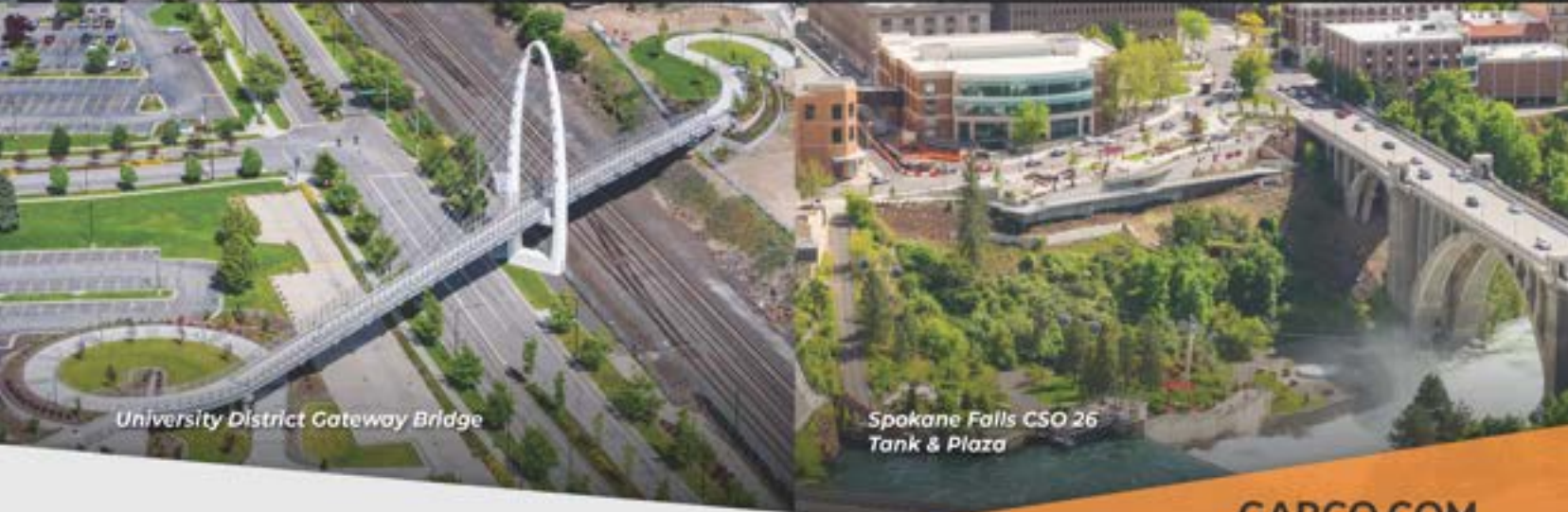
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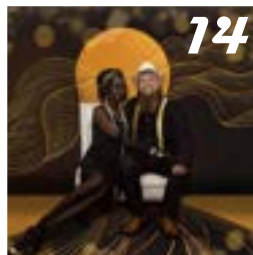


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On the cover:
The Great Northern Clock
Tower shines with the
emblem of the Inland
Northwest AGC in honor
of its centennial. *Story on
page X.*



N.A. Degerstrom

INC.
EST. 1904



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1959

PULLMAN AIRPORT

2020



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2021

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Chris Myers



For 100 years, we as an industry have worked as a team toward the betterment of the whole - not just the individual. The chapter has gone through generations of staff and leadership positions, all of whom have helped shape the organization that we are today.

While the issues and concerns are dynamic, changing to match the current need at

any given point in time, there is always a constant. That constant is that our chapter is there advocating on our behalf. My company, N.A. Degerstrom, Inc., has been in business for 118 years and for the last 100 of them the Inland Northwest AGC has been an important resource and advocate that has helped contribute to our continued success.

Having the opportunity to serve as the chapter President while representing a company that was one of the founding members during its Centennial year was truly a unique and great honor.

Chris Myers is President of N.A. Degerstrom, Inc., which has been a member of the Inland Northwest AGC for more than 100 years.

Chris Winkler



For those of you I have not met, I am Chris Winkler with Wm. Winkler Company, your 2022 Inland Northwest AGC Board President.

Wm. Winkler Company was started by my grandfather, William (Wm.) Winkler in 1919, 2 years before the formation of our chapter in 1921. As our chapter enters it's 2nd century of being your voice in the construction industry, I ask for your assistance in making the voice of the AGC heard. The board and staff cannot do it alone - we need your help to make our AGC even better this next century.

At last February's Centennial Celebration, with over 500 attendees, I spoke about the power of 2 and how we can use this power to fulfill the goals of the 5 pillars of our strategic plan and launch the Inland Northwest Chapter of the AGC into its 2nd century.

Pillar 1 - Advocacy

If everyone in attendance contributed \$2 to one of the advocacy funds, we would raise over \$1000. If each person contributed \$200, which is less than \$1 dollar per working day, we would raise over \$100,000.

If they all responded to 2 AGC Call to Action alerts, we would send our elected officials over 1000 letters.

Pillar 2 - Workforce

If each attendee talked to 2 students about the value of a career in construction, we would reach over 1,000 kids.

Pillar 3 - Safety

If everyone took 2 minutes to look around their jobsite every day for potential hazards, we would have a safer work environment.

Pillar 4 - Engagement

I challenge you to become more engaged in our AGC this next year by participating in 2 new events— such as Breakfast

with the Board, the Skills USA Student Completion, Construction Career Days, the Summer Outing, or a political candidate meet and greet; and at these events introduce yourself to 2 of your fellow members.

Pillar 5 - Leadership

Develop your leadership skills by reading 2 leadership books, listening to 2 podcasts, or attending 2 leadership presentations.

Remember it takes more than the board and AGC staff to make our organization succeed it takes each of you.

So, in this year of 2's, let's continue to double our efforts to strengthen the mission of our AGC, to be the construction industry's premier choice for advocacy and quality service, providing members with an improved business climate.

Chris Winkler is Vice-President of Wm. Winkler Company, which was founded in 1919.



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EXECUTIVE DIRECTOR'S NOTE **CHERYL STEWART**

Daniel Garber, who is credited as the founding father of the AGC, sent out a letter in 1918 to general contractors across the country to urge them to organize a national organization. In it, he asserted that a contractor alone was merely an individual with no more influence than his own personality and commercial weight. But organized, general contractors could “open the gates for great prosperity, benefit the country in normal times and serve it royally in emergencies like the present.”

I have to say, I have thought of this quote several times over the past few years and how he couldn't have been more right – while the work we do during normal times is important, our recent emergency has certainly proven why we continue to gather, more than 100 years later, and work together as colleagues, rather than competitors.

As I have researched our history over the past few years, it has become apparent that the issues facing our industry are not going away – workforce, safety, government regulations, funding, project delivery and technology. The AGC has helped lead these discussions across the country for more than a century and it is critical that we continue to serve as the voice of the entire construction industry moving forward. That voice, however, is only as strong as the members behind us. That is why your participation and support continues to be so important.

This year will mark my 20th here at the AGC, and it has truly been my honor to be a part of the history of this incredible organization. I have seen much change during that time and I am excited to see what the future holds. But there is one thing I know will never change – the amazing people that build this country with Skill, Integrity and Responsibility.

Thank you to everyone that has played a role in the history of the AGC and to those that will help shape the next 100 years.



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Fifth Annual Convention AGC Contractors of America - Pac Northwest Branch - At Spokane Feb. 1911

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Longtime Inland Empire Executive Vice President and local Senator Sam Guess.

Keeping 'em Guessing

A look back at local AGC legend, Senator Sam Guess

Few foundational Spokane residents can claim to be the study in contradictions that was Sam Guess.

The Executive Vice President of what was then known as the AGC Inland Empire Chapter, he was a methodical man who loved surprises, a “conservative’s conservative” partnering with his wife to manage his political career, and a “no-man” in Congress as legendary for rejecting state budgets and taxes as he was for going to bat for road and highway projects.

Born Aug. 8, 1909, Guess pre-dated the AGC, which would not be created for another decade. Growing up in rural Greenwood, Mississippi, he adopted a slow-burning tenacity and an even slower Mississippi drawl, both of which would follow him to the Senate and become hallmarks of his political career. He studied civil engineering at the University of Mississippi and worked in flood control, eventually joining the Army Corps of Engineers and making \$90 per month, sleeping in a rag tent as often as not. Just one year after joining the Corps, Guess was on duty during the Yazoo River flood in Mississippi, where seven inches of rainfall flooded more than 800,000 acres.

“ If there’s anything I’ve learned in 19 years, progress is made slowly.

Senator Sam Guess ”

Guess spent 22 years building an impressive career with the Corps, advancing to major. He played an important role in the planning of WWII’s invasion of Normandy, and earned a Bronze Star for his work in the design and rebuilding of the Rhine River Bridge in Gotsburg, Germany. He was transferred to the Pacific Northwest in 1951, heading up military construction projects at Fairchild Air Force Base and Geiger Field. When rumblings of a Seattle transfer began circulating in ‘54, he pulled a classic Sam switcheroo and resigned, taking a position at the AGC in order to stay in Spokane – “the best city he ever lived in.”

Lobbying on behalf of the AGC in Olympia in 1961, he was convinced to run for a Senate Seat opposite Democrat Wilmont W. Garvin, and won. He would go on to represent the 6th District for 24 years, from 1963-1987.

The contradictions that were Guess’s calling card persisted – politically, he remained a fiscal conservative who voted ‘Yes’ for the Valley sewer, a county jail, and new EWU buildings. Personally, the good old boy was also a major health enthusiast, quitting smoking in ‘46, drinking in ‘54, and swearing by raw honey over sugar and home-ground flour over store-bought. He and his wife Dorothy bicycled so frequently he reportedly wore out several sets of bike tires.

A tall, lean man of many facets, he’s famous for sharing wisdom that still rings true today: “If there’s anything I’ve learned in 19 years, progress is made slowly.”

Guess continued on pg. 29

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The AGC paints Spokane red

The old adage says, “When in doubt, wear red.” It seems the clock tower in downtown Spokane got the memo.

The Great Northern Clock Tower, as it was first named, is awash with light and color this week. It’s hard to miss the red beacon, shining with the logo of the Inland Northwest AGC.

It’s a fitting tribute, for the Inland Northwest AGC has now been a beacon in the construction industry for more than 100 years.

When the Inland Northwest AGC was first created 100 years ago, equipment was largely drawn by horses, homes were built with balloon framing, and many of the safety measures we take for granted were virtually non-existent. (Remember the iconic photo “Lunch top a Skyscraper” with nary a hard hat in sight?)

Now, construction sites are surveyed using drones and virtual reality, balloon framing has faded away due to fire risk, and an entire industry revolves around keeping construction workers safe, with local AGC chapters teaching safety classes every month to thousands of workers across the nation.

The Inland Northwest chapter (NWAGC) celebrated its Centennial on Friday, Feb. 4 with their annual Convention and Gala. The 1920’s-themed event harkened back to the era where it all began, when the chapter was known as the Pacific Northwest Branch. But while the past was certainly represented, so was the future.

“Part of knowing one’s history is using that knowledge to adapt and look to the future,” said NWAGC Executive Director Cheryl Stewart. “It’s a privilege to celebrate 100 years of serving our members and representing the construction industry, and we look forward to continuing to do so.”

As part of their Centennial, the chapter hosted the BUILD Northwest Awards Ceremony, recognizing exceptional individuals and companies who have put their stamp on the region, its communities, and the construction industry as a whole. The awards honor AGC members who build the area’s most impressive construction projects in a variety of sectors and project sizes, judged by a panel of project-neutral peers with winners selected based on project uniqueness, innovation and overall job excellence.

“When we say ‘We build the Northwest,’ we mean it,” NWAGC President Chris Myers said. “Our members have certainly made their mark on the local landscape.”

It’s true - most of the region’s iconic Expo ’74 new construction projects were performed by NWAGC members, to the tune of \$350 million.

Many of the chapter’s members are as old as the chapter itself, with as many years under their collective toolbelts. Local company N.A. Degerstrom is the chapter’s oldest member, and recently celebrated 117 years in operation.

And so the question follows: with so much history to learn from, what will the next 100 years bring?

Stewart anticipates significant advances in innovation and the further coalescence of construction and technology.

“It’s hard to say where we’ll be in the next 100 years, but I think a big focus will be on workforce development to keep up with a changing world, and on using technology to make job sites even safer,” she said. “At the end of the day, time passes, but our mission remains the same.”



The Great Northern Clock Tower in Spokane, Wash., lit up with the emblem of the Inland Northwest AGC, sits next to the Pavilion at Riverfront Park, recently remodeled by NWAGC member Garco Construction.

High Society – A Centennial in full swing

Puttin' on the Ritz

The Inland Northwest AGC celebrated their distinguished 100-year milestone with a Centennial Convention and Gala. One of the largest and most grand celebrations in the chapter's history, the event consisted of a daytime conference and vendor fair, with a 1920's-themed evening celebration lasting well into the night. The conference featured notable speakers on subjects like workforce development and team building, and the evening's festivities featured a walk through NWAGC history, live music and dancing, and a period-correct dinner of Roaring Twenties favorites. More than 700 industry members attended, making the Centennial a night history will remember.



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The Bee's Knees

Hitting on All Eight

Below, Vince and Tina Campanella go for the gold. Vince Campanella is the Vice President of Preconstruction for Lydig Construction, Inc. which remodeled the NWAGC headquarters in 2002. *Story on pg. 35.*



Rolling the Dice

The evening's entertainment at the Centennial Gala included a complete casino with gambling tables and full-size games. The tables were packed, with attendees playing blackjack, roulette and more. Lining up to spin the wheel and making side bets on dice tosses, construction professionals from all over the region vied for "casino bucks" and raffle tickets. The tickets could be entered into raffles to win a host of prizes, including jewelry, electronics, and luxury hotel stays. Attendees got into the swing of things, donning era-appropriate attire and going all out with the glitz and glam. Flapper dresses, fedoras, and pinstripes filled the dance floor, and feather boas and long pearls were the accessories of the evening. The first themed Convention Gala was a hit, sparking inspiration for future events.



High Rollin'

Attendees played table games with dollar bills to win casino game money.



Dance the Night Away

Dance instructors taught attendees the most popular dance styles of the period, including the rumba and the fox trot, to the sounds of a live big-band era band, Swing Set.



News of the NWAGC



Timeless Classic

NWAGC member N.A. Degerstrom was honored for 100 years of membership. They have been involved with the chapter since its inception in 1921.

A LITTLE PARTY NEVER KILLED NOBODY!



The Cat's Meow

The chapter celebrated the momentous occasion at the Grand Davenport Hotel in downtown Spokane.



Honored Guests

AGC of America Chief Executive Officer Stephen Sandherr attended the NWAGC Centennial Convention to celebrate the Inland Northwest's 100 years of membership, and to discuss AGC of America advocacy strategies. He spoke on recent strides in economic development and what those developments could mean for NWAGC member companies. Members had the opportunity to ask questions about elections, workforce development and more, and learn about AGC involvement at the national level. The NWAGC chapter was founded early in AGC of America history, just a few years after the national organization.

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Highway of Dreams:

The North Spokane Corridor

As the NSC nears completion, the NWAGC reflects on the project's history and the chapter's role in its completion.

For many in the Spokane community, the North Spokane Corridor has been a bit of a white whale - a distant dream and an arduous quest with no end in sight.

But with time and herculean effort, the project has become a reality and draws closer to its estimated completion each day. As the project progresses, the Inland Northwest AGC's current and former leaders reflect on the highway's construction and the role the association played in encouraging funding and public support for its completion.

Building the Northwest

The North Spokane Corridor is a \$1.5 billion project to create a freeway linking Interstate 90 in east Spokane to U.S. 395 north of Spokane.

First envisioned in the 1940's, the NSC was proposed to improve mobility by allowing drivers and freight to move north and south through Spokane. Once complete, the highway is expected to decrease travel times and congestion, while also improving safety.

"The NSC put Spokane out front in regards to infrastructure development for the future," said Wayne Brokaw, former NWAGC Executive Director.

"Most people understood that a new North-South freeway was needed to divert traffic from Division Street and improve mobility for both driver and freight traffic in the area," he said. "But safety was also a huge part of it, because this would provide a much-needed alternative northern route for things like school buses, as well as fire and emergency vehicles."

Not only is the NSC expected to provide safer traffic routes in the area, but also greater economic and trade opportunities, especially for outlying communities.

"Once we connect to I-90, truck traffic can leave Portland, travel through the Tri-Cities, then to Spokane, and then North to Canada, all without needing to go through Seattle," said Brokaw. "It will also create new opportunities for the West Side, so this trade route is needed."

Current NWAGC Executive Director Cheryl Stewart said the economic benefits to certain Spokane neighborhoods, particularly Hillyard, will be exponential, with increased access to manufacturing and development opportunities.

"It will completely change accessibility in our region," she said. "The ability to make a north to south commute in 15 minutes, is a game changer in terms of where people can live and work. The NSC will create development opportunities in housing, manufacturing, and industries across the board."

The AGC Leads The Way

Despite initial excitement, Stewart and Brokaw say details of the NSC project such as design, placement, and location were fiercely debated amongst local organizations, associations, and neighborhood business groups, each of which had different priorities and attitudes.

"There were some naysayers who seemed to think the money could be used for different things," said Brokaw. "It was a lot of work to bring all of them together, and convince them to move ahead in one direction."

The NSC officially broke ground in 2001, with the Hawthorne Road to US 2 Grading project. However, funding for the start of

Highway continued on pg. 28



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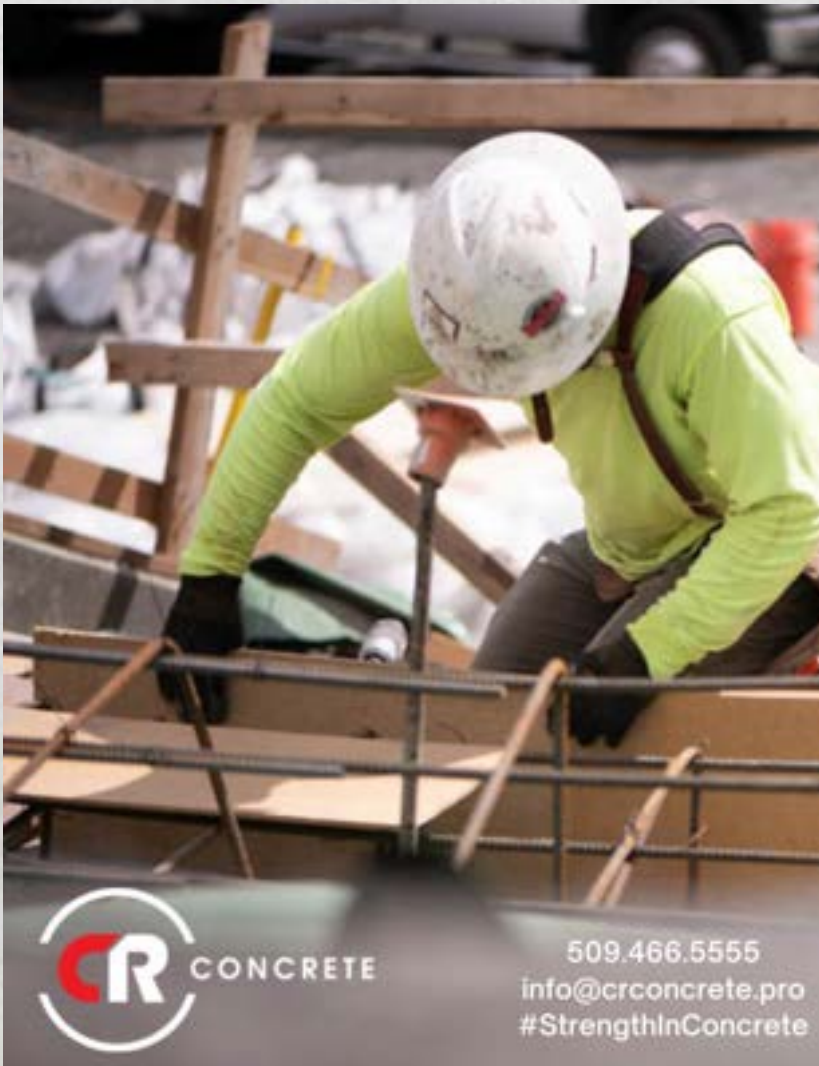
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A Merging of Chapters: Two Become One

While the Inland Northwest Chapter of the AGC has been around since 1921, it hasn't always looked the same as it does today. In the early days, the chapter was made up primarily of road builders and focused heavily on the civil side of our industry. While this served the industry well during recovery from the recession and war time rebuilding efforts, it became apparent in the 1940's that building contractors needed a stronger voice.

On January 13, 1949 the Inland Empire Building Chapter of the AGC was officially formed to represent building contractors, material suppliers and subcontractors. The older chapter continued to represent "heavy" construction firms.

For many years, the 2 chapters worked together on labor issues and advocacy, but eventually realized the need for a more unified voice. After months of negotiations, the 2 chapters merged to form the Inland Empire Chapter of the AGC in 1965. W.O. Murphy was elected the first president of the new organization, having lead the civil group the previous year. Sam Guess was kept on as the Executive Director. At right is a copy of the speech Bill read at the first joint convention of the newly formed organization.



W.O. Murphy in 1965. Murphy, who wrote and presented the famous 'Contractor' speech, was the first president of the new, united Inland Empire Chapter, formed from the combination of the AGC's Heavy Highway and Building chapters.

INGREDIENTS OF A CONTRACTOR

C is for **CUNNING**, or just plain common sense if you'd rather.
O is for **ORGANIZATION**, a smooth efficient one he must gather.
N is for **NEGOTIATION** with business agents and their members.
T is for **TENACITY** to turn problems into dying embers.
R is for **REPUTATION** for skill, integrity and fair play.
A is for **AGC** which fights for the work-by-contract way.
C is for **CONFUSION** which an outsider thinks is funny.
T is for **TABLE** where low bidders leave so much money.
O is for **OVERTIME**, long hours with no premium pay.
R is for **RESPONSIBILITY** to build in an ethical way.

- **W. O. Murphy**

First President of the combined AGC Highway and Building Chapters, 1965





Purpose

To build great people, projects, and relationships.

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People Matter: We look after people unconditionally with character, honesty, and integrity.

Team Unity: We work as a team to exceed expectations while displaying loyalty and commitment.

Solutions Driven: We adjust positively to challenges encountered.

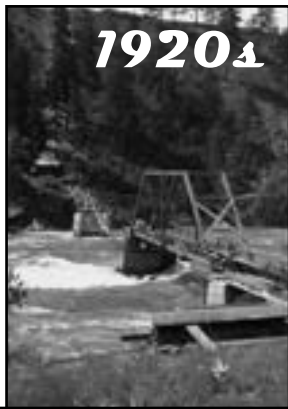
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LOOKING BACK: THE NWAGC IN HISTORY



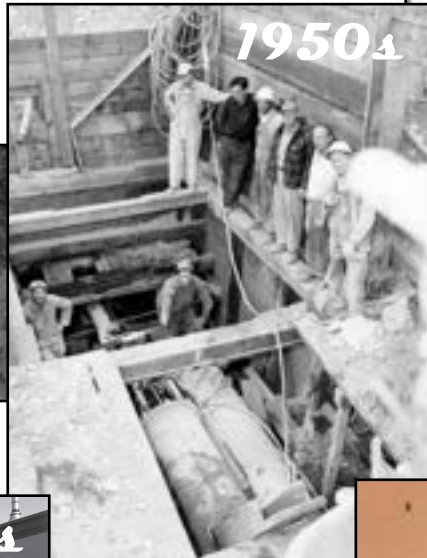
1920s



1940s



1930s



1950s

1920s: The Waterworks Bridge in Spokane, 1920.
1930s: Roadwork Machinery in 1931.
1940s: Construction underway on Spokane's Washington Street.



1960s

1950s: A concrete crew in 1951.
1960s: Construction Career Days, 1967.



1980s



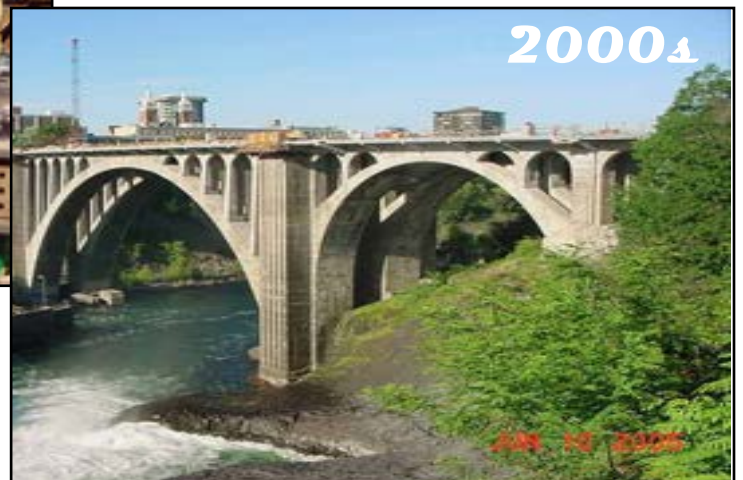
1970s

1970s: The landscape of Spokane pre-Expo '74, for which AGC members build more than \$350 million in projects.
1980s: Work near Mount St. Helens after its 1980 eruption.



1990s

1990s: Work continues on the Spokane Arena.
2000s: An emphasis on infrastructure meant several bridges in downtown Spokane saw improvements.



2000s

100 Years of Tech

The first hard hat was invented in the U.S. by Edward W. Bullard, whose father made supplies for miners. It was made of steamed canvas and leather because metal was too expensive. Hard hats would not become mandatory on most job sites until 1970.



Photo by Luke Sharrett for the New York Times.

Advancements in computer technology made during WWII paved the way for later uses in construction.



Photo courtesy of the National WWII Museum of New Orleans.



Photo courtesy of AEHistory.

Construction of the 1,454 ft. Empire State building began in 1930 using a new method called fast track construction, in which construction begins before the designs are completely finished.



Photo courtesy of Great Buildings Architecture.

Glass curtain walls became both possible and popular, as seen in the 505 ft. United Nations Secretariat Building.

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With the Occupational Safety and Health Act of 1970, Congress created the Occupational Safety and Health Administration (OSHA) to ensure safe and healthful working conditions for workers by setting and enforcing standards and by providing training, outreach, education and assistance.

The CAD software market was marked by two great changes in the mid 1990s, the PC 3D CAD software explosion and the unrelated explosion in PDM systems.



Photo courtesy of SOLIDWORKS.



Photo courtesy of Encyclopedia Britannica.

New forms of structure began to appear, culminating in high-rise buildings like the John Hancock Building in Chicago. At 100 stories, its structure is so efficient it required only 29 pounds of steel per square foot.



Photo courtesy of LMN Architects.

Post-Y2K saw an increase in "green buildings," which in design, construction or operation reduce negative impacts and create positive impacts on our climate and natural environment.



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Highway continued from pg. 22

the first segment of freeway still wasn't available until passage of the State Nickel Gas Tax Package in 2003, which provided the NSC project with \$321 million in funding.

"A second freeway had been envisioned for years, but the problem was it'd been talked about for almost too long," said Stewart. "Many people agreed they wanted it built, but it didn't have broad community support, and most of the public weren't really aware construction had started."

While the NWAGC did help spearhead the groundbreaking ceremony, it soon became apparent the association needed to take a larger hand in moving the project along.

"We knew the legislature was working on a transportation package, but our legislators had made it clear the project didn't have enough support to be a priority," said Brokaw. "So we pushed the AGC board, to allow the association to take this on as a priority project, and they gave their blessing for us to take the lead in 2009."

Stewart said the Washington State Department of Transportation had previously asked the AGC to help lobby for financing for the project, but it wasn't until the completion of the first drivable section in 2009, that she and Brokaw were able to begin putting the full weight of the association behind the project.

"We understood that we needed to garner public support in order to get votes from our electeds that would in turn get us the funding needed, or the project wouldn't move forward," said Stewart. "Most of the details of the project had been decided, including the route and initial design, some of the property had been bought already, but there was no money to build it."

To begin gathering public support and funding, Stewart and Brokaw formed the Keep Spokane Moving Campaign. As part of the campaign, the chapter created posters, hand fans, and displays that featured information about the project, and distributed them at public events. They also created

Highway continued on pg. 31



A team from the Inland Northwest AGC poses for a photo at the North Spokane Corridor groundbreaking in 1991.

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Guess continued from pg. 11

Colleagues called him “a straight shooter” and “independent.” Another descriptor might have been “involved” — in addition to his career and political work, he served on the governing chapter of the (Episcopal) Cathedral of St. John, became Vice President of the local chamber of commerce, was President of the Parent-Teacher Group at Sacajawea Junior High School and Assistant Scout Master of Troop 49 at Wilson Elementary School, and served as a member of three other major committees besides.

Guess’s distinctive drawl and Old Southern demeanor made him an emblematic character in every aspect of his life, and a fixture in the local political scene. He had an undeniable hand in the landscape of Spokane following Expo ’74, and as his star rose in the Senate, he remained well-respected, even by those on the opposite side of the aisle. He remained the choice for the 6th district through two decades of major changes on state and national levels. He continued to serve well

into his 70s, and when questioned on his endurance, would say he felt just fine.

Then Guess pulled perhaps his most well-known surprise — announcing that contrary to popular support, he would not run for re-election in 1986. His reason was one no one expected from the staunchly-loyal Republican — he didn’t agree with his party’s recent shouldering of the abortion issue, and would not risk splitting the party over such a polarizing and personal issue. Guess made the announcement in his address the county convention, politely bid the audience adieu, and left.

Guess’s jaw-dropping exit from politics rocked the community, and it’s said he rather enjoyed the shock and awe. Following his dramatic departure, he reportedly said, “You could have heard a pin drop.”

It seems a fitting legacy for the man who spent 50 years in the construction industry and 30 years campaigning for roads and highways to pave his own way. It was a suitable tribute, then, when the Division Street Bridge over the Spokane River was named after him.

The Senator Sam C. Guess Memorial Bridge was born after a \$7.7 million reconstruction following Guess’s passing in 1989.



Sam Guess, pictured here in 1982.

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a 5,000-signature petition in support of the project, and visited with area civic groups and elected officials to raise awareness and generate further support for the project.

Two Steps Forward, One Step Back

The first driveable section of the NSC (from Francis Avenue to Farwell Road) opened in August 2009, with a ribbon cutting celebration. The 3.5 mile stretch was one lane in each direction, using the northbound side of the freeway, and included an adjacent section of the Children of the Sun trail.

For the celebration, Stewart said the AGC brought back kids who had dug in the dirt at the 2001 groundbreaking, and took photos of them riding their bikes along the Children of the Sun Trail.

“It was a huge celebration that also included our congresswoman, the mayor, local elected officials, the secretary of transportation, and state senators,” she said. “We put together photos of the kids driving peddle cars on the first section, with the idea that those same kids would be driving real cars on the next completed section by age 16.”

Following the opening of the first section, Stewart and Brokaw continued the campaign and the project moved forward with several more phases including: creation of the southbound lanes from Farwell Road to Freya Street, the Parksmith Drive Interchange, Children of The Sun Trail Mead community connections, and the Francis Avenue Bridge replacement.

In 2005, the State 9.5 cent, Transportation Partnership Act (TPA) gas tax allocated \$152 million to fund the project between 2007 and 2019. In 2009, the Washington State Legislature allocated an additional \$28 million in TPA funds for the corridor.

“It took a few years to really gain traction, and even once we started to gain notice, it wasn't always enough, and we really had to fight to get funding,” said Stewart.

By October 2012, a total of 5.5 miles of the NSC had been completed, but the project was stalled with no more funding. Stewart said no real progress was made on the project until the Connecting Washington Package in the legislature in 2016, which provided full funding to construct the rest of the NSC south of Francis over the next 14 years.

In addition to funding delays, the NSC project has seen several other obstacles to construction, the biggest of which was a realignment of the BNSF Railway Co. line in the Hillyard neighborhood.

Known as the Black Tank Property, the site at 3202 E. Wellesley was once occupied by a massive above-ground tank that stored petroleum products for fueling train engines. The tank's location necessitated a cleanup effort between BNSF and the Washington state Department of Ecology designed to protect drinking water without slowing down the freeway project.

The first BNSF Structures and Railway Realignment, using TIGER IV Grant Funds, was completed in fall 2015, followed by construction of a roundabout to improve the Wellesley/Freya intersection completed fall 2016.

However, the NSC project hit a few more delays in 2020, first

with the passage of the voter-approved Initiative 976, a measure to cut car-tab taxes that jeopardized the state's transportation budget. Fortunately, a new transportation budget signed by Gov. Jay Inslee lifted the temporary pause on the NSC, as well as some other WS-DOT projects around the state. The project's schedule was then further delayed by the state's “Stay Home, Stay Healthy” mandate meant to curb the spread of the COVID-19. The order shutdown nonessential businesses, which at the time included construction.

Remaining projects for 2021 and beyond include construction of the Spokane River crossing, creation of raised freeway from Mission Avenue south to Sprague Avenue, and the Sprague Avenue south to I-90 connection.



The Spokane Chamber of Commerce celebrates progress on the North Spokane Corridor project in 2009.

The Final Stretch

The Washington State Department of Transportation recently fast-tracked the NSC, and the project is now on track for completion by 2028. However, Stewart said there is still a big push from the community to accelerate funding and construction with an eye toward getting the freeway completed sooner.

“Now that construction has moved south of Francis and you can see more of what's being done, excitement is growing,” she said. “It's a big project that will still take some time, but we're ready to spend that funding and there is a push to try to complete this in five years rather than nine.”

Looking back, both Brokaw and Stewart describe the NSC as a project that has served to unify the region – one that will continue to do so long after its completion.

“This wouldn't have happened without team effort and community support,” said Brokaw. “It reminds me of when Eisenhower created the Interstate system, which grew these small areas in place that gave people access to jobs and opportunities they'd never had before.”

Many people, Brokaw included, think that completion of the NSC will lead to increased investment and vibrancy in communities like Chewelah, Colville, and Kettle Falls.

“This project has really brought people together,” Stewart said. “They recognized this was something that would make a difference in everyone's lives, whether or not they ever got to drive on it.”

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STRONG Foundations

The AGC looks back on its 100-year history, and the building remodel that enabled its future



The original Inland Northwest AGC Building built in 1958.



The Inland Northwest AGC building after its 2002 renovation.

There might be more to standing the test of time than good bones - but good bones certainly don't hurt.

The Inland Northwest AGC, then known as the Pacific Mountain Branch, started in 1921 with offices in the old Spokane Hotel at Sprague and Washington, a building which has since been torn down and replaced.

In 1958, the organization decided to build their own office building at 4935 E. Trent Ave. That building, where the NWAGC Spokane offices still reside today, was built by Spokane contractor Ralph Redding in 1960, and was classified as midcentury modern in style.

"My first exposure to this building was when I joined the AGC in 1980," said former Executive Director Wayne Brokaw. "For me it's just a basic design, but over the years it's become kind of a boilerplate model and inspiration for the design of other chapter's spaces across the country."

The building served the AGC well for more than 40

years, but by 2002 was long overdue for an update.

"Most of it was just updating the building and cleaning it up," Brokaw said. "We'd repaired the roof, but we weren't sure how long it would hold up. We also needed more space and hoped to modernize things for our growing chapter. As the voice of the construction industry for this region, the goal was to create a space that would be inviting for folks to visit and gather in."

At the time of the remodel, Brokaw was the newly appointed director of the AGC, serving alongside then-president Tom Stewart.

Stewart is the co-owner of Frank Gurney Inc., a Spokane business established by his stepfather in 1959 that specializes in highway guardrail, concrete barrier, impact attenuator and signage installation.

"I remember my father being involved with the AGC, as his business did guardrail work for highway contractors, and through that process he came to know many people in the construction industry

throughout the Inland Northwest," said Stewart. "Through him, I came to know some of those same people, and eventually my brother and I took over the business ourselves after my parents passed."

Stewart said the need for a new building had been on the association's agenda since he first joined the AGC around 1997.

"I'd been hearing about this issue for a long time," he said. "So when I became president in 2002, I realized this was a project someone would need to spearhead, and decided to make it one of my goals."

According to Stewart, the building needed new plumbing and a new roof, and the board room was too small. The association also hoped to expand the building's plans room, create a larger board room, a social hall and kitchen, and improve office space.

While many ideas were considered, Stewart said he eventually settled on remodeling the building with participation from the association's contractor members.

"The building needed a lot of attention, and rather than putting money into a series of small repairs, we felt it was better to invest in an upgrade that would enable us to accommodate more training and room to do more," he said.

Stewart made plans with past presidents Tom Clark and Eric Brown to help guide the process of redesign, and reached out to members of the association for contributions (in money, materials and skills) to the project as it progressed.

"I reached out to Bernardo Wills, as previous presidents had already brought them on board for redesign ideas," he says. "We pitched the design to the board, and once it was approved, we started looking at how much money we would need to raise, and came up with the idea for a wall of donations to acknowledge contributions."

In March of 2002, the project's organizers set about soliciting a builder from among the association's members.

Build continued on pg. 37



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“We chose from a random drawing of five names at a selection party, and Lydig Construction was the winner,” he said.

Stewart estimates the total cost of the remodel at \$850,000. “We were able to gather about \$650,000 of that through donations, and took out a loan with Washington Trust to cover the remaining balance.”

The association was able to pay off the loan two years later through the safety Retro program in partnership with AGC of Washington.

“One thing you worry about as president is whether your legacy might burden those who come after,” Stewart said. “I didn’t want to leave the organization with a debt burden, so I was glad our members were so happy to step up with money and in-kind help.”

Stewart says his company contributed a \$50,000 donation, and he designed the board table, which was built by Terry Goeble of Goeble Construction. Stewart also personally purchased 20 chairs for the table, with the names of each of the then-board members on each.

“Like many things I set my mind to, it kind of became a super-project,” he says. “Overall I’m pretty proud of how the building turned out.”

During construction, the AGC met in the basement of an office building at 4303 E. Mission and put out a monthly newsletter detailing the building’s progress, encouraging a sense of excitement and comradery among the association’s members.

“The AGC has always been more than

an association; it’s about the betterment of yourself, your family, your business, and your industry,” Stewart said. “The building was a centerpiece for our chapter and a place where we could come together. Its remodel gave us a home, a place we all helped to build, where we could gather socially and share.”

The NWAGC was able to move back into the newly remodeled space in January 2003. Brokaw describes the remodel as a kind of turning point for the association, enabling further growth.

“With the remodel, we created new interest from a new generation,” Brokaw said. “The remodel created excitement, an uplifting, progressive feel. It also made space, and allowed for event hosting, allowed people meet new staff, see new energy, important at the time to do it.”

With the association celebrating its centennial founding nearly 20 years later, Stewart says it’s remarkable to see how the building’s remodel served to create a strong hub from which the organization has continued its work.

“The AGC has always been a strong centerpiece for contracting and contractors, but the building is an even more profound gathering place for us, because all of our members participated or contributed to it’s remodel,” he said. “My view is that people who do the same work can come together with a stronger voice and use their combined power to right wrongs and improve the industry. Being members of the AGC has helped us to set a course and move forward together, and it’s provided us a lasting space where we can

gather and teach things like strong work ethic, good values, and integrity in business and the contracting industry.”

Current NWAGC Executive Director Cheryl Stewart says the association is one of the first chapters nationwide to celebrate its centennial, and she considers the milestone to be an amazing accomplishment.

“There’s a lot of pride for those who’ve been part of this organization, one that’s stood the test of time,” she said. “Many others who reach this stage start to get a bit stale, but we’ve continued to gather new members and evolve, rather than fade.”

Stewart said the recent Coronavirus pandemic necessitated some new technology being added to the association’s building, including software upgrades and new cameras and televisions for video conferencing and additional virtual education courses, which will continue well into the future.

“These changes have actually allowed for more engagement for our members and added inclusivity,” she said.

While the pandemic also toned down initial centennial celebration plans, Stewart said she’s proud of how the association’s members have adjusted to the changes and challenges this past year.

“Our associations across the board have really shown some great work during the pandemic,” she said. “We’re looking forward to the future, and hope to keep engaging, helping our members stay connected and united despite whatever challenges come our way.”





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2019 Special Recognition for Innovation in Membership - AGC of America

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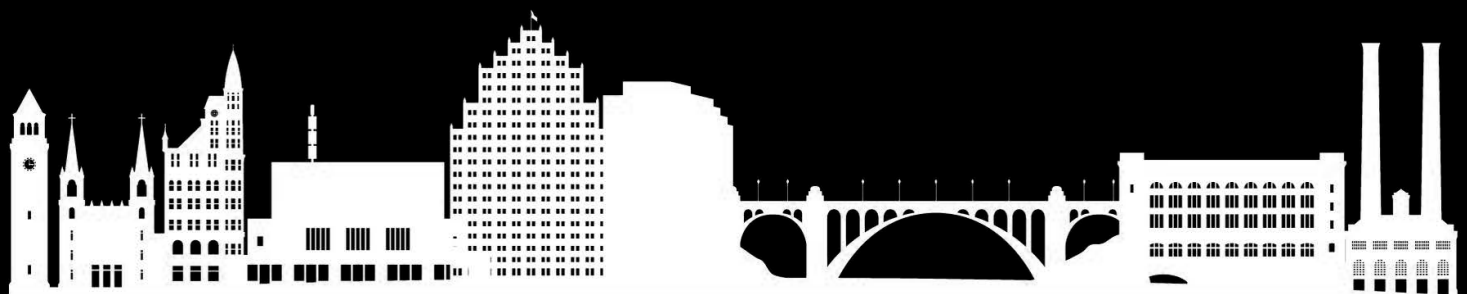
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